STANDARD DETAIL INDEX

STREET B - RIGHT-OF-WAY

STREET A - RIGHT-OF-WAY		R2U 50'	R2U 50' NO ALLEY	C2U 60'	R2D C2D 70'	C4U 70'	A4D 90'	* 100'	A6D 120'	A6DL 150'	A8D 150'
R2U	50'	2	3	4	5	6	7	*	8	9	10
R2U	50' NO ALLEY		11	12	13	14	15	*	16	17	18
C2U	60'			19	20	21	22	*	23	24	25
R2D C2D	70'				26	27	28	*	29	*	*
C4U	70'					30	31	*	32	33	34
A4D	90'						35	*	36	37	38
*	100'							*	*	*	*
A6D	120'								39	40	41
A6DL	150'									42	43
A8D	150'										44

* - INTERSECTIONS IN THIS CATEGORY ARE TO BE DETERMINED ON A CASE-BY-CASE BASIS BY THE DIRECTOR OF ENGINEERING.

THOROUGHFARE TYPES		
ROW WIDTH	CLASS	TYPES OF THOROUGHFARE
50'	R2U	RESIDENTIAL - 2 LANE UNDIVIDED
60'	C2U	RESIDENTIAL COLLECTOR - 2 LANE UNDIVIDED
70'	R2D	RESIDENTIAL - 2 LANE DIVIDED
70'	C2D	MINOR COLLECTOR - 2 LANE DIVIDED
70'	C4U	MAJOR COLLECTOR - 4 LANE UNDIVIDED
90'	A4D	MINOR ARTERIAL - 4 LANE DIVIDED
100'	A6D	MAJOR ARTERIAL - 6 LANE DIVIDED WITH REDUCED R.O.W.
120'	A6DL	MAJOR ARTERIAL - 6 LANE DIVIDED
150'	A6DL	MAJOR ARTERIAL - 6 LANE DIVIDED WITH LIMITED ACCESS
150'	A8D	MAJOR ARTERIAL - 8 LANE DIVIDED

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2017
SHEET 1 OF 44

STREET INTERSECTION
DIMENSION CONTROL
SHEET INDEX

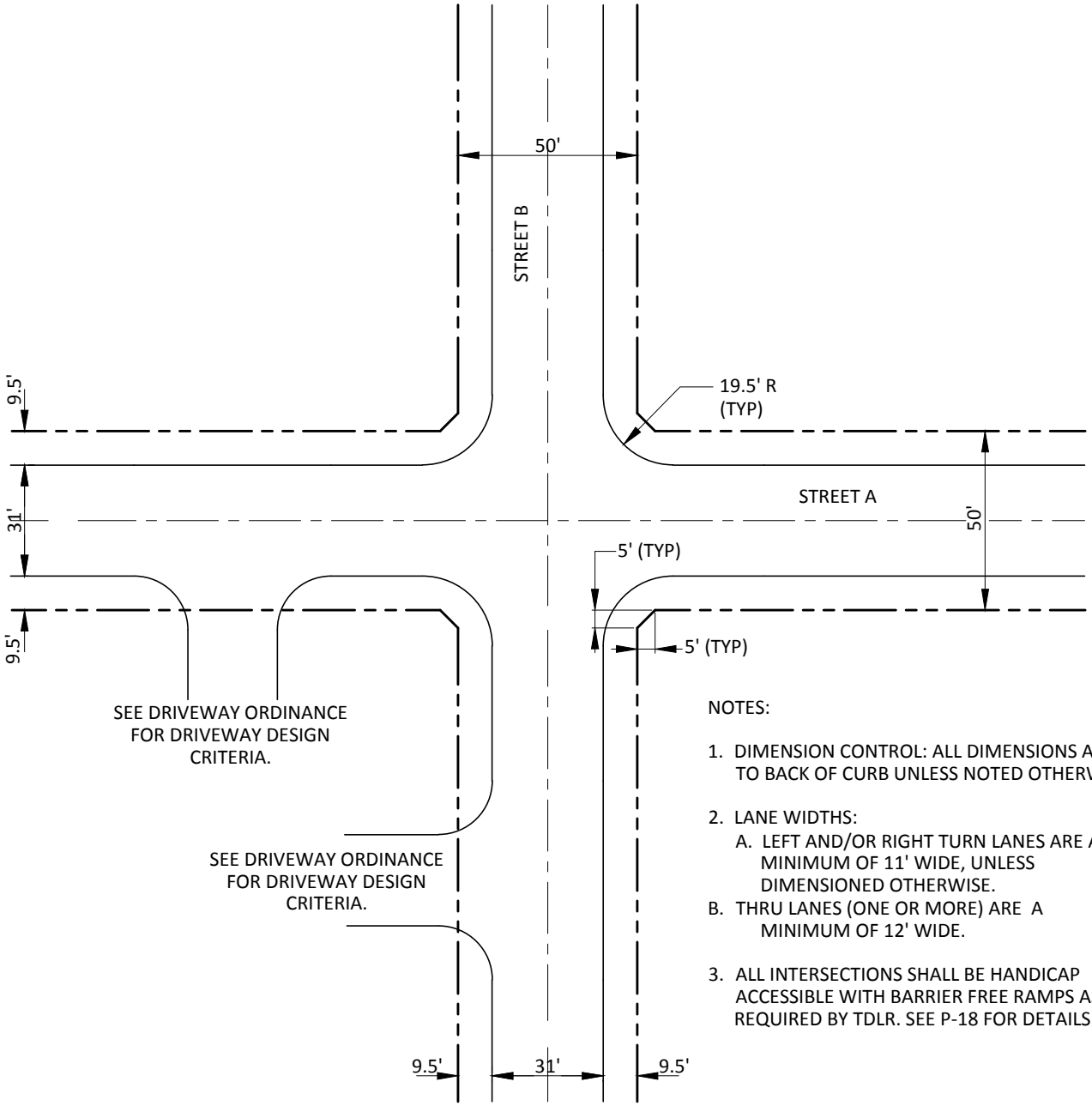
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_1-44.DWG

MINOR INTERSECTION

STREET A - 50' R-O-W, 2 LANES (R2U)
STREET B - 50' R-O-W, 2 LANES (R2U)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(R2U - R2U)

SCALE: NTS DATE: 01/2004
SHEET 2 OF 44

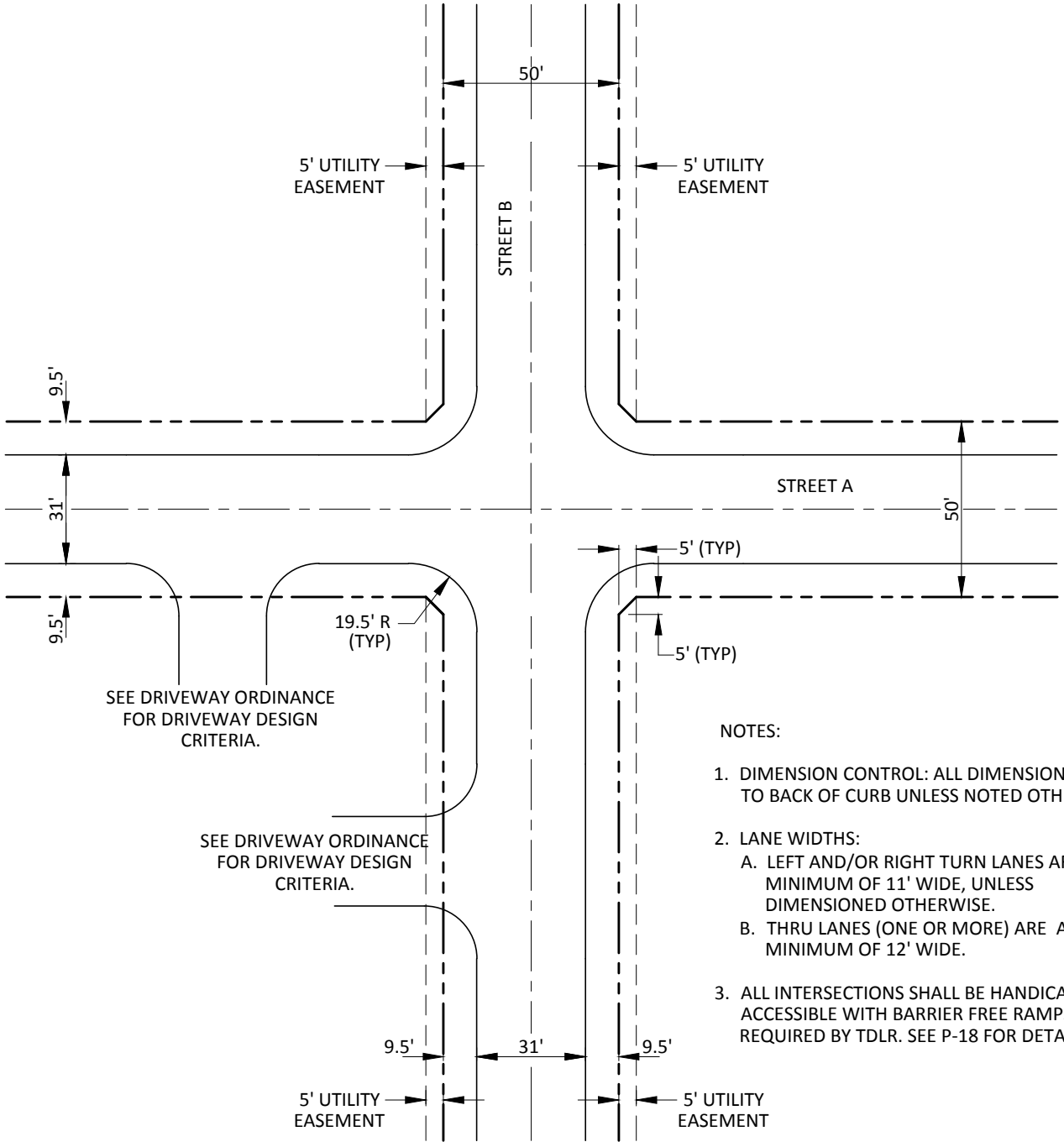
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_2-44.DWG

MINOR INTERSECTION

STREET A - 50' R-O-W, 2 LANES (R2U)
STREET B - 50' R-O-W, 2 LANES (R2U- NO ALLEYS)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.
2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.
3. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(R2U - R2U NO ALLEYS)

SCALE: NTS DATE: 01/2004
SHEET 3 OF 44

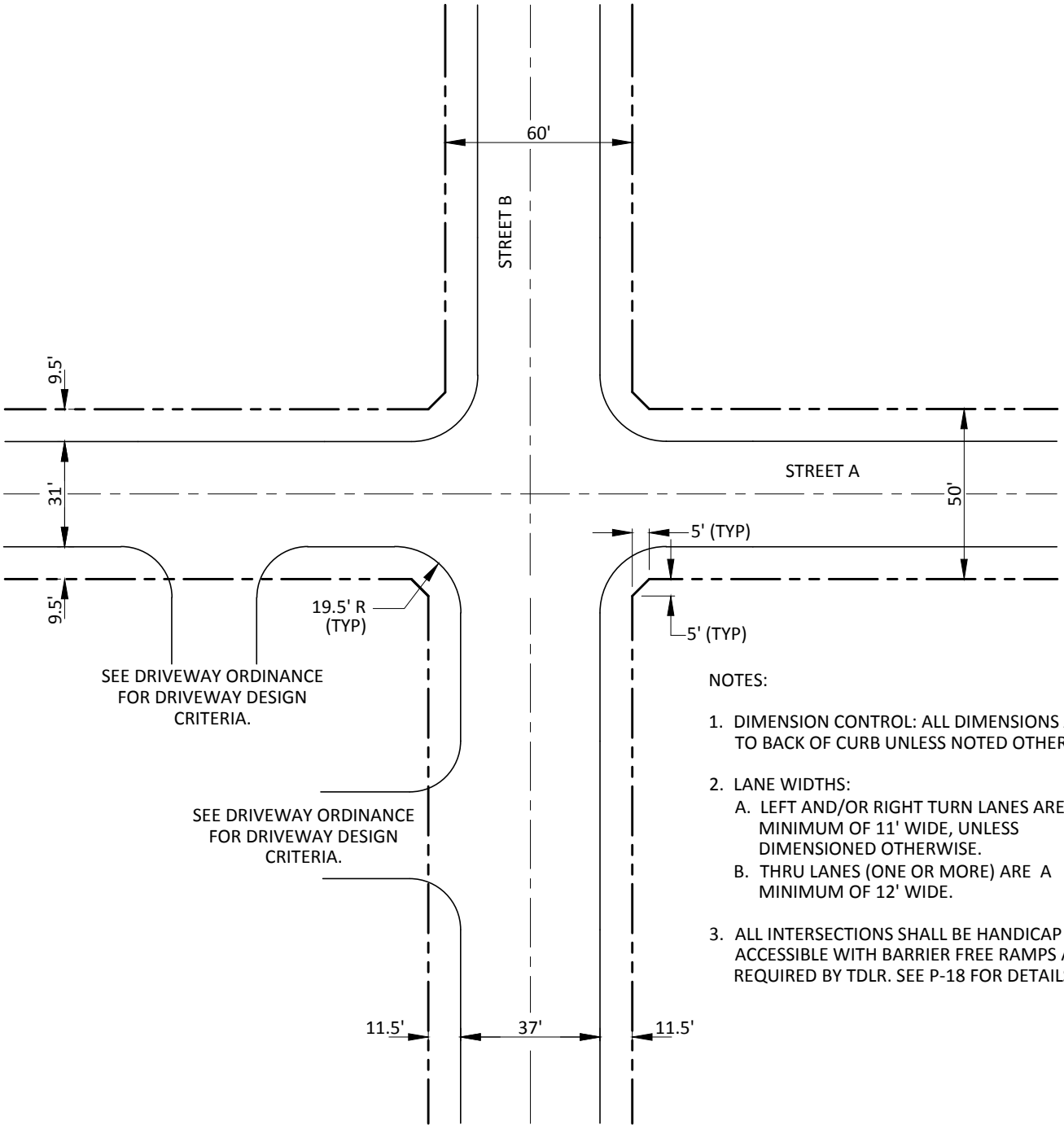
P-1

ENGINEERING DEPARTMENT

FILENAME: P-1_3-44.DWG

MINOR INTERSECTION

STREET A - 50' R-O-W, 2 LANES (R2U)
STREET B - 60' R-O-W, 2 LANES (C2U)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.
2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.
3. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2004
SHEET 4 OF 44

STREET INTERSECTION
DIMENSION CONTROL
(R2U - C2U)

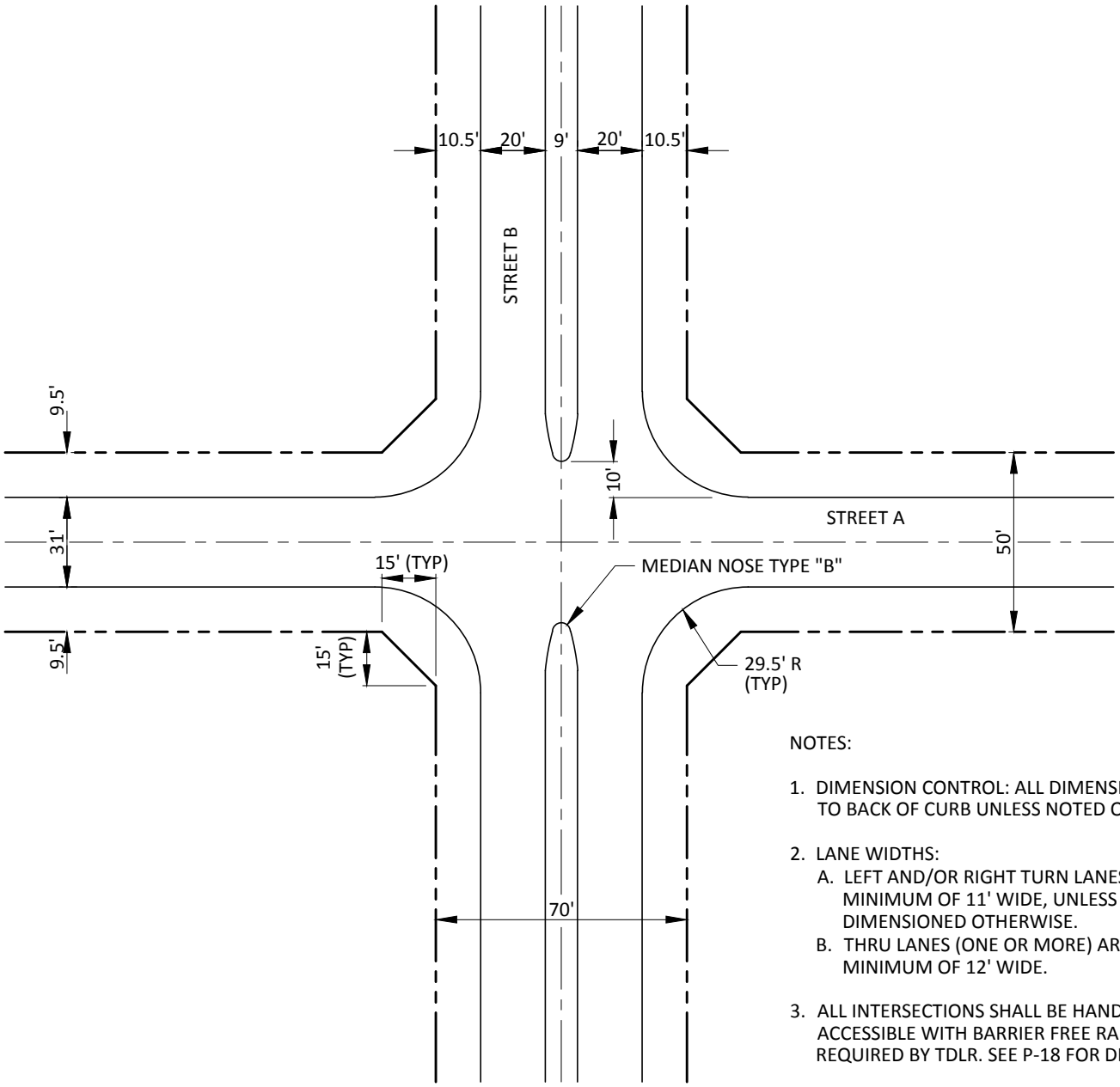
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_4_44.DWG

MINOR INTERSECTION

STREET A - 50' R-O-W, 2 LANES (R2U)
STREET B - 70' R-O-W, 2 LANES (R2D)
STREET A - 50' R-O-W, 2 LANES (R2U)
STREET B - 70' R-O-W, 2 LANES (C2D)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

4. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(R2U - R2D & R2U - C2D)

SCALE: NTS DATE: 01/2004
SHEET 5 OF 44

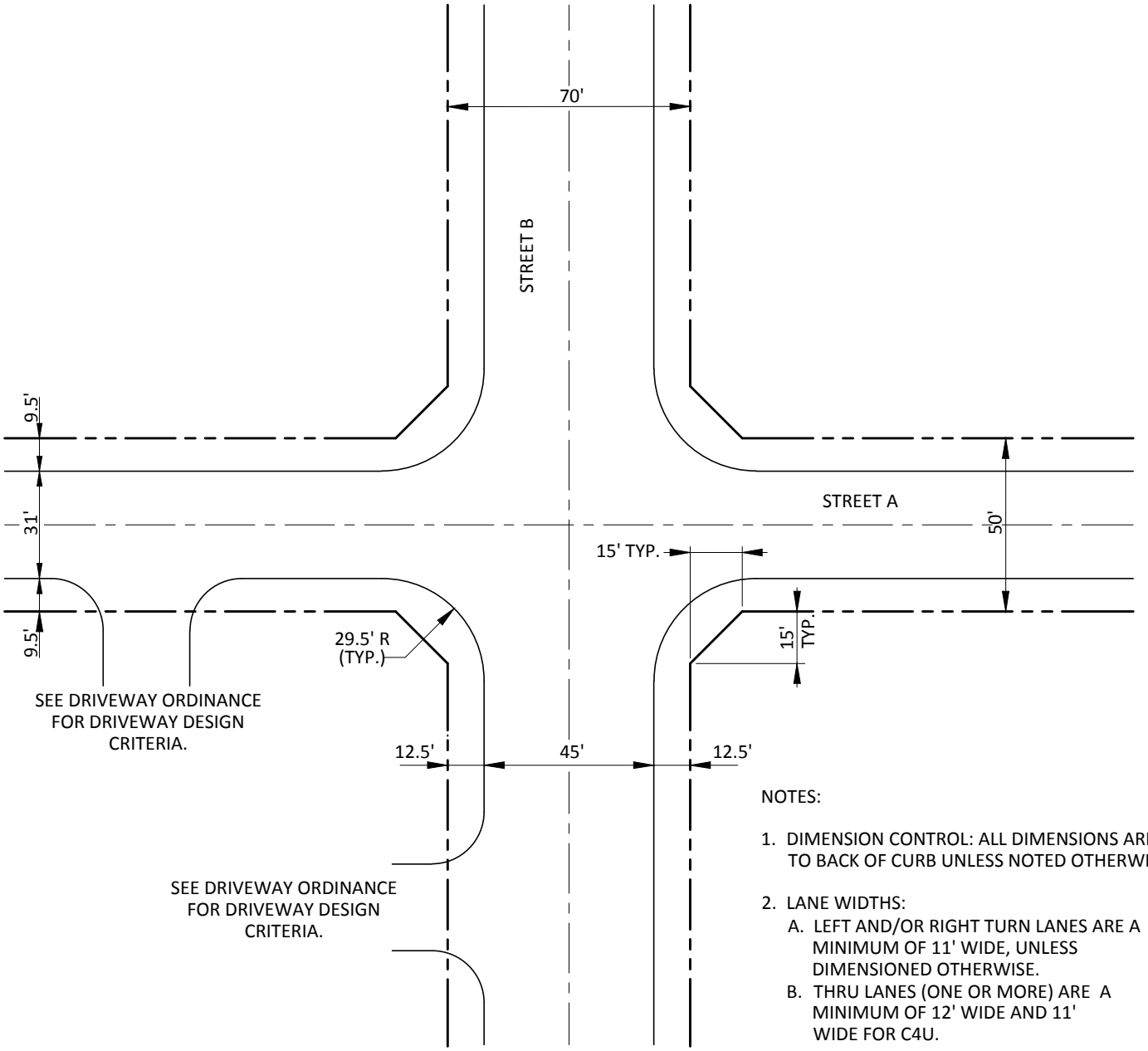
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_5-44.DWG

MINOR INTERSECTION

STREET A - 50' R-O-W, 2 LANES (R2U)
STREET B - 70' R-O-W, 4 LANES (C4U)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.
2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE AND 11' WIDE FOR C4U.
3. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2004
SHEET 6 OF 44

STREET INTERSECTION
DIMENSION CONTROL
(R2U - C4U)

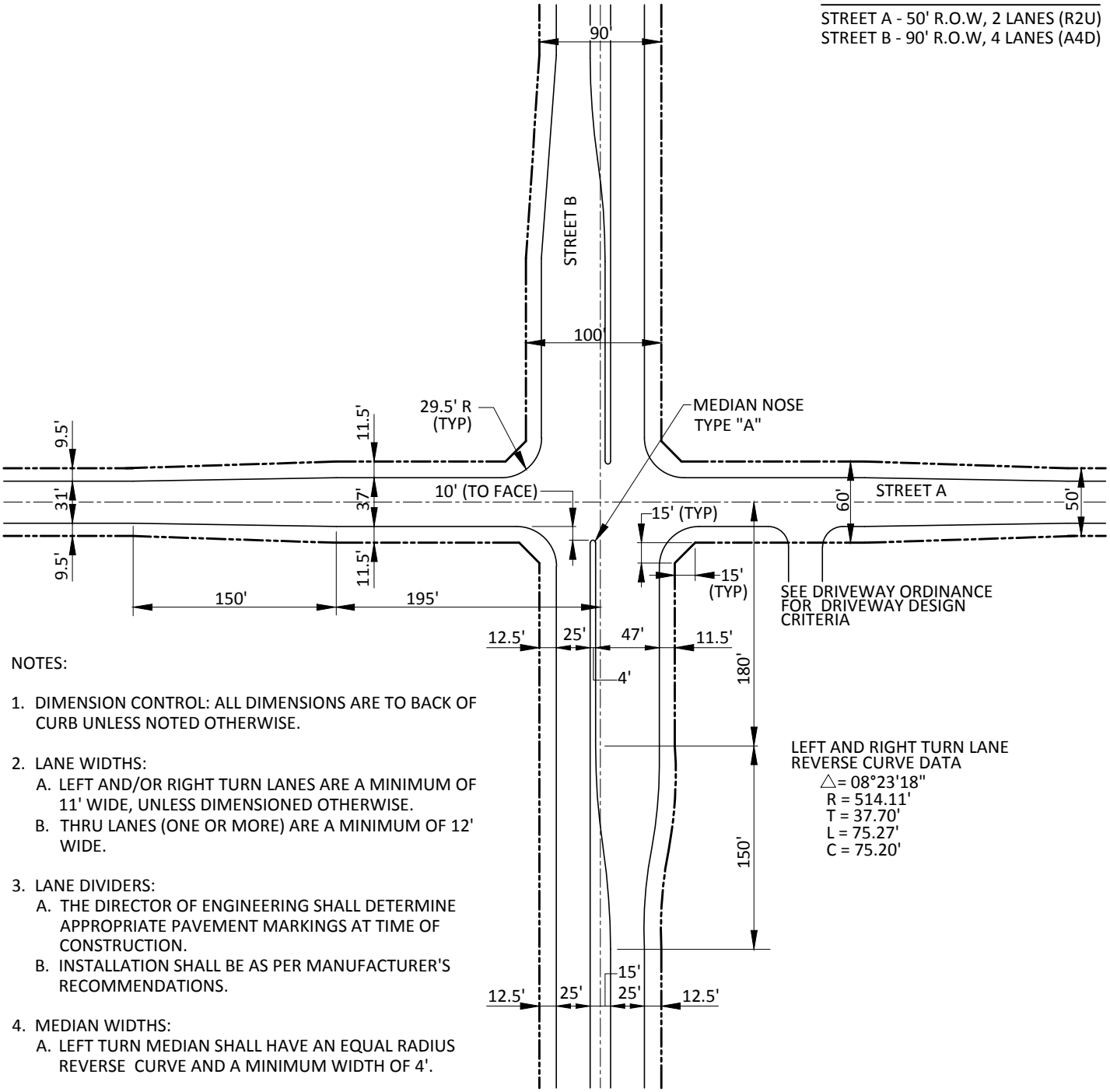
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_6-44.DWG

MAJOR INTERSECTION

STREET A - 50' R.O.W, 2 LANES (R2U)
STREET B - 90' R.O.W, 4 LANES (A4D)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

4. MEDIAN WIDTHS:
   A. LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(R2U - A4D)

SCALE: NTS DATE: 01/2004
SHEET 7 OF 44

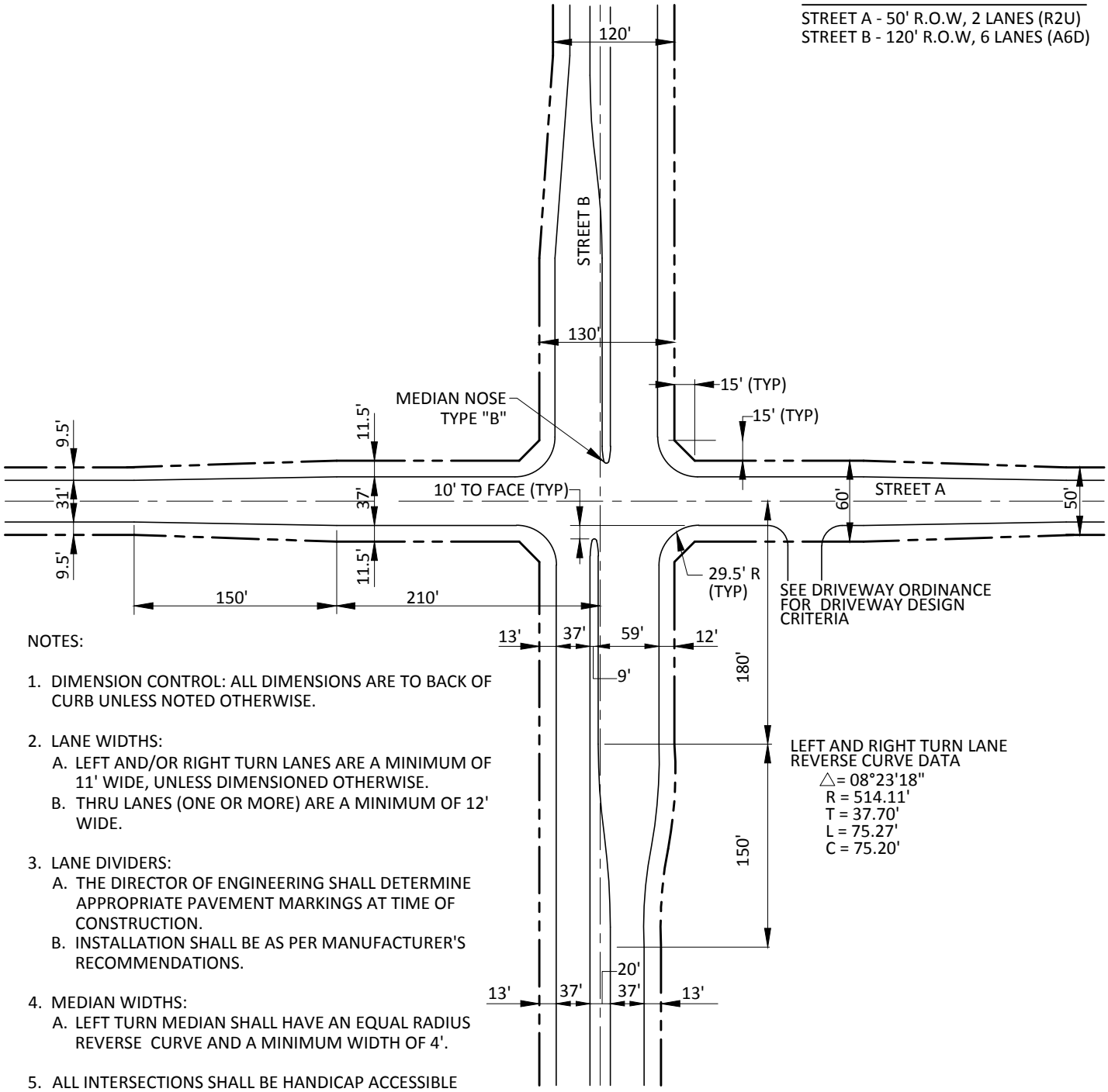
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_7-44.DWG

MAJOR INTERSECTION

STREET A - 50' R.O.W, 2 LANES (R2U)
STREET B - 120' R.O.W, 6 LANES (A6D)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

4. MEDIAN WIDTHS:
   A. LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(R2U - A6D)

SCALE: NTS DATE: 01/2004
SHEET 8 OF 44

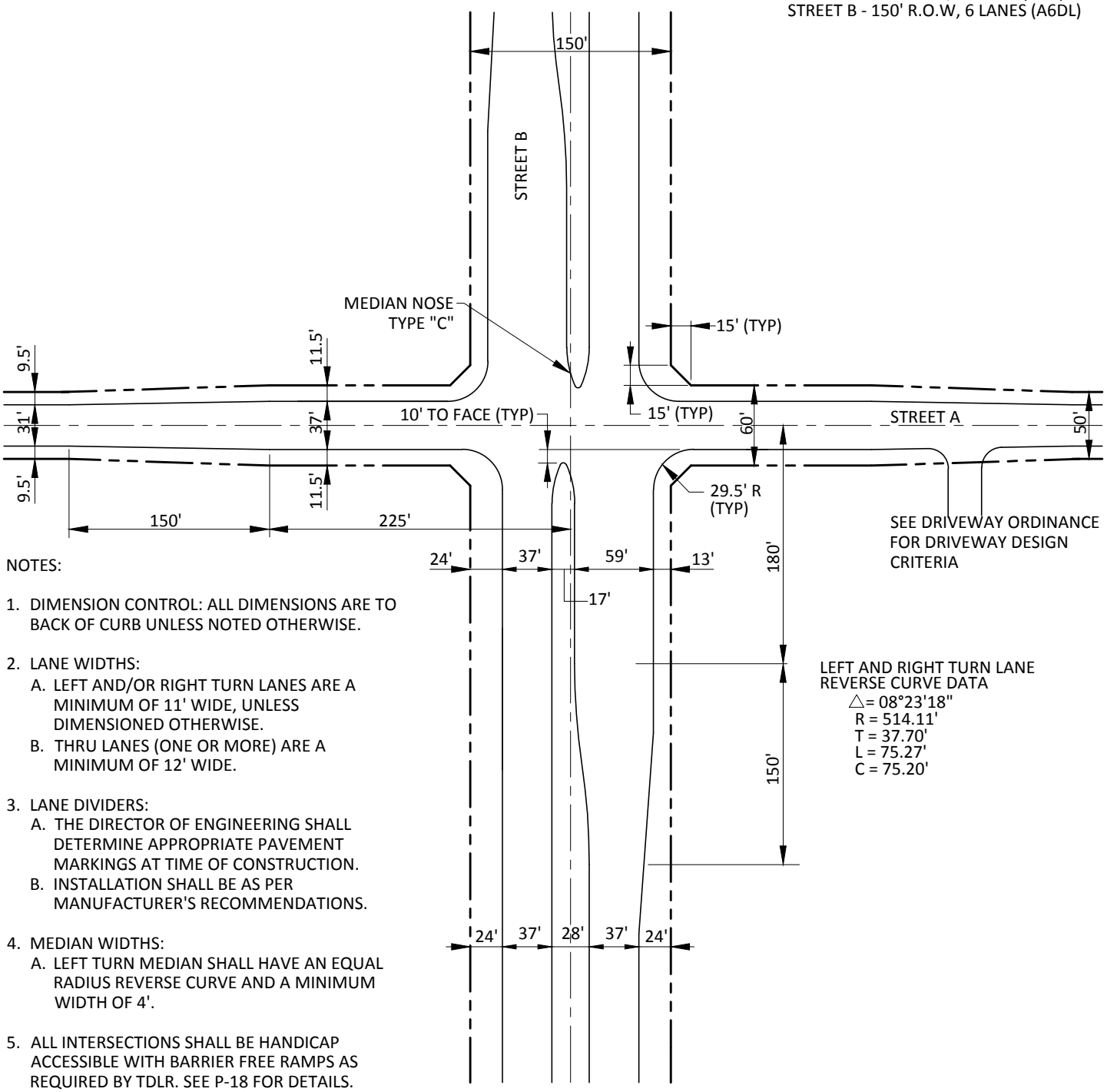
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_8-44.DWG

MAJOR INTERSECTION

STREET A - 50' R.O.W, 2 LANES (R2U)
STREET B - 150' R.O.W, 6 LANES (A6DL)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.
2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.
3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.
4. MEDIAN WIDTHS:
   A. LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.
5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.
6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(R2U - A6DL)

SCALE: NTS DATE: 01/2004
SHEET 9 OF 44

P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_9-44.DWG

NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

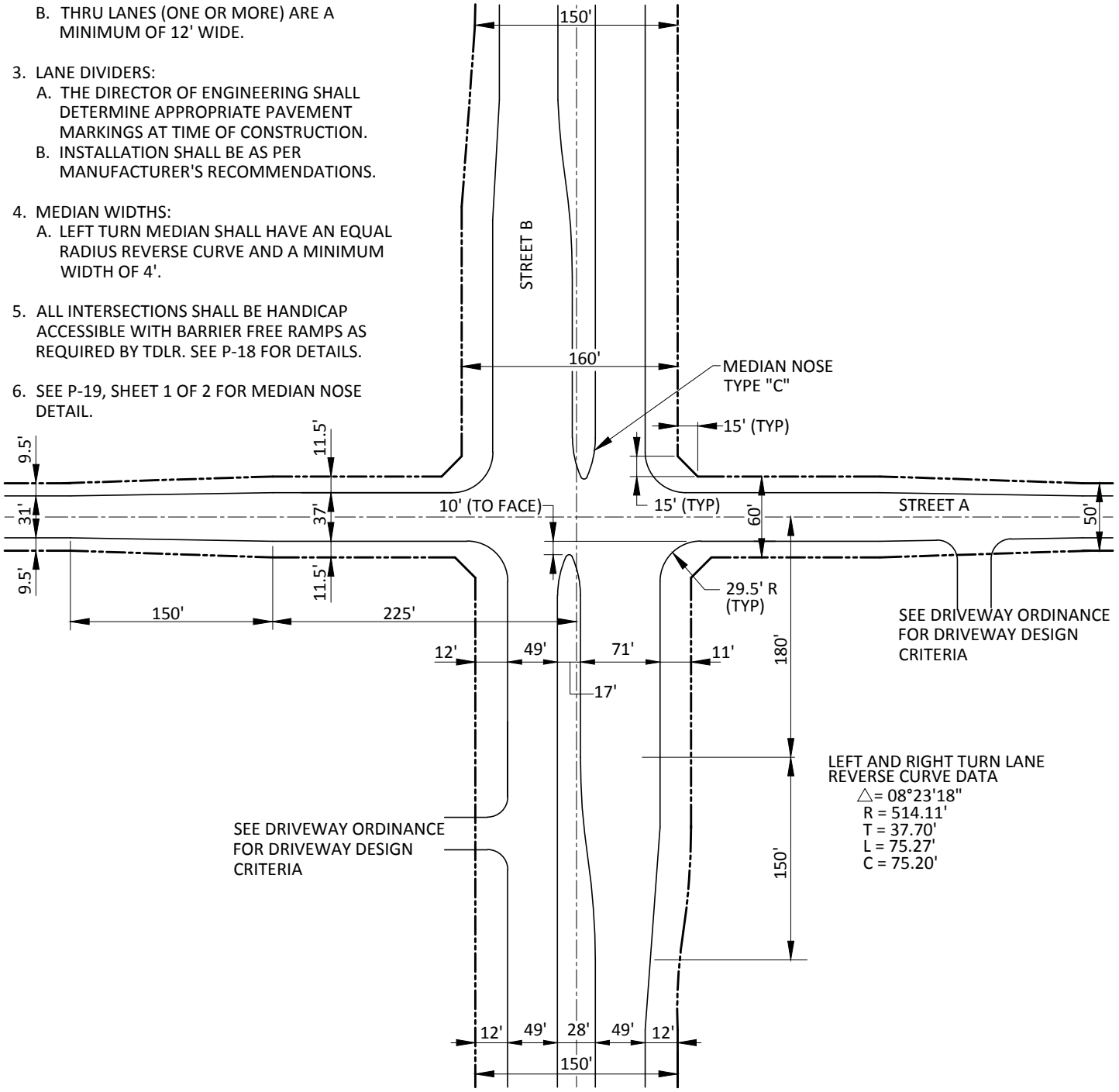
4. MEDIAN WIDTHS:
   A. LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

MAJOR INTERSECTION

STREET A - 50' R.O.W, 2 LANES (R2U)
STREET B - 150' R.O.W, 6 LANES (A8D)



GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2004
SHEET 10 OF 44

CARROLLTON
TEXAS

STREET INTERSECTION
DIMENSION CONTROL
(R2U - A8D)

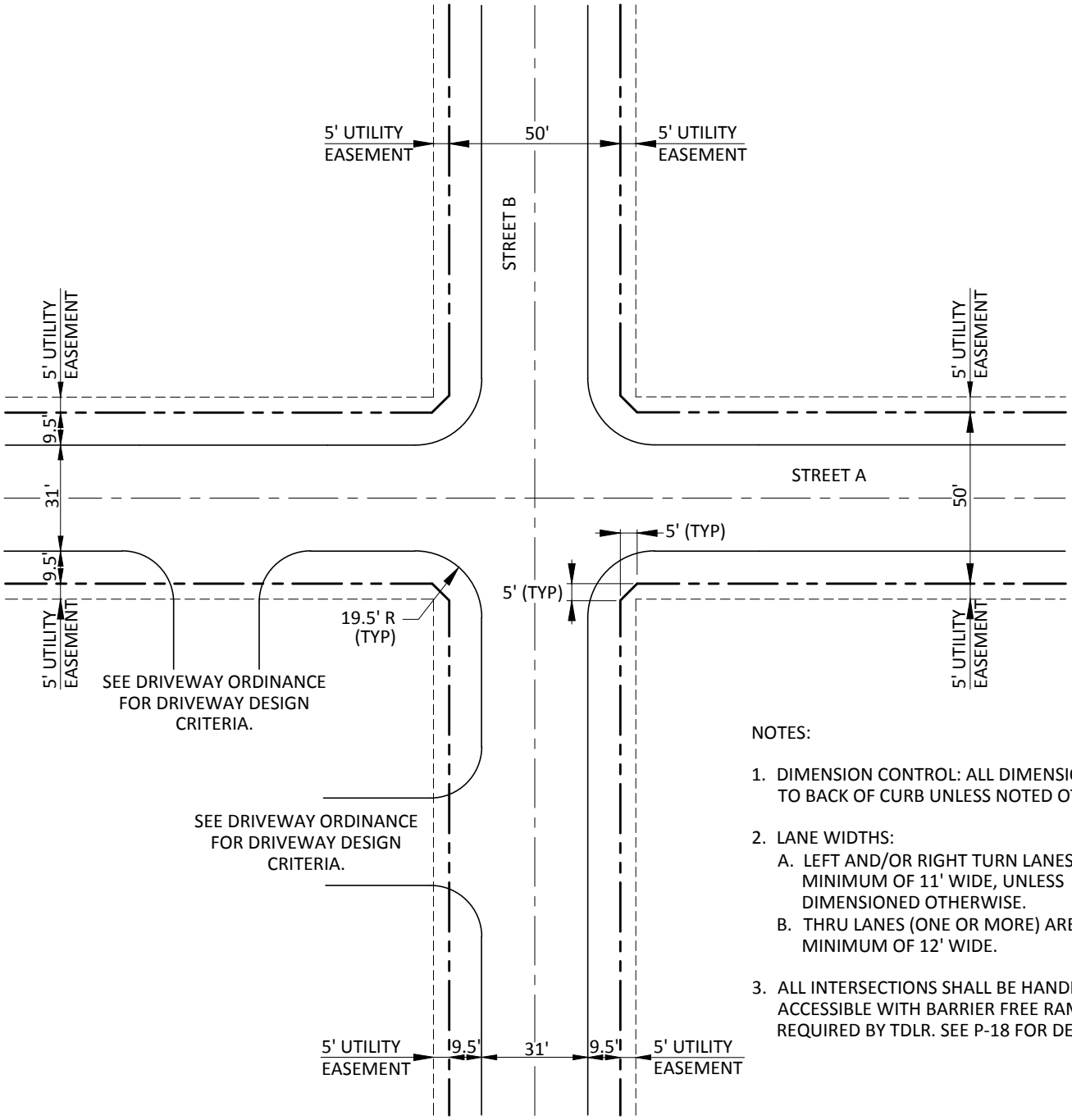
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_10-44.DWG

MINOR INTERSECTION

STREET A - 50' R-O-W, 2 LANES (R2U-NO ALLEYS)
STREET B - 50' R-O-W, 2 LANES (R2U-NO ALLEYS)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.
2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.
3. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 12/2013
SHEET 11 OF 44

STREET INTERSECTION
DIMENSION CONTROL
(R2U-NO ALLEYS - R2U-NO ALLEYS)

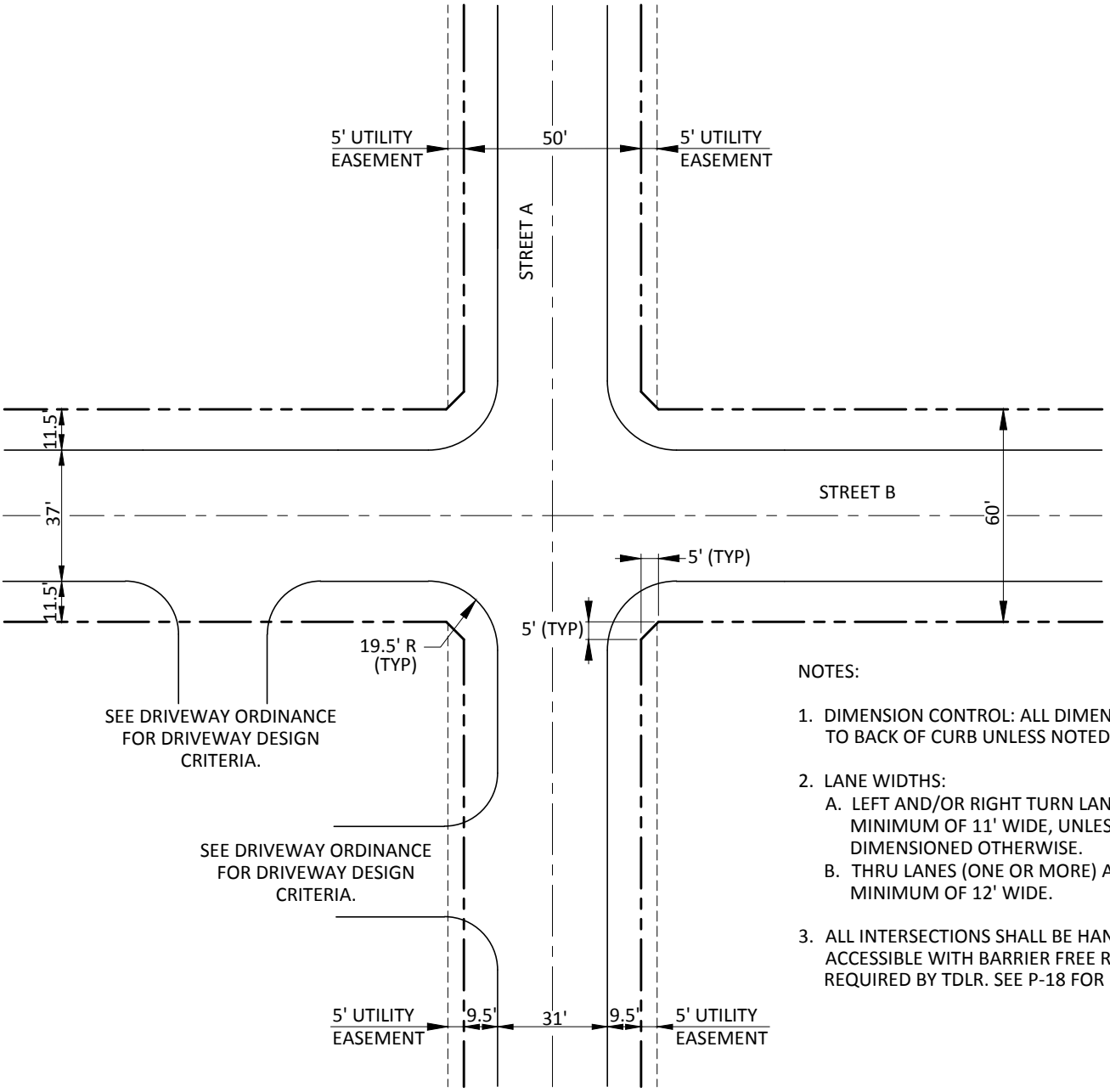
P-1

ENGINEERING DEPARTMENT

FILENAME: P-1_11-44.DWG

MINOR INTERSECTION

STREET A - 50' R-O-W, 2 LANES (R2U-NO ALLEYS)
STREET B - 60' R-O-W, 2 LANES (C2U)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(R2U-NO ALLEYS - C2U)

SCALE: NTS DATE: 12/2013
SHEET 12 OF 44

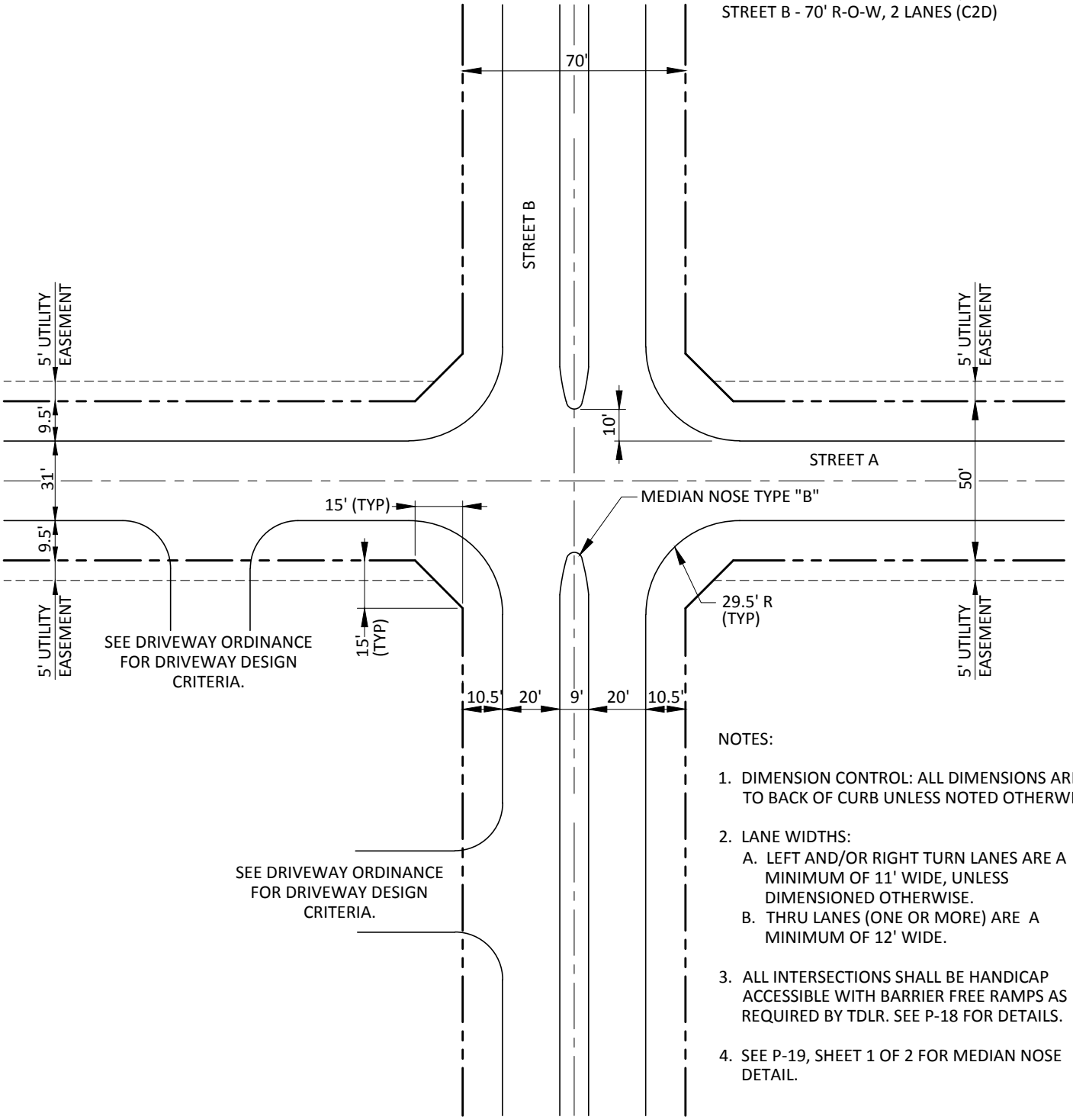
P-1

ENGINEERING DEPARTMENT

FILENAME: P-1_12-44.DWG

MINOR INTERSECTION

STREET A - 50' R-O-W, 2 LANES (R2U-NO ALLEYS)
STREET B - 70' R-O-W, 2 LANES (R2D)
STREET A - 50' R-O-W, 2 LANES (R2U-NO ALLEYS)
STREET B - 70' R-O-W, 2 LANES (C2D)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.
2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.
3. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.
4. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2004
SHEET 13 OF 44

STREET INTERSECTION
DIMENSION CONTROL
(R2U-NO ALLEY - R2D & R2U-NO ALLEYS - C2D)

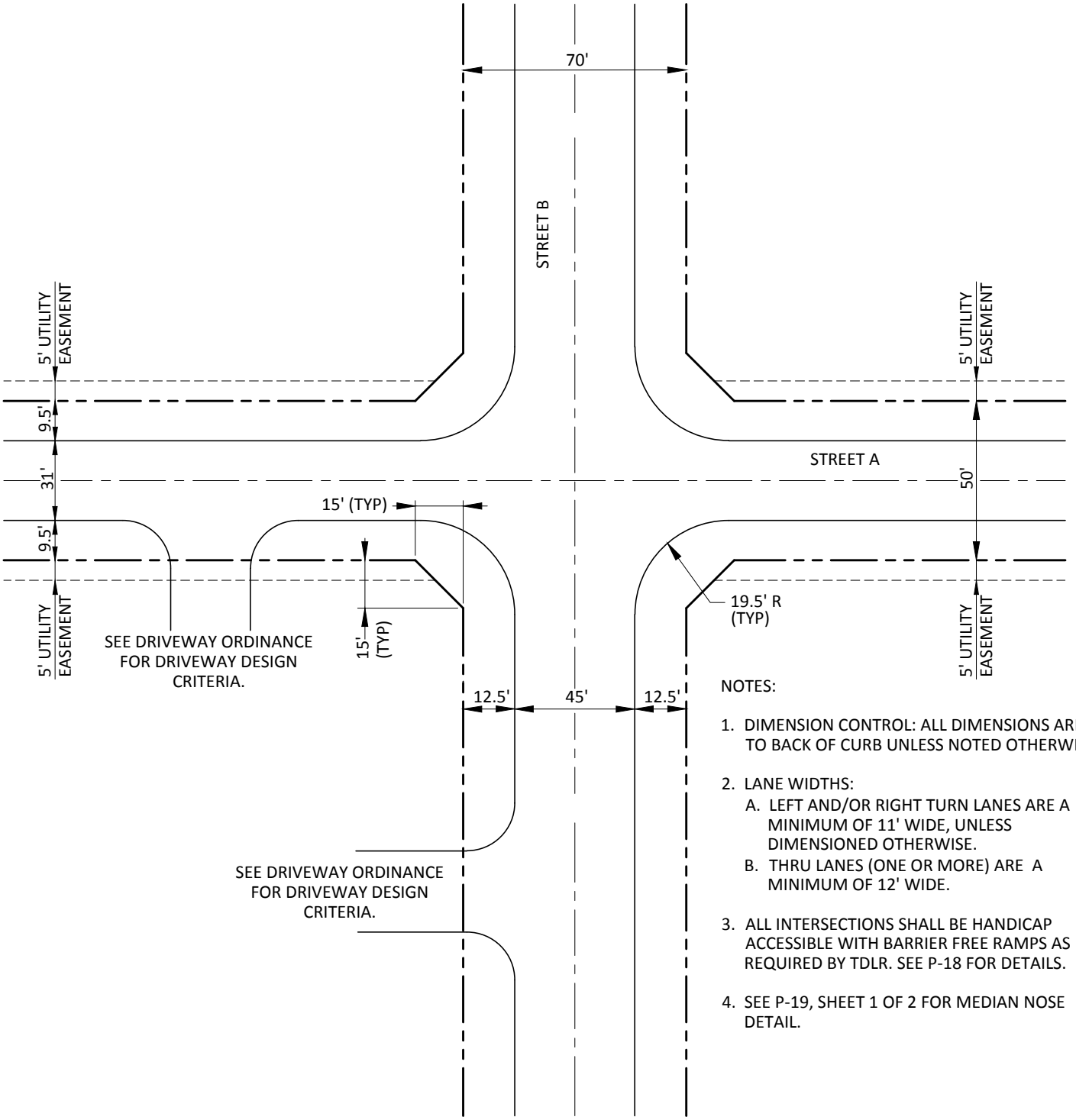
P-1

ENGINEERING DEPARTMENT

FILENAME: P-1_13-44.DWG

MINOR INTERSECTION

STREET A - 50' R-O-W, 2 LANES (R2U-NO ALLEYS)
STREET B - 70' R-O-W, 2 LANES (C4U)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.
2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.
3. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.
4. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2004
SHEET 14 OF 44

STREET INTERSECTION
DIMENSION CONTROL
(R2U-NO ALLEYS - C4U)

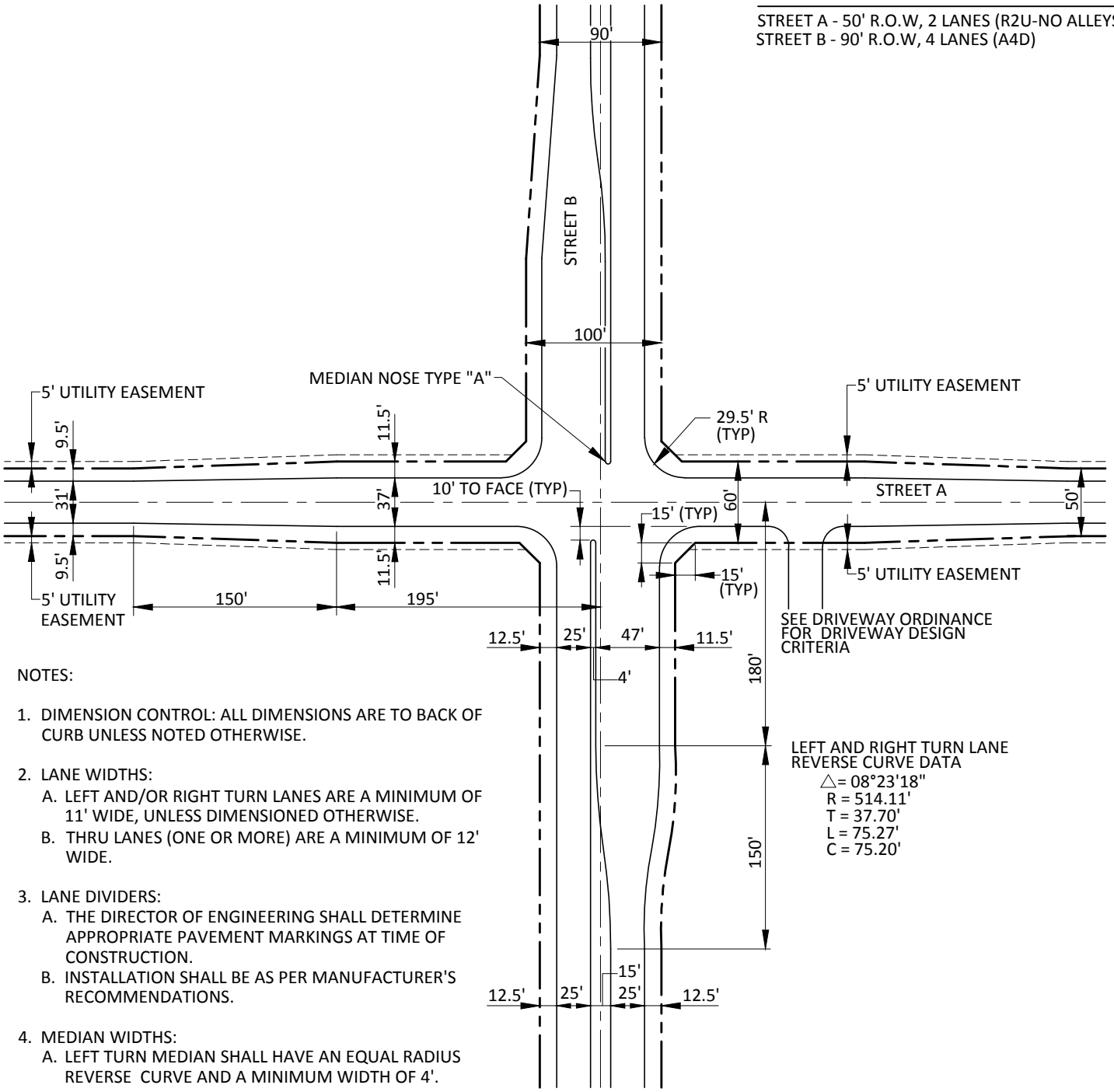
P-1

ENGINEERING DEPARTMENT

FILENAME: P-1_14-44.DWG

MINOR INTERSECTION

STREET A - 50' R.O.W, 2 LANES (R2U-NO ALLEYS)
STREET B - 90' R.O.W, 4 LANES (A4D)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

4. MEDIAN WIDTHS:
   A. LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

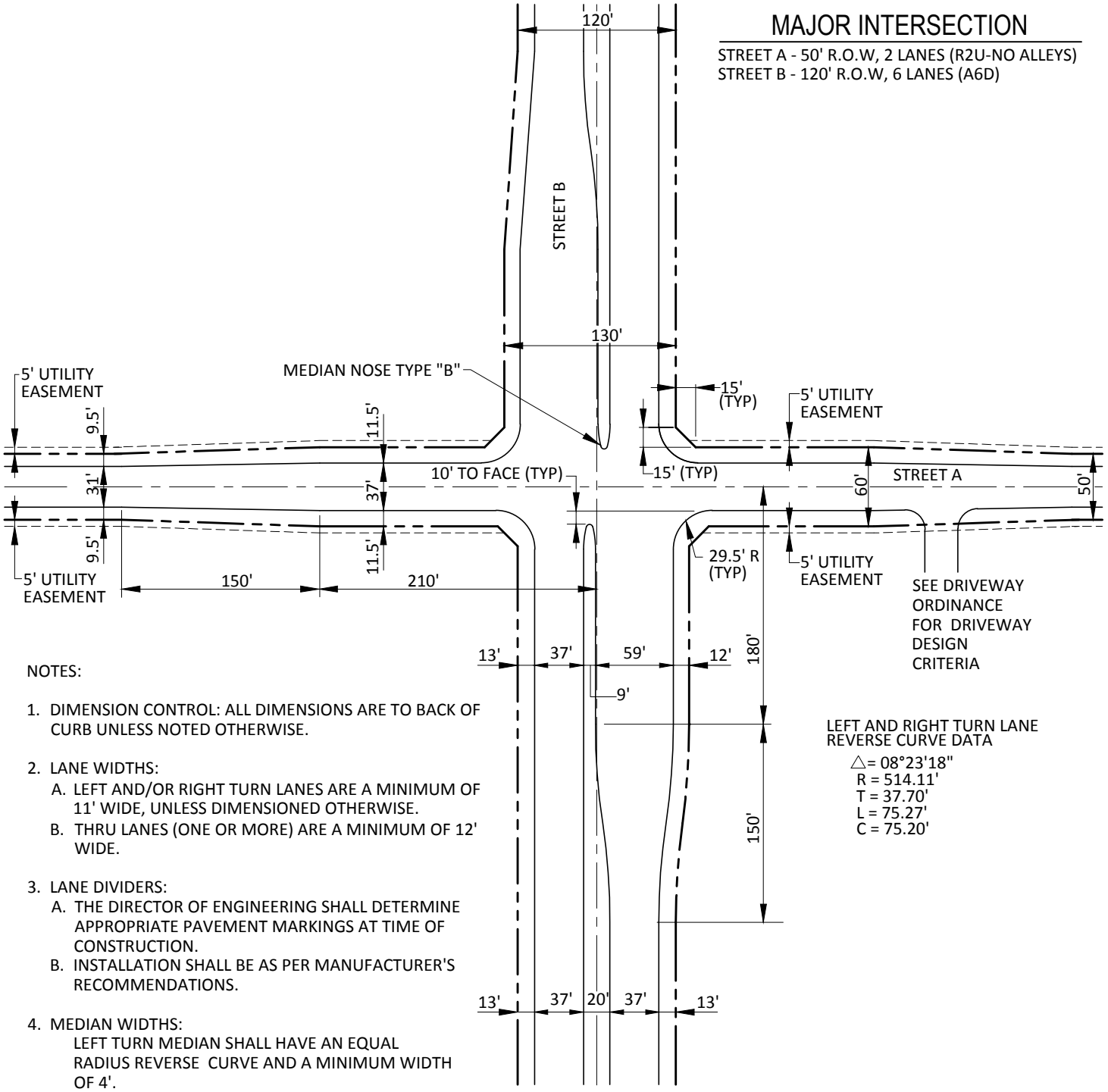
SCALE: NTS DATE: 01/2004
SHEET 15 OF 44

STREET INTERSECTION
DIMENSION CONTROL
(R2U NO ALLEYS - A4D)

P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_15-44.DWG



MAJOR INTERSECTION

STREET A - 50' R.O.W, 2 LANES (R2U-NO ALLEYS)
STREET B - 120' R.O.W, 6 LANES (A6D)

LEFT AND RIGHT TURN LANE REVERSE CURVE DATA

△= 08°23'18"
R = 514.11'
T = 37.70'
L = 75.27'
C = 75.20'

NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.
2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.
3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.
4. MEDIAN WIDTHS:
   LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.
5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.
6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2004
SHEET 16 OF 44

STREET INTERSECTION
DIMENSION CONTROL
(R2U NO ALLEYS - A6D)

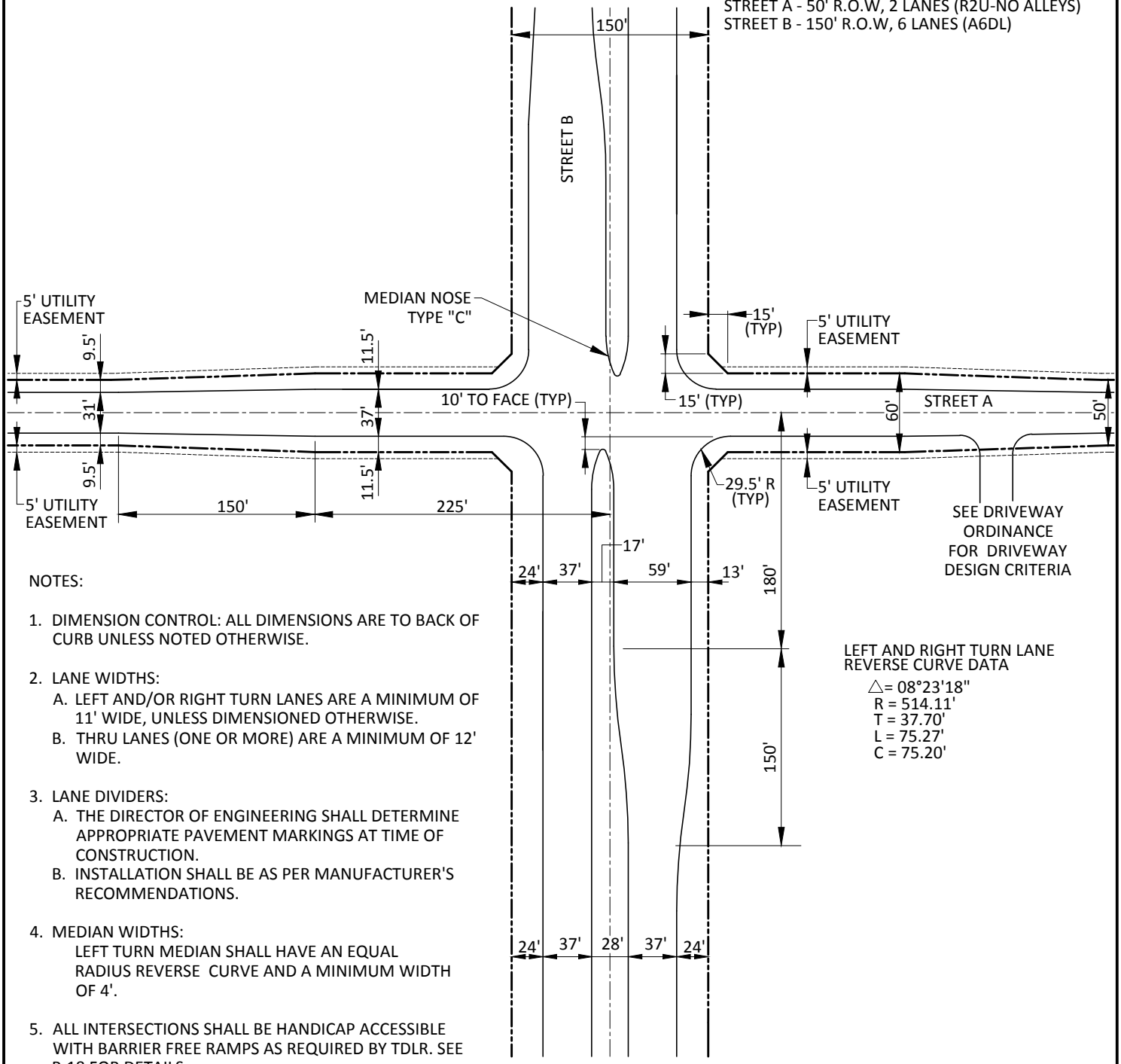
P-1

ENGINEERING DEPARTMENT

FILENAME: P-1_16-44.DWG

MAJOR INTERSECTION

STREET A - 50' R.O.W, 2 LANES (R2U-NO ALLEYS)
STREET B - 150' R.O.W, 6 LANES (A6DL)



LEFT AND RIGHT TURN LANE REVERSE CURVE DATA

△= 08°23'18"
R = 514.11'
T = 37.70'
L = 75.27'
C = 75.20'

NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

4. MEDIAN WIDTHS:
   LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(R2U NO ALLEYS - A6DL)

SCALE: NTS DATE: 01/2004
SHEET 17 OF 44

P-1

ENGINEERING DEPARTMENT

FILENAME: P-1_17-44.DWG

NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

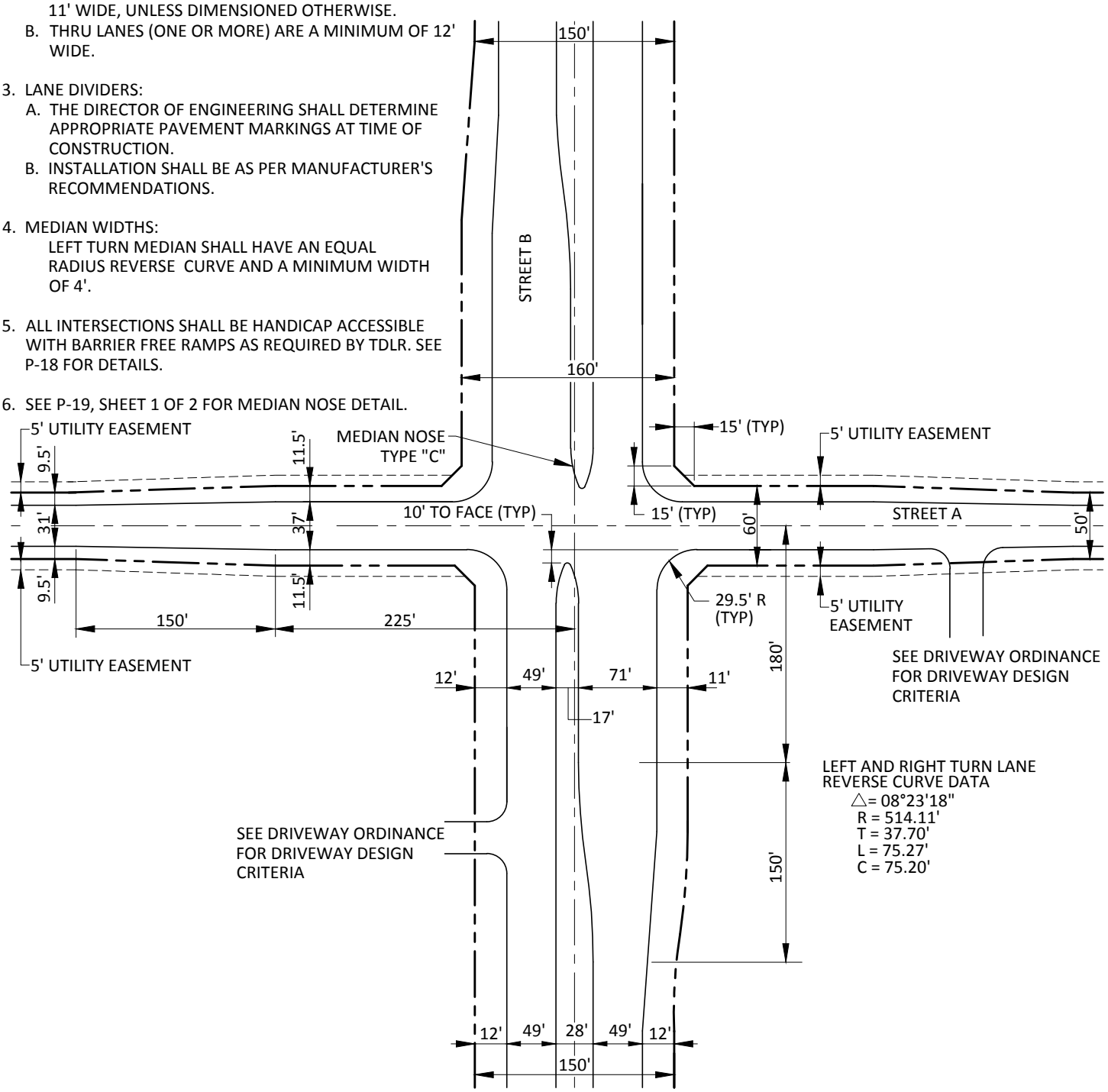
4. MEDIAN WIDTHS:
   LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

MAJOR INTERSECTION

STREET A - 50' R.O.W, 2 LANES (R2U-NO ALLEYS)
STREET B - 150' R.O.W, 6 LANES (A8D)



GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2004
SHEET 18 OF 44

CARROLLTON
TEXAS

STREET INTERSECTION
DIMENSION CONTROL
(R2U NO ALLEYS - A8D)

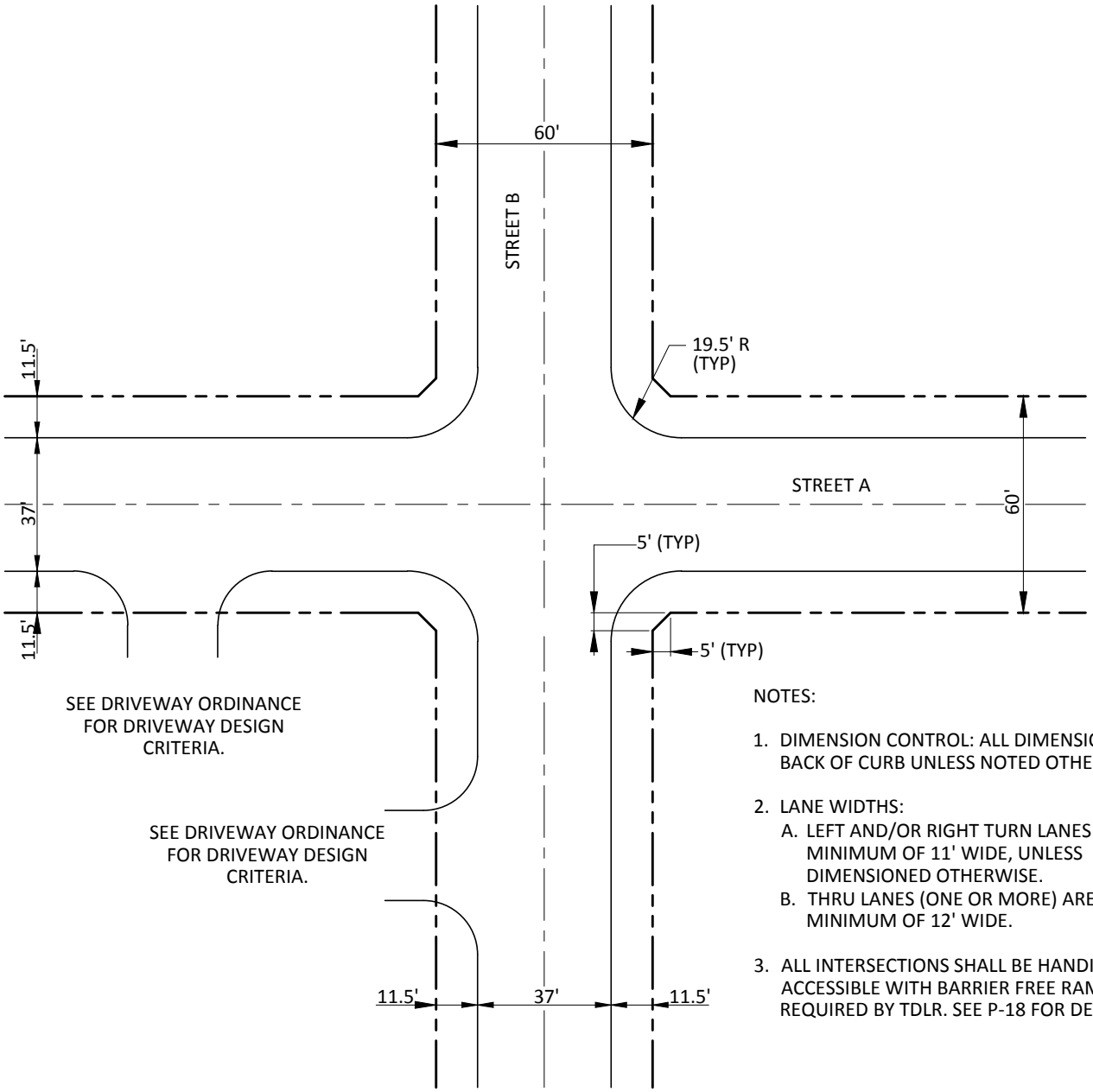
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_18-44.DWG

MINOR INTERSECTION

STREET A - 60' R-O-W, 2 LANES (C2U)
STREET B - 60' R-O-W, 2 LANES (C2U)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.
2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.
3. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(C2U - C2U)

SCALE: NTS DATE: 01/2004
SHEET 19 OF 44

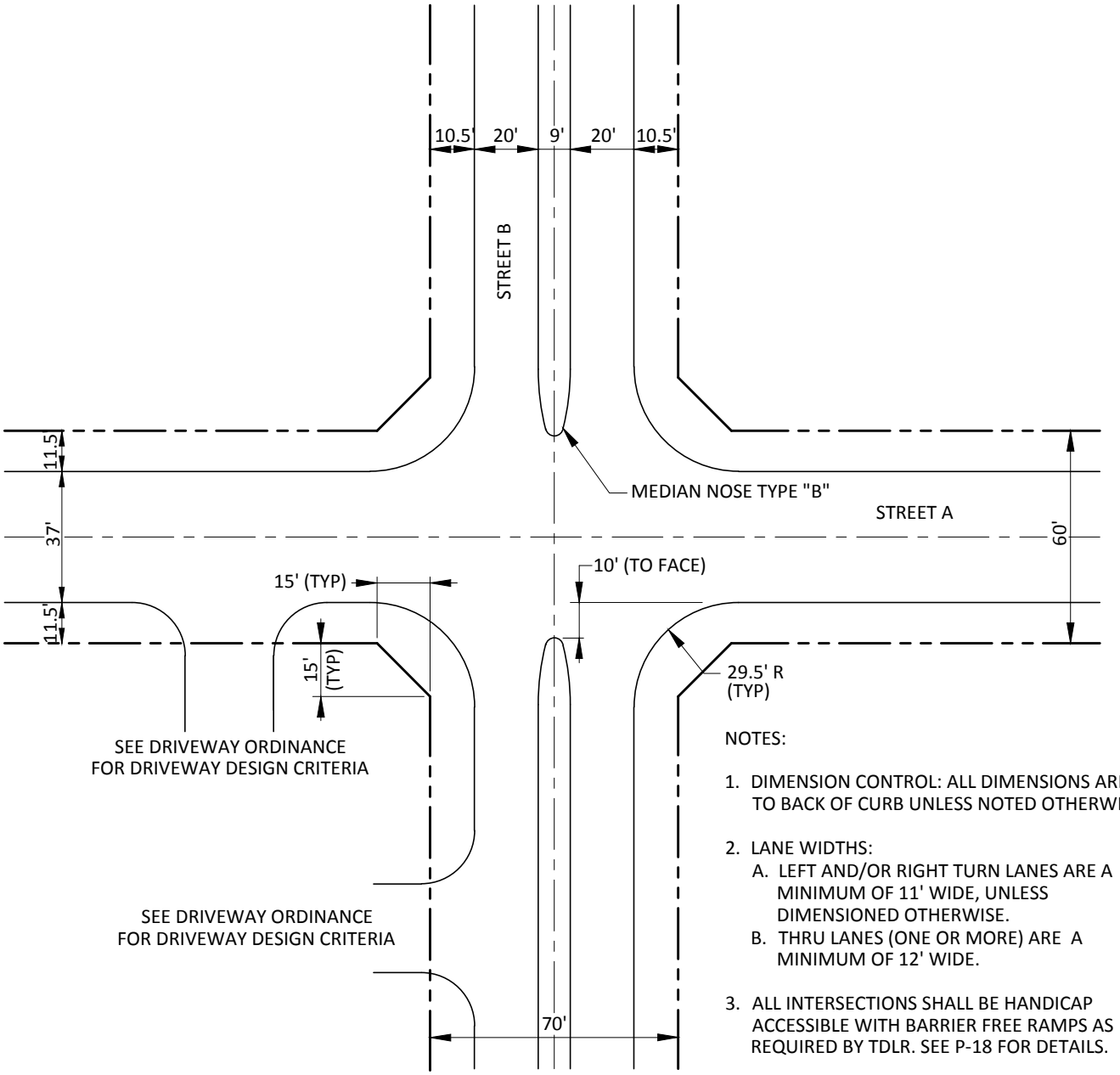
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_19-44.DWG

MINOR INTERSECTION

STREET A - 60' R-O-W, 2 LANES (C2U)
STREET B - 70' R-O-W, 2 LANES (R2D)
STREET A - 60' R-O-W, 2 LANES (C2U)
STREET B - 70' R-O-W, 2 LANES (C2D)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

4. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(C2U - R2D & C2U - C2D)

SCALE: NTS DATE: 01/2004
SHEET 20 OF 44

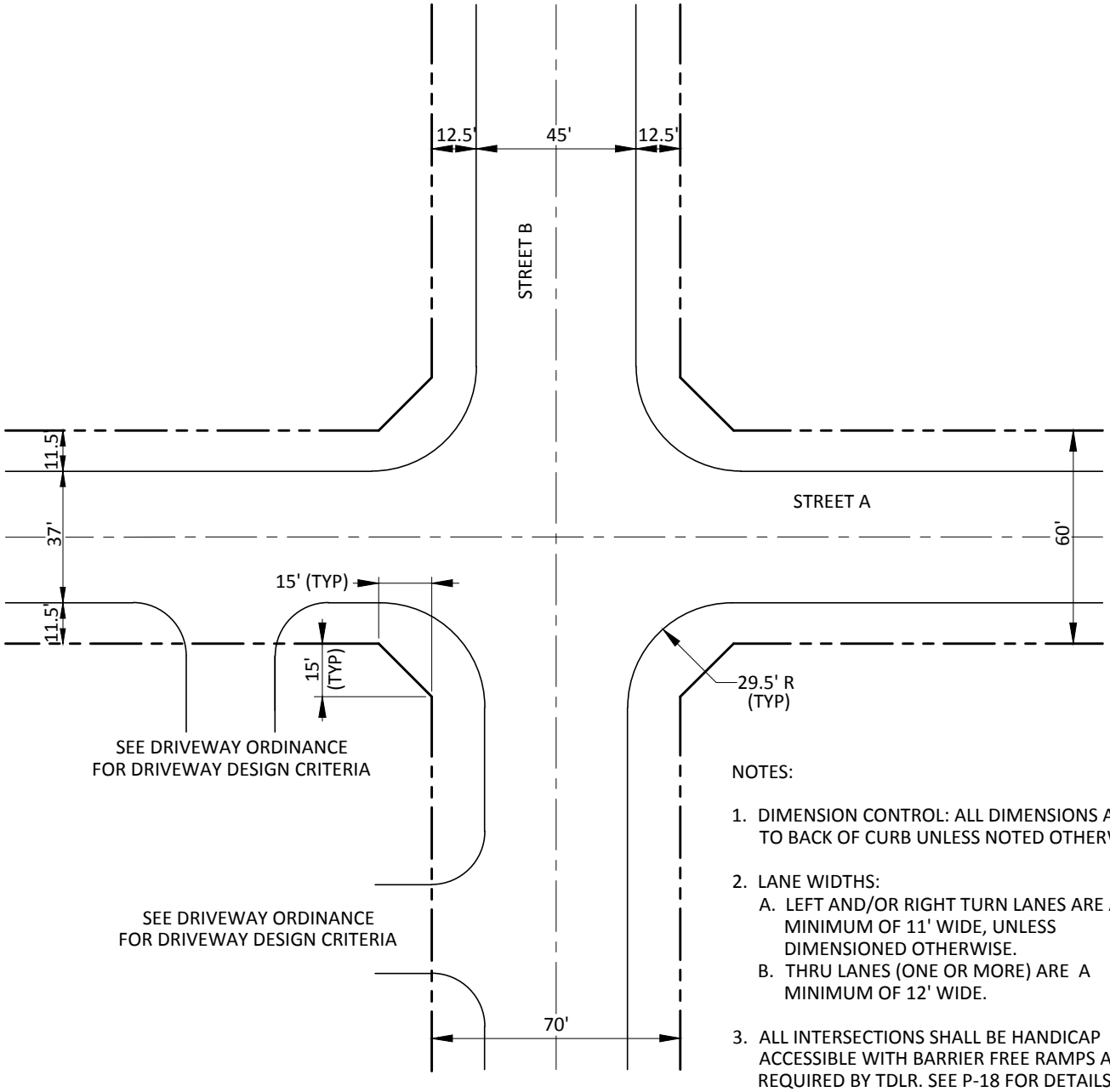
P-1

ENGINEERING DEPARTMENT

FILENAME: P-1_20-44.DWG

MINOR INTERSECTION

STREET A - 60' R-O-W, 2 LANES (C2U)
STREET B - 70' R-O-W, 2 LANES (C4U)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.
2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.
3. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(C2U - C4U)

SCALE: NTS DATE: 01/2004
SHEET 21 OF 44

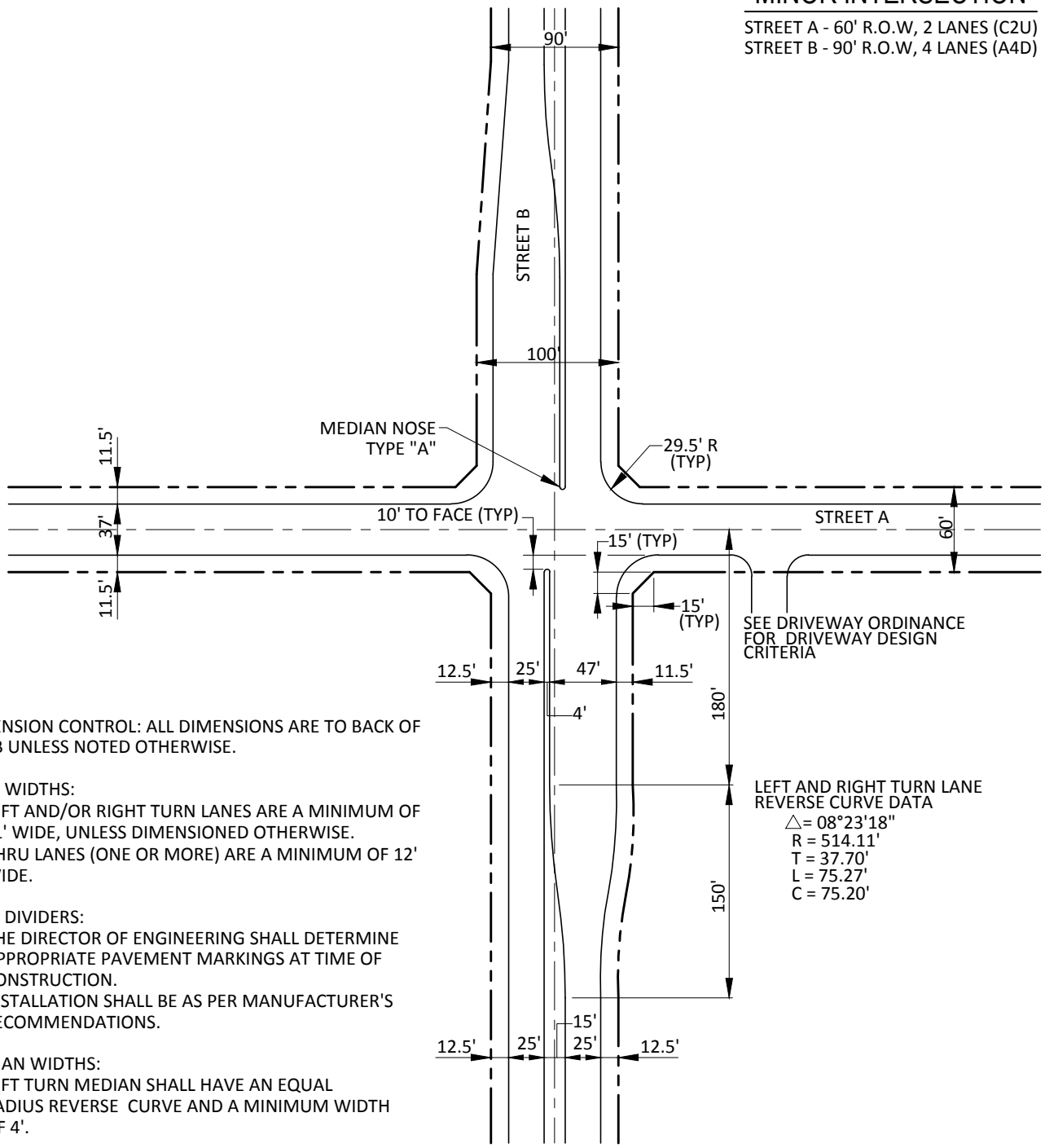
P-1

ENGINEERING DEPARTMENT

FILENAME: P-1_21-44.DWG

MINOR INTERSECTION

STREET A - 60' R.O.W, 2 LANES (C2U)
STREET B - 90' R.O.W, 4 LANES (A4D)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

4. MEDIAN WIDTHS:
   LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(C2U - A4D)

SCALE: NTS DATE: 01/2004
SHEET 22 OF 44

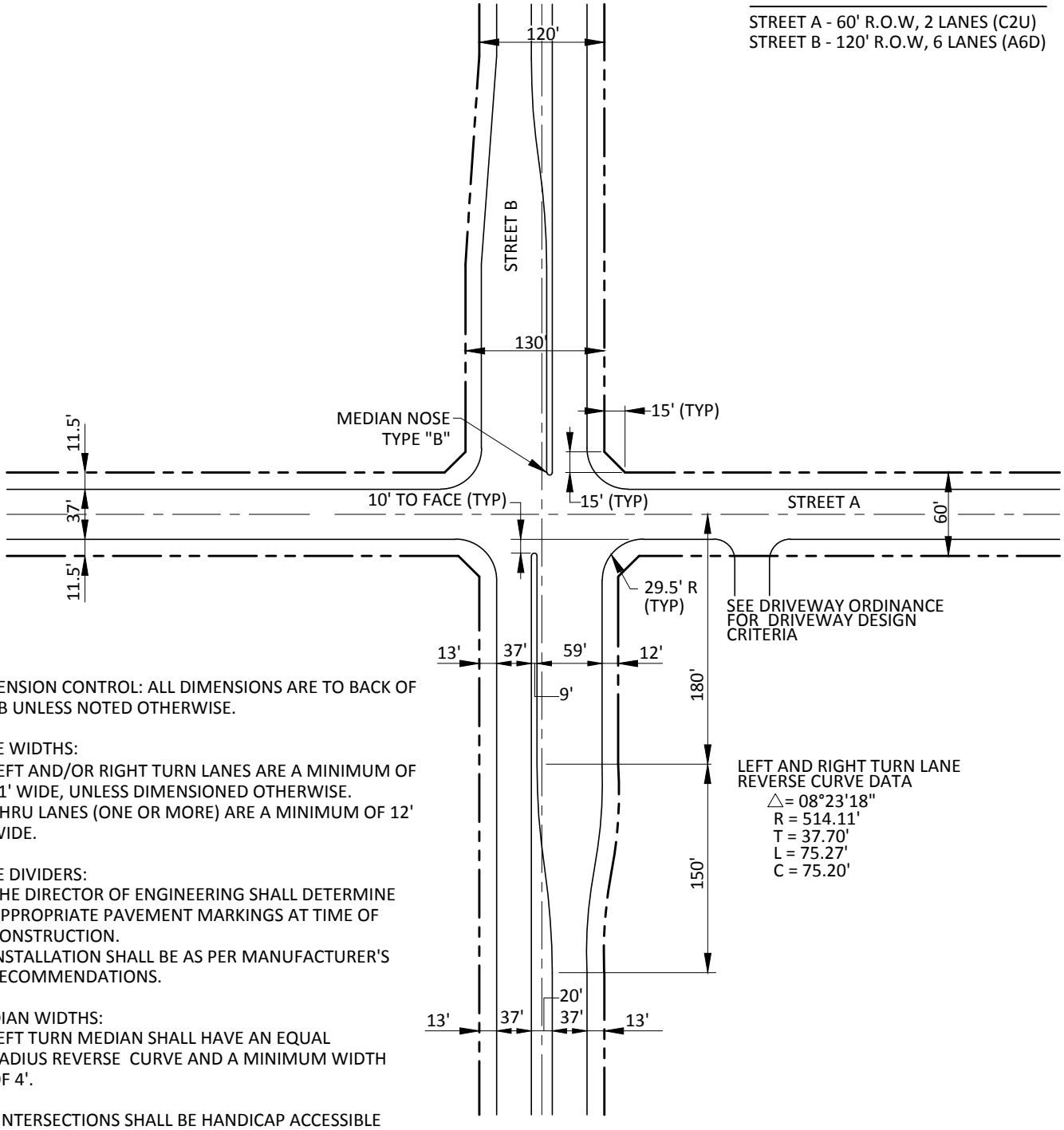
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_22-44.DWG

MINOR INTERSECTION

STREET A - 60' R.O.W, 2 LANES (C2U)
STREET B - 120' R.O.W, 6 LANES (A6D)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

4. MEDIAN WIDTHS:
   LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(C2U - A6D)

SCALE: NTS DATE: 01/2004
SHEET 23 OF 44

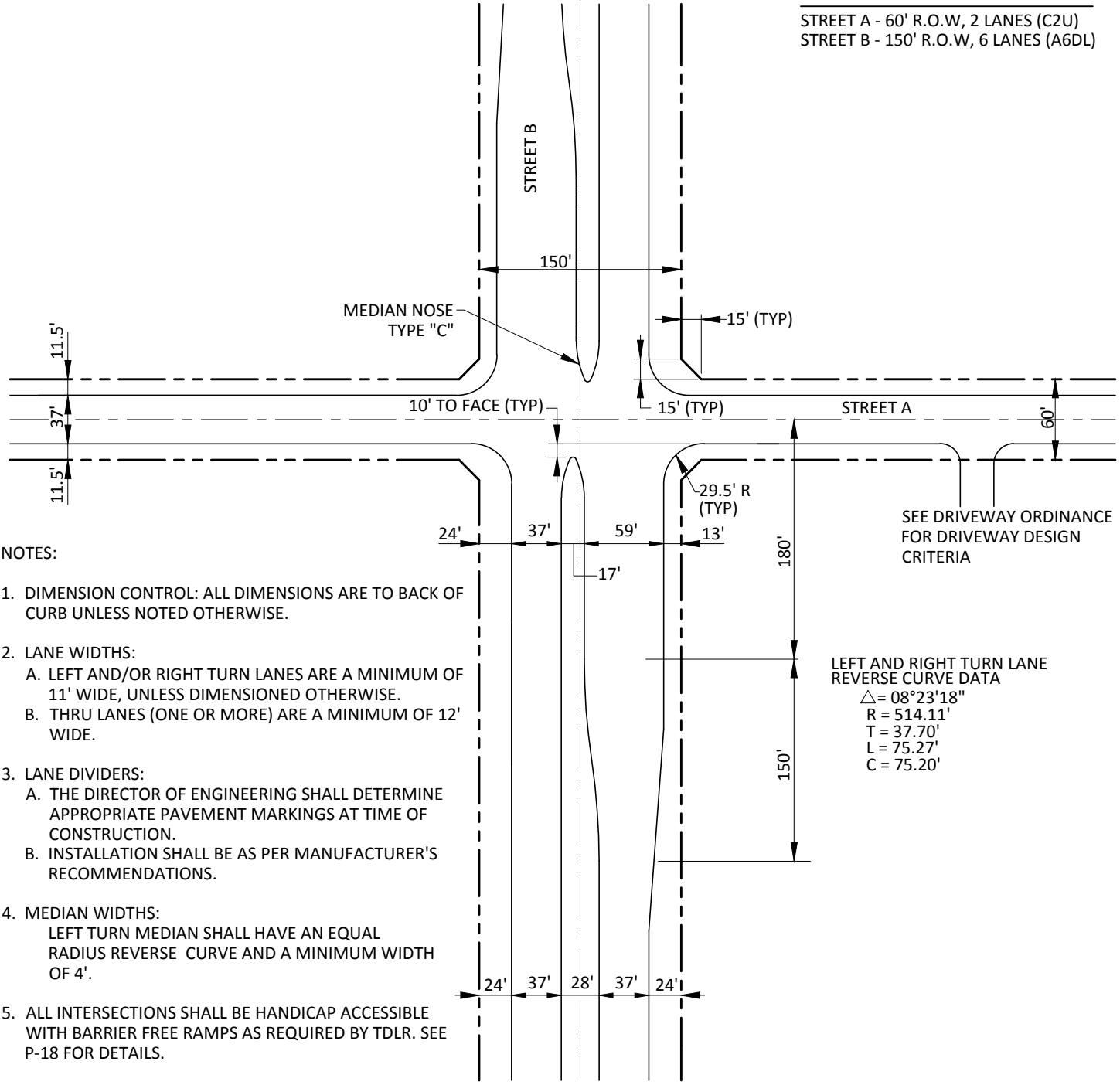
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_23-44.DWG

MAJOR INTERSECTION

STREET A - 60' R.O.W, 2 LANES (C2U)
STREET B - 150' R.O.W, 6 LANES (A6DL)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

4. MEDIAN WIDTHS:
   LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(C2U - A6DL)

SCALE: NTS DATE: 01/2004
SHEET 24 OF 44

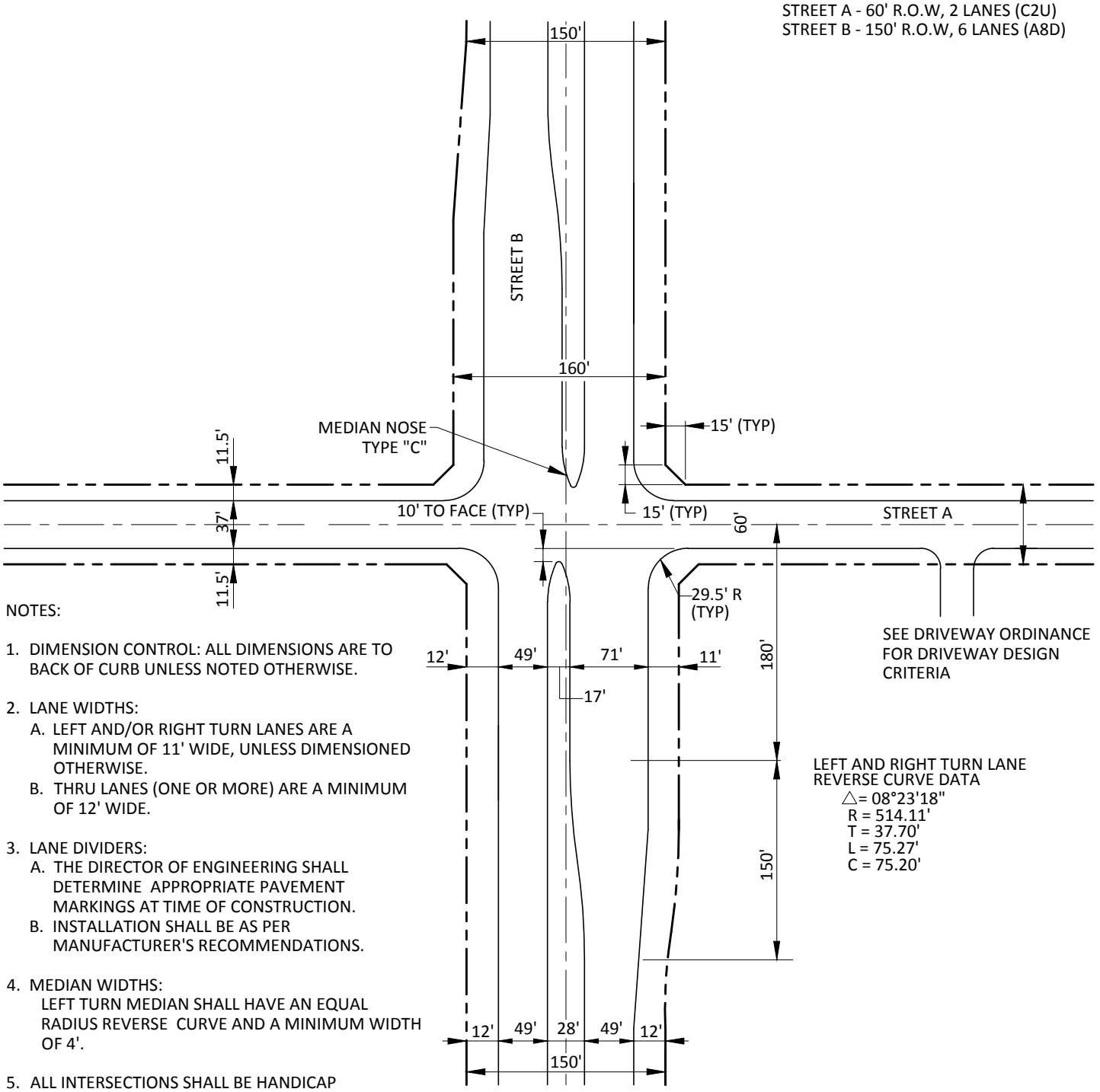
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_24-44.DWG

MAJOR INTERSECTION

STREET A - 60' R.O.W, 2 LANES (C2U)
STREET B - 150' R.O.W, 6 LANES (A8D)



SEE DRIVEWAY ORDINANCE FOR DRIVEWAY DESIGN CRITERIA

LEFT AND RIGHT TURN LANE REVERSE CURVE DATA
△= 08°23'18"
R = 514.11'
T = 37.70'
L = 75.27'
C = 75.20'

NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.
2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.
3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.
4. MEDIAN WIDTHS:
   LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.
5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.
6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(C2U - A8D)

SCALE: NTS DATE: 01/2004
SHEET 25 OF 44

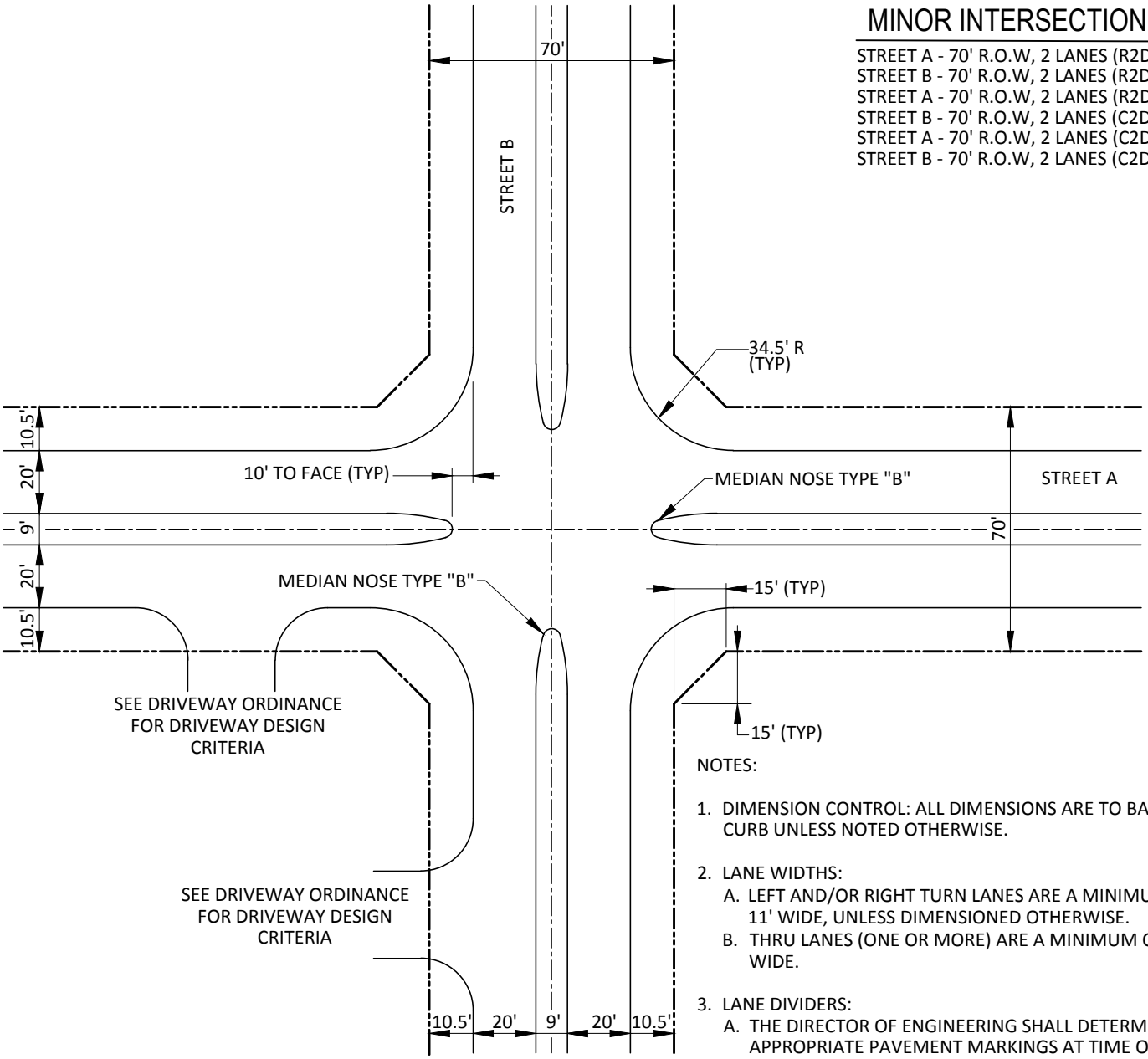
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_25-44.DWG

MINOR INTERSECTION

STREET A - 70' R.O.W, 2 LANES (R2D)
STREET B - 70' R.O.W, 2 LANES (R2D)
STREET A - 70' R.O.W, 2 LANES (R2D)
STREET B - 70' R.O.W, 2 LANES (C2D)
STREET A - 70' R.O.W, 2 LANES (C2D)
STREET B - 70' R.O.W, 2 LANES (C2D)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

4. MEDIAN WIDTHS:
   LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2004
SHEET 26 OF 44

STREET INTERSECTION
DIMENSION CONTROL
(R2D - R2D & R2D - C2D & C2D - C2D)

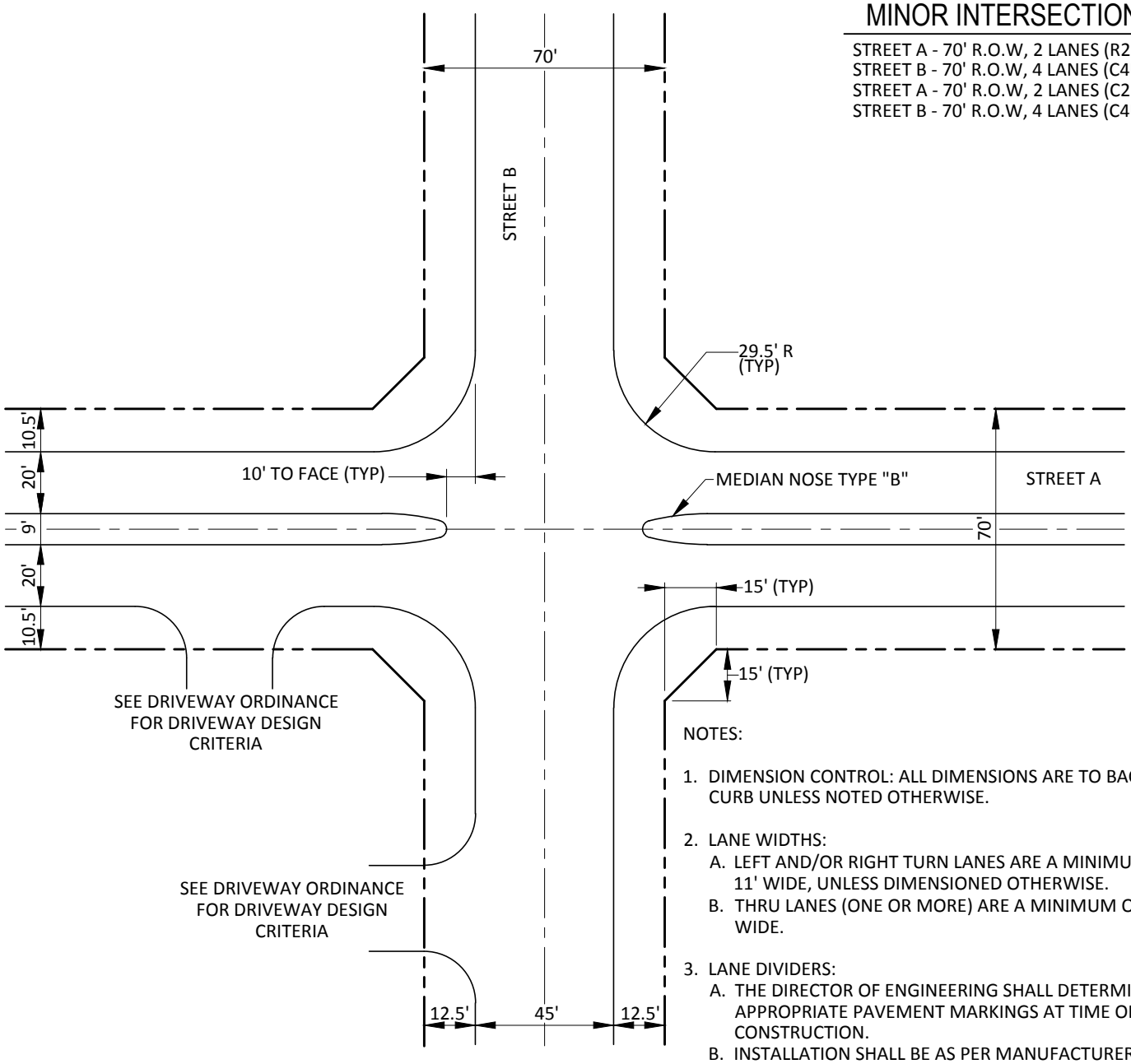
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_26-44.DWG

MINOR INTERSECTION

STREET A - 70' R.O.W, 2 LANES (R2D)
STREET B - 70' R.O.W, 4 LANES (C4U)
STREET A - 70' R.O.W, 2 LANES (C2D)
STREET B - 70' R.O.W, 4 LANES (C4U)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

4. MEDIAN WIDTHS:
   LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2004
SHEET 27 OF 44

STREET INTERSECTION
DIMENSION CONTROL
(R2D - C4U & C2D - C4U)

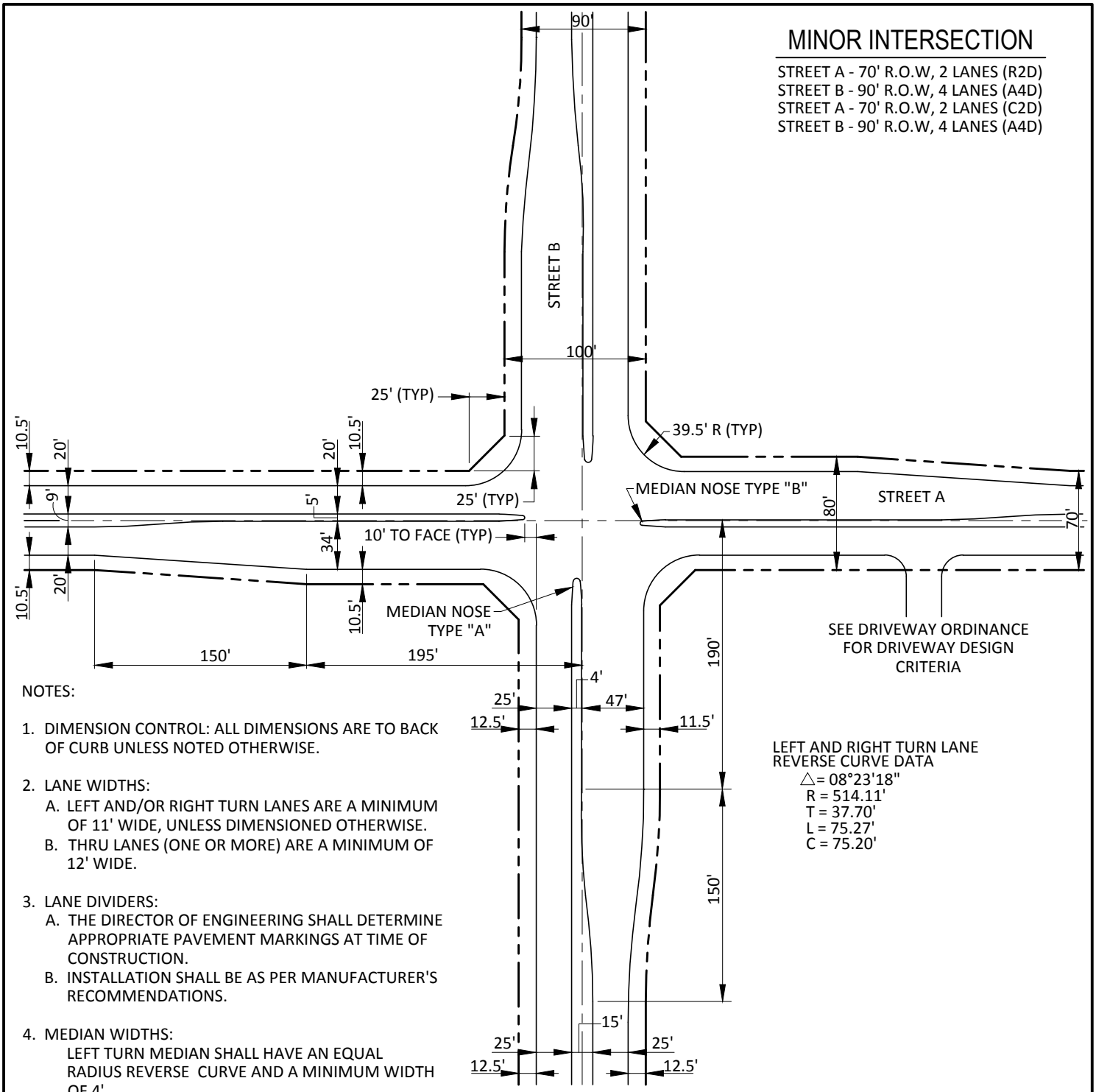
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_27-44.DWG

MINOR INTERSECTION

STREET A - 70' R.O.W, 2 LANES (R2D)
STREET B - 90' R.O.W, 4 LANES (A4D)
STREET A - 70' R.O.W, 2 LANES (C2D)
STREET B - 90' R.O.W, 4 LANES (A4D)



LEFT AND RIGHT TURN LANE REVERSE CURVE DATA
△= 08°23'18"
R = 514.11'
T = 37.70'
L = 75.27'
C = 75.20'

NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.
2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.
3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.
4. MEDIAN WIDTHS:
   LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.
5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.
6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

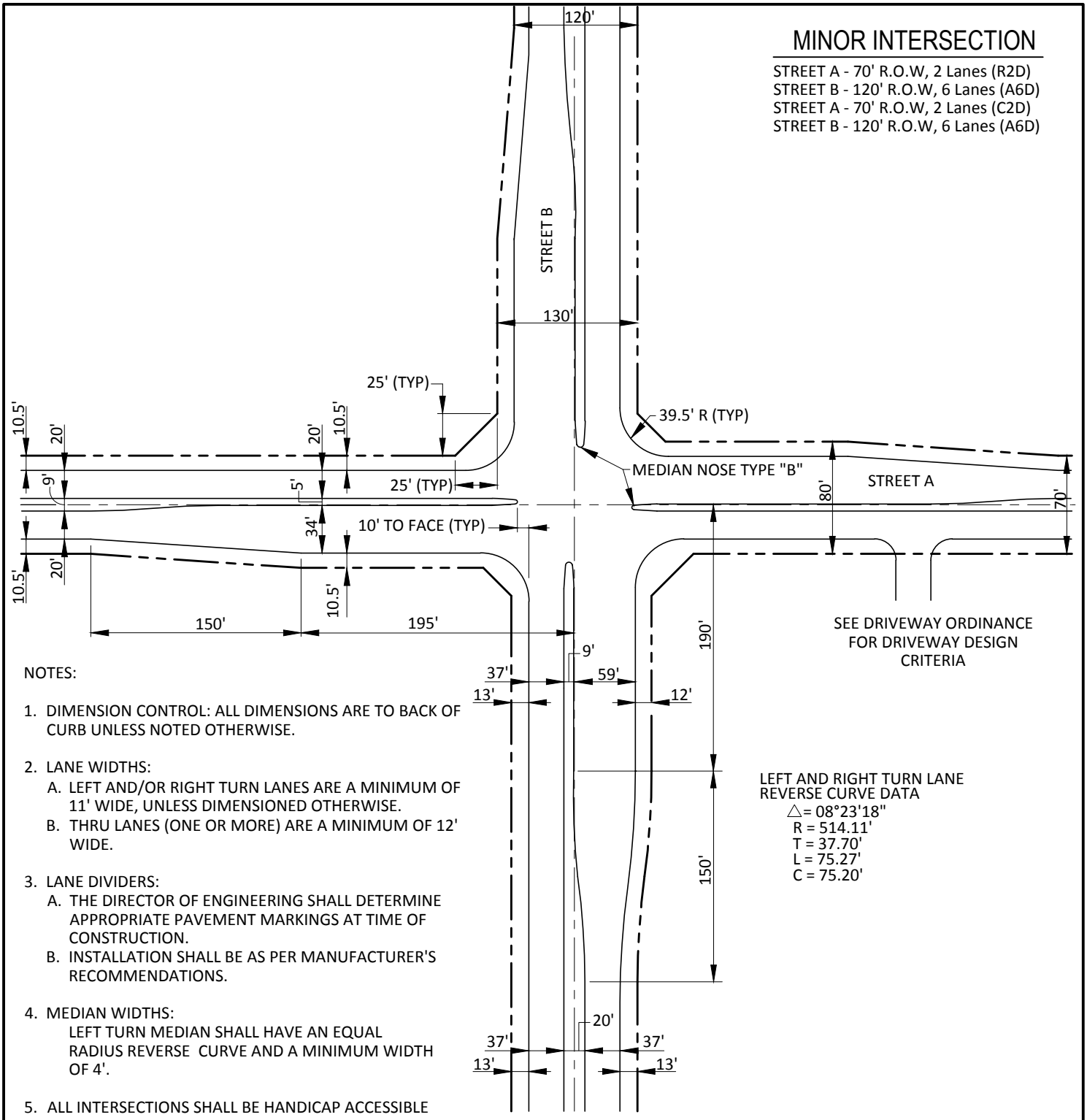
SCALE: NTS DATE: 01/2017
SHEET 28 OF 44

STREET INTERSECTION
DIMENSION CONTROL
(R2D - A4D & C2D - A4D)

P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_28-44.DWG



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

4. MEDIAN WIDTHS:
   LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(R2D - A6D & C2D - A6D)

SCALE: NTS DATE: 01/2017
SHEET 29 OF 44

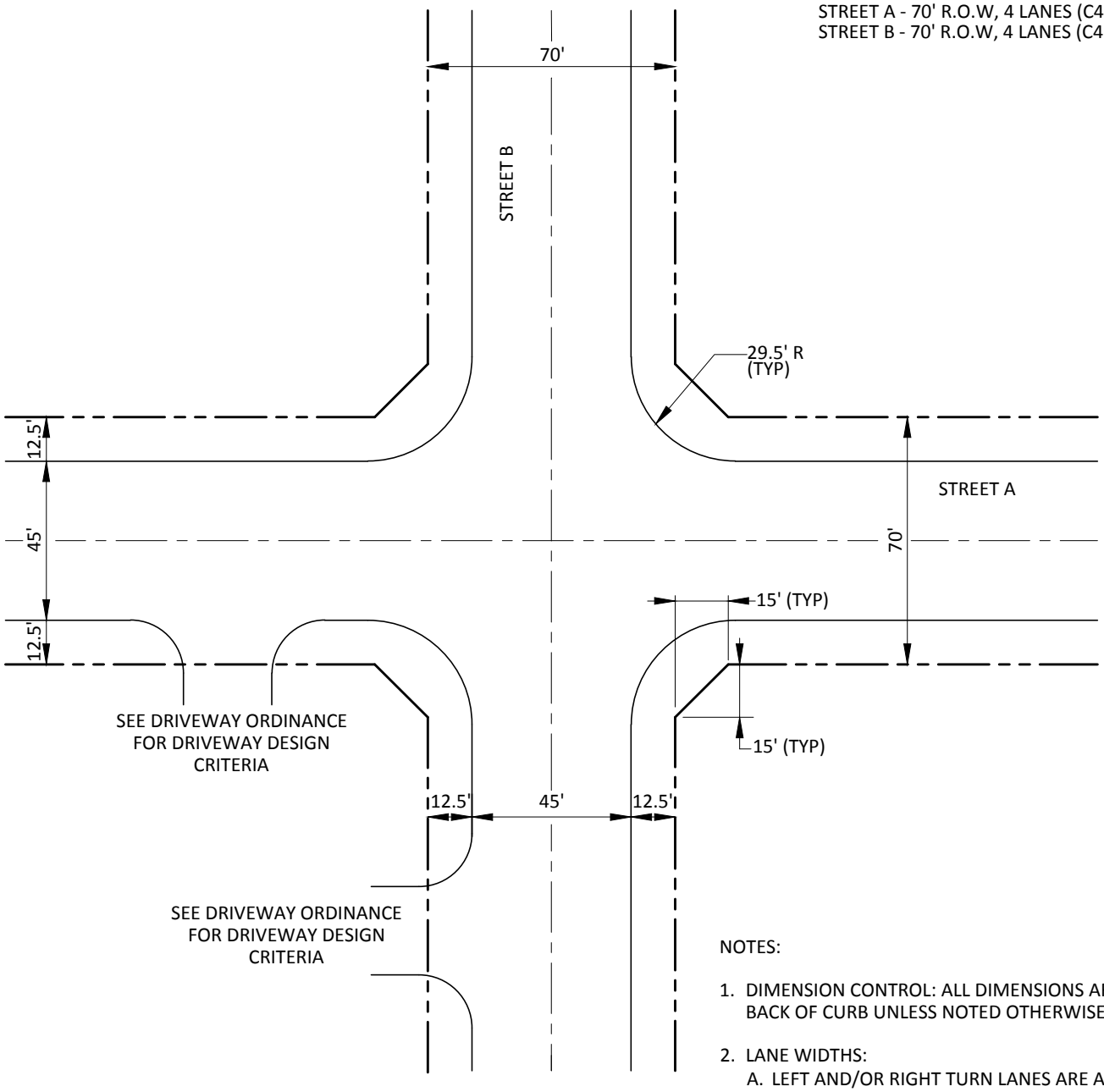
P-1

ENGINEERING DEPARTMENT

FILENAME: P-1_29-44.DWG

MINOR INTERSECTION

STREET A - 70' R.O.W, 4 LANES (C4U)
STREET B - 70' R.O.W, 4 LANES (C4U)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.
2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.
3. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(C4U - C4U)

SCALE: NTS DATE: 01/2004
SHEET 30 OF 44

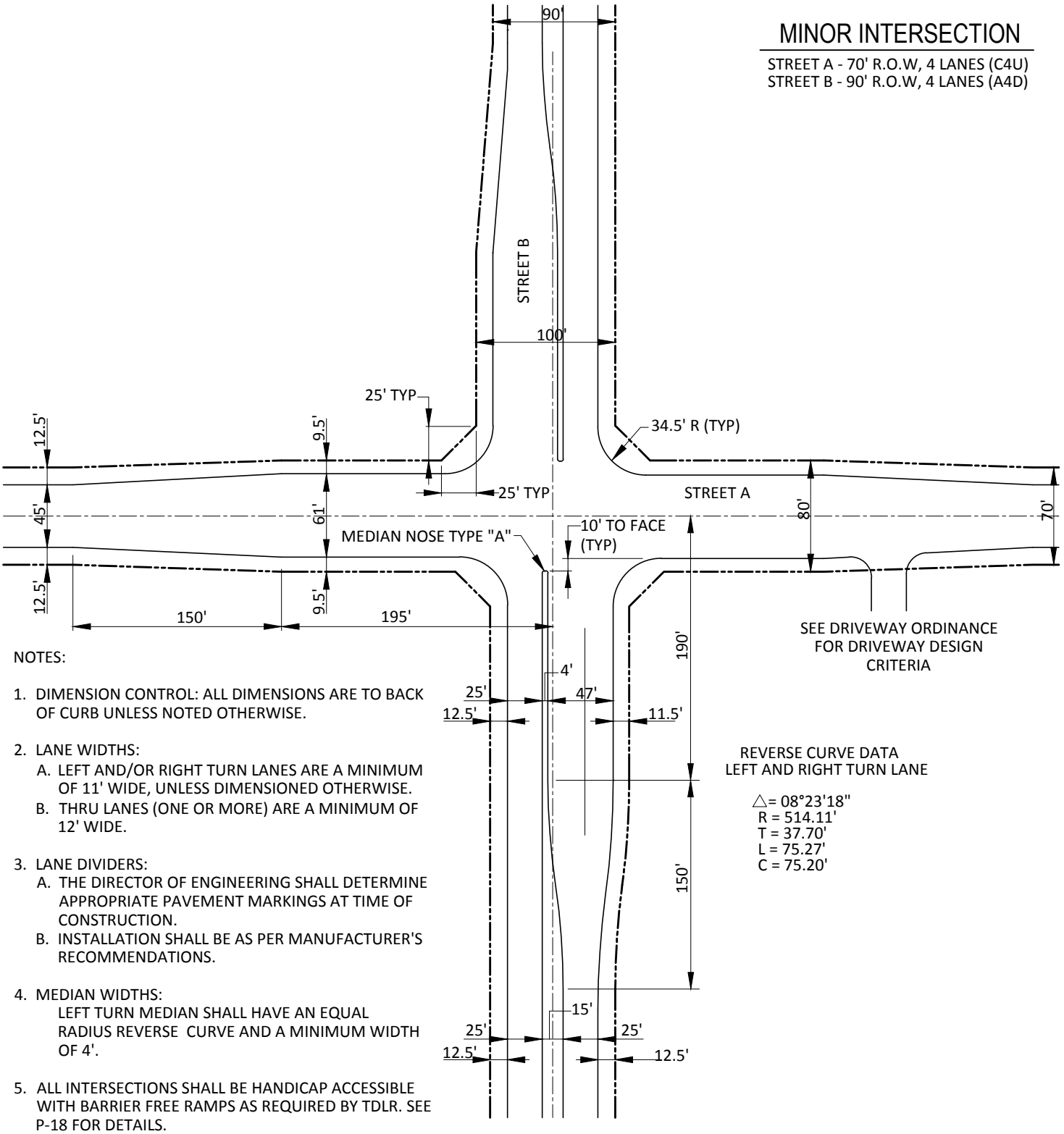
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_30-44.DWG

MINOR INTERSECTION

STREET A - 70' R.O.W, 4 LANES (C4U)
STREET B - 90' R.O.W, 4 LANES (A4D)



REVERSE CURVE DATA
LEFT AND RIGHT TURN LANE

△= 08°23'18"
R = 514.11'
T = 37.70'
L = 75.27'
C = 75.20'

NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.
2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.
3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.
4. MEDIAN WIDTHS:
   LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.
5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.
6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(C4U - A4D)

SCALE: NTS DATE: 01/2004
SHEET 31 OF 44

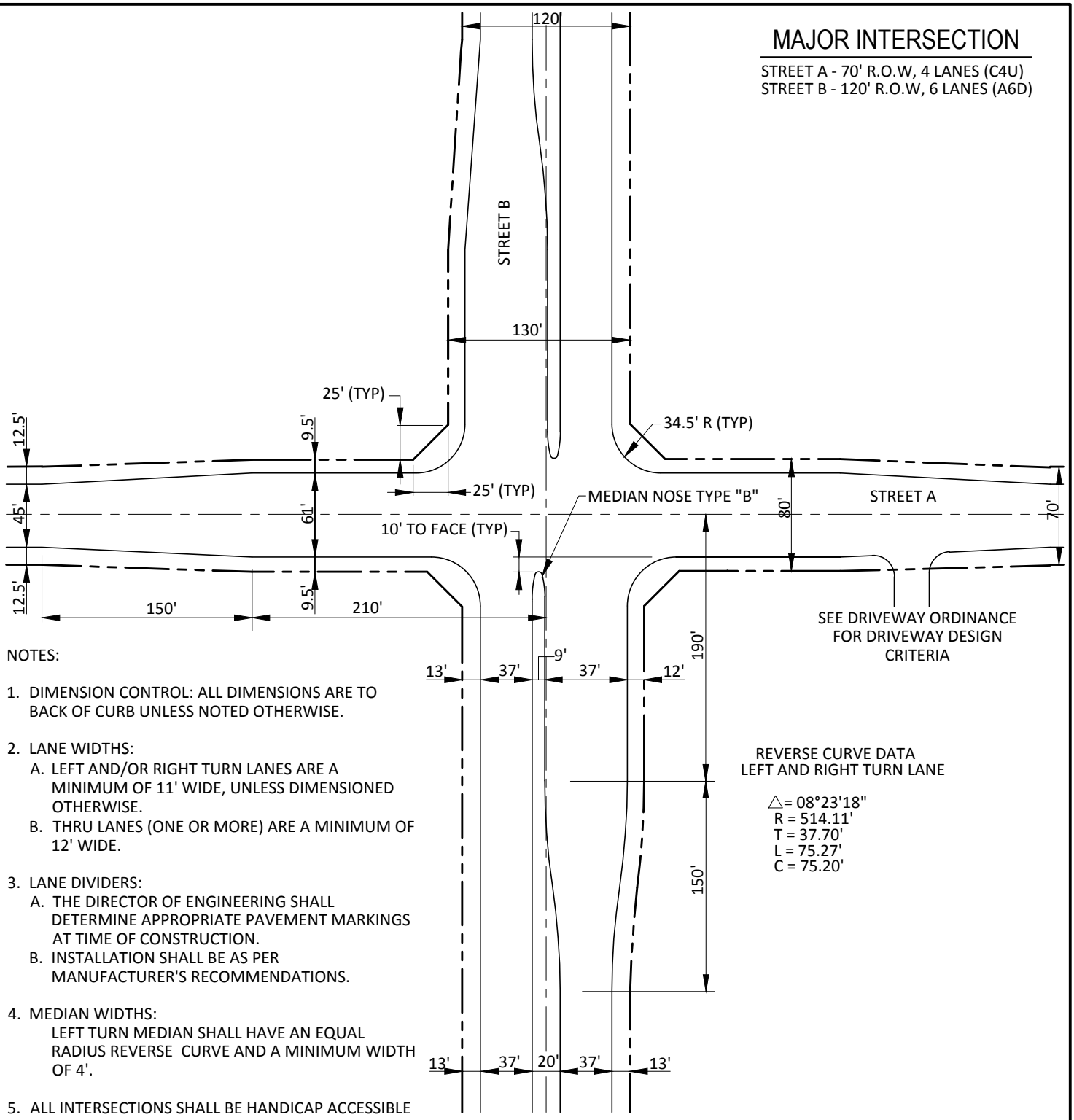
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_31-44.DWG

MAJOR INTERSECTION

STREET A - 70' R.O.W, 4 LANES (C4U)
STREET B - 120' R.O.W, 6 LANES (A6D)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

4. MEDIAN WIDTHS:
   LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(C4U - A6D)

SCALE: NTS DATE: 01/2004
SHEET 32 OF 44

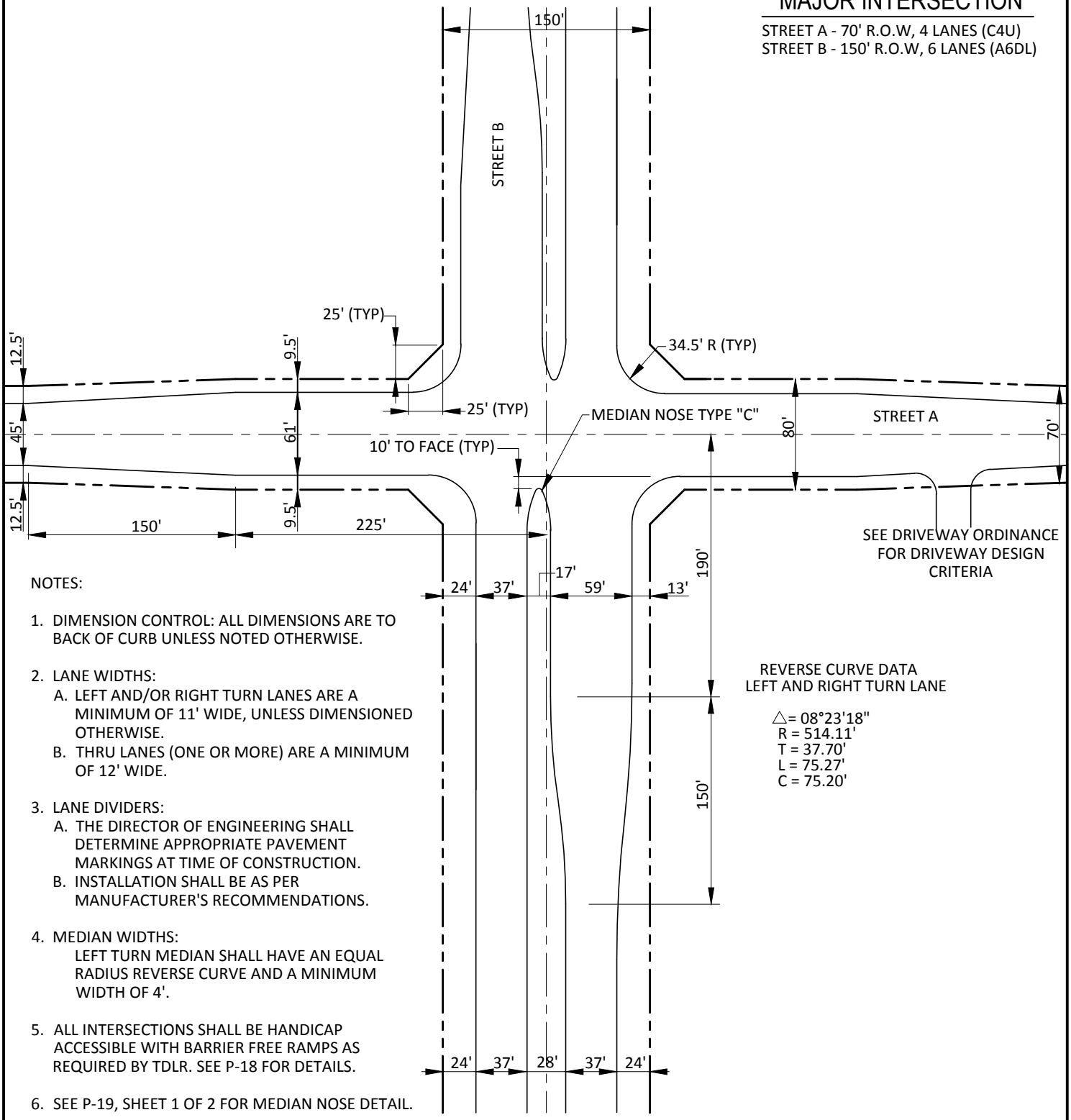
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_32-44.DWG

MAJOR INTERSECTION

STREET A - 70' R.O.W, 4 LANES (C4U)
STREET B - 150' R.O.W, 6 LANES (A6DL)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

4. MEDIAN WIDTHS:
   LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

REVERSE CURVE DATA
LEFT AND RIGHT TURN LANE

△= 08°23'18"
R = 514.11'
T = 37.70'
L = 75.27'
C = 75.20'

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(C4U - A6DL)

SCALE: NTS DATE: 01/2004
SHEET 33 OF 44

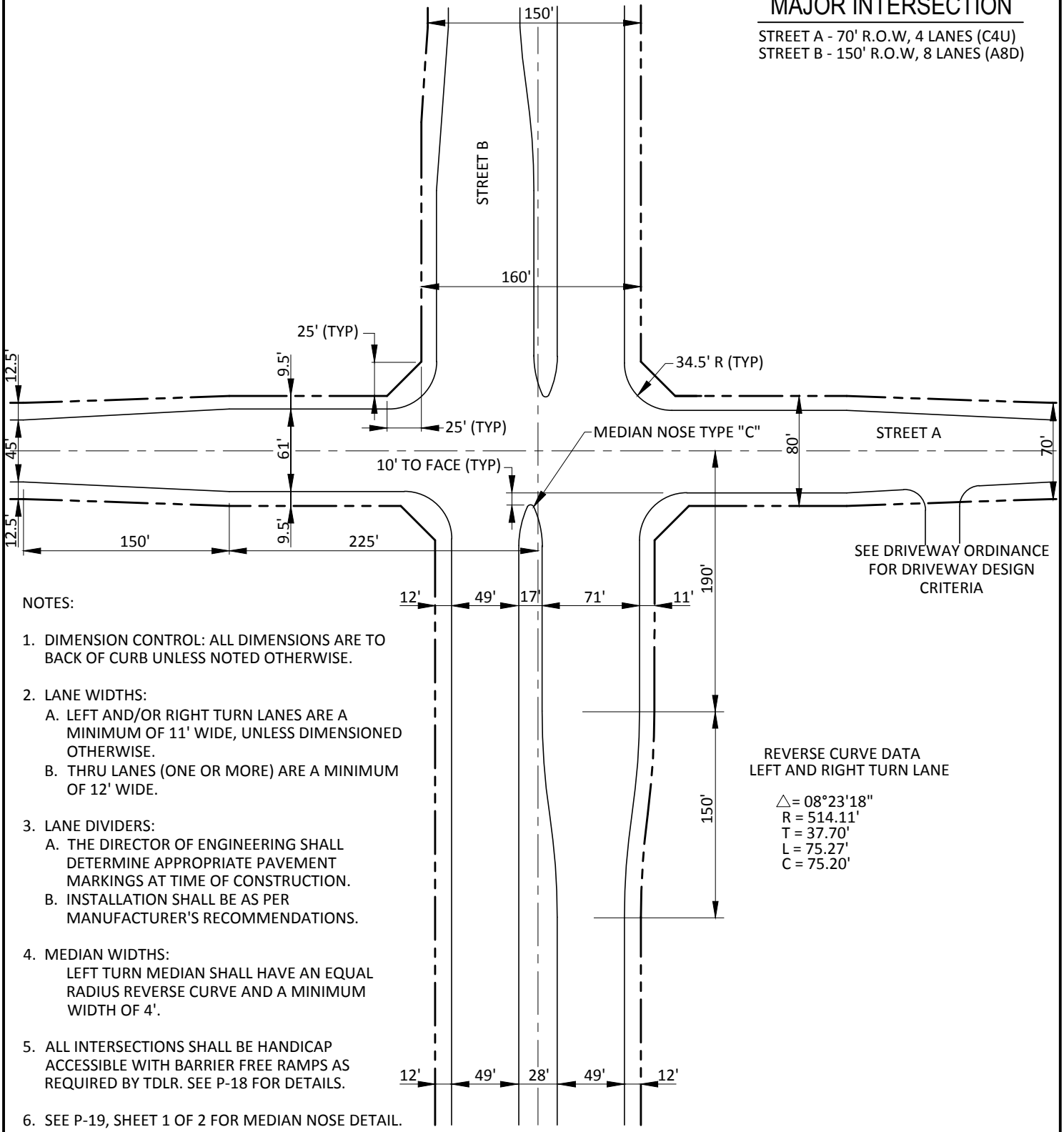
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_33-44.DWG

MAJOR INTERSECTION

STREET A - 70' R.O.W, 4 LANES (C4U)
STREET B - 150' R.O.W, 8 LANES (A8D)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

4. MEDIAN WIDTHS:
   LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

REVERSE CURVE DATA
LEFT AND RIGHT TURN LANE

△= 08°23'18"
R = 514.11'
T = 37.70'
L = 75.27'
C = 75.20'

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

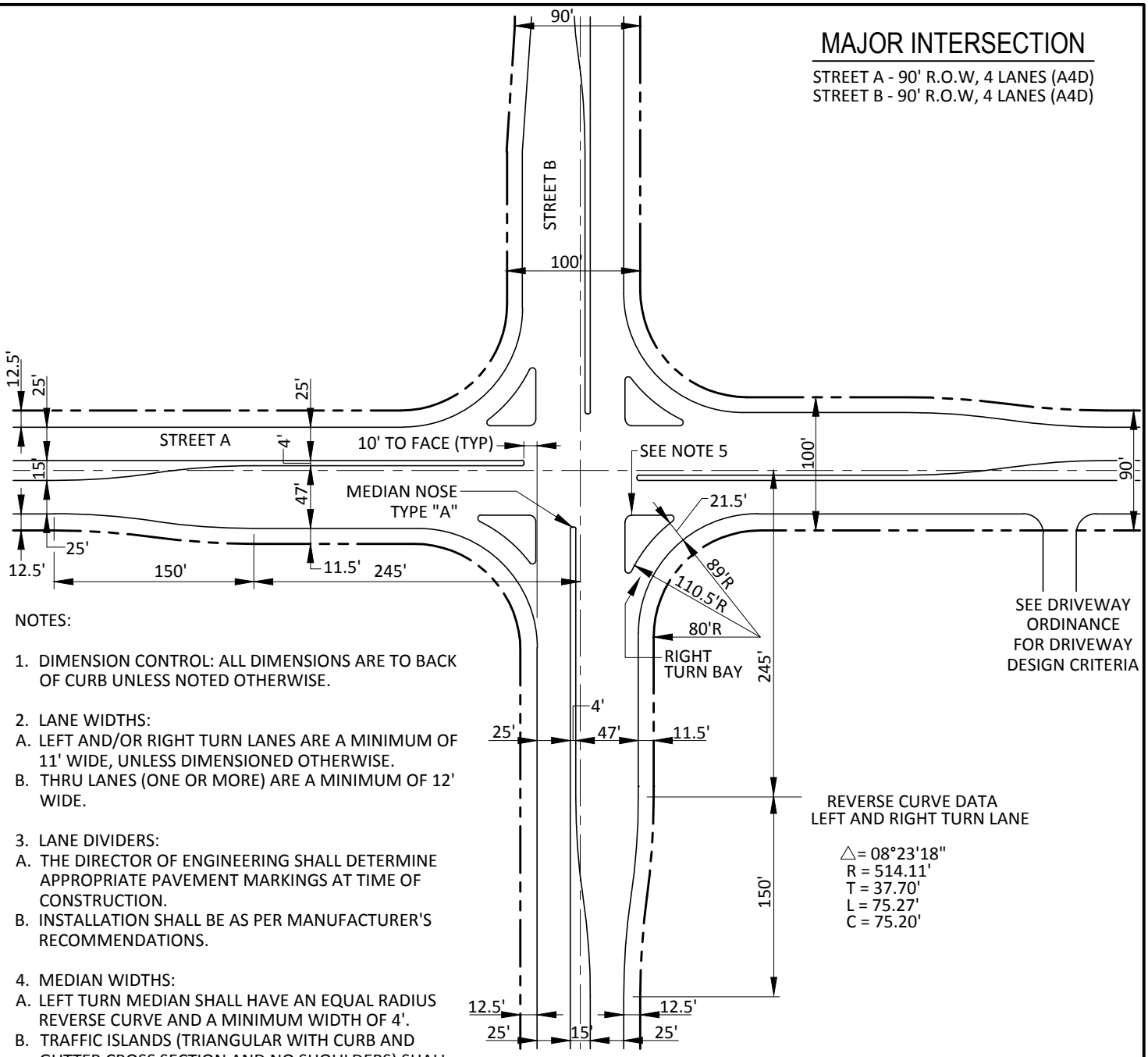
STREET INTERSECTION
DIMENSION CONTROL
(C4U - A8D)

SCALE: NTS DATE: 01/2004
SHEET 34 OF 44

P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_34-44.DWG



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

4. MEDIAN WIDTHS:
A. LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.
B. TRAFFIC ISLANDS (TRIANGULAR WITH CURB AND GUTTER CROSS SECTION AND NO SHOULDERS) SHALL BE BRICK PAVERS WITH CONCRETE BASE. SEE P-23 FOR TRAFFIC ISLAND LAYOUT.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AT THE ISLANDS AND STREET CORNERS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(A4D -A4D)

SCALE: NTS DATE: 01/2004
SHEET 35 OF 44

P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_35-44.DWG

NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

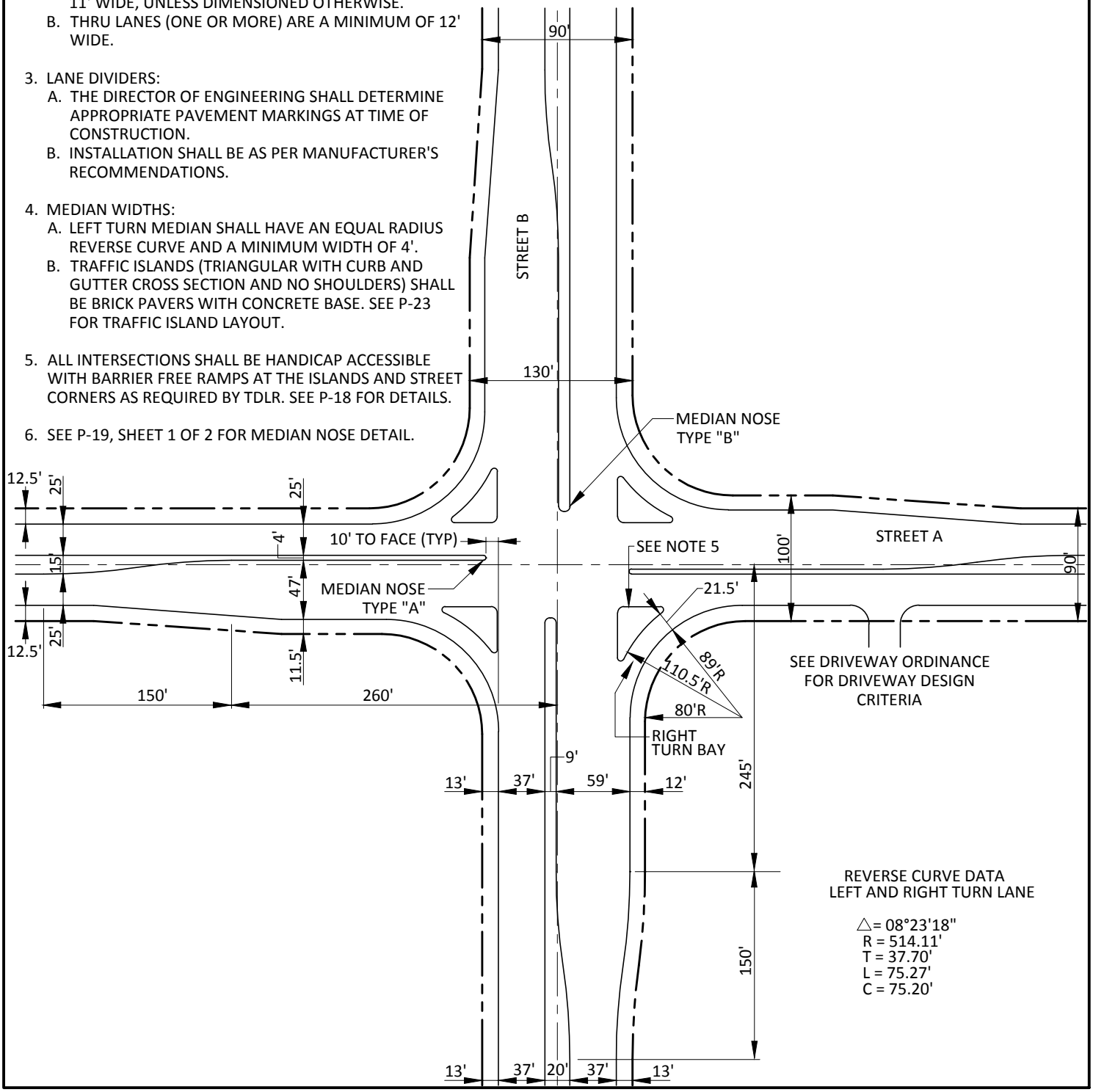
4. MEDIAN WIDTHS:
   A. LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.
   B. TRAFFIC ISLANDS (TRIANGULAR WITH CURB AND GUTTER CROSS SECTION AND NO SHOULDERS) SHALL BE BRICK PAVERS WITH CONCRETE BASE. SEE P-23 FOR TRAFFIC ISLAND LAYOUT.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AT THE ISLANDS AND STREET CORNERS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

MAJOR INTERSECTION

STREET A - 90' R.O.W, 4 LANES (A4D)
STREET B - 120' R.O.W, 6 LANES (A6D)



GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2004
SHEET 36 OF 44

CARROLLTON
TEXAS

STREET INTERSECTION
DIMENSION CONTROL
(A4D - A6D)

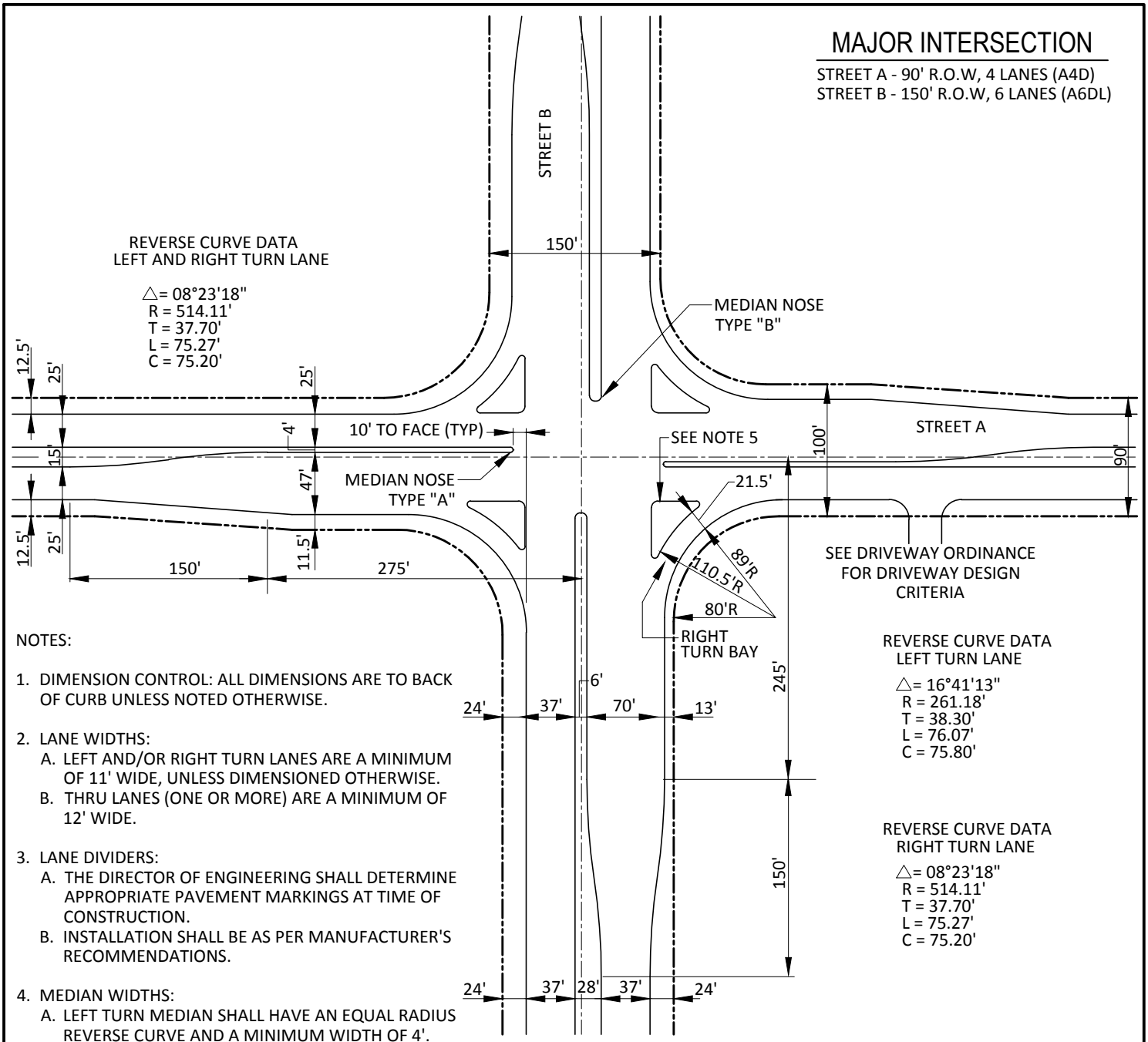
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_36-44.DWG

MAJOR INTERSECTION

STREET A - 90' R.O.W, 4 LANES (A4D)
STREET B - 150' R.O.W, 6 LANES (A6DL)



REVERSE CURVE DATA
LEFT TURN LANE
△= 16°41'13"
R = 261.18'
T = 38.30'
L = 76.07'
C = 75.80'

REVERSE CURVE DATA
RIGHT TURN LANE
△= 08°23'18"
R = 514.11'
T = 37.70'
L = 75.27'
C = 75.20'

NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.
2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.
3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.
4. MEDIAN WIDTHS:
   A. LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.
   B. TRAFFIC ISLANDS (TRIANGULAR WITH CURB AND GUTTER CROSS SECTION AND NO SHOULDERS) SHALL BE BRICK PAVERS WITH CONCRETE BASE. SEE P-23 FOR TRAFFIC ISLAND LAYOUT.
5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AT THE ISLANDS AND STREET CORNERS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.
6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

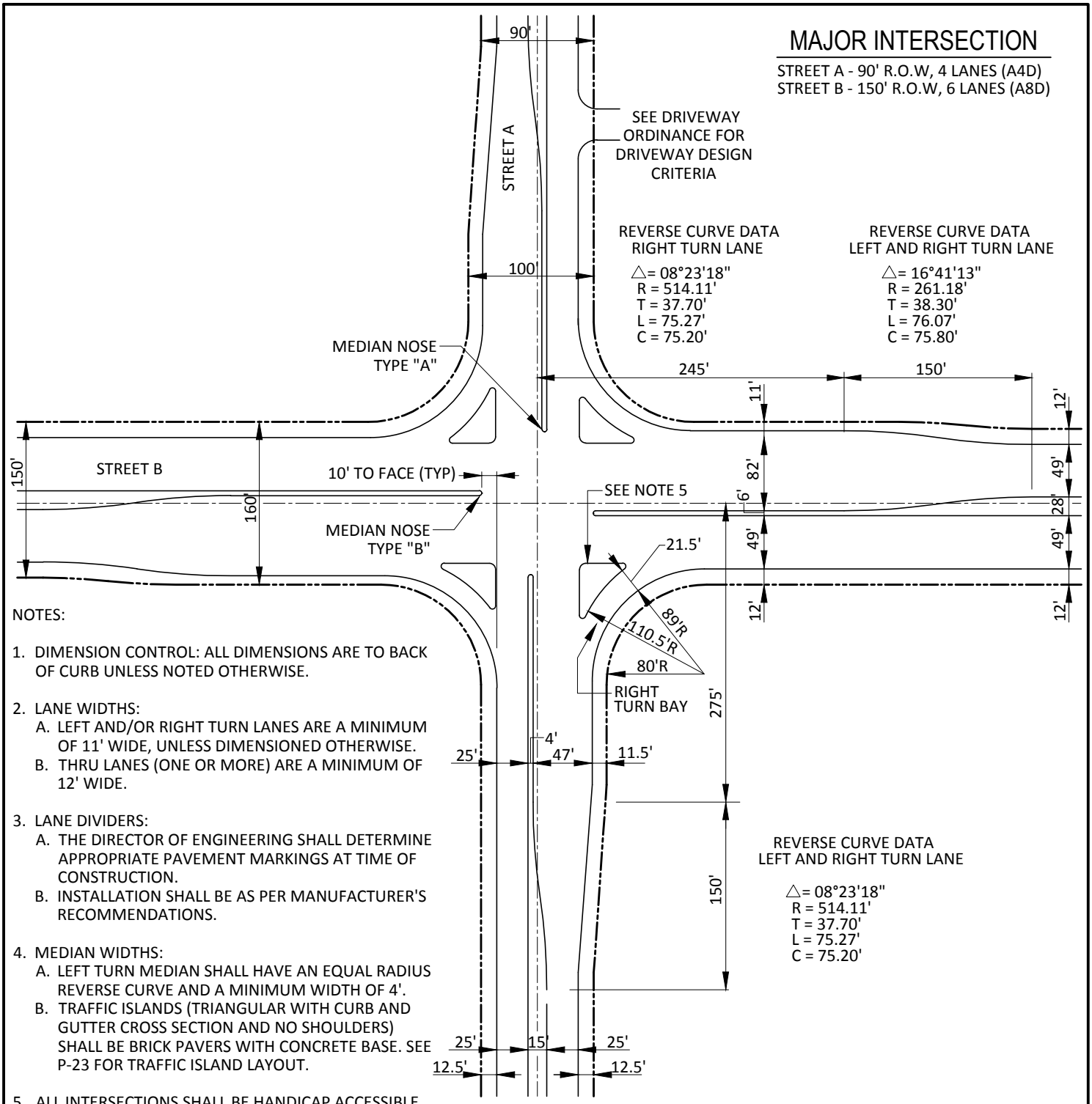
STREET INTERSECTION
DIMENSION CONTROL
(A4D - A6DL)

SCALE: NTS DATE: 01/2004
SHEET 37 OF 44

P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_37-44.DWG



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

4. MEDIAN WIDTHS:
   A. LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.
   B. TRAFFIC ISLANDS (TRIANGULAR WITH CURB AND GUTTER CROSS SECTION AND NO SHOULDERS) SHALL BE BRICK PAVERS WITH CONCRETE BASE. SEE P-23 FOR TRAFFIC ISLAND LAYOUT.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AT THE ISLANDS AND STREET CORNERS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

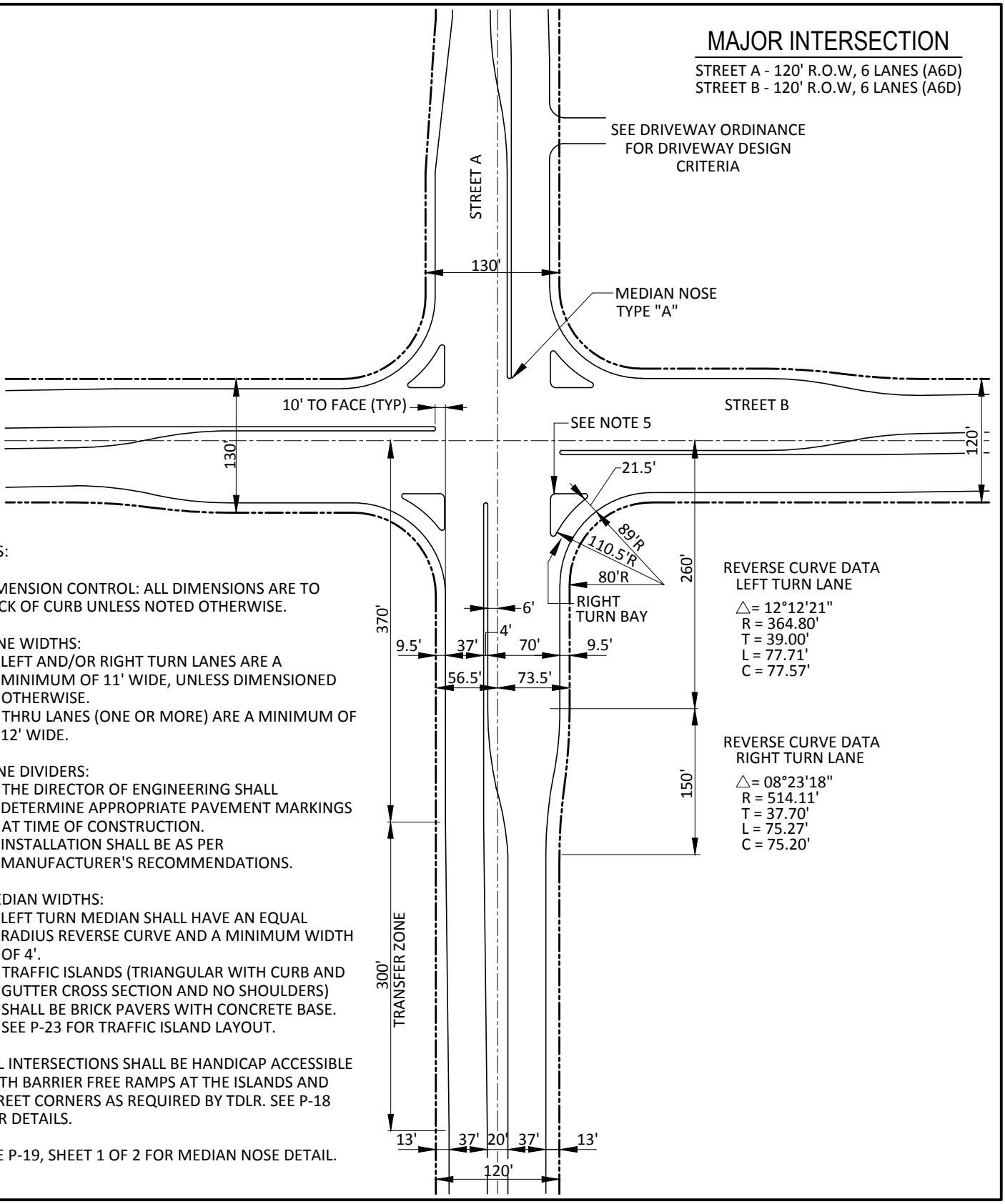
STREET INTERSECTION
DIMENSION CONTROL
(A4D - A8D)

SCALE: NTS DATE: 01/2004
SHEET 38 OF 44

P-1

ENGINEERING DEPARTMENT

FILENAME: P-1_38-44.DWG



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.
2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.
3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.
4. MEDIAN WIDTHS:
   A. LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.
   B. TRAFFIC ISLANDS (TRIANGULAR WITH CURB AND GUTTER CROSS SECTION AND NO SHOULDERS) SHALL BE BRICK PAVERS WITH CONCRETE BASE. SEE P-23 FOR TRAFFIC ISLAND LAYOUT.
5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AT THE ISLANDS AND STREET CORNERS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.
6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

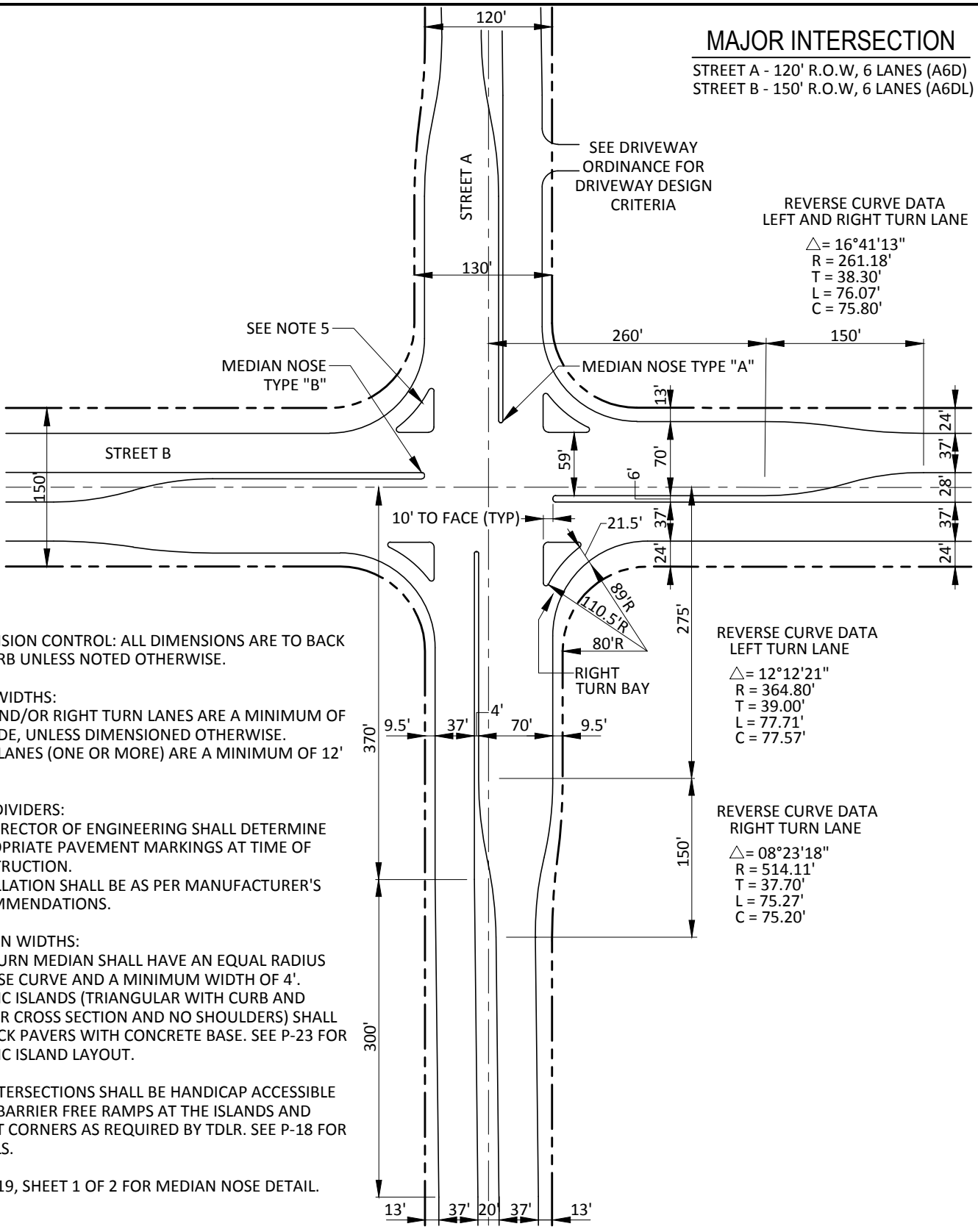
STREET INTERSECTION
DIMENSION CONTROL
(A6D - A6DL)

SCALE: NTS DATE: 01/2004
SHEET 39 OF 44

P-1

ENGINEERING DEPARTMENT

FILENAME: P-1_39-44.DWG



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

4. MEDIAN WIDTHS:
A. LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.
B. TRAFFIC ISLANDS (TRIANGULAR WITH CURB AND GUTTER CROSS SECTION AND NO SHOULDERS) SHALL BE BRICK PAVERS WITH CONCRETE BASE. SEE P-23 FOR TRAFFIC ISLAND LAYOUT.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AT THE ISLANDS AND STREET CORNERS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(A6D - A6DL)

SCALE: NTS DATE: 01/2004
SHEET 40 OF 44

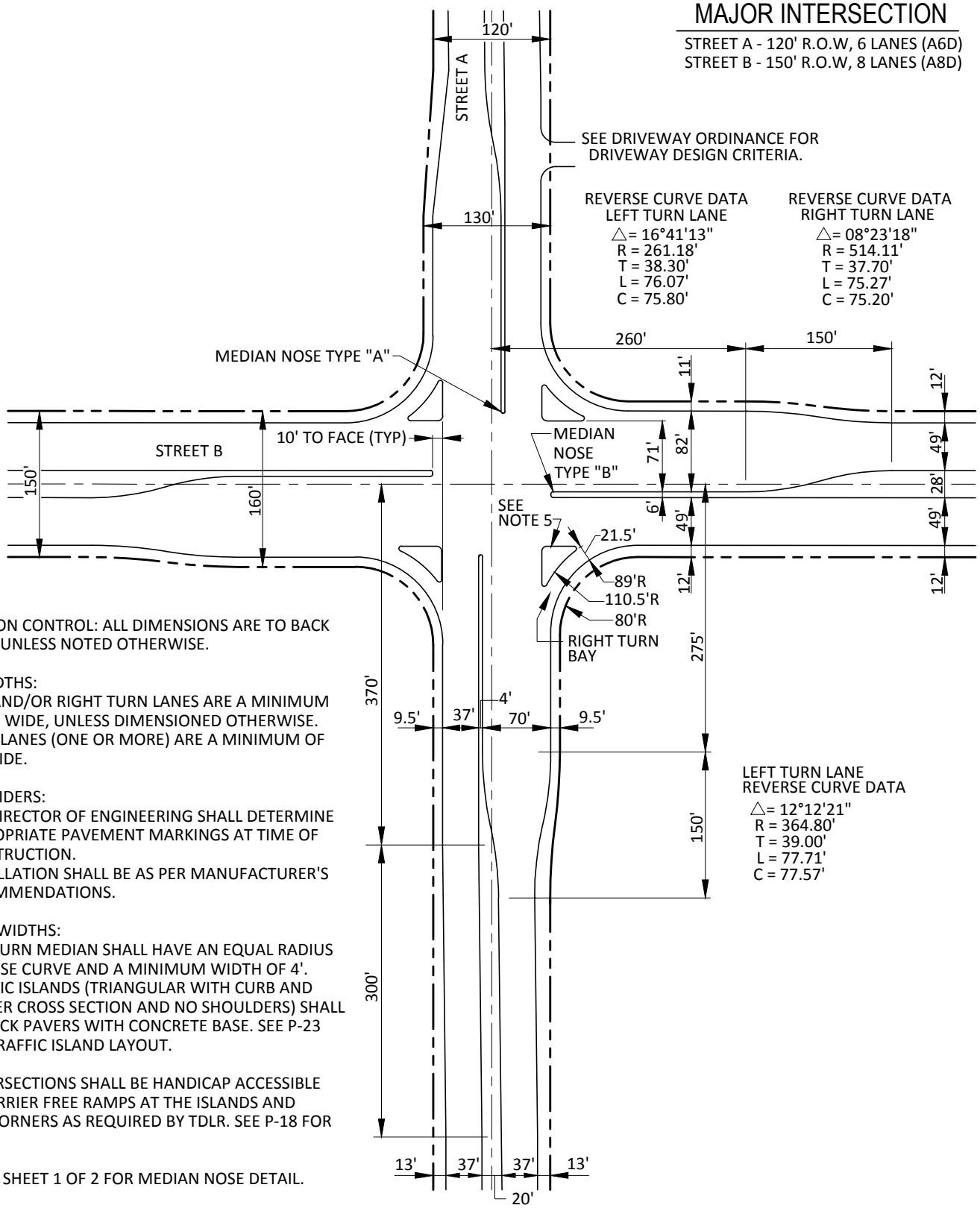
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_40-44.DWG

MAJOR INTERSECTION

STREET A - 120' R.O.W, 6 LANES (A6D)
STREET B - 150' R.O.W, 8 LANES (A8D)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12" WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

4. MEDIAN WIDTHS:
   A. LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.
   B. TRAFFIC ISLANDS (TRIANGULAR WITH CURB AND GUTTER CROSS SECTION AND NO SHOULDERS) SHALL BE BRICK PAVERS WITH CONCRETE BASE. SEE P-23 FOR TRAFFIC ISLAND LAYOUT.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AT THE ISLANDS AND STREET CORNERS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

STREET INTERSECTION
DIMENSION CONTROL
(A6D - A8D)

SCALE: NTS DATE: 01/2004
SHEET 41 OF 44

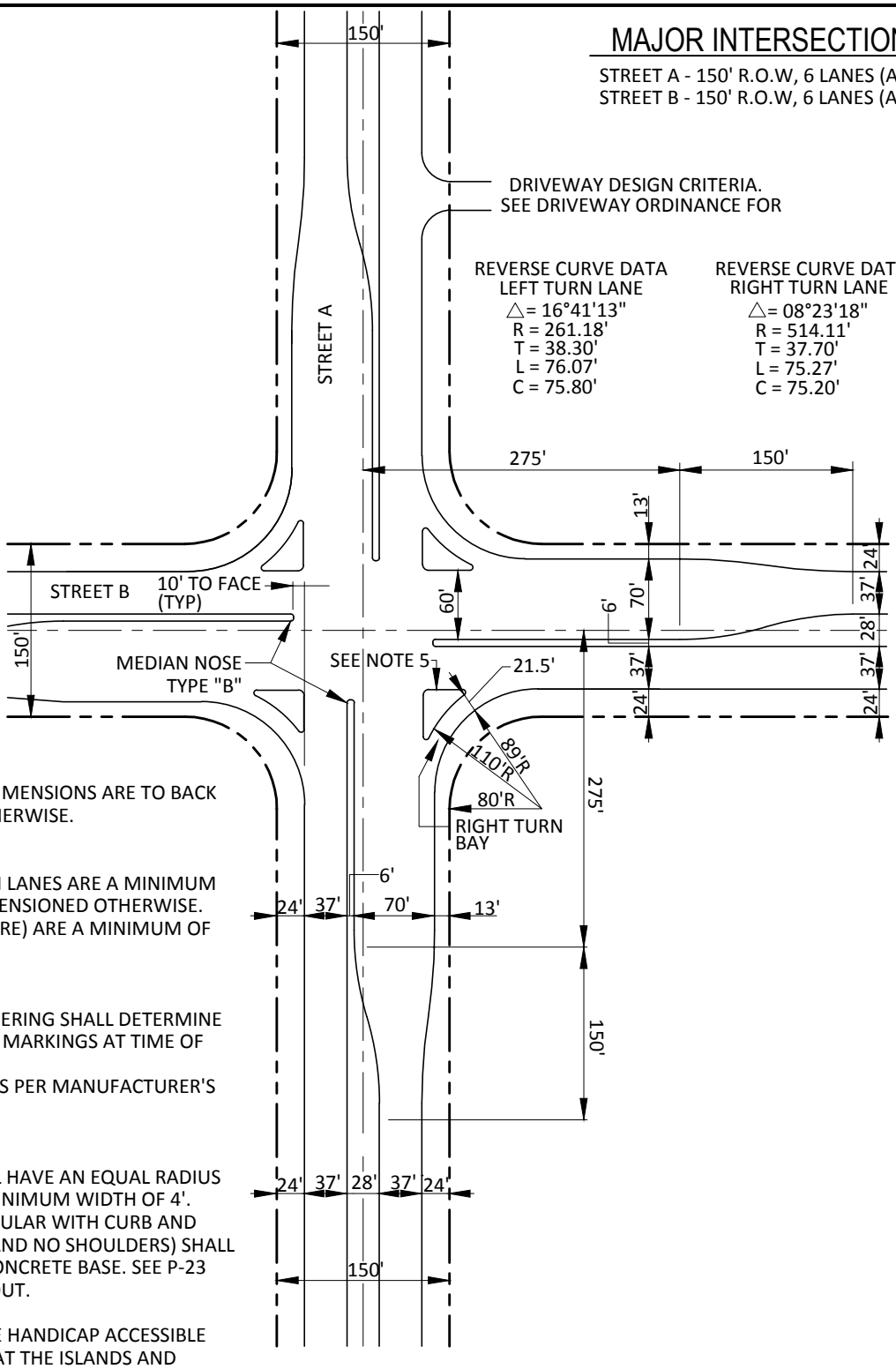
P-1

ENGINEERING DEPARTMENT

FILENAME: P-1_41-44.DWG

MAJOR INTERSECTION

STREET A - 150' R.O.W, 6 LANES (A6DL)
STREET B - 150' R.O.W, 6 LANES (A6DL)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

4. MEDIAN WIDTHS:
   A. LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.
   B. TRAFFIC ISLANDS (TRIANGULAR WITH CURB AND GUTTER CROSS SECTION AND NO SHOULDERS) SHALL BE BRICK PAVERS WITH CONCRETE BASE. SEE P-23 FOR TRAFFIC ISLAND LAYOUT.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AT THE ISLANDS AND STREET CORNERS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAIL

STREET INTERSECTION
DIMENSION CONTROL
(A6DL - A6DL)

SCALE: NTS DATE: 01/2004
SHEET 42 OF 44

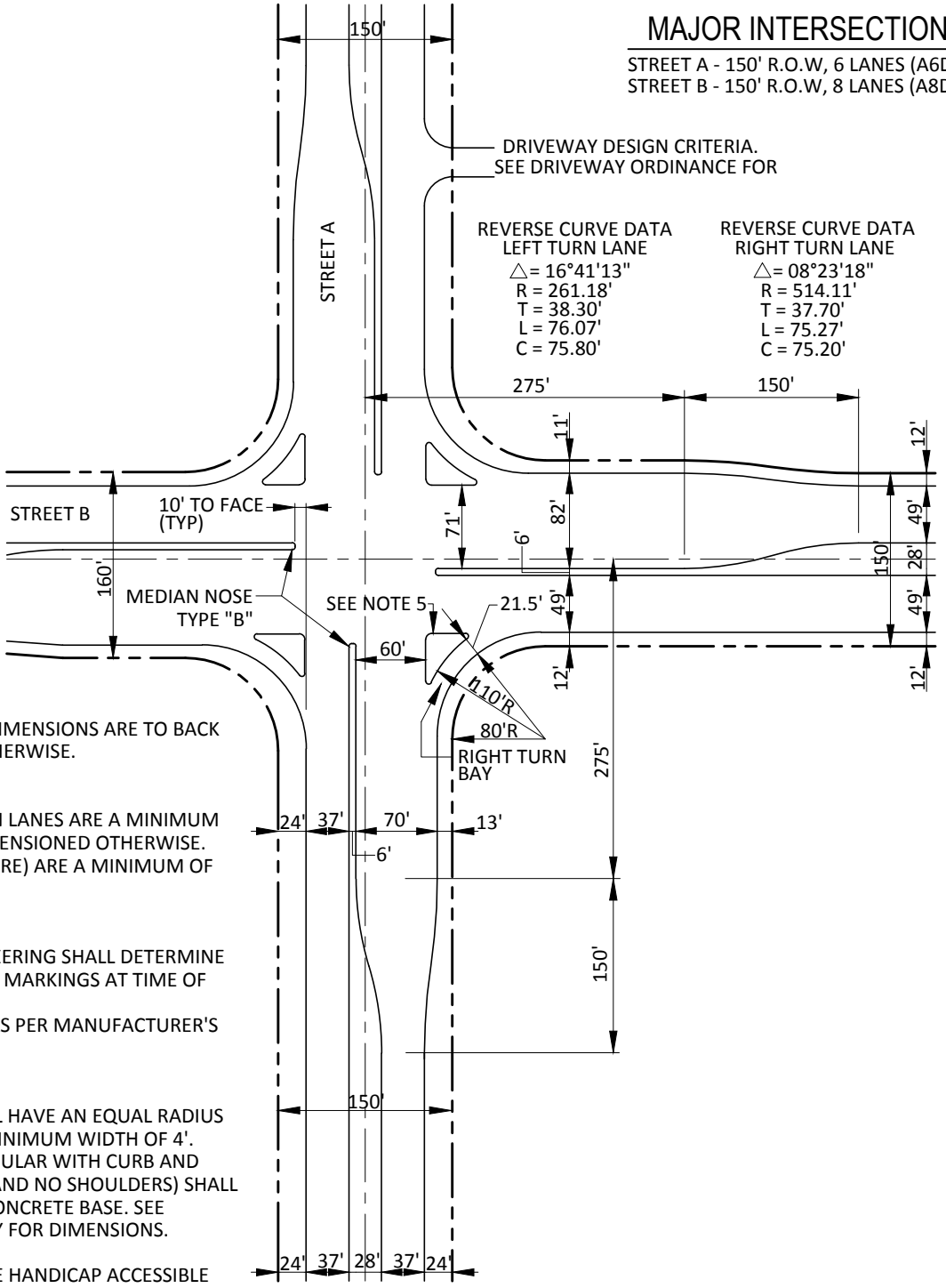
P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_42-44.DWG

MAJOR INTERSECTION

STREET A - 150' R.O.W, 6 LANES (A6DL)
STREET B - 150' R.O.W, 8 LANES (A8D)



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

4. MEDIAN WIDTHS:
   A. LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.
   B. TRAFFIC ISLANDS (TRIANGULAR WITH CURB AND GUTTER CROSS SECTION AND NO SHOULDERS) SHALL BE BRICK PAVERS WITH CONCRETE BASE. SEE INTERSECTION GEOMETRY FOR DIMENSIONS.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AT THE ISLANDS AND STREET CORNERS AS REQUIRED BY TDLR. SEE P-23 FOR TRAFFIC ISLAND LAYOUT AND SEE P-18 FOR BFR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

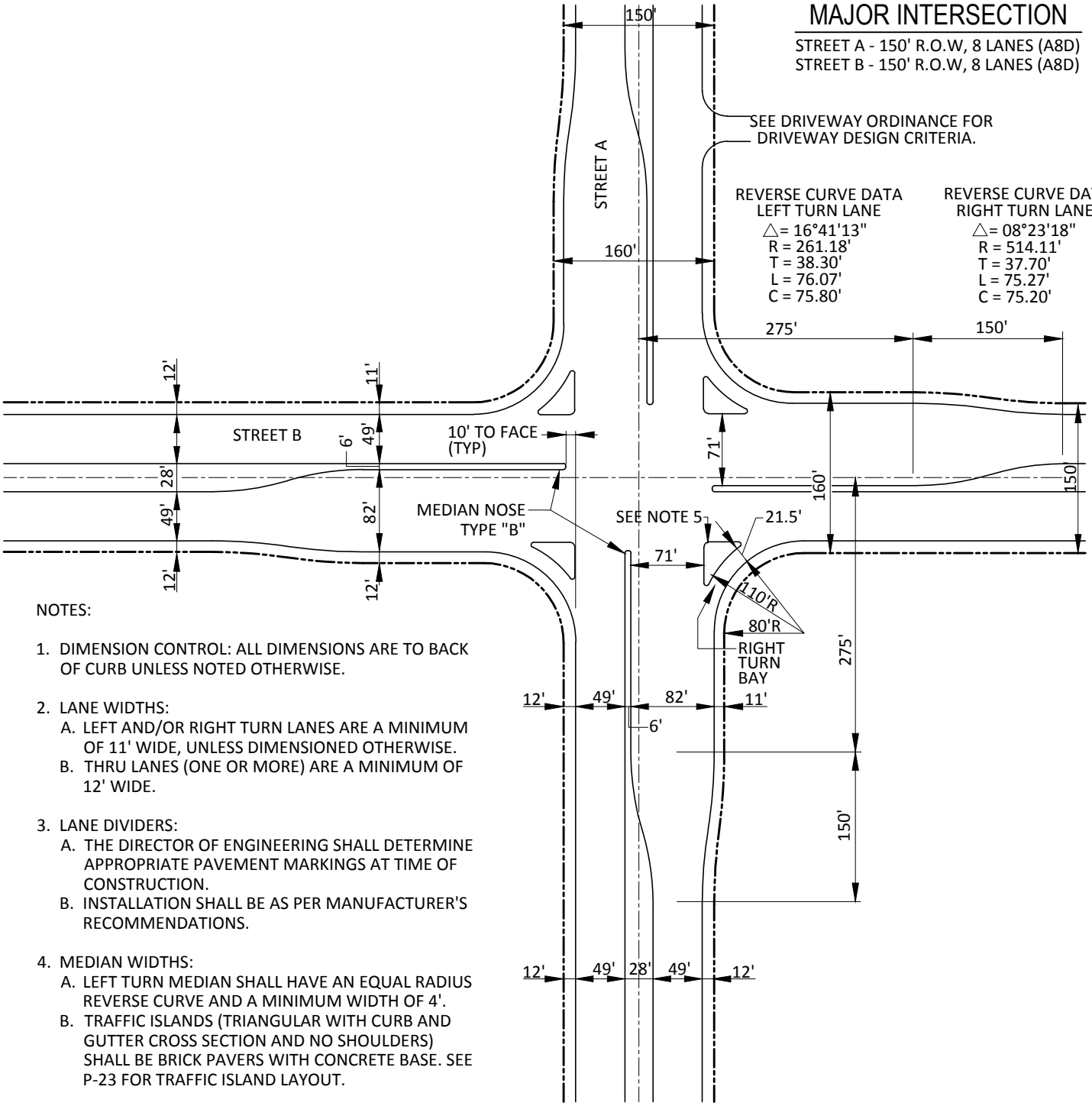
STREET INTERSECTION
DIMENSION CONTROL
(A6DL - A8D)

SCALE: NTS DATE: 01/2004
SHEET 43 OF 44

P-1

ENGINEERING
DEPARTMENT

FILENAME: P-1_43-44.DWG



NOTES:

1. DIMENSION CONTROL: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

2. LANE WIDTHS:
   A. LEFT AND/OR RIGHT TURN LANES ARE A MINIMUM OF 11' WIDE, UNLESS DIMENSIONED OTHERWISE.
   B. THRU LANES (ONE OR MORE) ARE A MINIMUM OF 12' WIDE.

3. LANE DIVIDERS:
   A. THE DIRECTOR OF ENGINEERING SHALL DETERMINE APPROPRIATE PAVEMENT MARKINGS AT TIME OF CONSTRUCTION.
   B. INSTALLATION SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS.

4. MEDIAN WIDTHS:
   A. LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM WIDTH OF 4'.
   B. TRAFFIC ISLANDS (TRIANGULAR WITH CURB AND GUTTER CROSS SECTION AND NO SHOULDERS) SHALL BE BRICK PAVERS WITH CONCRETE BASE. SEE P-23 FOR TRAFFIC ISLAND LAYOUT.

5. ALL INTERSECTIONS SHALL BE HANDICAP ACCESSIBLE WITH BARRIER FREE RAMPS AT THE ISLANDS AND STREET CORNERS AS REQUIRED BY TDLR. SEE P-18 FOR DETAILS.

6. SEE P-19, SHEET 1 OF 2 FOR MEDIAN NOSE DETAIL.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

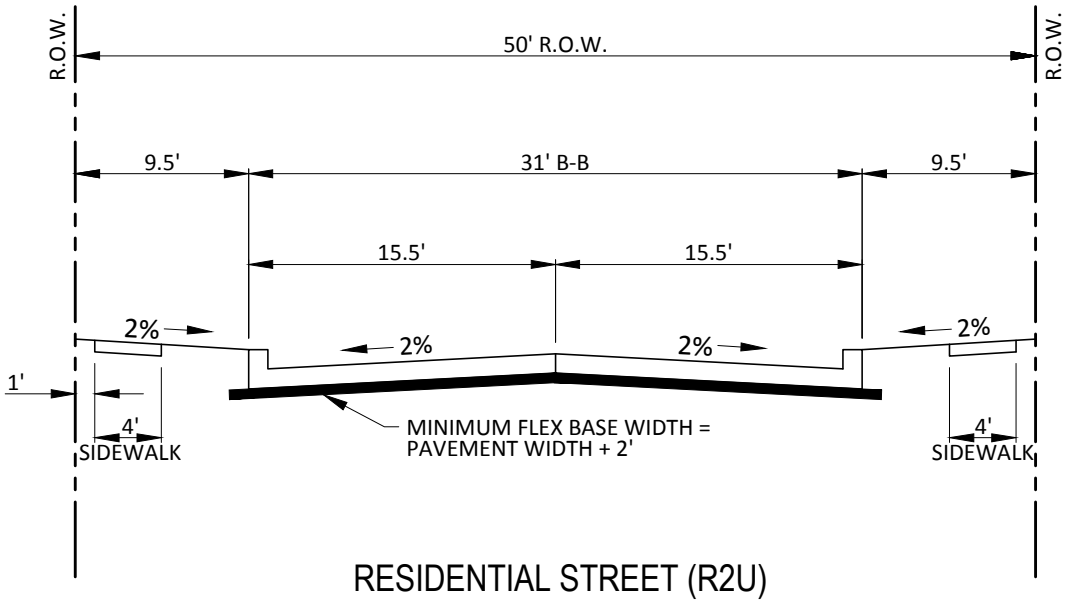
STREET INTERSECTION
DIMENSION CONTROL
(A8D - A8D)

SCALE: NTS DATE: 01/2004
SHEET 44 OF 44

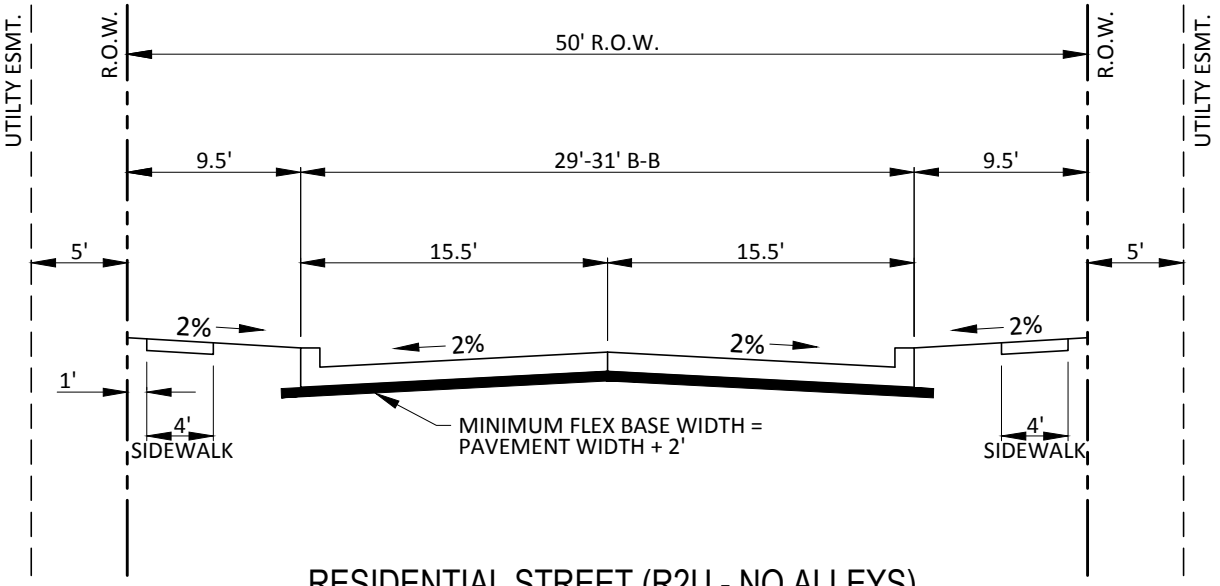
P-1

ENGINEERING DEPARTMENT

FILENAME: P-1_44-44.DWG



RESIDENTIAL STREET (R2U)



RESIDENTIAL STREET (R2U - NO ALLEYS)

NOTE:

PARABOLIC SECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH P-8 FOR NEW SUBDIVISIONS.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

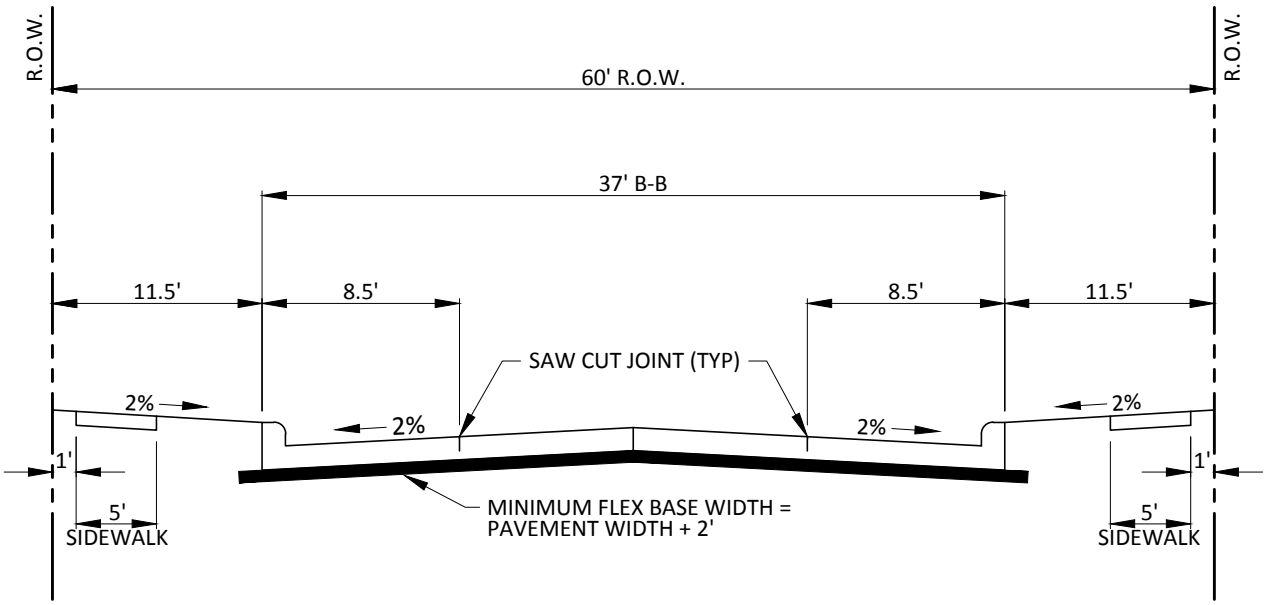
SCALE: NTS DATE: 12/2013
SHEET 1 OF 8

LANE STANDARDS
RESIDENTIAL (R2U)

P-2

ENGINEERING
DEPARTMENT

FILENAME: P-2_1-8.DWG



INDUSTRIAL & RESIDENTIAL COLLECTOR STREET (C2U)

NOTE:

PARABOLIC SECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH P-8 FOR NEW SUBDIVISIONS.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

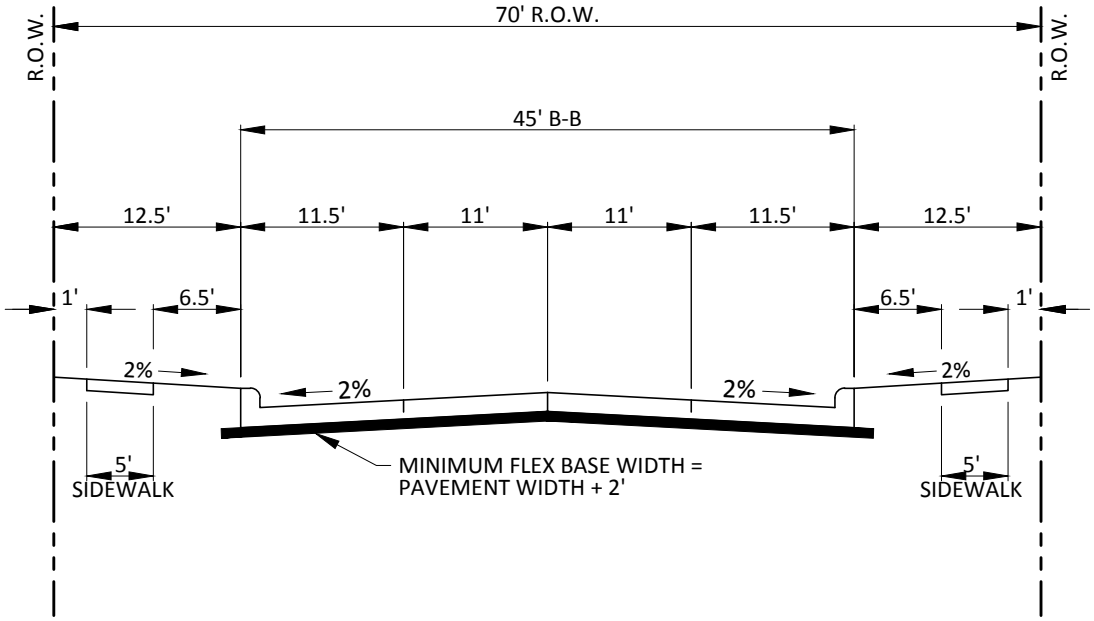
SCALE: NTS DATE: 12/2013
SHEET 2 OF 8

LANE STANDARDS
COLLECTOR (C2U)

P-2

ENGINEERING
DEPARTMENT

FILENAME: p-2_2-8.DWG



MAJOR COLLECTOR UNDIVIDED STREET (C4U)

NOTE:

1. AT MAJOR INTERSECTIONS, THE R.O.W. SHALL FLAIR TO 80' AND THE PAVEMENT SHALL FLAIR TO 61'.

2. PARABOLIC SECTIONS CONSTRUCTED IN ACCORDANCE WITH P-8 ARE PREFERRED FOR NEW STREETS.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

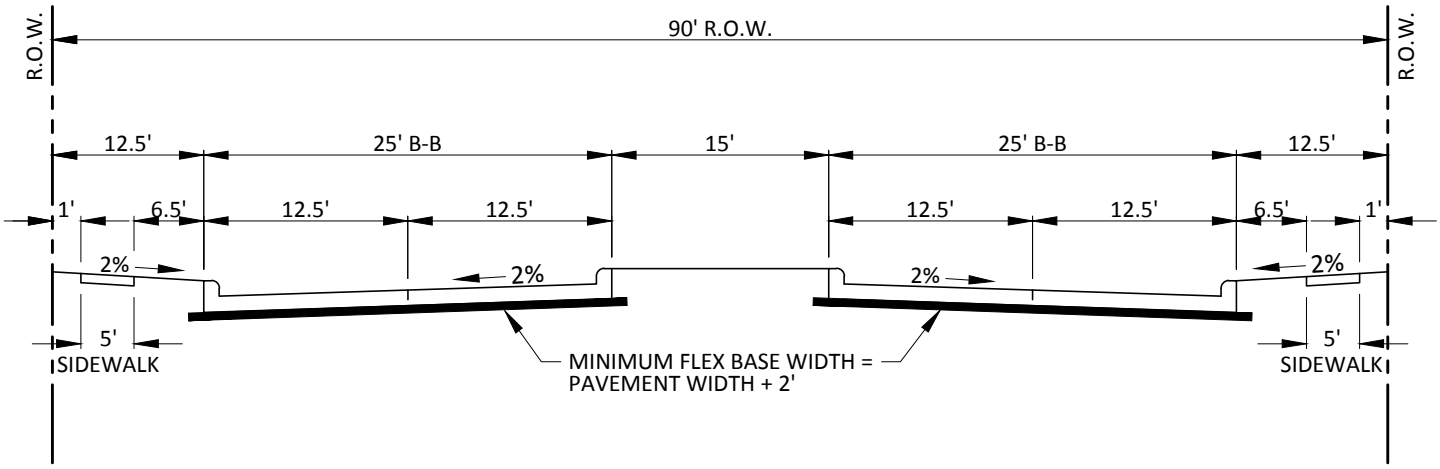
SCALE: NTS DATE: 12/2013
SHEET 3 OF 8

LANE STANDARDS
MAJOR COLLECTOR UNDIVIDED (C4U)

P-2

ENGINEERING
DEPARTMENT

FILENAME: P-2_3-8.DWG



MINOR ARTERIAL (A4D)

NOTE:

AT MAJOR INTERSECTIONS, THE R.O.W. SHALL FLAIR TO 100' AND THE PAVEMENT SHALL FLAIR TO 75'.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

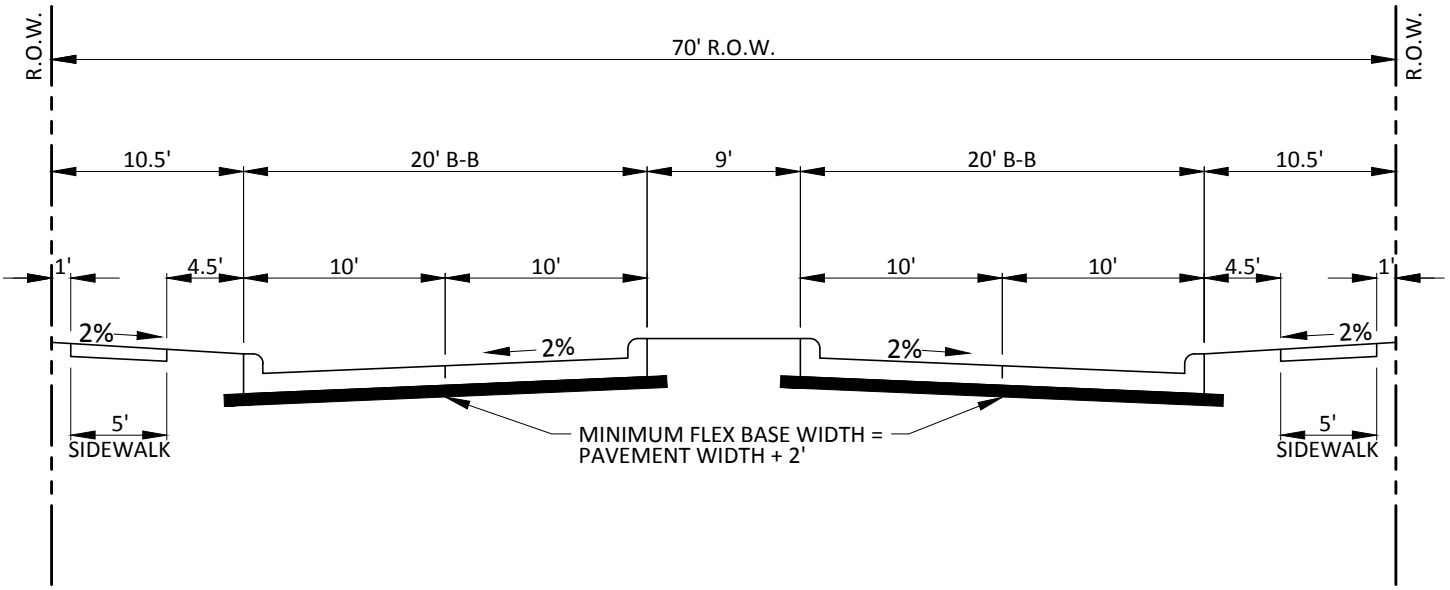
SCALE: NTS DATE: 12/2013
SHEET 4 OF 8

LANE STANDARDS
MINOR ARTERIAL (A4D)

P-2

ENGINEERING DEPARTMENT

FILENAME: P-2_4-8.DWG



DIVIDED RESIDENTIAL (R2D) & DIVIDED COLLECTOR (C2D)

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

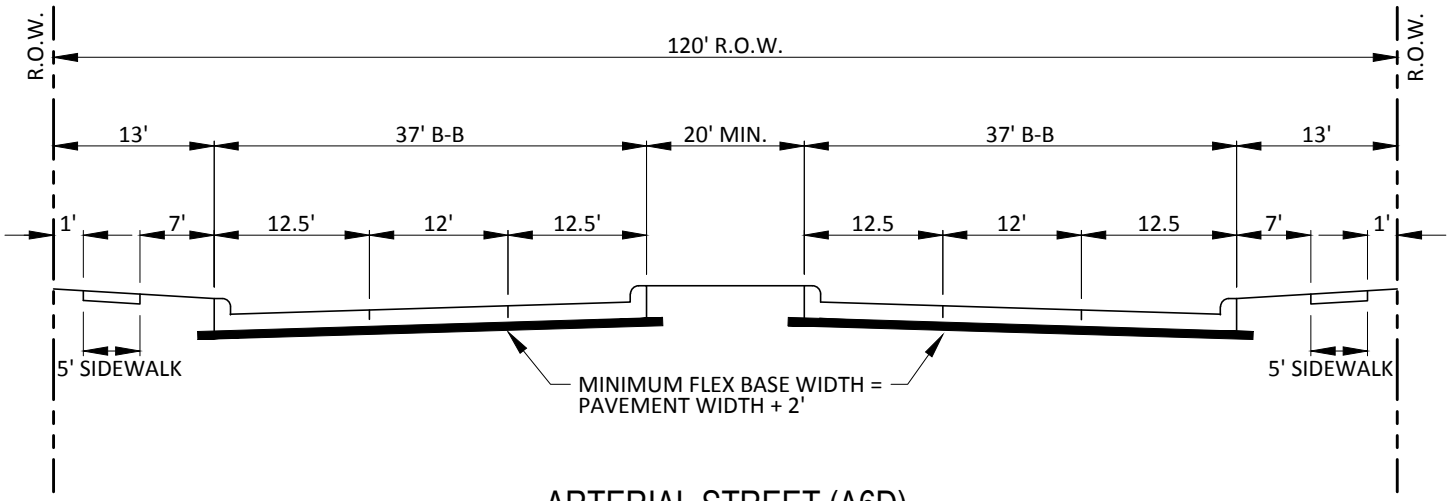
SCALE: NTS DATE: 12/2013
SHEET 5 OF 8

LANE STANDARDS
DIVIDED RESIDENTIAL (R2D)
& DIVIDED COLLECTOR (C2D)

P-2

ENGINEERING
DEPARTMENT

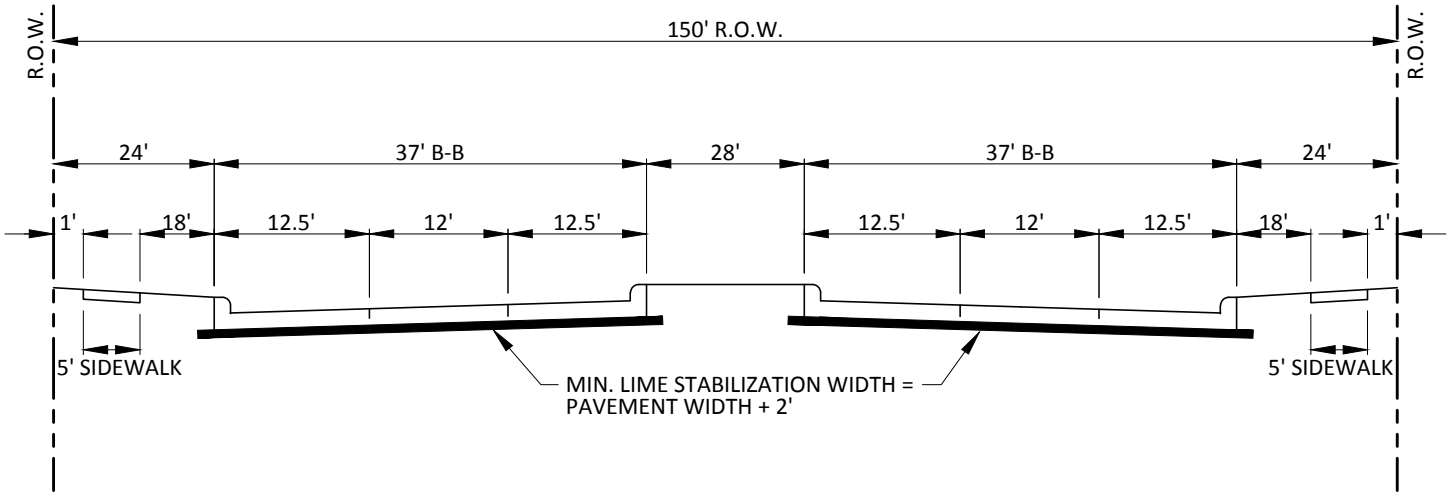
FILENAME: P-2_5-8.DWG



ARTERIAL STREET (A6D)

NOTE:

AUXILLARY LANES MAY BE REQUIRED ON A CASE-BY-CASE BASIS.



ARTERIAL STREET LIMITED ACCESS (A6DL)

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

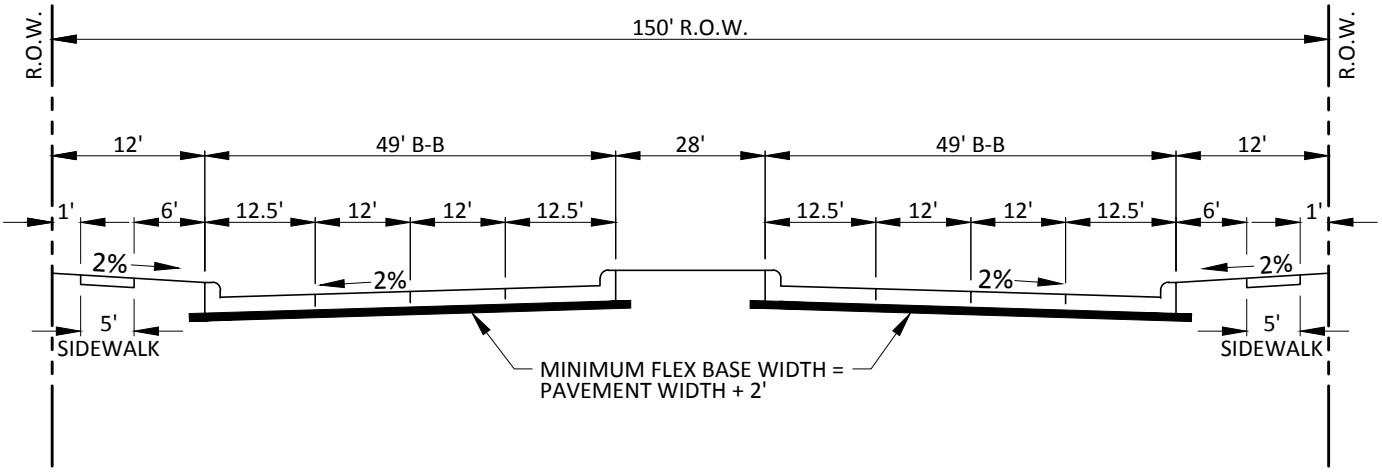
SCALE: NTS DATE: 12/2013
SHEET 6 OF 8

LANE STANDARDS
ARTERIAL (A6D) &
ARTERIAL LIMITED ACCESS (A6DL)

P-2

ENGINEERING
DEPARTMENT

FILENAME: P-2_6-8.DWG



ARTERIAL STREET (A8D)

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

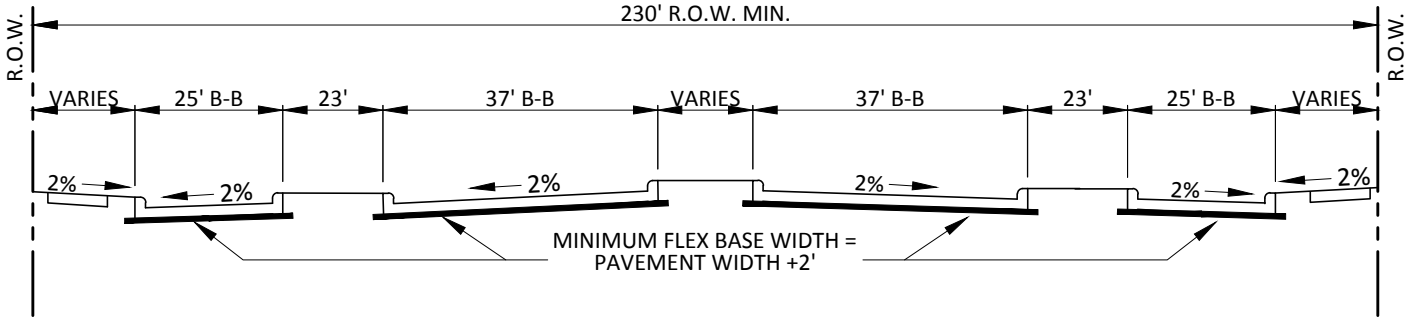
SCALE: NTS DATE: 12/2013
SHEET 7 OF 8

LANE STANDARDS
ARTERIAL (A8D)

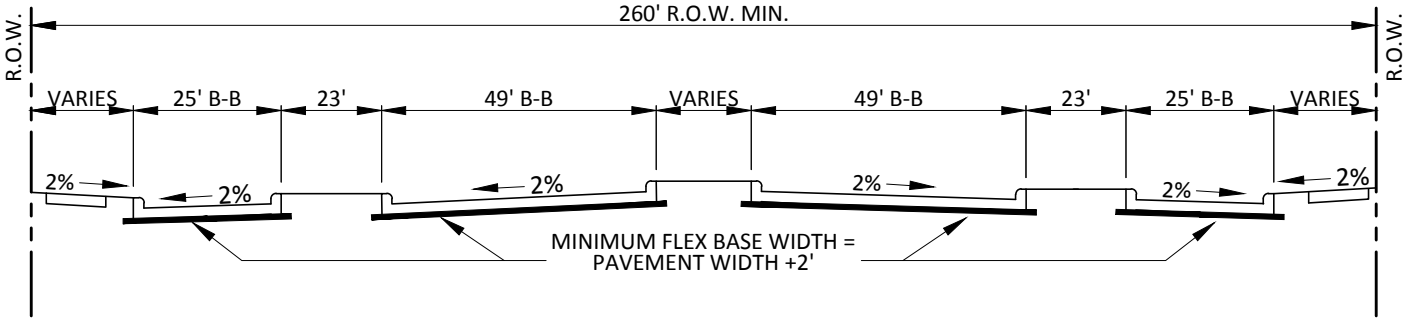
P-2

ENGINEERING
DEPARTMENT

FILENAME: P-2_7-8.DWG



TXDOT URBAN EXPRESSWAY 6 LANES WITH SERVICE ROAD (UE6)



TXDOT URBAN EXPRESSWAY 8 LANES WITH SERVICE ROAD (UE8)

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

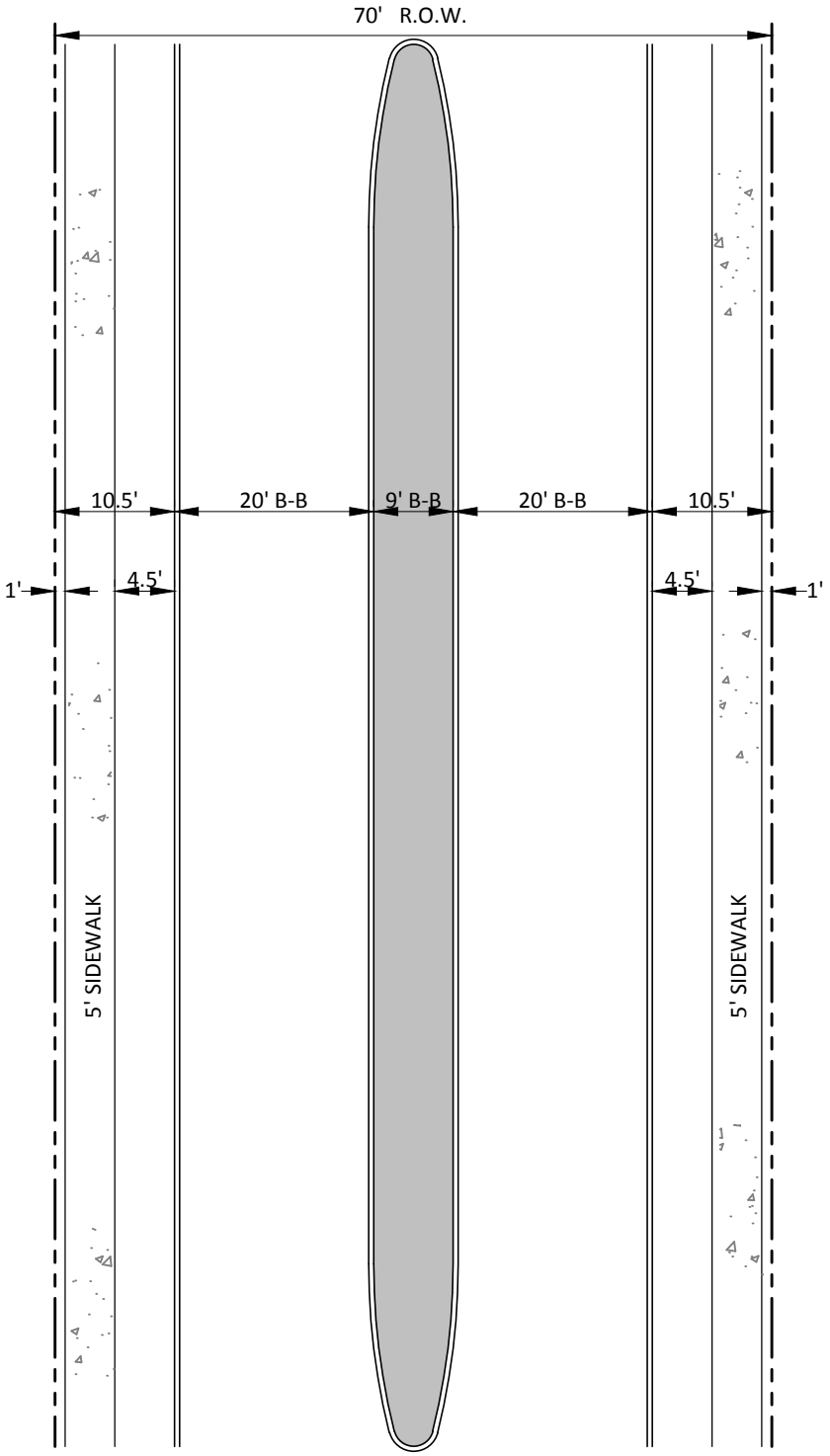
LANE STANDARDS
TXDOT URBAN EXPRESSWAY
UE6 & UE8

SCALE: NTS DATE: 12/2013
SHEET 8 OF 8

P-2

ENGINEERING
DEPARTMENT

FILENAME: P-2_8-8.DWG



DIVIDED RESIDENTIAL & DIVIDED COLLECTOR

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

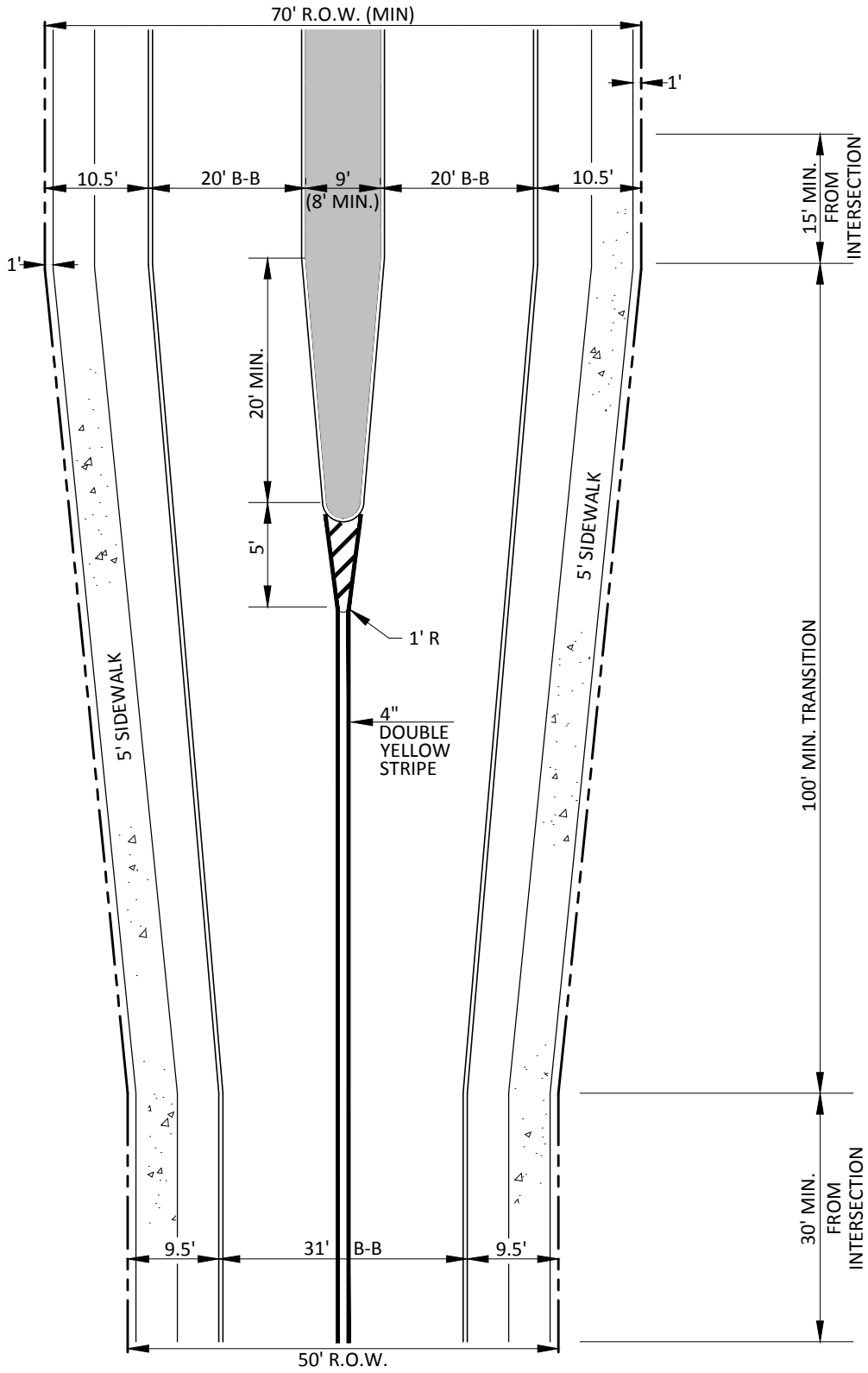
SCALE: NTS DATE: 01/2006
SHEET 1 OF 5

MISC. STREET LAYOUT DETAILS
DIVIDED RESIDENTIAL
& DIVIDED COLLECTOR

P-3

ENGINEERING
DEPARTMENT

FILENAME: P-3_1-5.DWG



RESIDENTIAL STREET TO DIVIDED RESIDENTIAL STREET TRANSITION

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 12/2013
SHEET 2 OF 5

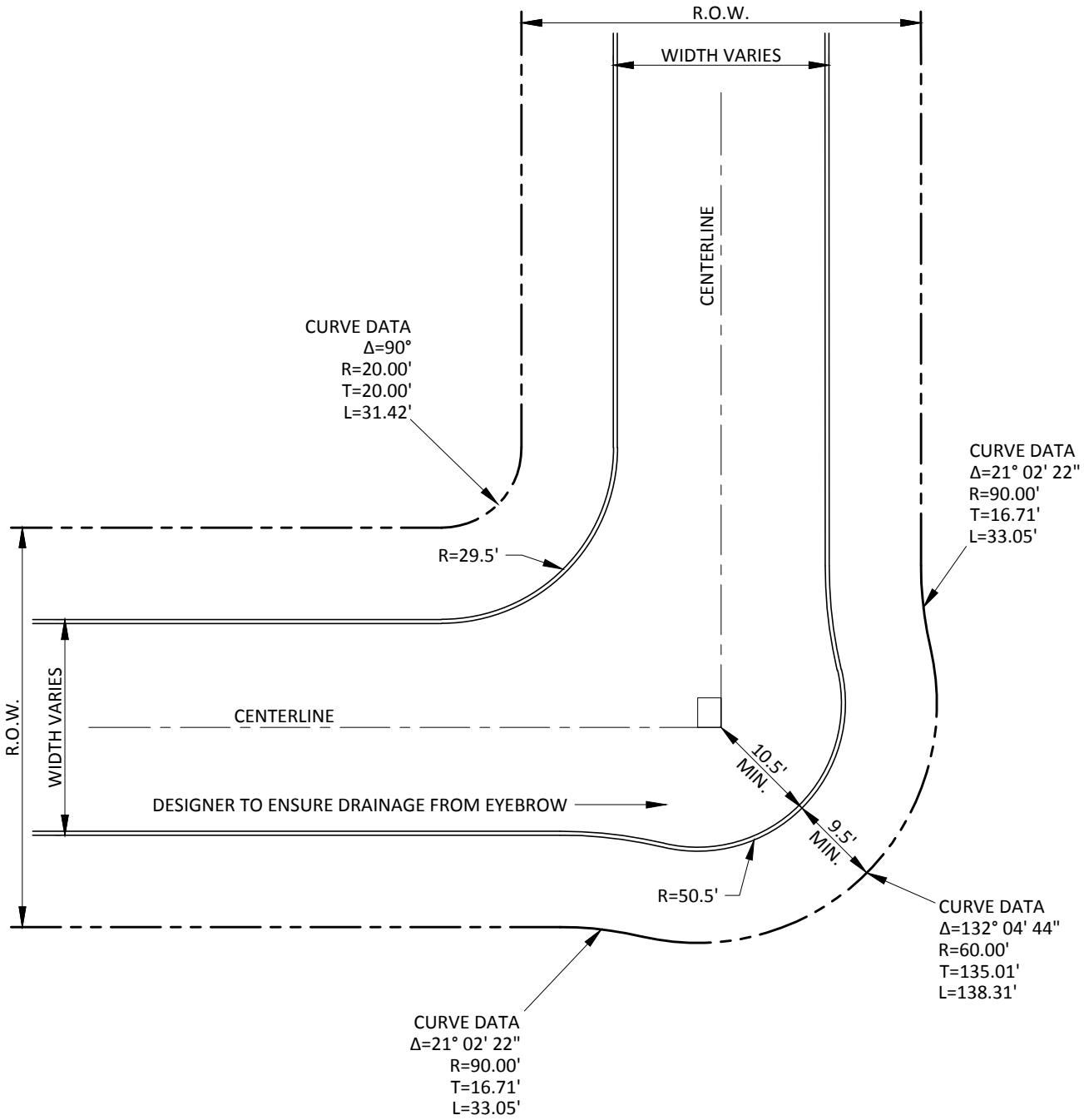
CARROLLTON
TEXAS

MISC. STREET LAYOUT DETAILS
RESIDENTIAL STREET TRANSITION

P-3

ENGINEERING
DEPARTMENT

FILENAME: P-3_2-5.DWG



GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2006
SHEET 3 OF 5

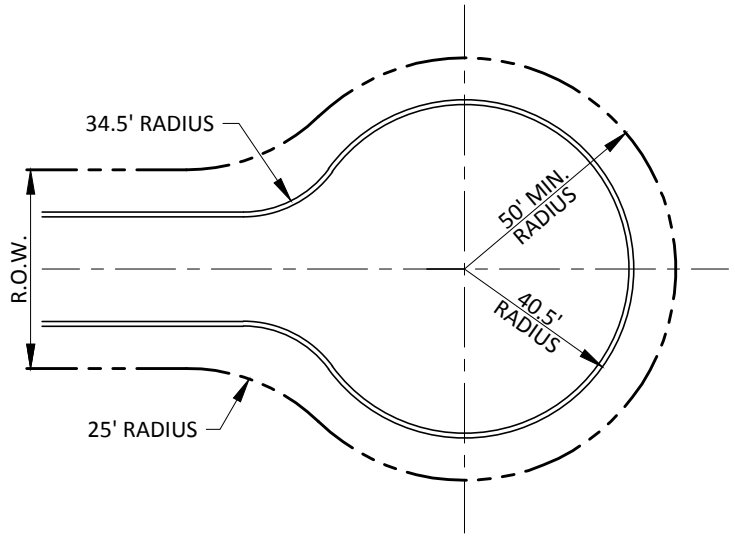
CARROLLTON TEXAS

MISC. STREET LAYOUT DETAILS
STREET EYEBROW

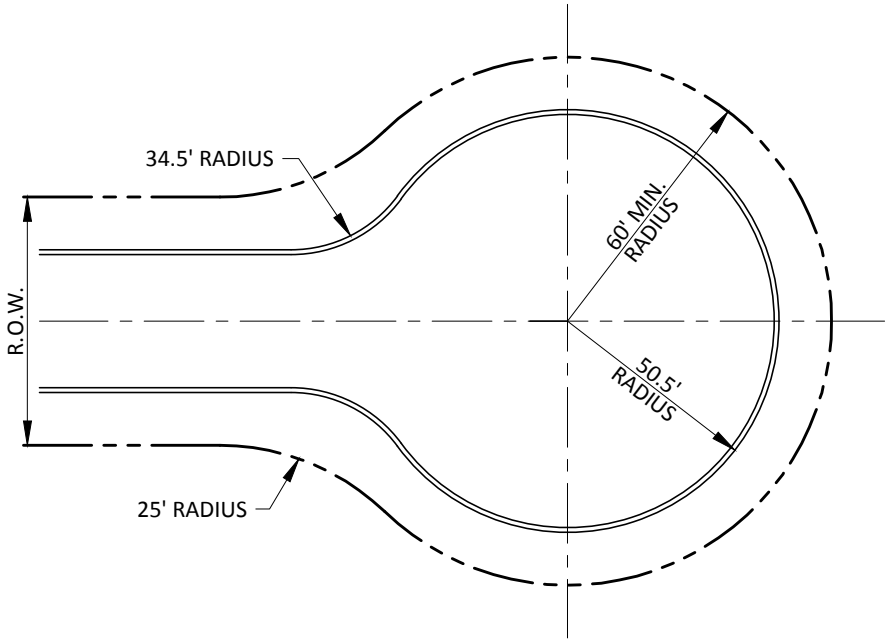
P-3

ENGINEERING DEPARTMENT

FILENAME: P-3_3-5.DWG



SINGLE FAMILY USE



APARTMENT, COMMERCIAL, OR INDUSTRIAL
ALSO FOR SINGLE FAMILY, FRONT ENTRY

NOTES:

1. ISLANDS ARE NOT PERMITTED IN THE DESIGN OF CUL-DE-SACS.
2. PAVEMENT DIMENSIONS ARE TO BACK OF CURB.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

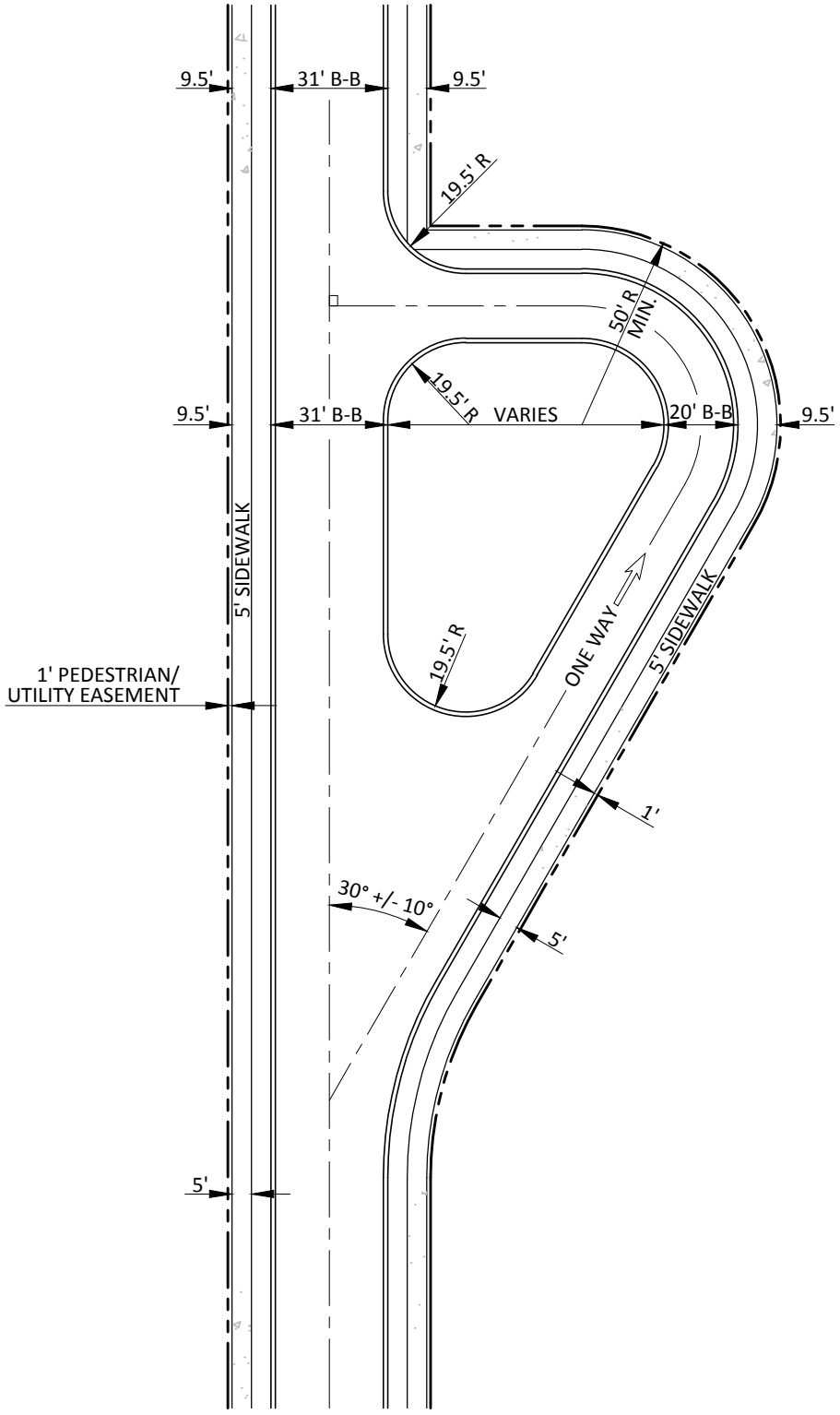
SCALE: NTS DATE: 01/2006
SHEET 4 OF 5

MISC. STREET LAYOUT DETAILS
CUL-DE-SAC

P-3

ENGINEERING DEPARTMENT

FILENAME: P-3_4-5.DWG



GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2006
SHEET 5 OF 5

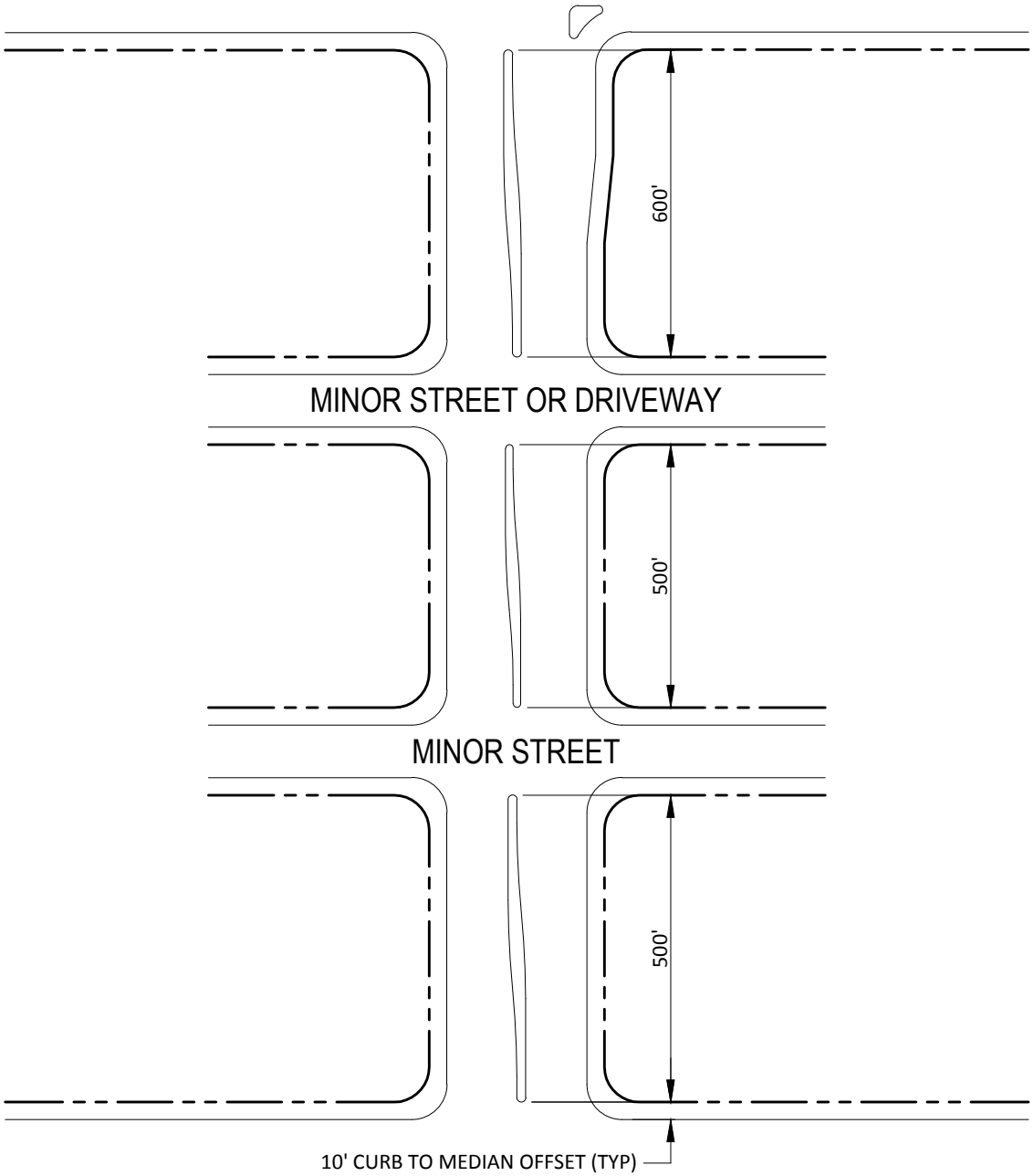
CARROLLTON TEXAS

MISC. STREET LAYOUT DETAILS
BIRDSEYE LANE

P-3

ENGINEERING DEPARTMENT

FILENAME: P-3_5-5.DWG



GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2004
SHEET 1 OF 3

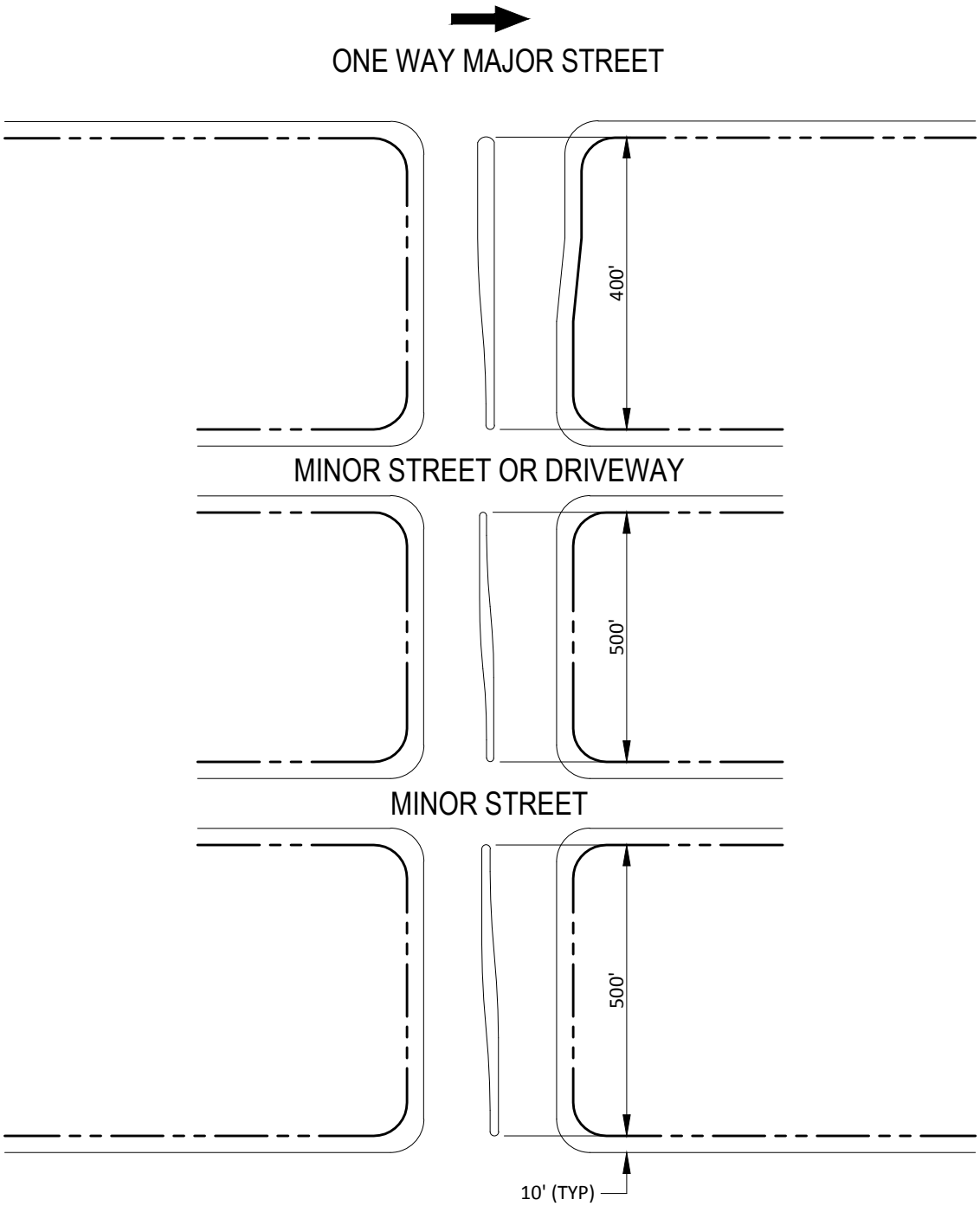
CARROLLTON
TEXAS

MEDIAN OPENING LOCATIONS

P-4

ENGINEERING
DEPARTMENT

FILENAME: P-4_1-3.DWG



GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2004
SHEET 2 OF 3

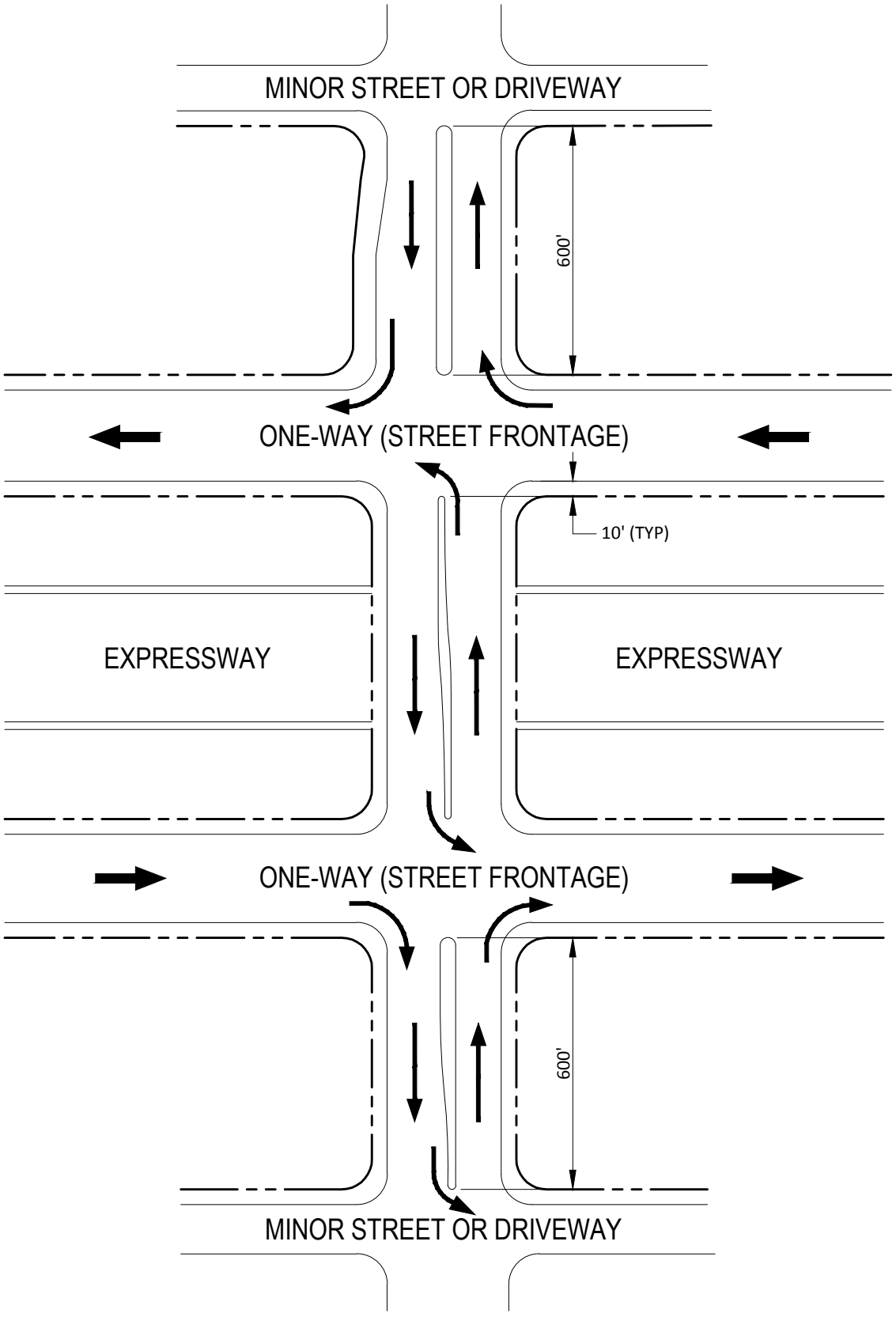
CARROLLTON
TEXAS

MEDIAN OPENING LOCATIONS

P-4

ENGINEERING
DEPARTMENT

FILENAME: P-4_2-3.DWG



GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2004
SHEET 3 OF 3

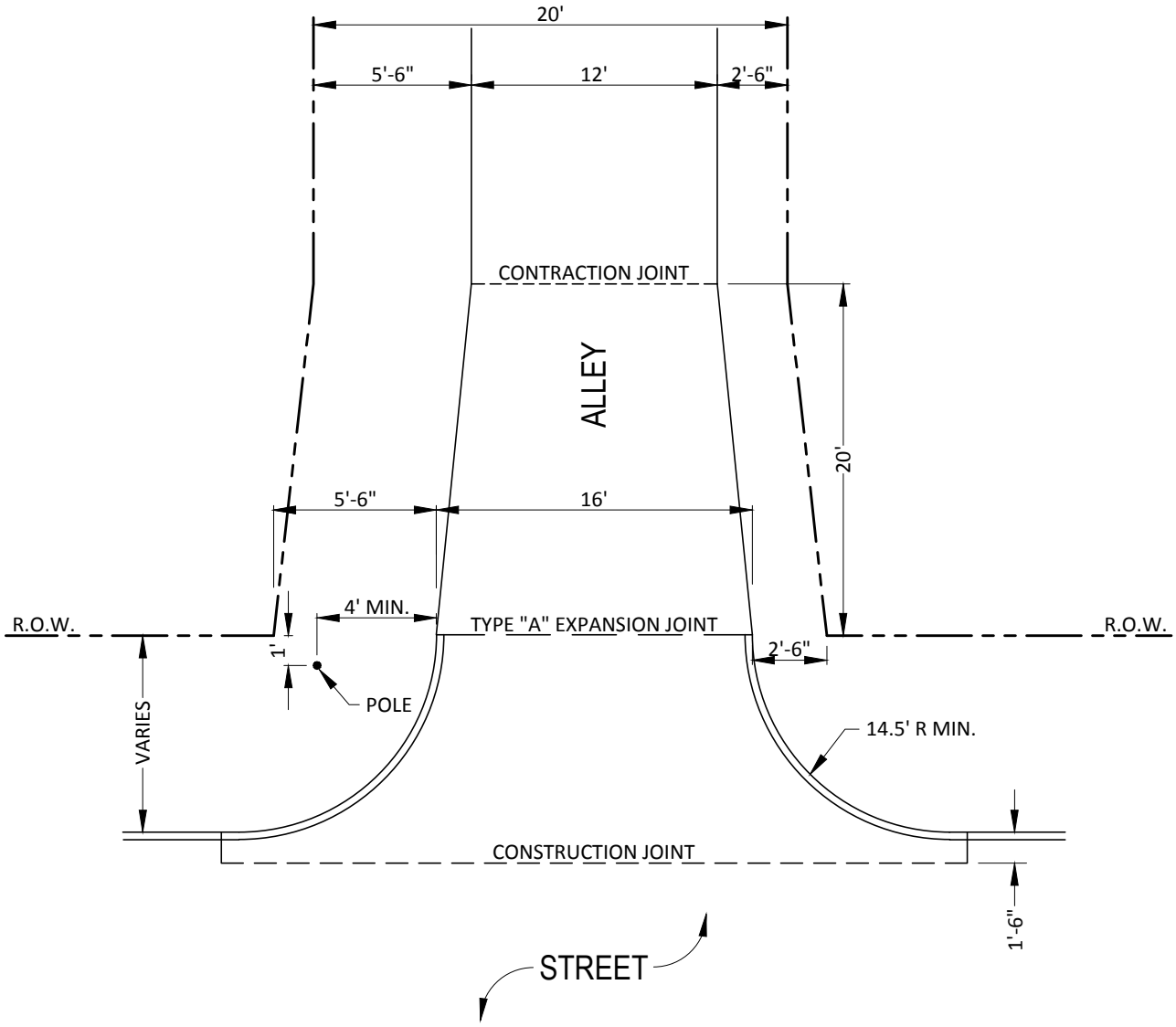
CARROLLTON
TEXAS

MEDIAN OPENING LOCATIONS

P-4

ENGINEERING
DEPARTMENT

FILENAME: P-4_3-3.DWG

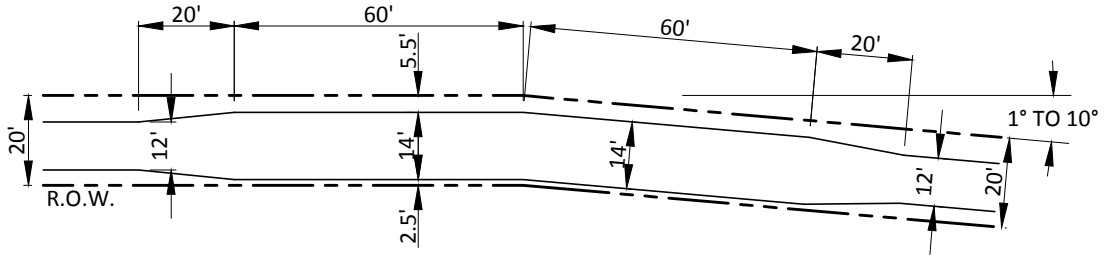


TYPICAL ALLEY AT STREET INTERSECTION

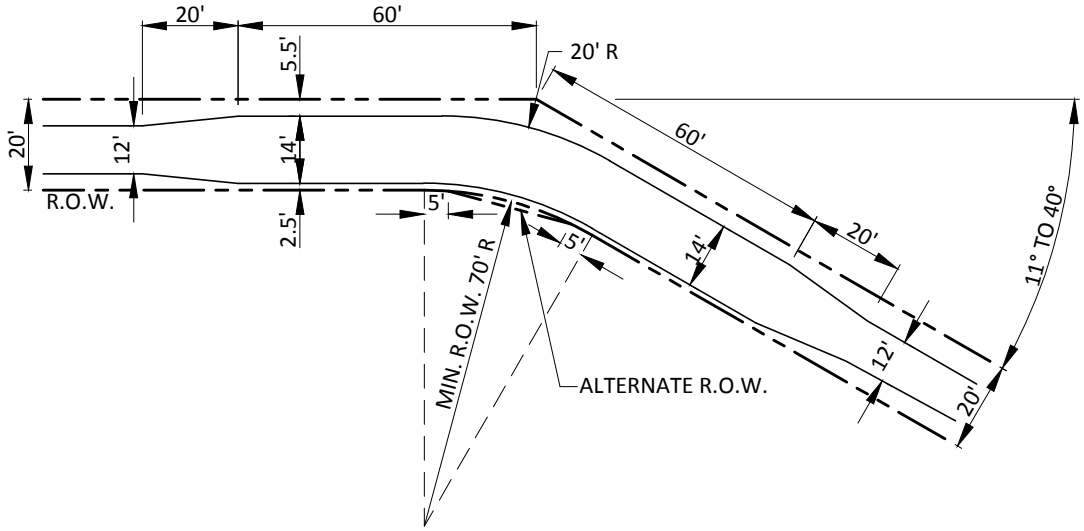
NOTES:

1. SEE SECTION 2, PAGE 2-2 FOR CONCRETE STRENGTH.
2. IF STREET PAVEMENT IS EXISTING, ALLEY PAVEMENT THICKNESS SHALL MATCH (MIN. 6").
3. ALL ALLEY INTERSECTIONS WITH SIDEWALKS SHALL BE ACCESSIBLE WITH BARRIER FREE RAMPS AS REQUIRED BY TDLR.

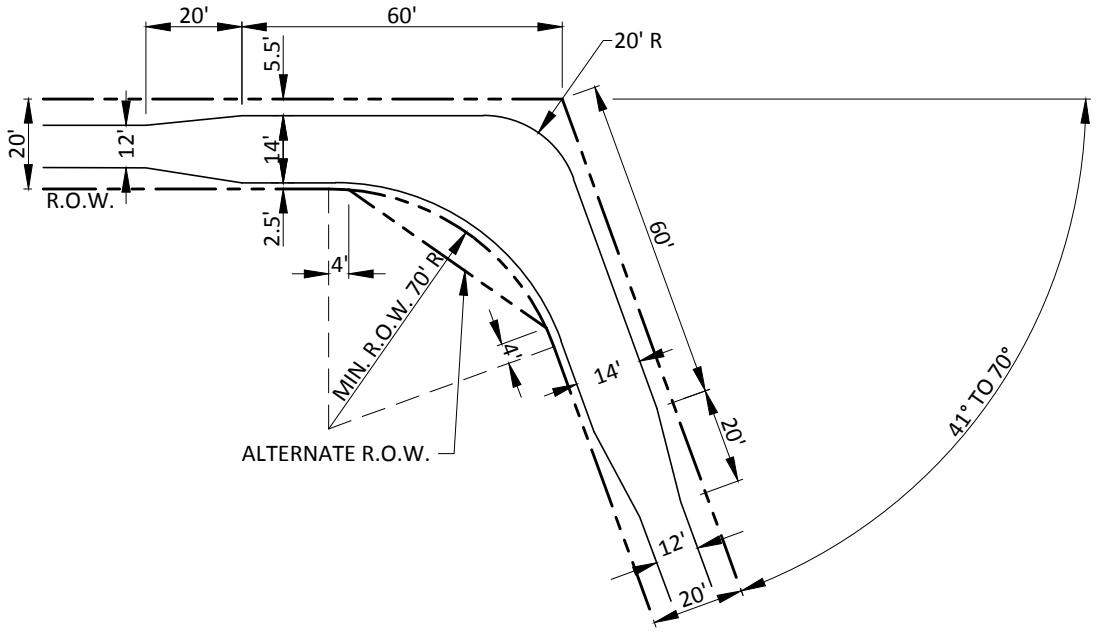
DETAIL "A"



DETAIL "B"



DETAIL "C"



NOTE:

LOCATION OF ALLEY OFFSETS WILL BE DETERMINED WHEN THE SUBDIVISION PLANS ARE SUBMITTED AND APPROVED. SEE U-2 FOR UTILITY LOCATIONS.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2004
SHEET 2 OF 5

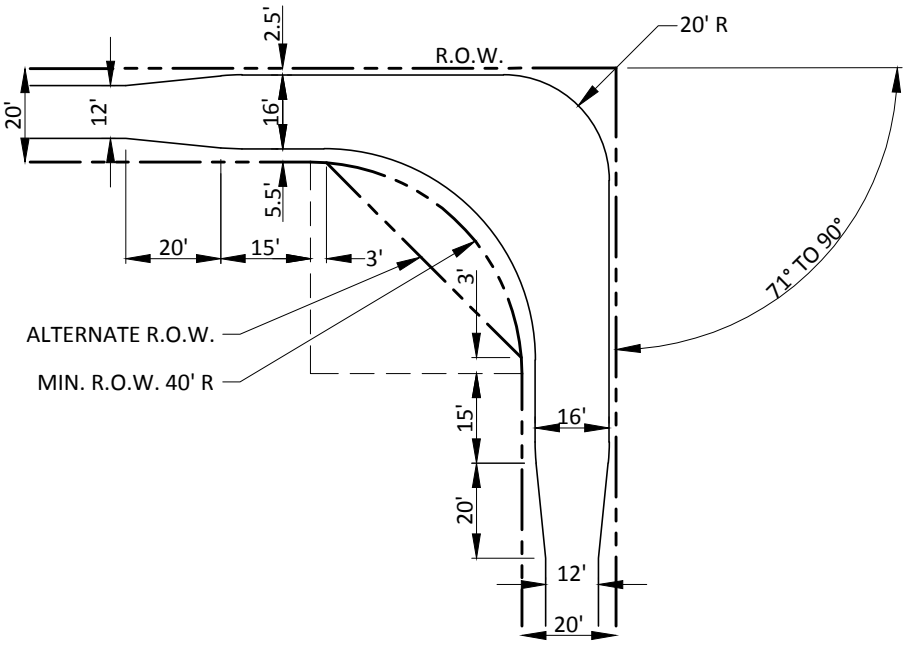
ALLEY PAVING
DIMENSION CONTROL

P-5

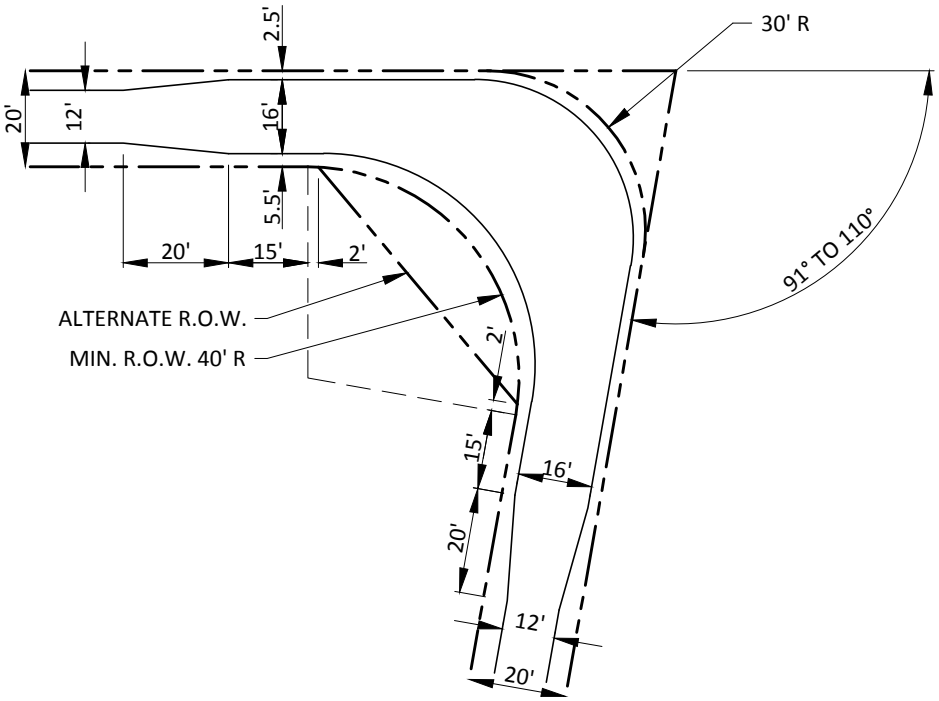
ENGINEERING
DEPARTMENT

FILENAME: P-5_2-5.DWG

DETAIL "D"



DETAIL "E"



NOTE:

LOCATION OF ALLEY OFFSETS WILL BE DETERMINED WHEN THE SUBDIVISION PLANS ARE SUBMITTED AND APPROVED. SEE U-2 FOR UTILITY LOCATIONS.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

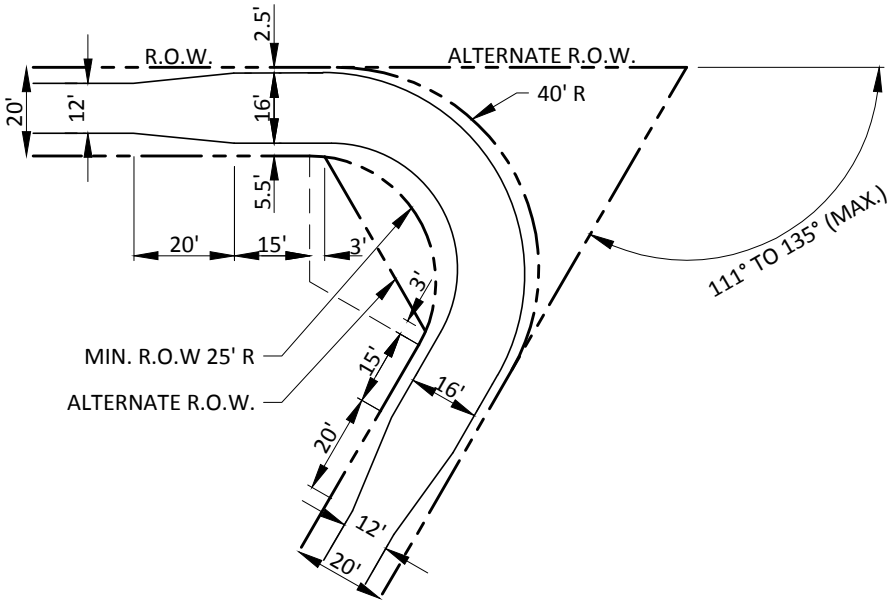
SCALE: NTS DATE: 01/2004
SHEET 3 OF 5

ALLEY PAVING
DIMENSION CONTROL

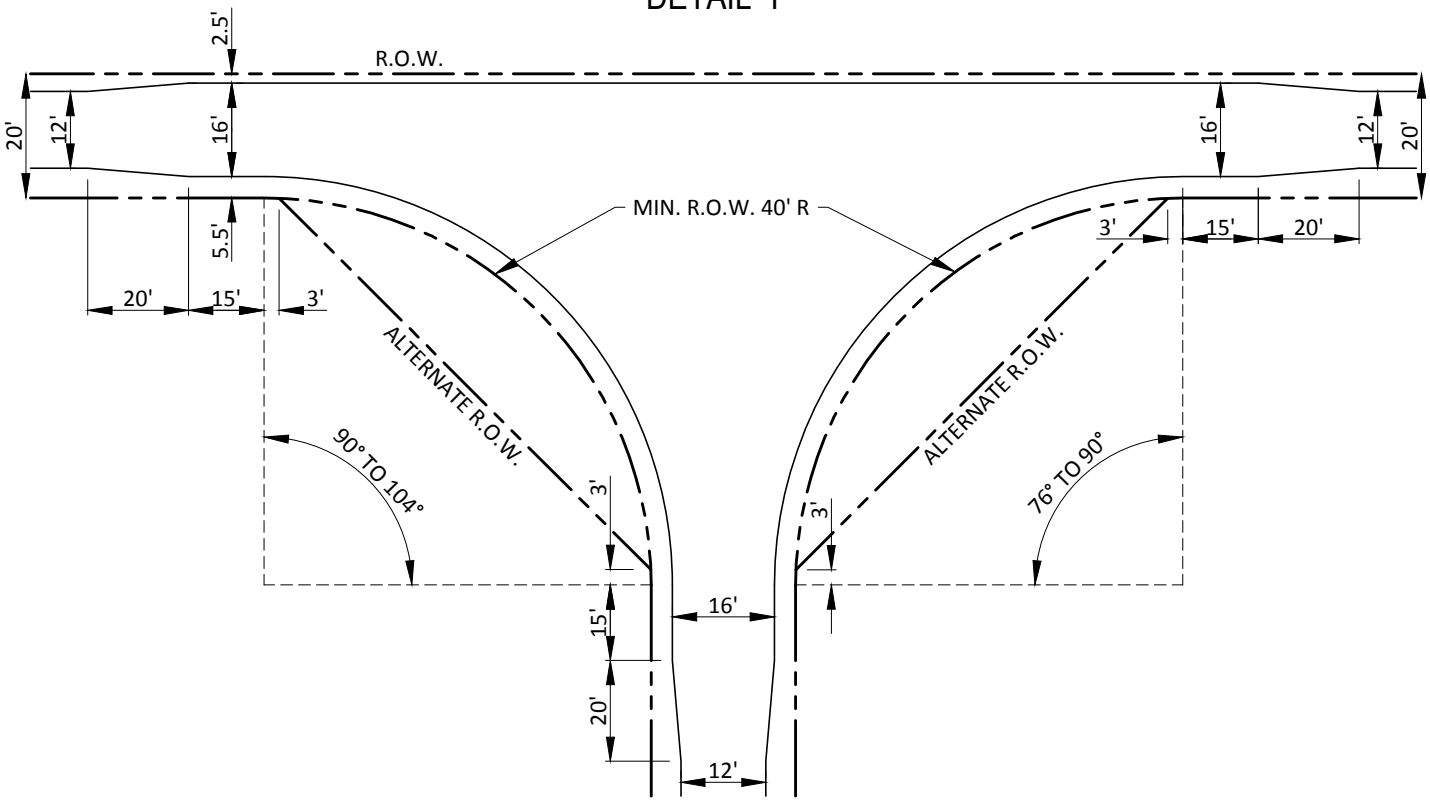
P-5

ENGINEERING
DEPARTMENT

FILENAME: P-5_3-5.DWG



DETAIL "F"



DETAIL "G"

NOTE:

LOCATION OF ALLEY OFFSETS WILL BE DETERMINED WHEN THE SUBDIVISION PLANS ARE SUBMITTED AND APPROVED. SEE U-2 FOR UTILITY LOCATIONS.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

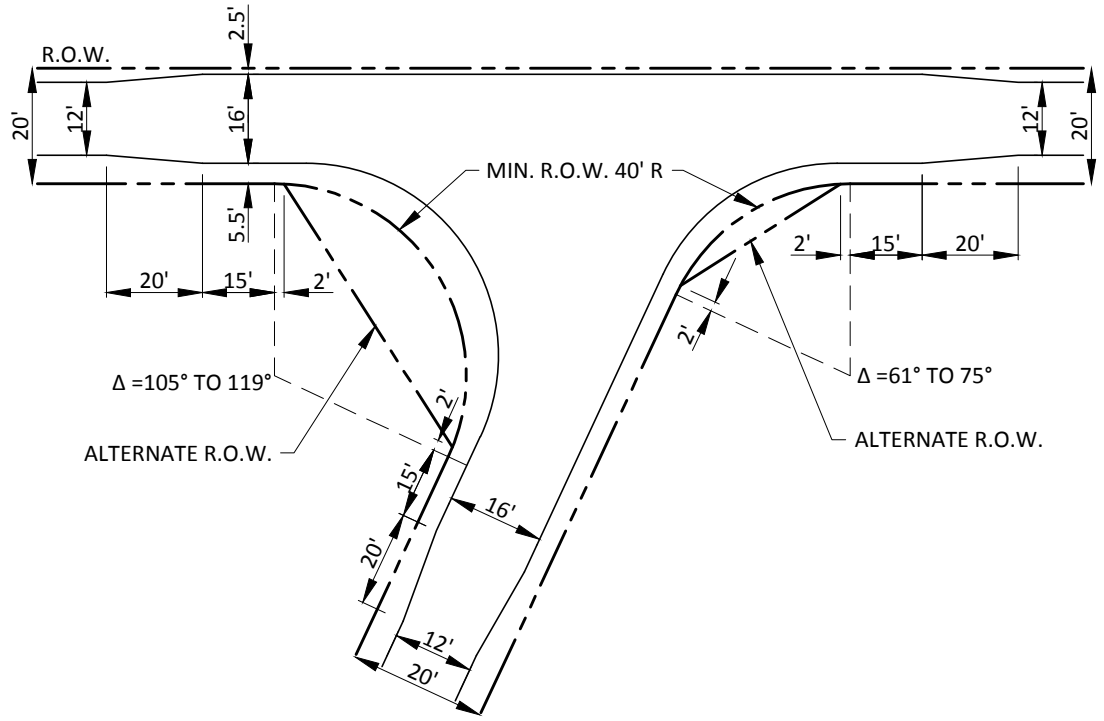
SCALE: NTS DATE: 01/2010
SHEET 4 OF 5

ALLEY PAVING
DIMENSION CONTROL

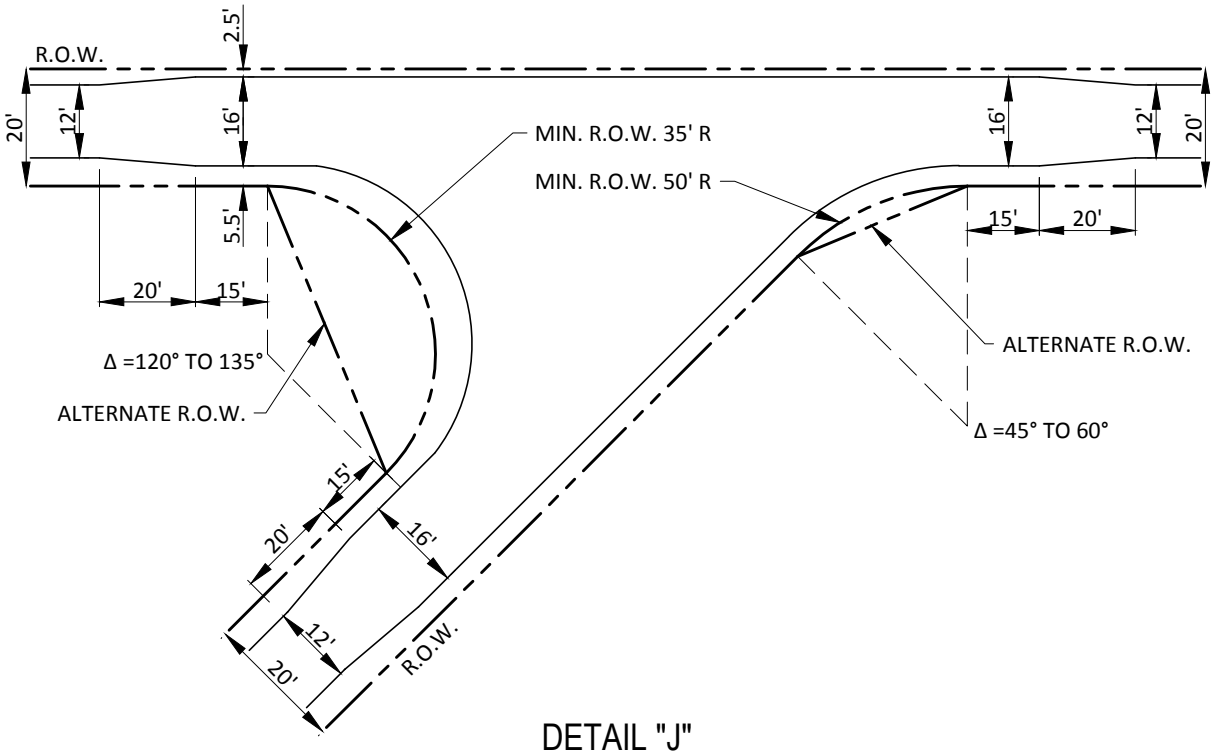
P-5

ENGINEERING
DEPARTMENT

FILENAME: P-5_4-5.DWG



DETAIL "H"



DETAIL "J"

NOTE:

LOCATION OF ALLEY OFFSETS WILL BE DETERMINED WHEN THE SUBDIVISION PLANS ARE SUBMITTED AND APPROVED. SEE U-2 FOR UTILITY LOCATIONS.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

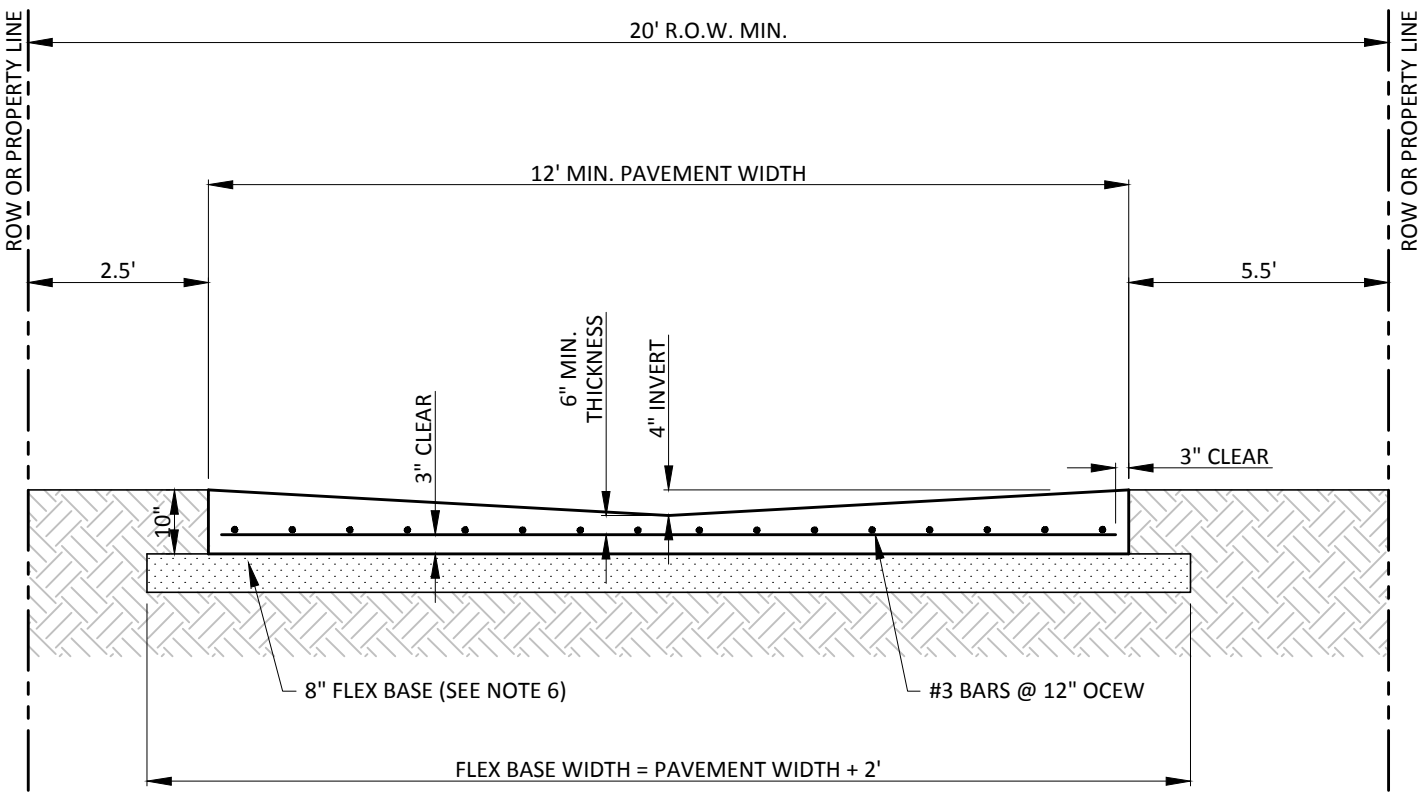
SCALE: NTS DATE: 01/2004
SHEET 5 OF 5

ALLEY PAVING
DIMENSION CONTROL

P-5

ENGINEERING
DEPARTMENT

FILENAME: P-5_5-5.DWG



NOTES:

1. CONCRETE PAVING SHALL BE A MINIMUM 6 SACK PER CUBIC YARD MIX WITH A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI AT 28 DAYS AND A MAXIMUM SLUMP OF 3".
2. REINFORCING SHALL BE NEW BILLET STEEL ASTM A615 GRADE 60 REINFORCING BARS WHICH SHALL BE FREE OF RUST, LOOSE SCALE, PAINT, OIL OR OTHER FOREIGN SUBSTANCES WHICH SHALL PREVENT BONDING OF THE CONCRETE AND REINFORCING BARS.
3. EXPANSION JOINTS SHALL BE PROVIDED AT THE R.O.W. LINE OF THE ALLEY APPROACH AND EVERY 200', MINIMUM. TRANSVERSE SAW (CONTRACTION) JOINTS SHALL BE PROVIDED EVERY 15', MINIMUM.
4. CURBS ARE NOT TO BE ALLOWED IN RESIDENTIAL AREA ALLEYS UNLESS APPROVED BY THE DIRECTOR OF ENGINEERING. WHERE CURBS ARE APPROVED, MINIMUM CLEARANCE (FACE TO FACE OF CURBS) SHALL BE 12'.
5. ALLEY PAVING IS TO BE OFFSET AS SHOWN TO ACCOMMODATE UTILITY INSTALLATION.
6. FOR ALLEY REBUILDS: IN LIEU OF FLEX BASE, SUBGRADE SHALL BE COMPACTED TO 95% SPD (8" DEPTH).

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

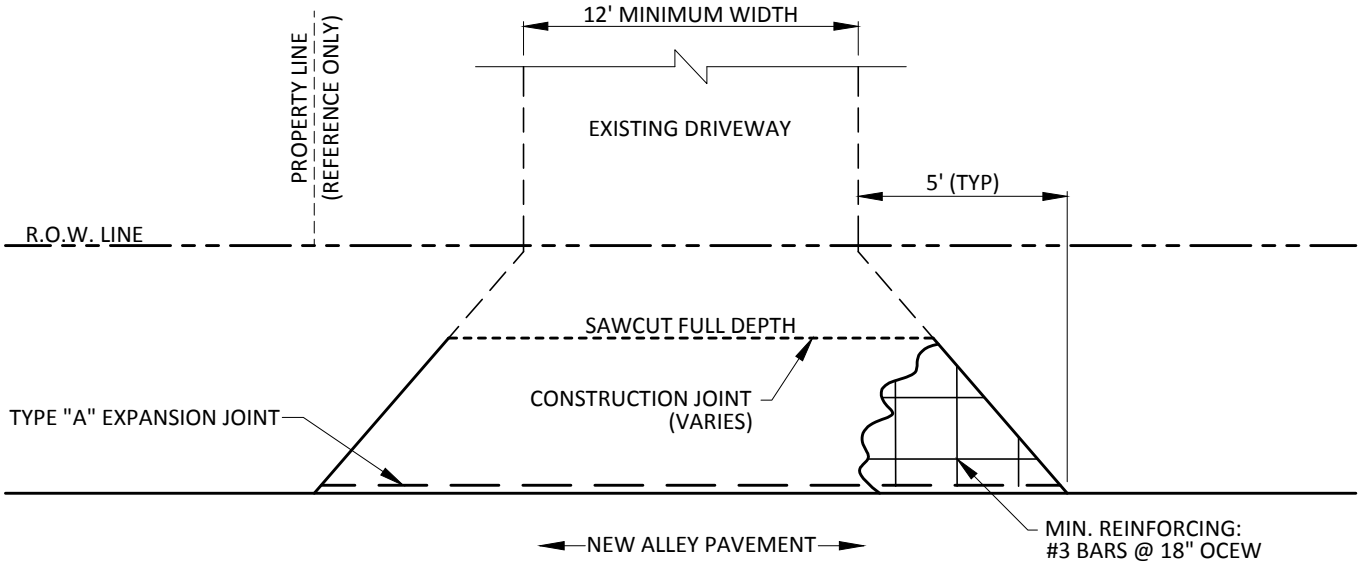
SCALE: NTS DATE: 01/2005
SHEET 1 OF 2

RESIDENTIAL ALLEY PAVING DETAILS
(NEW & REBUILDS)

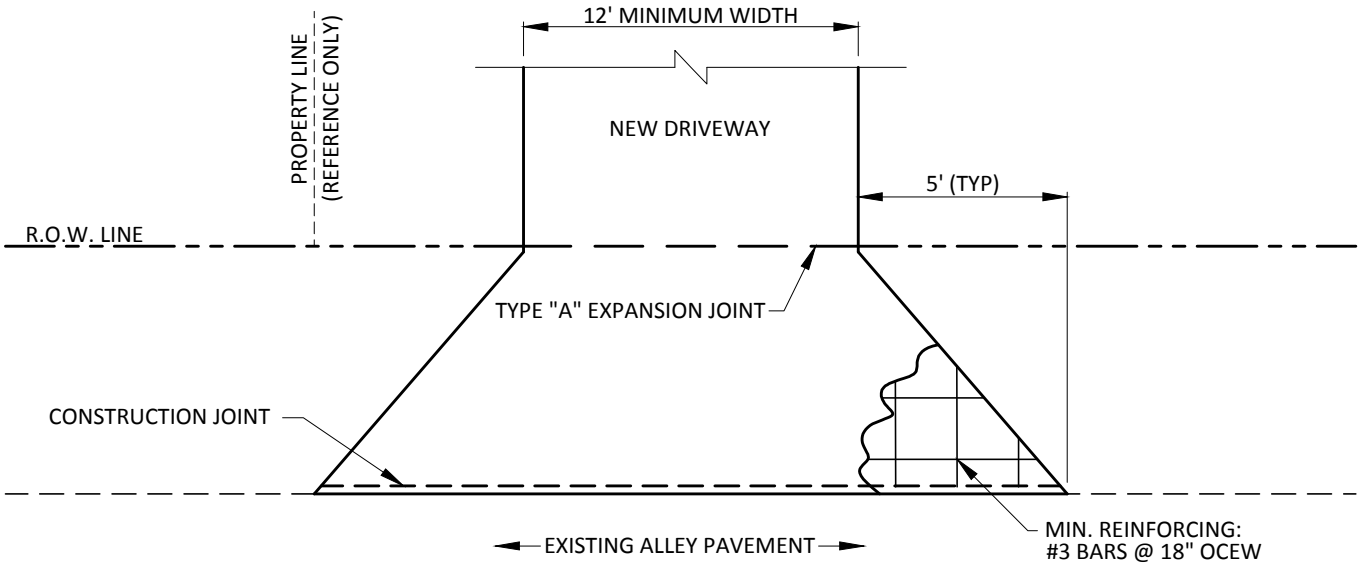
P-6

ENGINEERING DEPARTMENT

FILENAME: P-6_1-2.DWG



EXISTING DRIVEWAY APPROACH INTO NEW ALLEY (ALLEY REBUILDS)



NEW DRIVEWAY APPROACH INTO EXISTING ALLEY

NOTES:

1. FOR CONSTRUCTION JOINT DETAILS SEE P-11.
2. FOR EXPANSION JOINT DETAILS SEE P-12.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

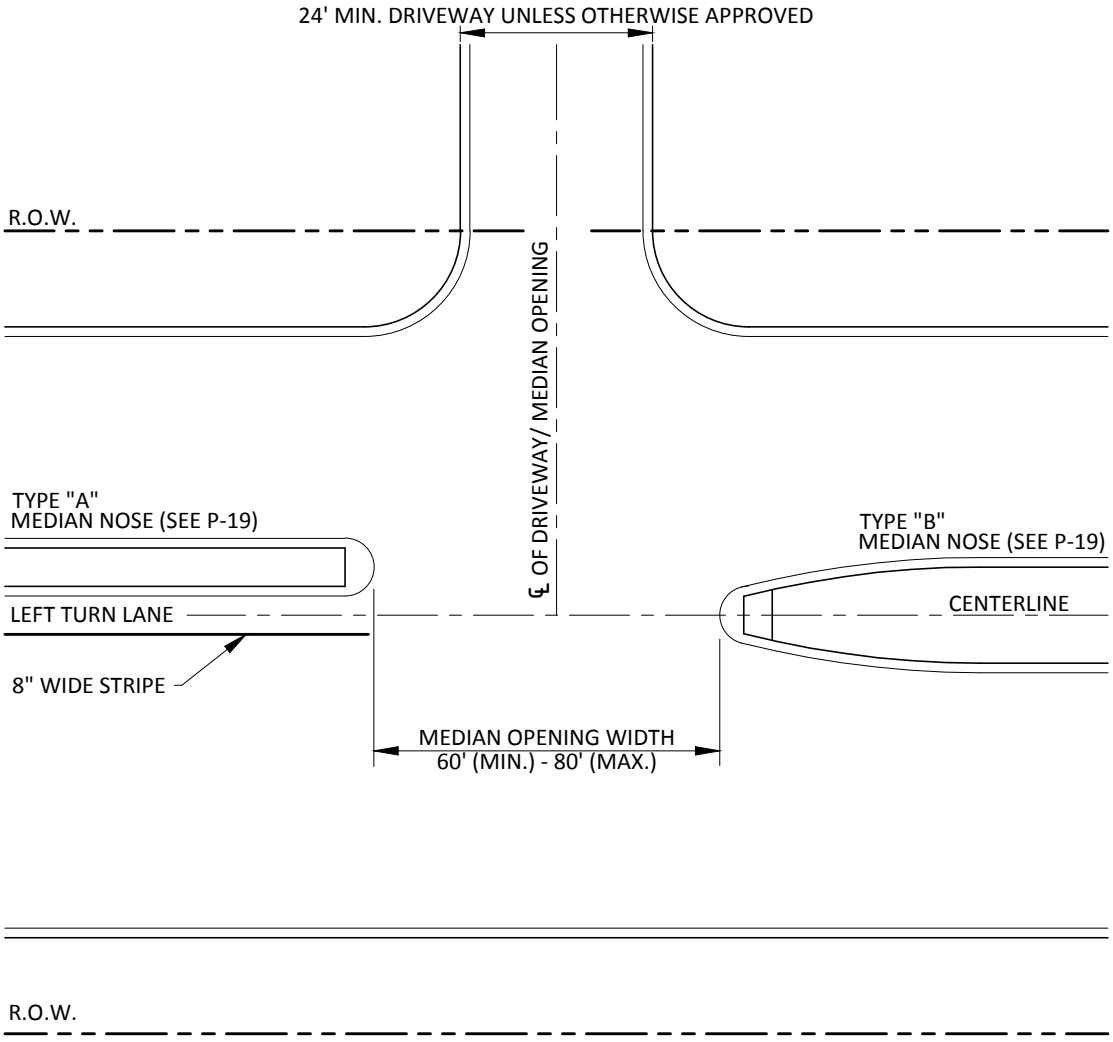
SCALE: NTS DATE: 01/2012
SHEET 2 OF 2

RESIDENTIAL ALLEY PAVING DETAILS
DRIVEWAY APPROACH INTO ALLEY

P-6

ENGINEERING
DEPARTMENT

FILENAME: P-6_2-2.DWG



NOTES:

1. TURN LANES SHALL BE AT LEAST 11' WIDE.
2. THRU LANES SHALL BE AT LEAST 12' WIDE.
3. SEE P-22, SHEET 5 OF 5 FOR LANE DIVIDERS BETWEEN THE TURN LANE AND THRU LANE.
4. THE LEFT TURN MEDIAN SHALL HAVE AN EQUAL RADIUS REVERSE CURVE AND A MINIMUM TRANSITION WIDTH OF 4' BACK TO BACK.
5. THE MEDIAN OPENING SHALL MEET THE MINIMUM SPACING REQUIREMENTS IN ACCORDANCE WITH THE GENERAL DESIGN STANDARDS AS ADOPTED BY THE CITY OF CARROLLTON AND APPROVED BY THE ENGINEERING DEPARTMENT.
6. CONSTRUCTION OF PAVEMENT FOR THE TURN LANE AND MEDIAN OPENING SHALL BE THE RESPONSIBILITY OF THE ADJACENT PROPERTY OWNERS.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

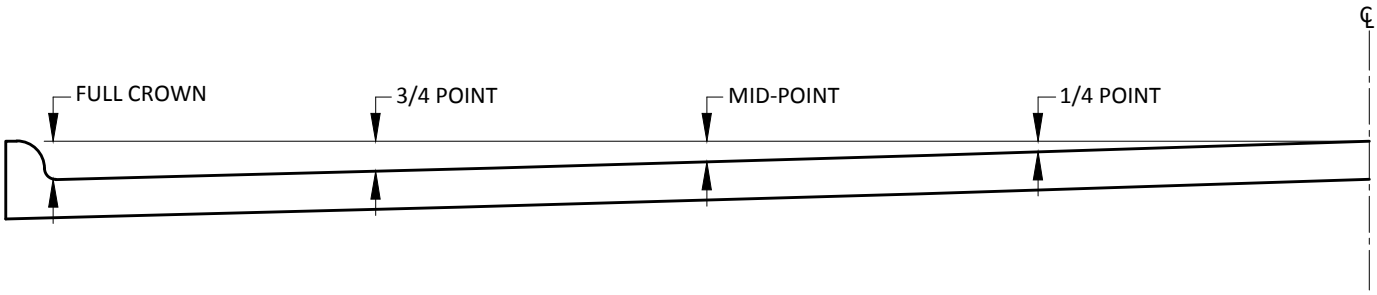
SCALE: NTS DATE: 03/2017
SHEET 1 OF 1

LEFT TURN LANE AT A DRIVEWAY

P-7

ENGINEERING DEPARTMENT

FILENAME: P-7_1-1.DWG



CROWN HEIGHT AND ORDINATES FOR VARIOUS PARABOLIC SECTIONS				
ROADWAY WIDTH (W)	FULL CROWN	¾ POINT	MIDPOINT	¼ POINT
19'	5"	2 13/16"	1 ¼"	5/16"
30'	5"	2 13/16"	1 ¼"	5/16"
36'	6"	3 ⅜"	1 ½"	⅜"
44'	6"	3 ⅜"	1 ½"	⅜"

NOTE:

SLIP-FORM PAVEMENT MUST MEET CROWN GRADES AT GUTTERS, MIDPOINTS, AND CENTERLINE.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

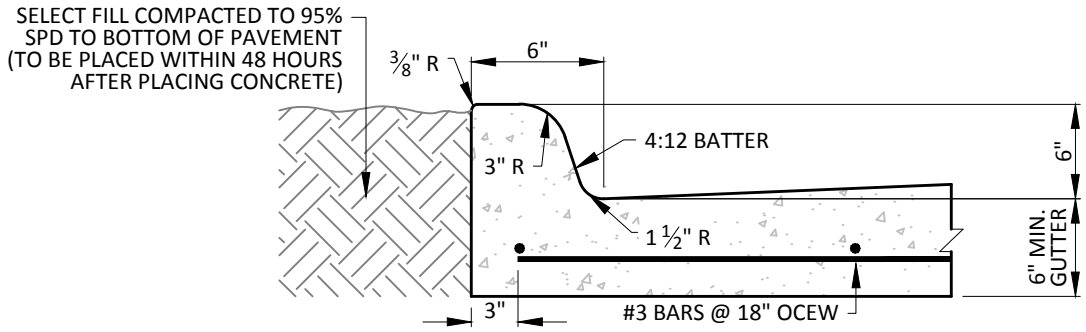
SCALE: NTS DATE: 12/2013
SHEET 1 OF 1

PARABOLIC PAVING HEIGHTS

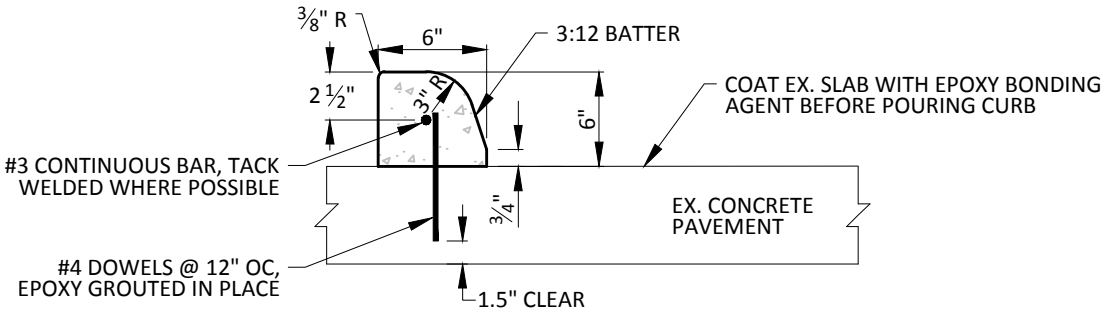
P-8

ENGINEERING DEPARTMENT

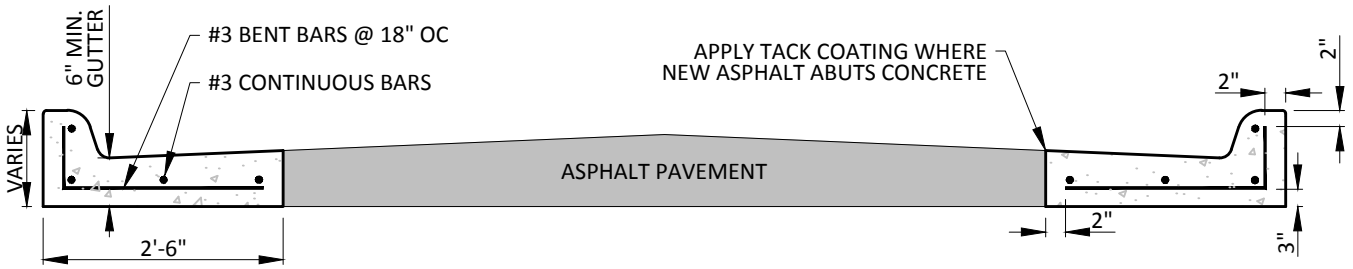
FILENAME: P-8_1-1.DWG



MONOLITHIC CURB



DOWELED CURB (WITH PERMISSION OF DIRECTOR OF ENGINEERING)



CURB AND GUTTER FOR ASPHALT PAVING

NOTES:

1. CONCRETE SHALL BE 4000 PSI COMPRESSIVE @ 28 DAYS.
2. DOWELED CURB NOT TO BE USED IN NEW CONSTRUCTION OR RECONSTRUCTION PROJECTS.
3. SUBGRADE SHALL MEET SAME STANDARDS AS CONCRETE PAVING.

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2015
SHEET 1 OF 1

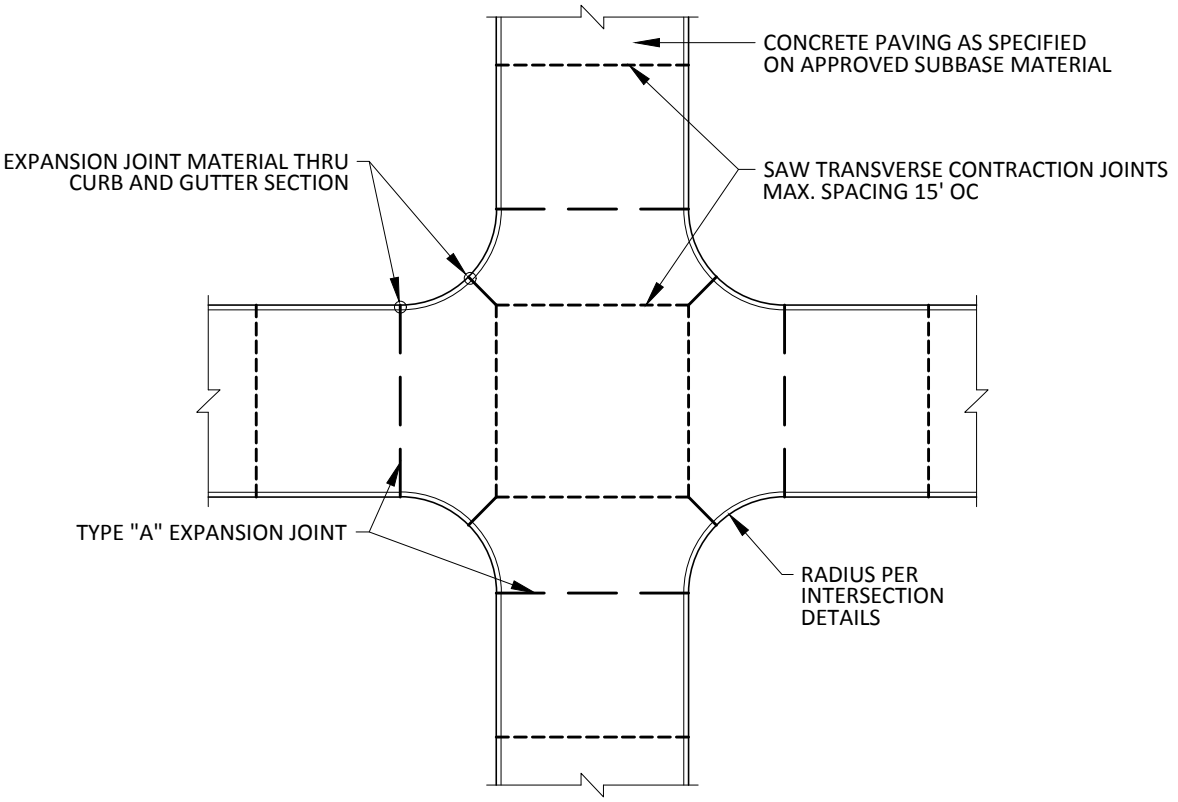
CARROLLTON TEXAS

CURB DETAILS

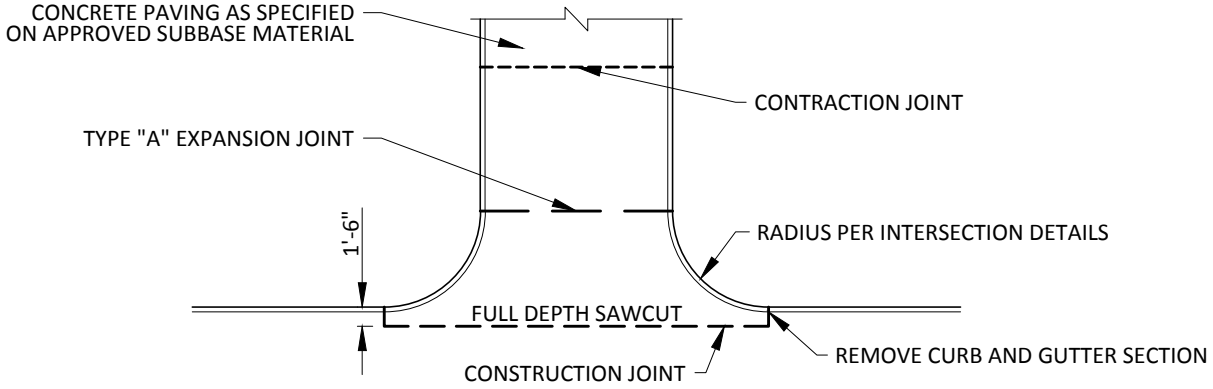
P-9

ENGINEERING DEPARTMENT

FILENAME: P-9_1-1.DWG



TYPICAL INTERSECTION JOINTING



EXISTING CONCRETE TO NEW CONCRETE ROADWAY TEE INTERSECTION

NOTES:

1. LONGITUDINAL JOINTS ARE REQUIRED ON ANY STREET PAVEMENT WIDER THAN 22.5' (BACK TO BACK).
2. SPACING OF EXPANSION JOINTS IS NOT TO EXCEED 200'.

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2015
SHEET 1 OF 1

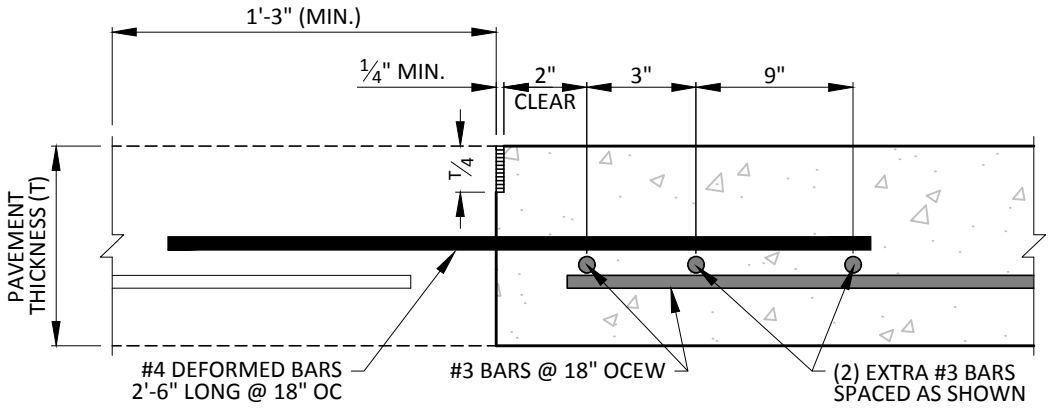
CARROLLTON
TEXAS

STREET INTERSECTION
JOINTING DETAILS

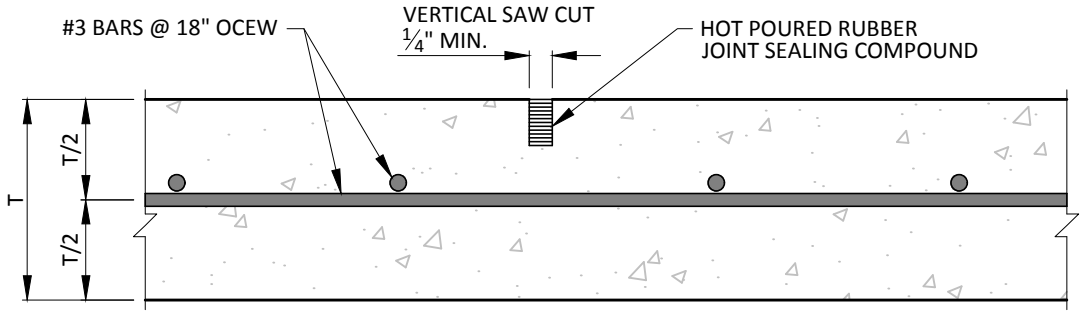
P-10

ENGINEERING
DEPARTMENT

FILENAME: P-10_1-1.DWG



CONSTRUCTION JOINT



CONTRACTION JOINT

NOTES:

1. ALL #4 x 2'-6" BARS ARE TO BE SET IN DRILLED HOLES USING EPOXY GROUT IN THE MANUFACTURER'S RECOMMEND QUANTITIES.
2. ALL REINFORCING BARS SHALL HAVE WIRE TIES AT EVERY INTERSECTION (100% TIE).
3. WHERE NEW CONCRETE IS TO BE POURED AGAINST OLD CONCRETE, THE OLD CONCRETE SHALL HAVE A COAT OF EPOXY BONDING AGENT APPLIED AT THE MANUFACTURER'S SPECIFIED RATES.
4. MAXIMUM SPACING FOR SAWN TRANSVERSE JOINTS SHALL BE 15'.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

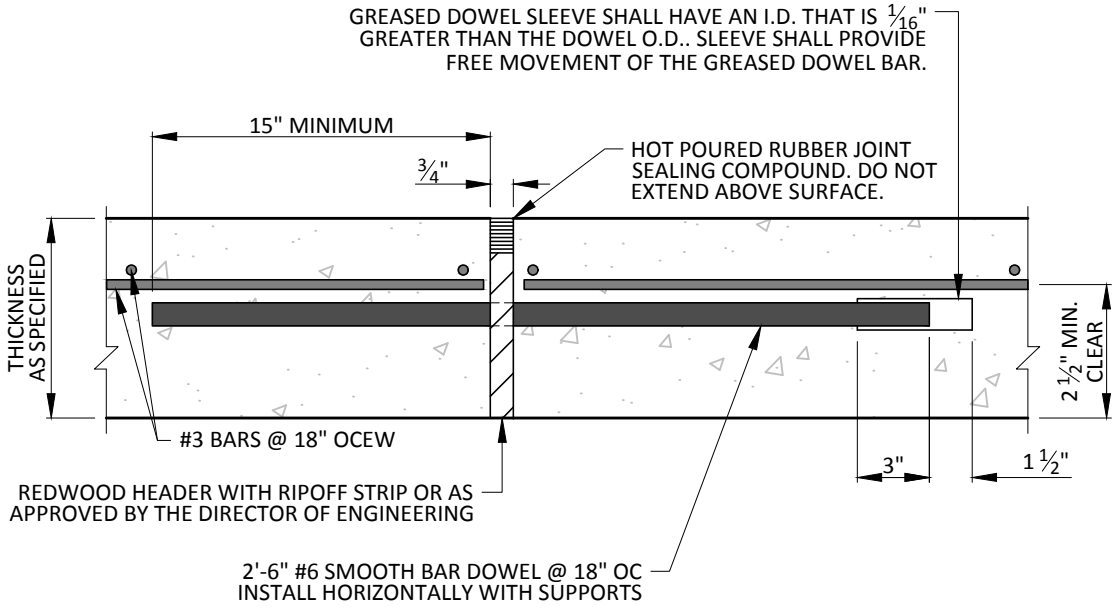
SCALE: NTS DATE: 01/2010
SHEET 1 OF 1

CONSTRUCTION AND CONTRACTION JOINT DETAILS

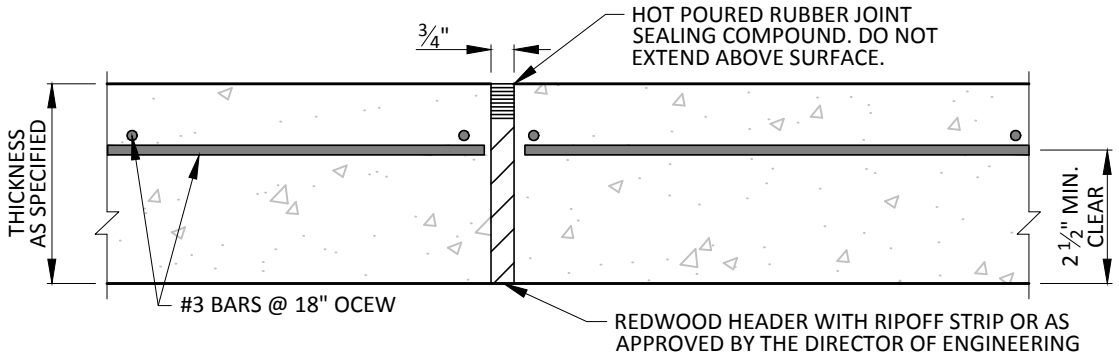
P-11

ENGINEERING DEPARTMENT

FILENAME: P-11_1-1.DWG



EXPANSION JOINT TYPE "A"



EXPANSION JOINT TYPE "B"

NOTE:

TYPE B EXPANSION JOINTS SHALL BE USED AROUND MANHOLE LEAVE OUTS IN PAVING AREAS.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

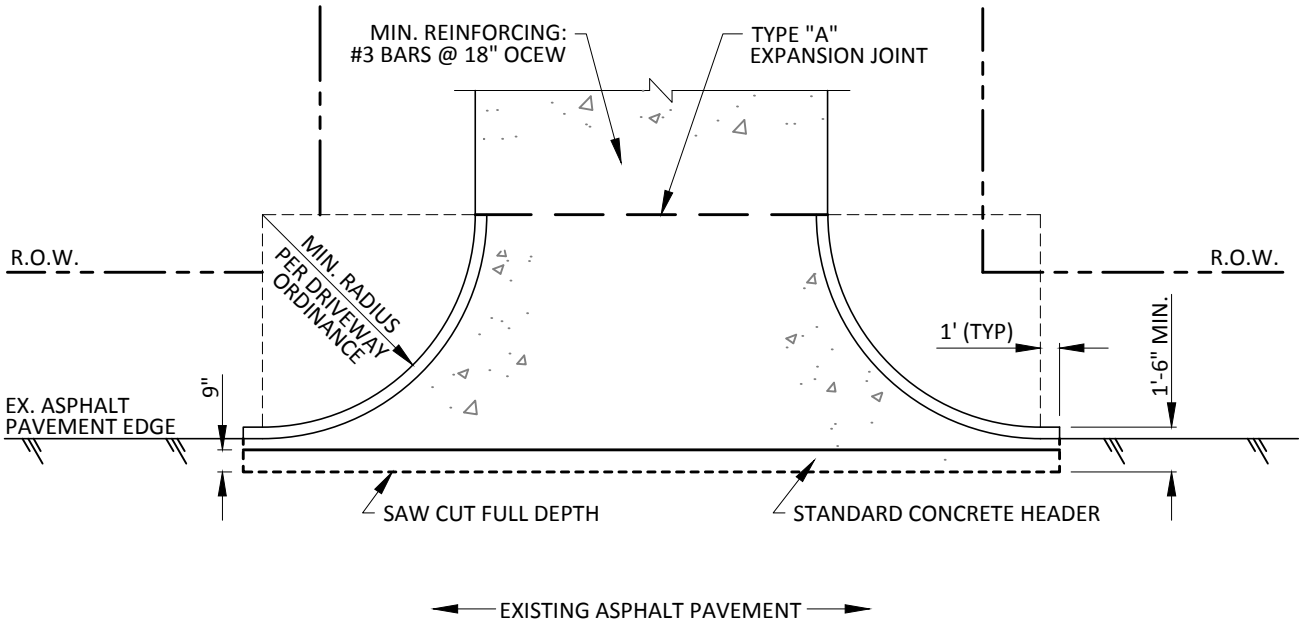
SCALE: NTS DATE: 01/2016
SHEET 1 OF 1

EXPANSION JOINT DETAILS

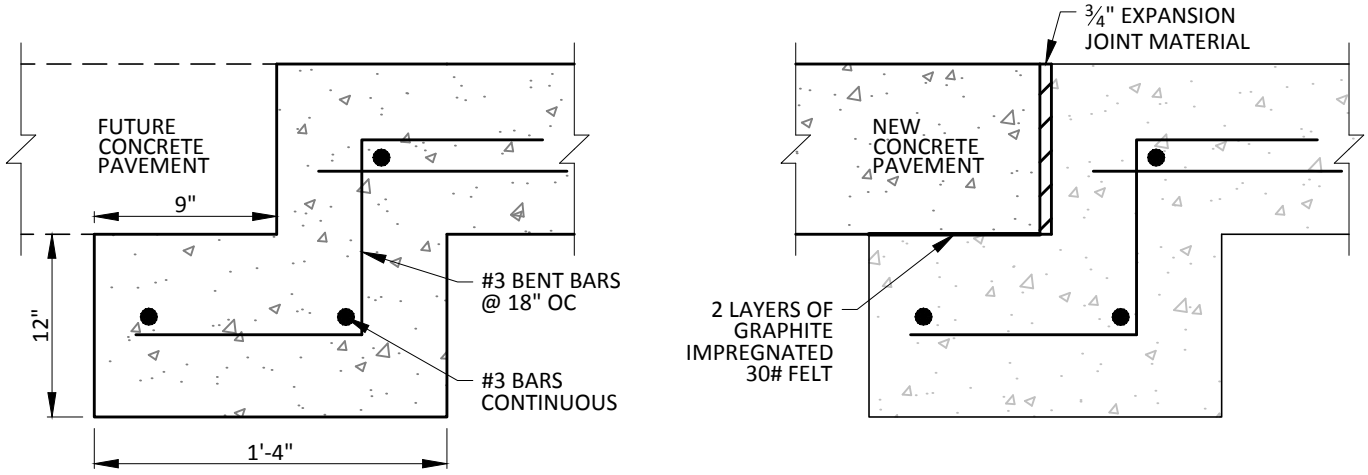
P-12

ENGINEERING DEPARTMENT

FILENAME: P-12_1-1.DWG



CONCRETE TO ASPHALT ROADWAY TEE INTERSECTION



PAVING HEADER DETAIL

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 04/2017
SHEET 1 OF 1

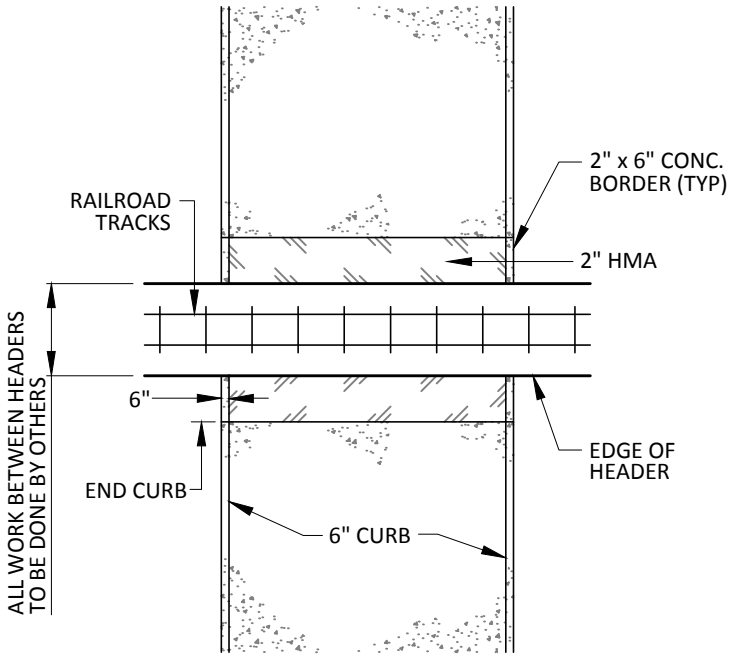
CARROLLTON
TEXAS

ROADWAY TEE INTERSECTION
WITH PAVING HEADER

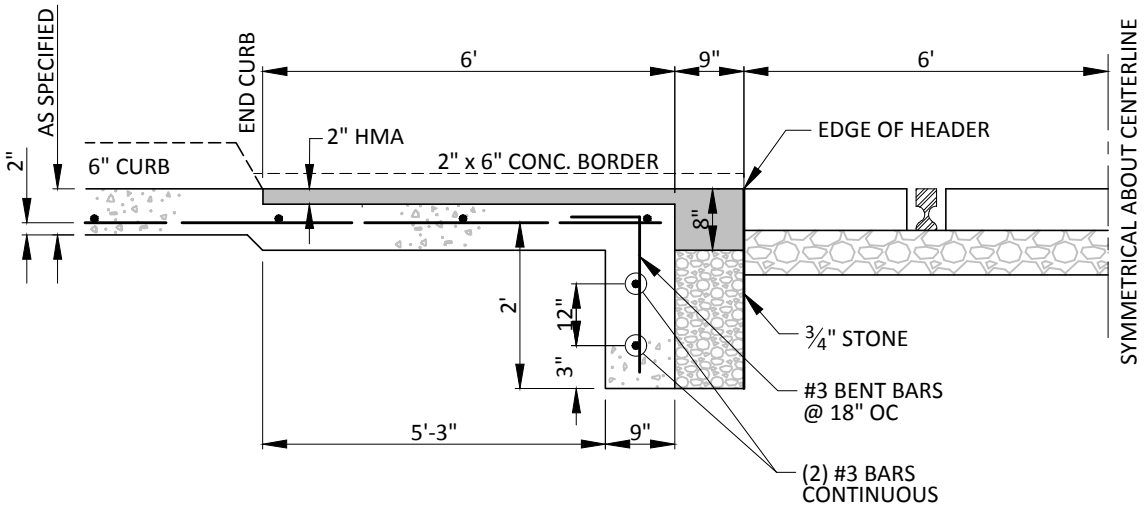
P-13

ENGINEERING
DEPARTMENT

FILENAME: P-13_1-1.DWG



RAILROAD CROSSING



RAILROAD CROSSING HEADER DETAIL

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2004
SHEET 1 OF 1

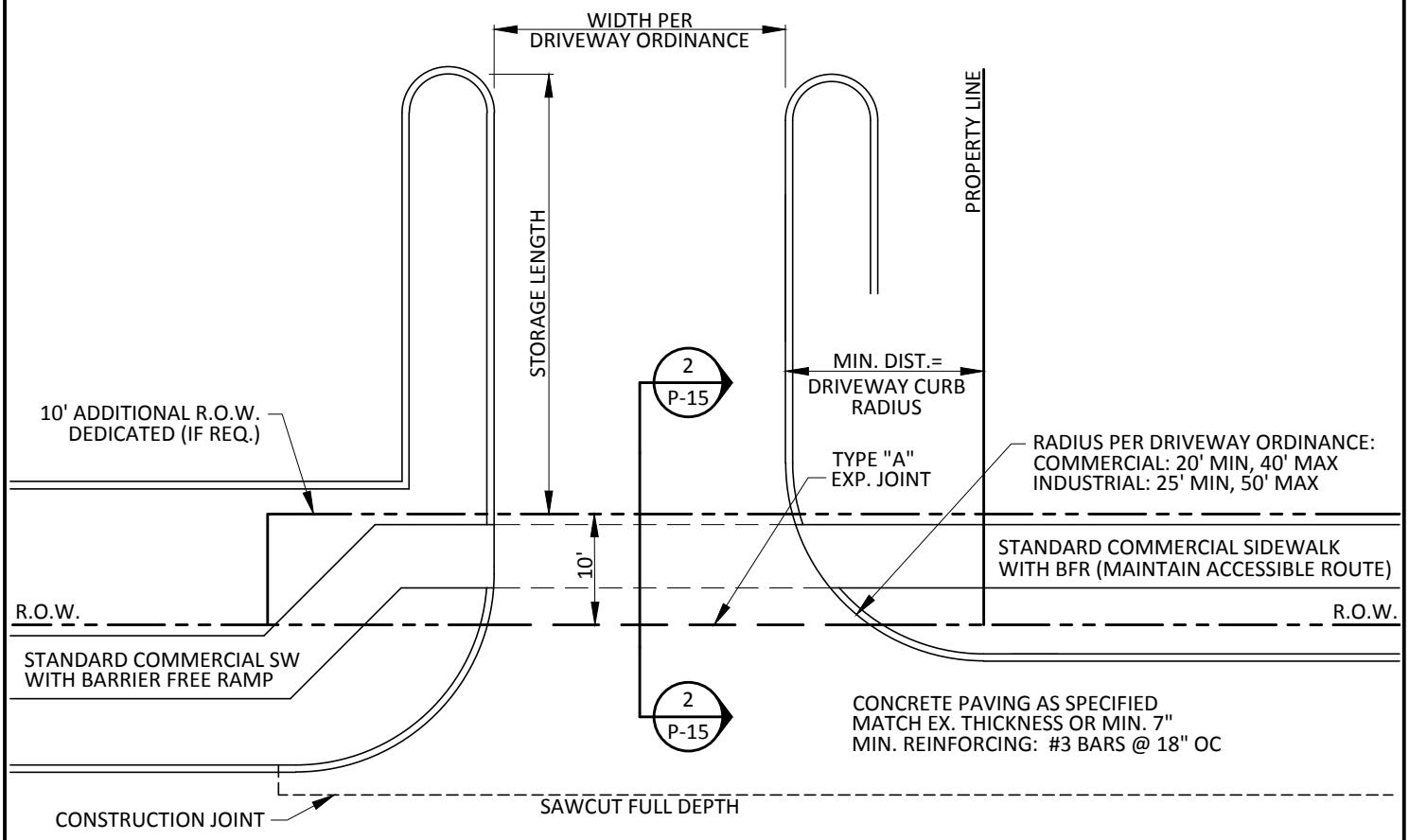
CARROLLTON TEXAS

TYPICAL RAILROAD CROSSING HEADER DETAILS

P-14

ENGINEERING DEPARTMENT

FILENAME: P-14_1-1.DWG



STORAGE LENGTH				
	MF/COMMERICAL LAND USE		INDUSTRIAL LAND USE	
TOTAL PARKING SPACES PROVIDED	AT NON-MEDIAN OPENING (FT)	AT NON-MEDIAN OPENING (FT)	AT NON-MEDIAN OPENING (FT)	AT NON-MEDIAN OPENING (FT)
LESS THAN 25	15	15	15	33
26 to 50	15	33	15	33
51 to 100	33	33	33	33
101 to 200	33	75	33	55
MORE THAN 200	75	75	55	75

NOTES:

1. FOR CONSTRUCTION JOINT DETAILS, SEE P-11. FOR EXPANSION JOINT DETAILS, SEE P-12.
2. STORAGE LENGTHS SHALL BE AS SHOWN OR IN ACCORDANCE WITH THE LATEST VERSION OF CHAPTER 53 OF THE CARROLLTON CODE OF ORDINANCES.
3. SIDEWALK SHALL BE AT A 2% CROSS SLOPE ACROSS THE DRIVEWAY.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

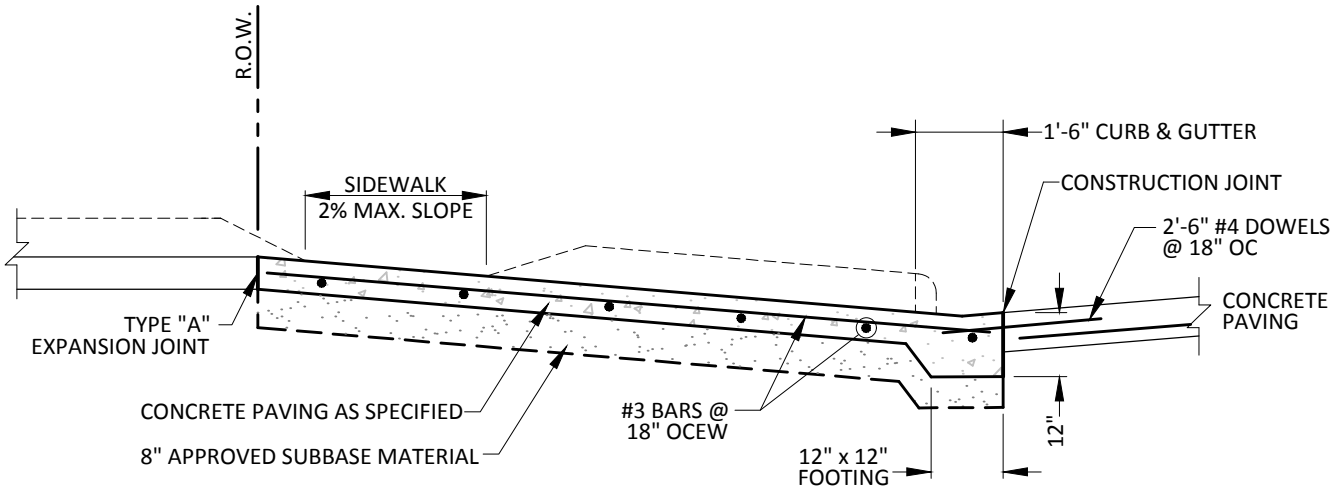
SCALE: NTS DATE: 05/2017
SHEET 1 OF 2

COMMERCIAL DRIVE APPROACH

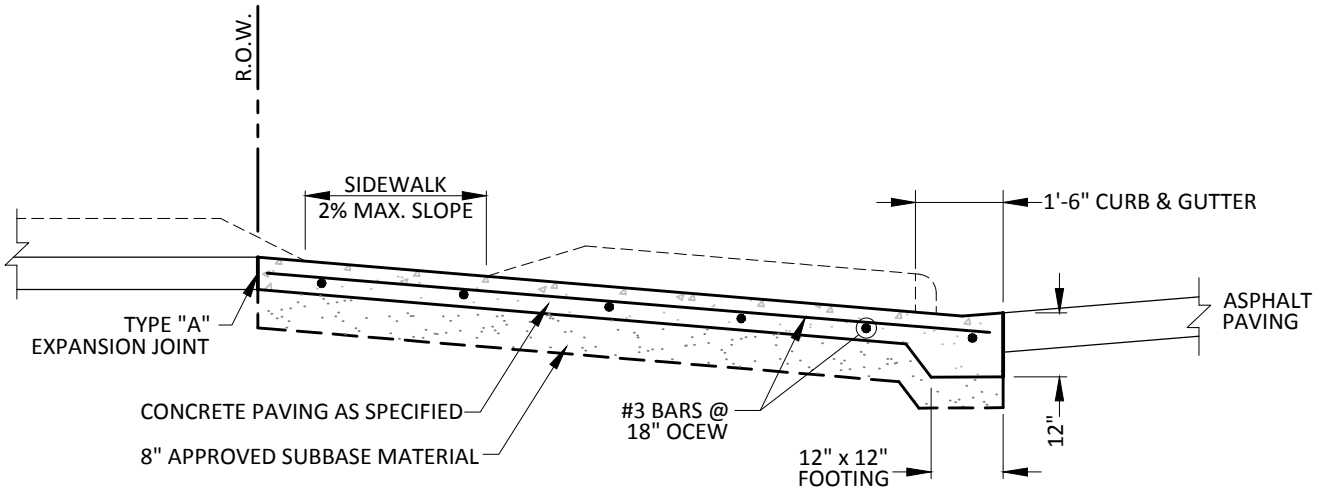
P-15

ENGINEERING
DEPARTMENT

FILENAME: P-15_1-2.DWG



COMMERCIAL APPROACH (CONCRETE PAVING)



COMMERCIAL APPROACH (ASPHALT PAVING)

NOTE:

SEE P-18 FOR BARRIER FREE RAMP DETAIL.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

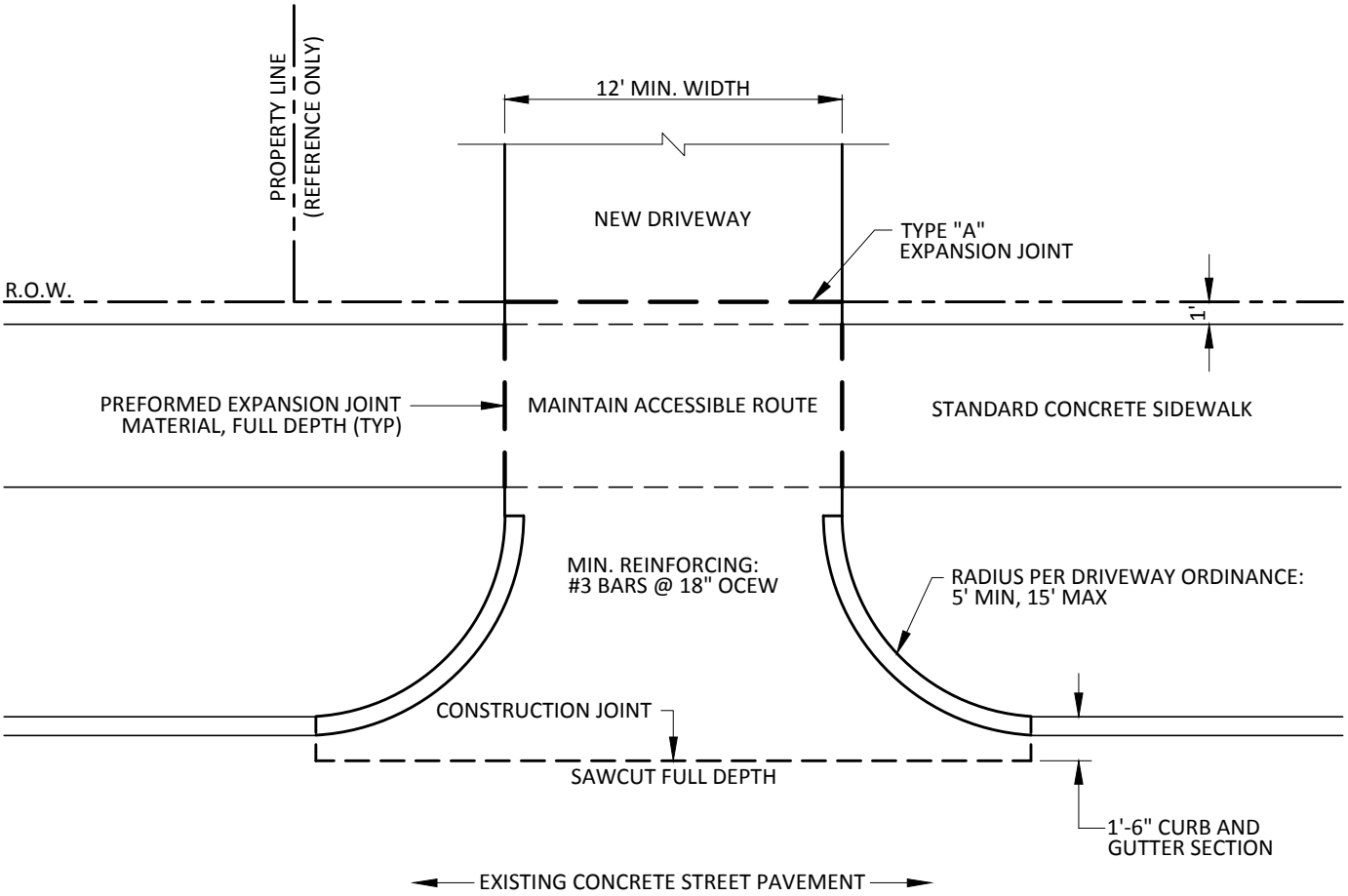
SCALE: NTS DATE: 05/2017
SHEET 2 OF 2

COMMERCIAL DRIVE APPROACH
CROSS SECTIONS

P-15

ENGINEERING
DEPARTMENT

FILENAME: P-15_2-2.DWG



RESIDENTIAL DRIVE APPROACH TO STREET

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

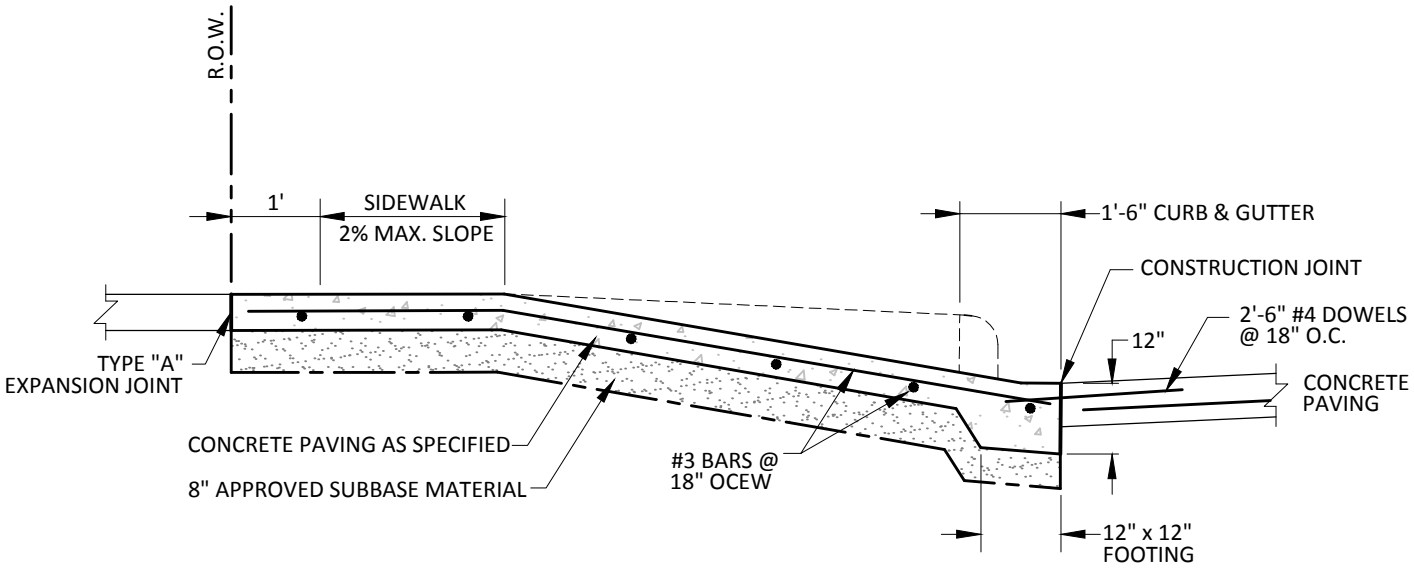
SCALE: NTS DATE: 01/2005
SHEET 1 OF 3

RESIDENTIAL DRIVE APPROACH
PLAN VIEW

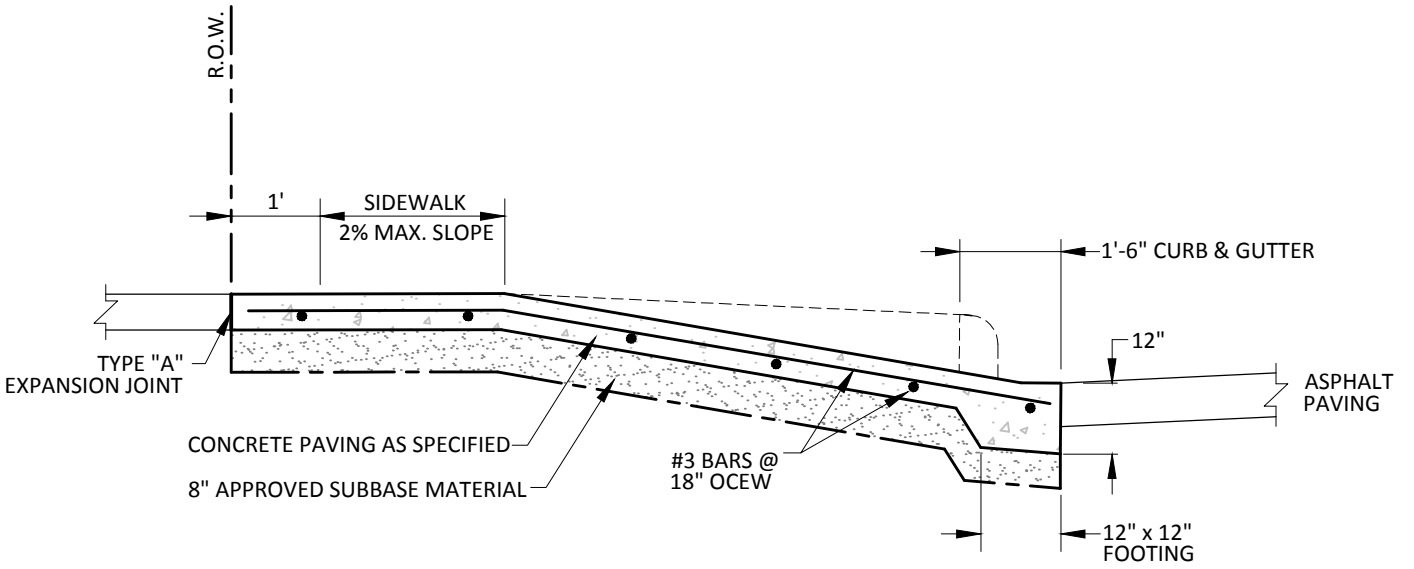
P-16

ENGINEERING
DEPARTMENT

FILENAME: P-16_1-3.DWG



RESIDENTIAL APPROACH (CONCRETE PAVING)



RESIDENTIAL APPROACH (ASPHALT PAVING)

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2005
SHEET 2 OF 3

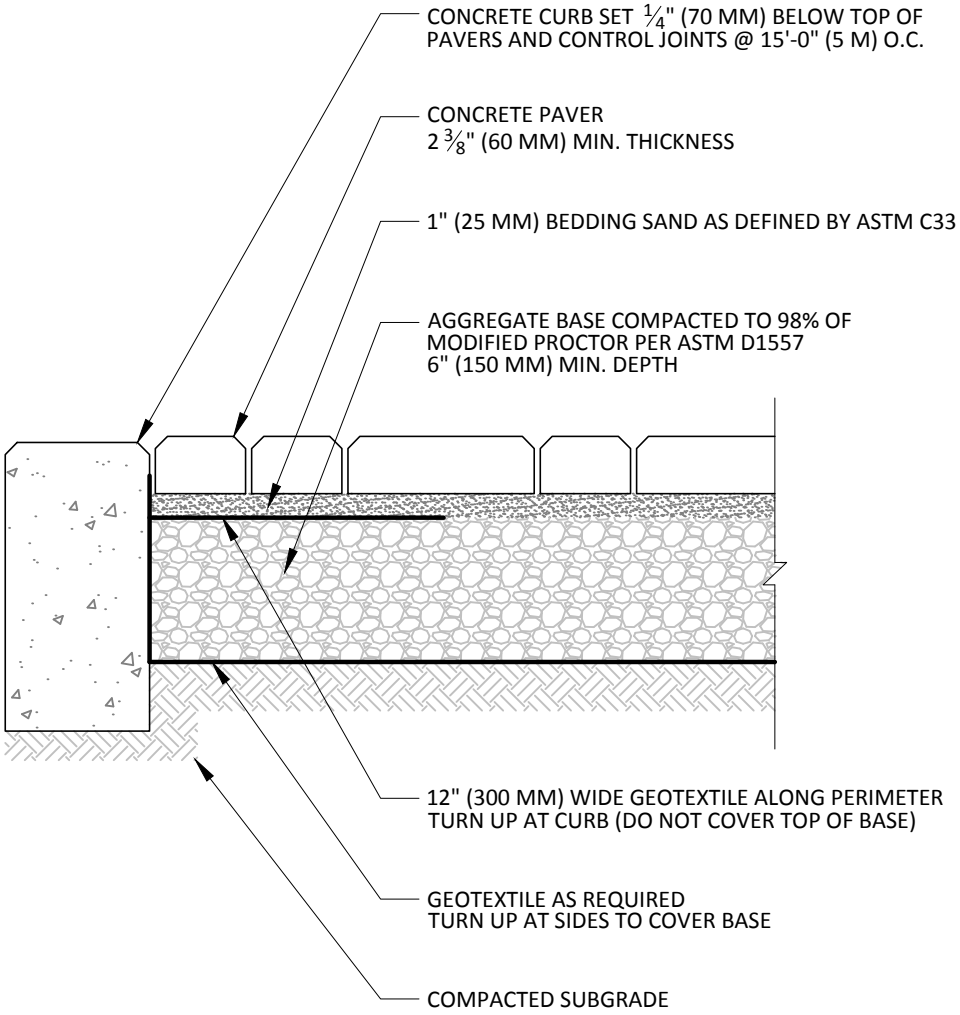
CARROLLTON
TEXAS

RESIDENTIAL DRIVE APPROACH
CROSS SECTIONS

P-16

ENGINEERING
DEPARTMENT

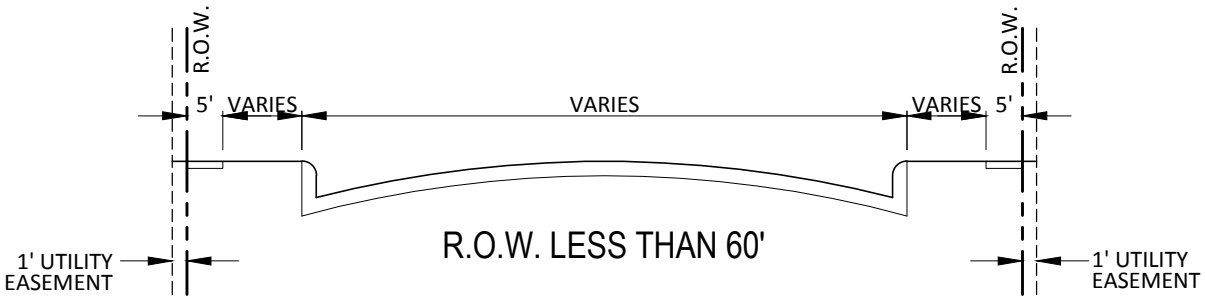
FILENAME: P-16_2-3.DWG



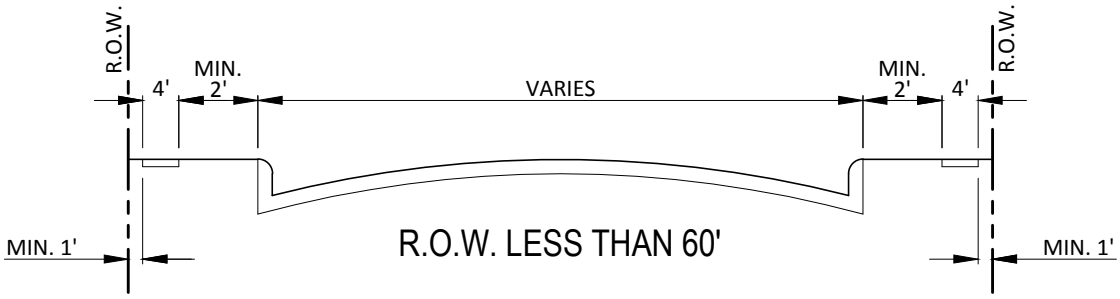
RESIDENTIAL DRIVEWAY WITH CONCRETE PAVERS

NOTES:

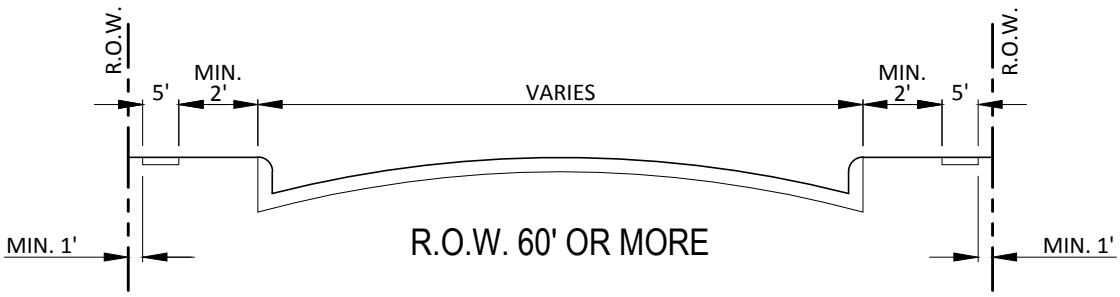
1. THICKNESS OF AGGREGATE BASE WILL VARY WITH SUBGRADE CONDITIONS.
2. CONCRETE PAVERS SHOULD BE PLACED ON A CEMENT-TREATED BASE IF SOIL IS EXTREMELY WEAK OR CONSTANTLY SATURATED.
3. BASE MATERIAL SHALL CONFORM TO ASTM D1557.
4. PRECAST CONCRETE EDGING MAY BE USED.



NOTE:
WHEN A 5' RESIDENTIAL SIDEWALK IS ADJACENT TO THE RIGHT-OF-WAY LINE, A 1' UTILITY EASEMENT SHALL BE PROVIDED ON PRIVATE PROPERTY (AS SHOWN.)



NOTE:
FOR COLLECTOR STREETS ADJACENT TO T.U. R.O.W., COMMON AREAS, PARKS, AND PUBLIC OPEN SPACES, SIDEWALKS SHALL BE PLACED IN THE STREET PARKWAY A MINIMUM OF 1' OFF THE PROPERTY LINE AND A MINIMUM OF 2' FROM THE BACK OF CURB.



NOTE:
FOR ARTERIAL AND MAJOR COLLECTOR STREETS, SIDEWALKS SHALL BE PLACED IN THE STREET PARKWAY A MINIMUM OF 1' OFF THE PROPERTY LINE AND A MINIMUM OF 2' FROM THE BACK OF THE CURB.

NOTE:

THESE CROSS SECTIONS ARE EXCEPTIONS TO THE P-2 DETAILS. ALL SIDEWALKS SHALL REMAIN AT A 2% CROSS SLOPE.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

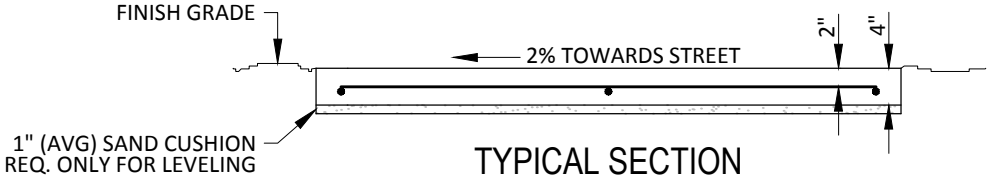
SCALE: NTS DATE: 07/2017
SHEET 1 OF 3

SIDEWALK
CROSS SECTION DETAILS

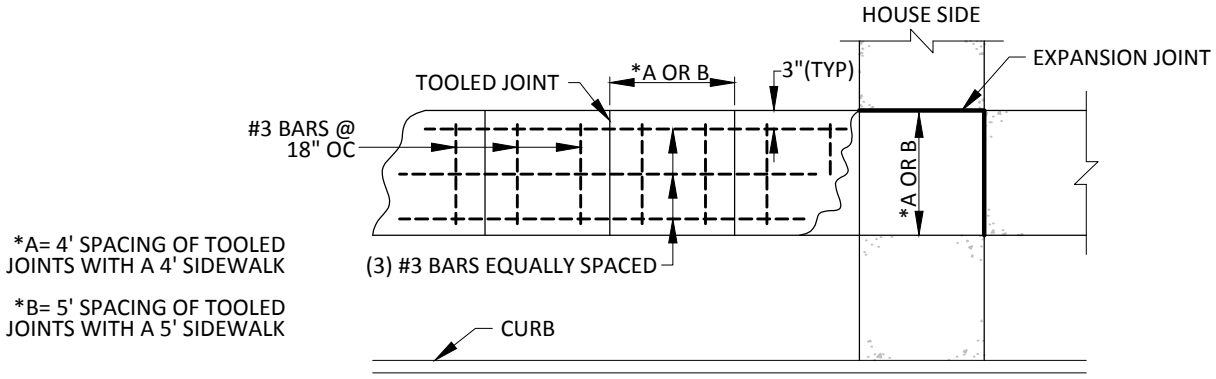
P-17

ENGINEERING
DEPARTMENT

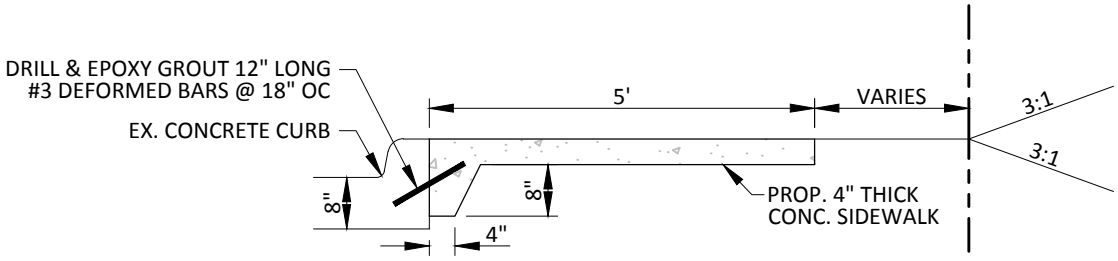
FILENAME: P-17_1-3.DWG



TYPICAL SECTION



TYPICAL MARKING



SIDEWALKS & LEAD WALKS AGAINST EX. CONCRETE CURB

NOTES:

1. CONCRETE SHALL BE 3000 PSI COMPRESSIVE AT 28 DAYS.
2. ALL MARKINGS SHALL BE CUT 1" DEEP, FOLLOWED BY GROOVING TOOL. ½" REDWOOD EXPANSION JOINT MATERIAL SHALL BE PLACED WHERE NEW WORK ABUTS OLD OR NEW WORK IS ADJACENT TO OTHER CONCRETE WORK, EXCEPT ALONG CURBS.
3. TRANSVERSE EXPANSION JOINTS SHALL BE ½" THICK REDWOOD FOR FULL DEPTH OF SIDEWALK AND LUG TO ENSURE SEPARATION OF CONCRETE AND INCLUDE 24" LONG, ½" DIAMETER GREASED SMOOTH DOWEL STEEL BARS WITH CAPS. MAX. SPACING: 40'.
4. WHEN REPLACING EXISTING SIDEWALK DOWEL NEW PAVING INTO ADJACENT SIDEWALK AND INTO THE STREET PAVEMENT BELOW THE GUTTER LINE OR CURB (SEE DETAIL.)
5. SURFACE SHALL BE BROOM FINISHED.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

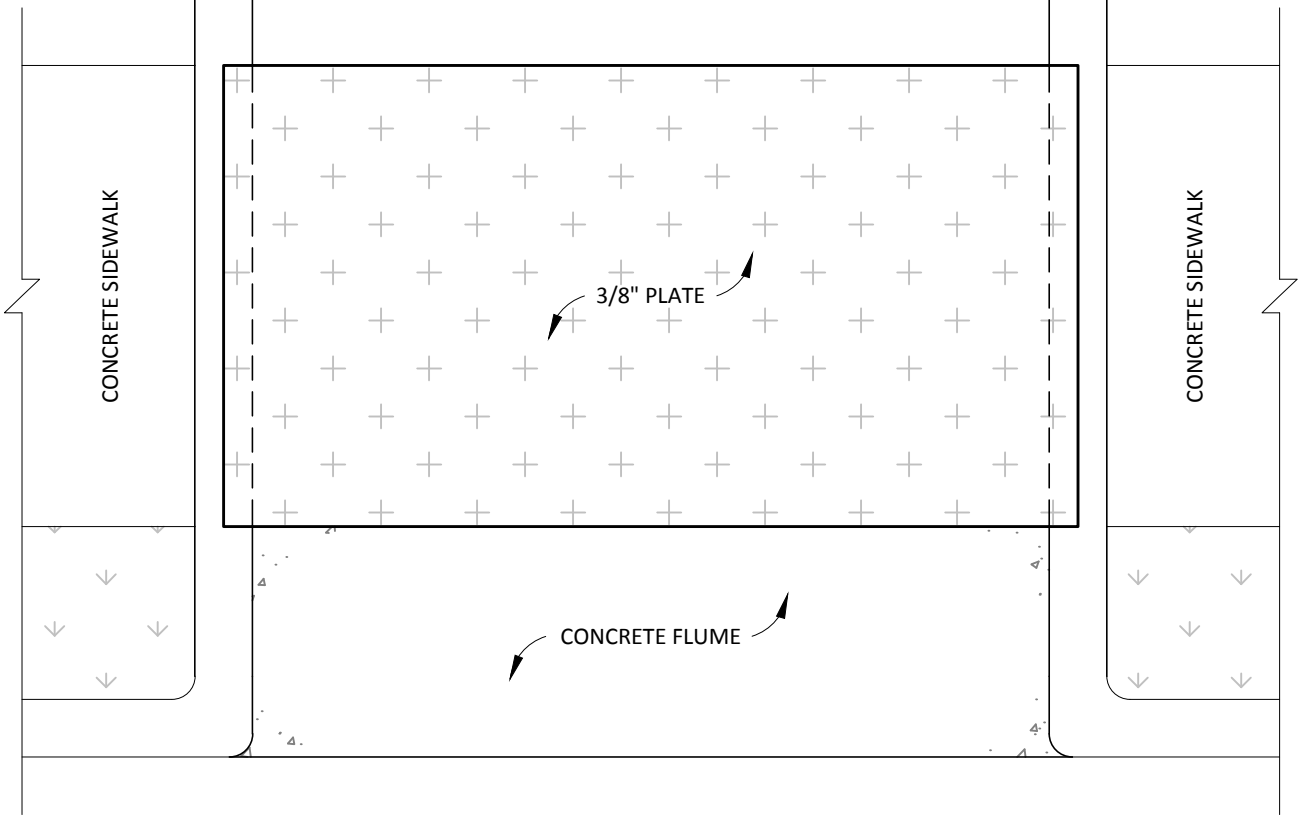
SCALE: NTS DATE: 01/2015
SHEET 2 OF 3

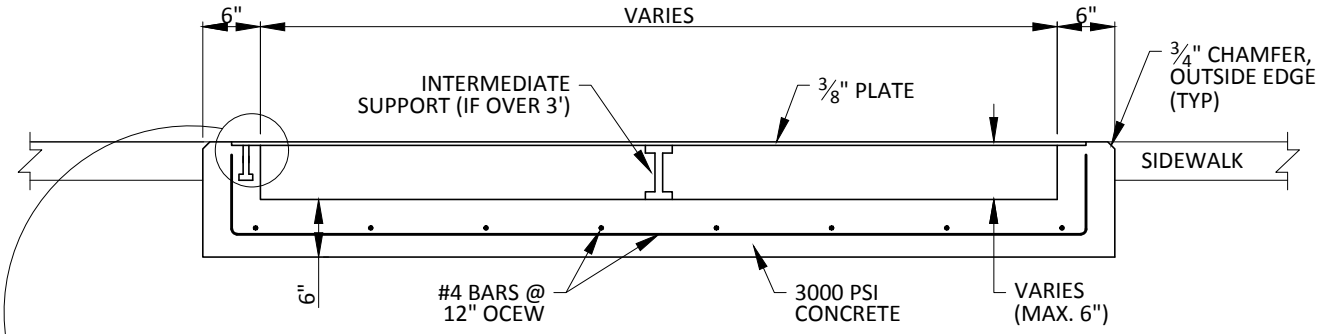
SIDEWALK
REINFORCING STEEL DETAILS

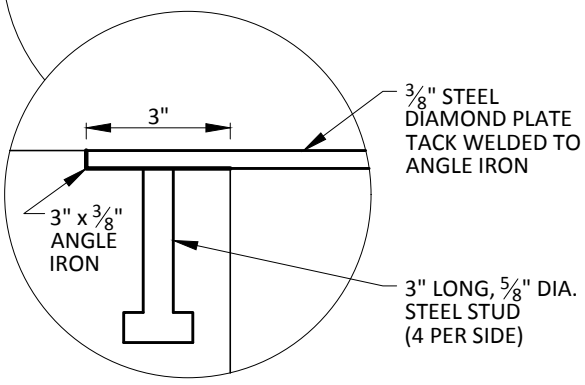
P-17

ENGINEERING
DEPARTMENT

FILENAME: P-17_2-3.DWG







NOTES:

1. PROVIDE ⅜" STEEL PLATE WITH DIAMOND TREAD SURFACE PATTERN FOR SIDEWALK FLUME CROSSING.
2. CONTRACTOR TO PROVIDE INTERMEDIATE SUPPORTS AS REQUIRED TO SPAN FLUME.

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 05/2017
SHEET 3 OF 3

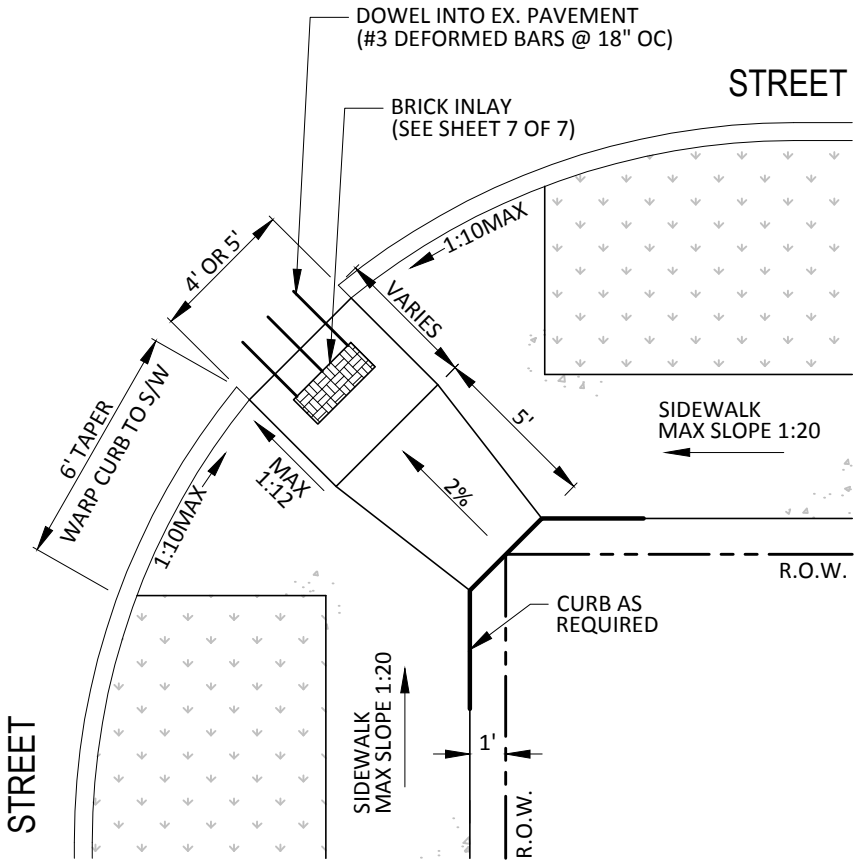
CARROLLTON TEXAS

SIDEWALK
DETAIL AT FLUME

P-17

ENGINEERING DEPARTMENT

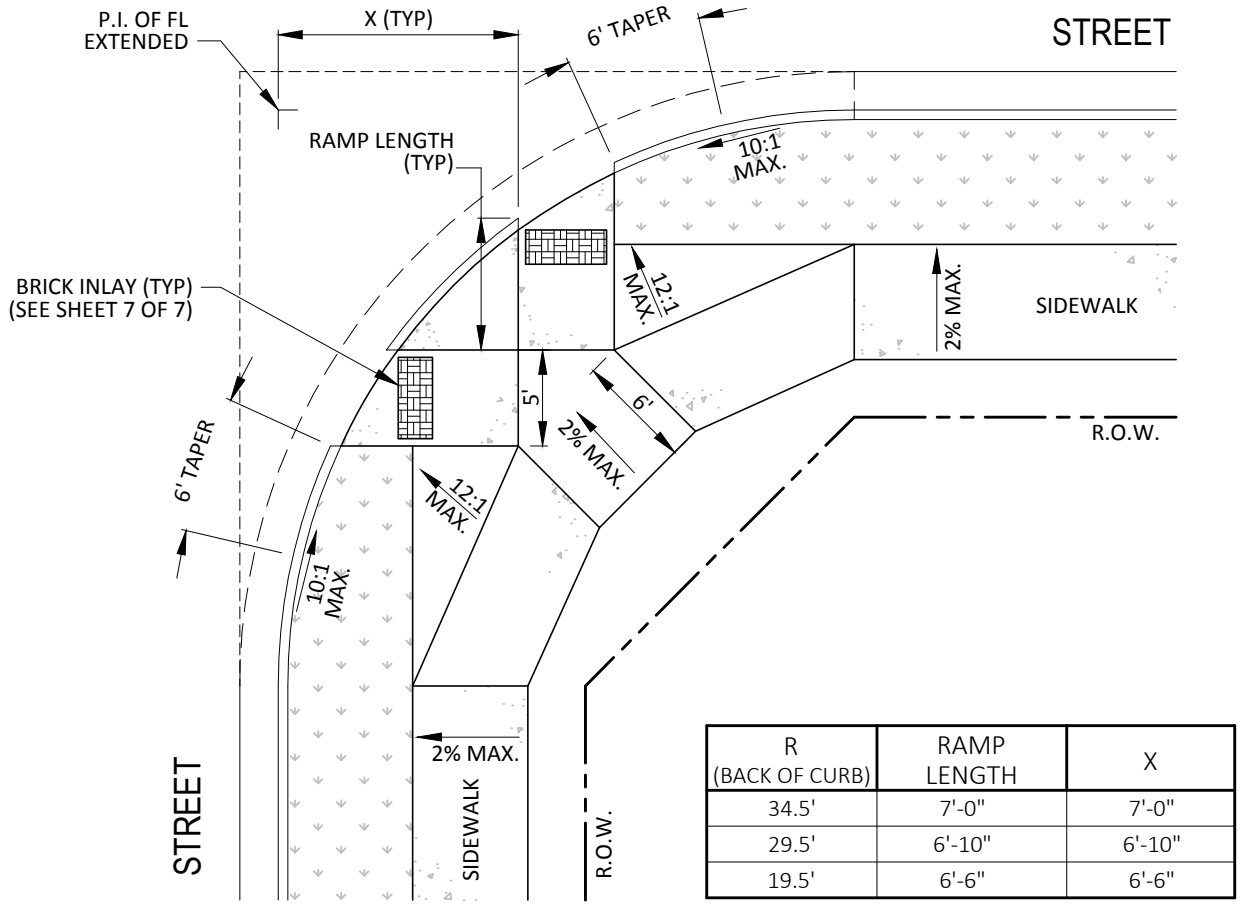
FILENAME: P-17_3-3.DWG



BARRIER FREE RAMP AT STREET INTERSECTION

NOTES:

1. BARRIER FREE RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT ACCESSIBILITY STANDARDS AND AS EXTENSIONS OF STANDARD CONCRETE SIDEWALKS.
2. MAXIMUM RUNNING SLOPE ON RAMP PORTION SHALL NOT EXCEED 1" PER FOOT AT ANY LOCATION. VERTICAL DISTANCE BETWEEN STREET AND RAMP SHALL NOT EXCEED ¼".
3. DESIGNS SHOWN ARE FOR 6" CURBS. FOR CURBS WITH HEIGHT GREATER THAN 6", DIMENSIONS SHALL BE INCREASED PROPORTIONATELY.
4. STREETS ON STEEP GRADE WILL REQUIRE LONGER TRANSITIONS ON UPGRADE SIDE.
5. LOCATION OF BARRIER FREE RAMP MAY BE SHIFTED TO CLEAR OBSTRUCTIONS WITH THE APPROVAL OF THE ENGINEERING DEPARTMENT.

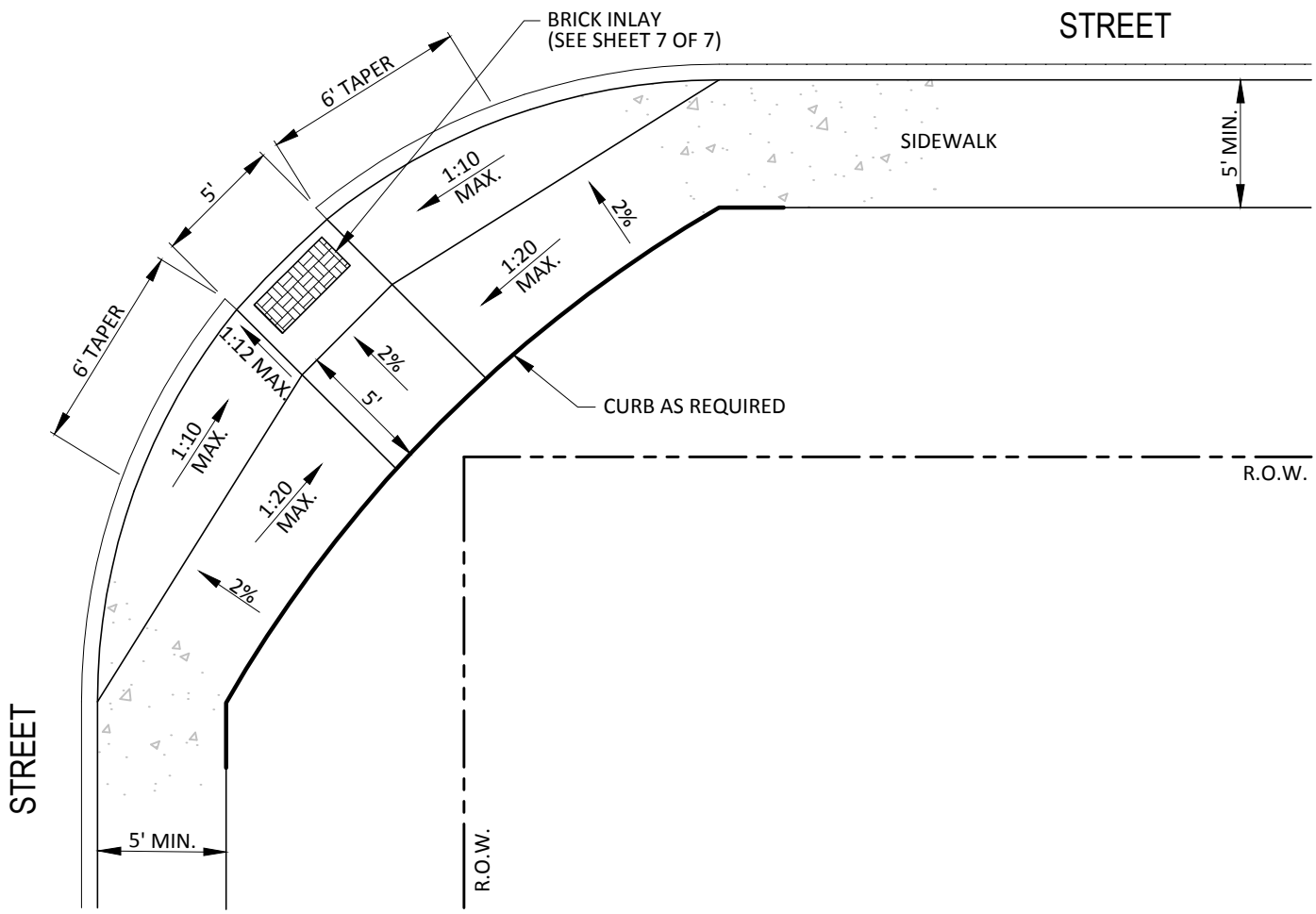


R (BACK OF CURB)	RAMP LENGTH	X
34.5'	7'-0"	7'-0"
29.5'	6'-10"	6'-10"
19.5'	6'-6"	6'-6"

DUAL BARRIER FREE RAMP AT STREET INTERSECTION

NOTES:

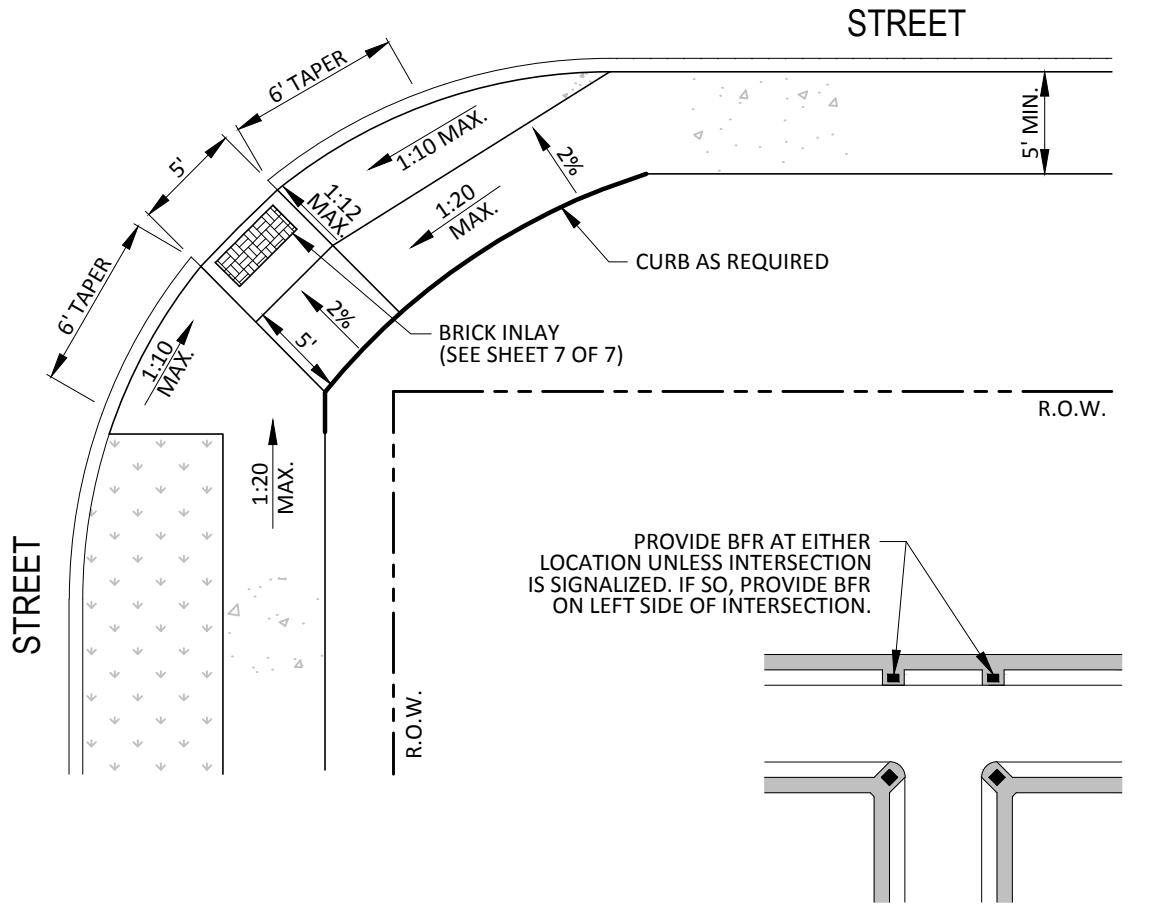
1. BARRIER FREE RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT ACCESSIBILITY STANDARDS AND AS EXTENSIONS OF STANDARD CONCRETE SIDEWALKS.
2. MAXIMUM RUNNING SLOPE ON RAMP PORTION SHALL NOT EXCEED 1" PER FOOT AT ANY LOCATION. VERTICAL DISTANCE BETWEEN STREET AND RAMP SHALL NOT EXCEED ¼".
3. DESIGNS SHOWN ARE FOR 6" CURBS. FOR CURBS WITH HEIGHT GREATER THAN 6", DIMENSIONS SHALL BE INCREASED PROPORTIONATELY.
4. STREETS ON STEEP GRADE WILL REQUIRE LONGER TRANSITIONS ON UPGRADE SIDE.
5. LOCATION OF BARRIER FREE RAMP MAY BE SHIFTED TO CLEAR OBSTRUCTIONS WITH THE APPROVAL OF THE ENGINEERING DEPARTMENT.



BARRIER FREE RAMP WITH BOTH SIDEWALKS ADJACENT TO CURB

NOTES:

1. BARRIER FREE RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT ACCESSIBILITY STANDARDS AND AS EXTENSIONS OF STANDARD CONCRETE SIDEWALKS.
2. MAXIMUM RUNNING SLOPE ON RAMP PORTION SHALL NOT EXCEED 1" PER FOOT AT ANY LOCATION. VERTICAL DISTANCE BETWEEN STREET AND RAMP SHALL NOT EXCEED ¼".
3. DESIGNS SHOWN ARE FOR 6" CURBS. FOR CURBS WITH HEIGHT GREATER THAN 6", DIMENSIONS SHALL BE INCREASED PROPORTIONATELY.
4. STREETS ON STEEP GRADE WILL REQUIRE LONGER TRANSITIONS ON UPGRADE SIDE.
5. LOCATION OF BARRIER FREE RAMP MAY BE SHIFTED TO CLEAR OBSTRUCTIONS WITH THE APPROVAL OF THE ENGINEERING DEPARTMENT.

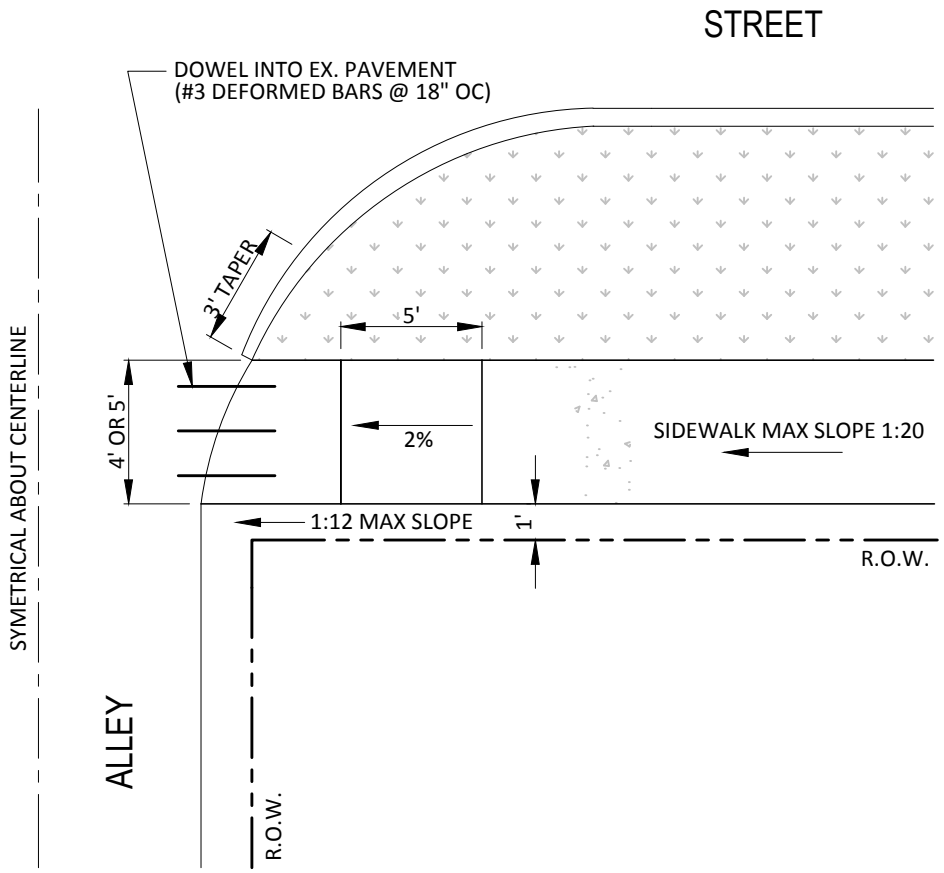


BARRIER FREE RAMPS AT TEE INTERSECTION

BARRIER FREE RAMP WITH SINGLE SIDEWALK ADJACENT TO CURB

NOTES:

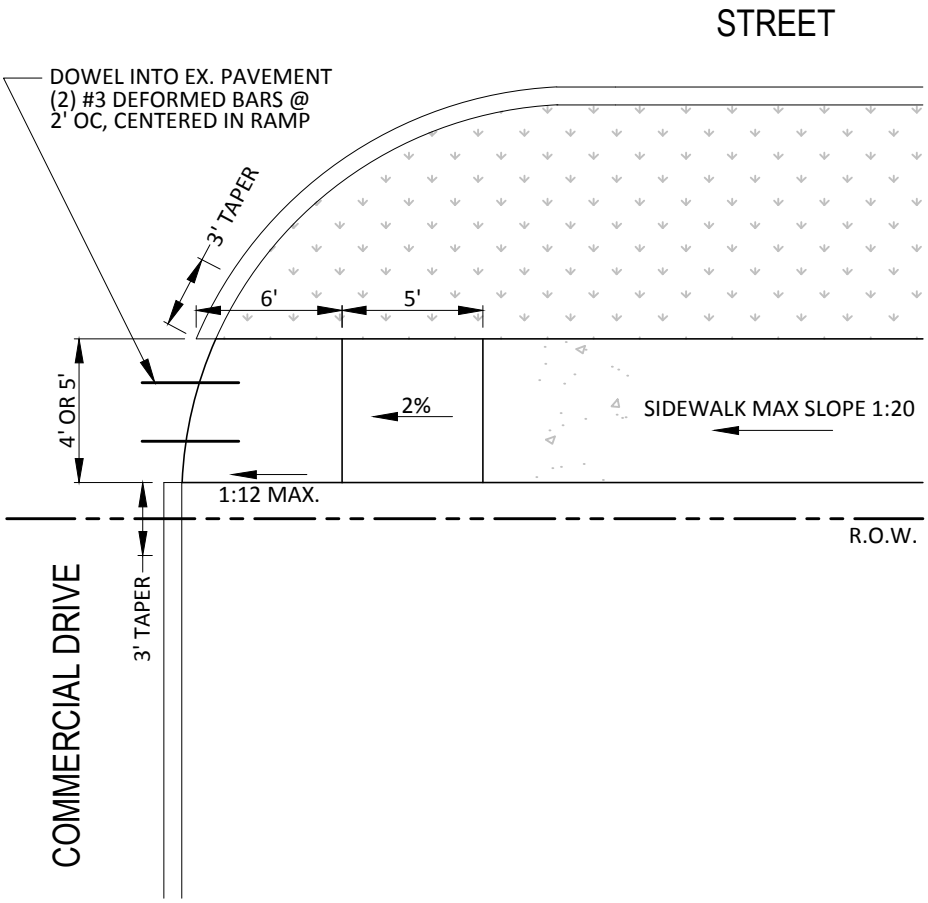
1. BARRIER FREE RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT ACCESSIBILITY STANDARDS AND AS EXTENSIONS OF STANDARD CONCRETE SIDEWALKS.
2. MAXIMUM RUNNING SLOPE ON RAMP PORTION SHALL NOT EXCEED 1" PER FOOT AT ANY LOCATION. VERTICAL DISTANCE BETWEEN STREET AND RAMP SHALL NOT EXCEED ¼".
3. DESIGNS SHOWN ARE FOR 6" CURBS. FOR CURBS WITH HEIGHT GREATER THAN 6", DIMENSIONS SHALL BE INCREASED PROPORTIONATELY.
4. STREETS ON STEEP GRADE WILL REQUIRE LONGER TRANSITIONS ON UPGRADE SIDE.
5. LOCATION OF BARRIER FREE RAMP MAY BE SHIFTED TO CLEAR OBSTRUCTIONS WITH THE APPROVAL OF THE ENGINEERING DEPARTMENT.



BARRIER FREE RAMP AT ALLEY

NOTES:

1. BARRIER FREE RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT ACCESSIBILITY STANDARDS AND AS EXTENSIONS OF STANDARD CONCRETE SIDEWALKS.
2. MAXIMUM RUNNING SLOPE ON RAMP PORTION SHALL NOT EXCEED 1" PER FOOT AT ANY LOCATION. VERTICAL DISTANCE BETWEEN STREET AND RAMP SHALL NOT EXCEED ¼".
3. DESIGNS SHOWN ARE FOR 6" CURBS. FOR CURBS WITH HEIGHT GREATER THAN 6", DIMENSIONS SHALL BE INCREASED PROPORTIONATELY.
4. STREETS ON STEEP GRADE WILL REQUIRE LONGER TRANSITIONS ON UPGRADE SIDE.
5. LOCATION OF BARRIER FREE RAMP MAY BE SHIFTED TO CLEAR OBSTRUCTIONS WITH THE APPROVAL OF THE ENGINEERING DEPARTMENT.

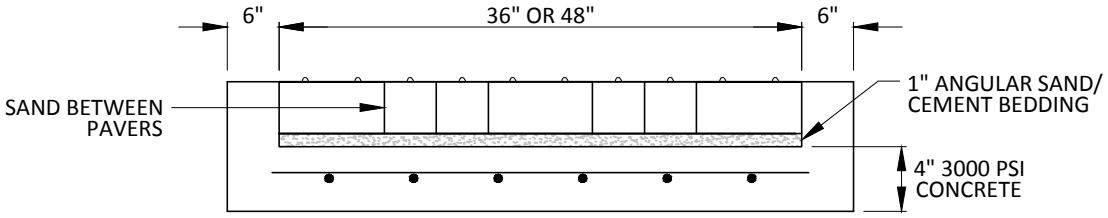


BARRIER FREE RAMP AT COMMERCIAL DRIVE

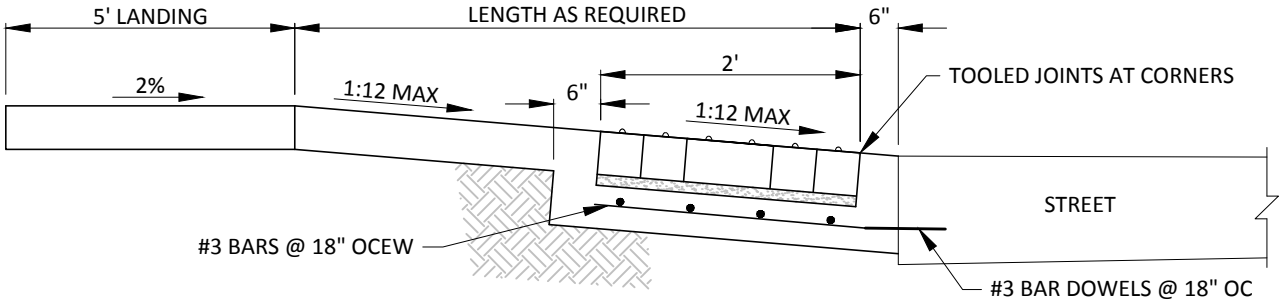
NOTES:

1. BARRIER FREE RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT ACCESSIBILITY STANDARDS AND AS EXTENSIONS OF STANDARD CONCRETE SIDEWALKS.
2. MAXIMUM RUNNING SLOPE ON RAMP PORTION SHALL NOT EXCEED 1" PER FOOT AT ANY LOCATION. VERTICAL DISTANCE BETWEEN STREET AND RAMP SHALL NOT EXCEED ¼".
3. DESIGNS SHOWN ARE FOR 6" CURBS. FOR CURBS WITH HEIGHT GREATER THAN 6", DIMENSIONS SHALL BE INCREASED PROPORTIONATELY.
4. STREETS ON STEEP GRADE WILL REQUIRE LONGER TRANSITIONS ON UPGRADE SIDE.
5. LOCATION OF BARRIER FREE RAMP MAY BE SHIFTED TO CLEAR OBSTRUCTIONS WITH THE APPROVAL OF THE ENGINEERING DEPARTMENT.

NOTE:
SEAL WITH SUREBOND, SB-1300 JOINT STABILIZING SEALER (OR EQUAL) AFTER SAND INSTALLATION



SECTION THRU WIDTH



SECTION THRU LENGTH

NOTES:

1. BRICK PAVERS SHALL BE 8" x 4" x 2 ½" IN A COLOR MEETING ADA SECTION 4.29.2 (WHITACRE GREER ANTIQUE RED SHADE NO. 32 OR APPROVED EQUAL) AND SHALL BE LAID IN A 2 UNIT BY 2 UNIT BASKET WEAVE PATTERN. COLOR SHALL BE CONTRASTING TO ADJACENT SIDEWALK COLORS.
2. PAVERS SHALL HAVE A DETECTABLE WARNING FEATURE THAT CONSISTS OF RAISED TRUNCATED DOMES WITH A DIAMETER OF 0.9", A NOMINAL HEIGHT OF 0.2", AND A NOMINAL SPACING OF 2.35" ON CENTER.
3. BRICK INLAYS (OR DETECTABLE WARNINGS) SHALL ONLY BE INSTALLED AT STREET INTERSECTIONS AND ARE NO LONGER REQUIRED AT DRIVEWAYS AND ALLEYS.
4. ADDITIONAL BARRIER FREE RAMP DETAILS AND NOTES CAN BE FOUND ON TXDOT DETAIL PED-02, PEDESTRIAN FACILITIES, CURB RAMPS.
5. IN LIEU OF BRICK PAVERS, DETECTABLE WARNING PANELS MANUFACTURED BY ARMORCAST PRODUCTS COMPANY (818-982-3600), ADA SOLUTIONS (800-372-0519), OR EQUAL, MAY BE INSTALLED. APPROVAL FOR PROPOSED PRODUCT MUST BE SUBMITTED PRIOR TO INSTALLATION.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

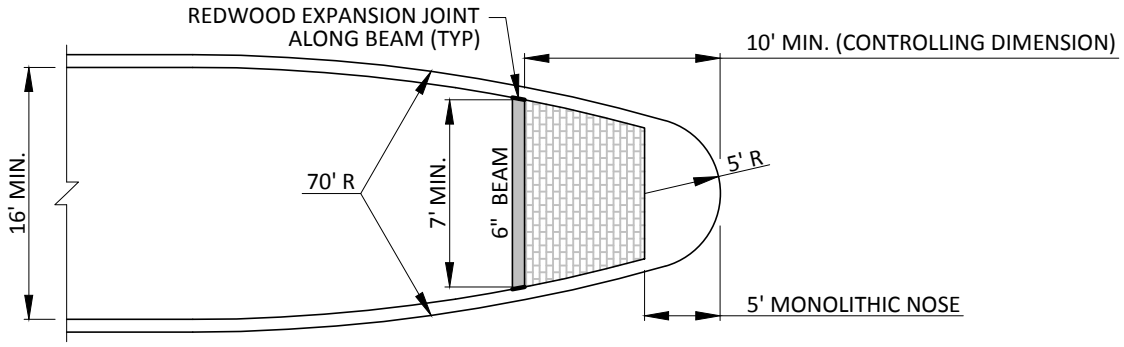
SCALE: NTS DATE: 12/2007
SHEET 7 OF 7

BARRIER FREE RAMP DETAILS
BRICK INLAY

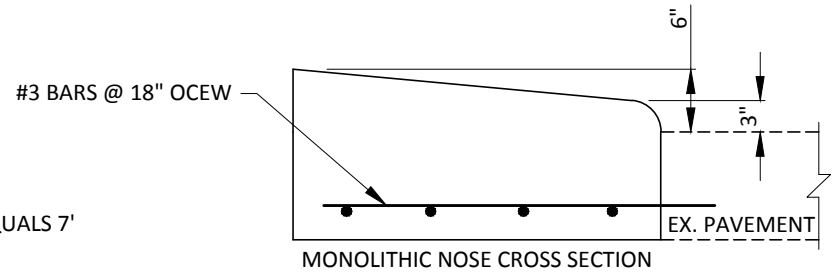
P-18

ENGINEERING DEPARTMENT

FILENAME: P-18_7-7.DWG

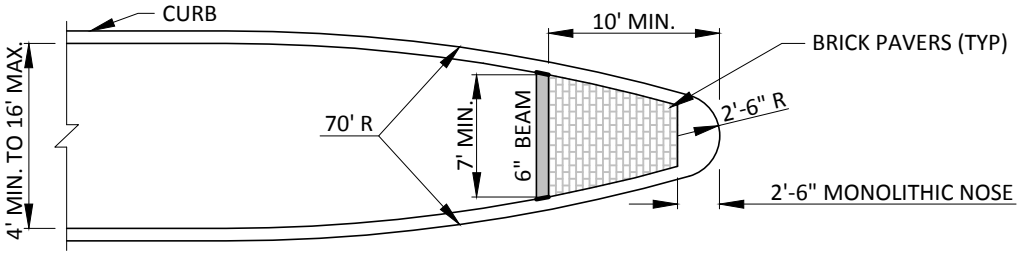


MEDIAN NOSE TYPE "C"



MONOLITHIC NOSE CROSS SECTION

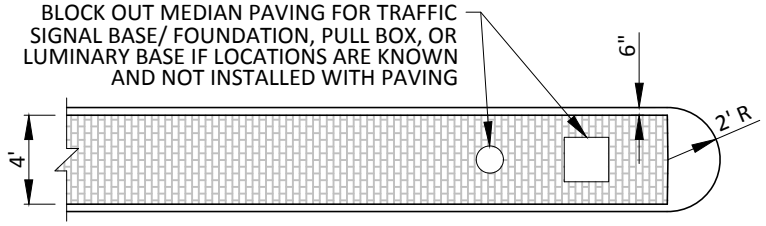
NOTE:
PAVERS SHALL EXTEND UNTIL WIDTH EQUALS 7'
FOR MEDIAN NOSE TYPES 'B' AND 'C'



MEDIAN NOSE TYPE "B"

NOTES:

1. SEE SECTION 7, PAGE 7-8 FOR BRICK PAVER SPECIFICATIONS.
2. 6" BEAM SHALL BE 6" x 6" REINFORCED CONCRETE W/ (2) #3 BARS ACROSS SPAN.
3. ALL PAVER SUBGRADE CONCRETE SHALL BE DOWELED INTO PAVEMENT.



MEDIAN NOSE TYPE "A" (STANDARD LEFT TURN LANE MEDIAN)

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

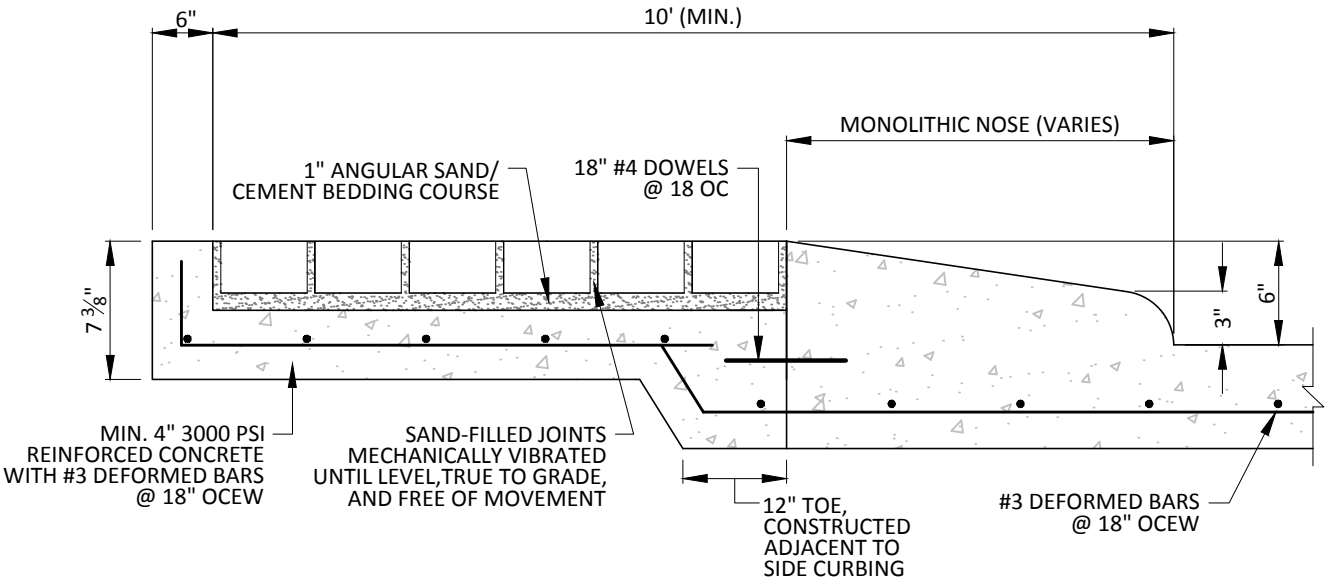
SCALE: NTS DATE: 02/2011
SHEET 1 OF 2

MEDIAN NOSE DETAILS
DIMENSIONS

P-19

ENGINEERING
DEPARTMENT

FILENAME: P-19_1-2.DWG



TYPICAL CROSS SECTION

NOTE:

WHERE BEDDING SLAB IS TO BE PART OF A BRIDGE STRUCTURE, BEDDING SLAB THICKNESS SHALL BE INCREASED TO MATCH BRIDGE CONTROL DIMENSIONS.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 12/2008
SHEET 2 OF 2

MEDIAN NOSE DETAILS
PAVING STONE INSTALLATION

P-19

ENGINEERING
DEPARTMENT

FILENAME: P-19_2-2.DWG

FIRE LANE DESIGN SPECIFICATIONS

DESIGNATED FIRE LANES:

TO MEET THE REQUIREMENTS OF THE CARROLLTON FIRE DEPARTMENT FOR ADEQUATE HORIZONTAL EMERGENCY ACCESS, ALL PARTS OF ALL BUILDING MUST BE WITHIN 150' OF A PUBLIC STREET OR A DESIGNATED FIRE LANE.

1. FIRE LANE WIDTH:

FIRE LANE WIDTH SHALL BE A MINIMUM 24' CLEAR (FACE TO FACE OF CURBS) WITHOUT HORIZONTAL OBSTRUCTIONS.

2. FIRE LANE VERTICAL CLEARANCE:

MINIMUM FIRE LANE VERTICAL CLEARANCE SHALL BE AT LEAST 14'.

3. INTERSECTION:

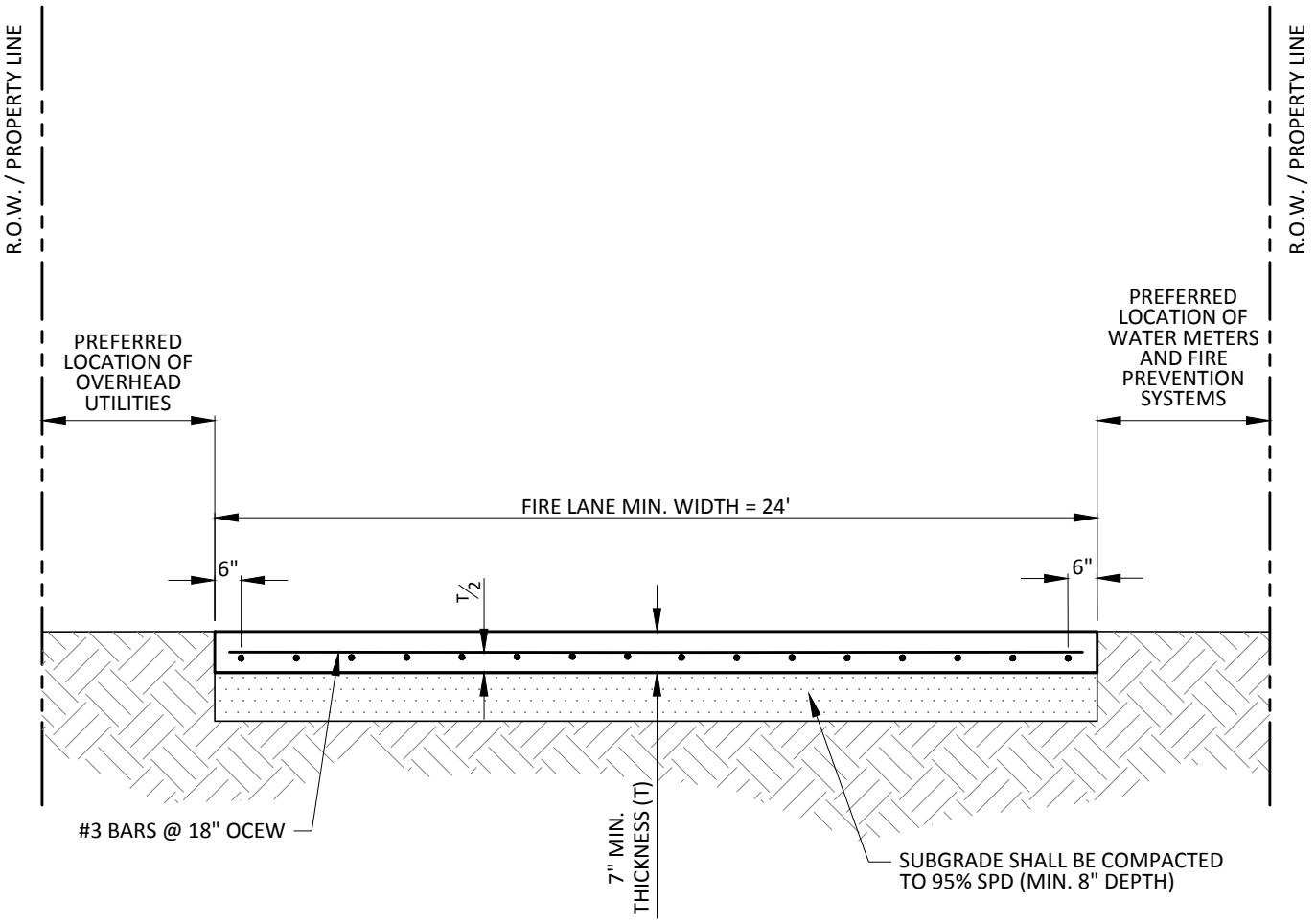
THE FIRE LANE MUST INTERSECT WITH A DEDICATED STREET R.O.W. IN ADDITION, IF THIS FIRE LANE EXCEEDS 150' IN LENGTH, IT MUST INTERSECT WITH A DEDICATED STREET R.O.W. AT EACH END OF THE FIRE LANE OR TERMINATE IN A CONFIGURATION AS DETAILED IN THE FOLLOWING STANDARD DETAILS.

4. PAVING SURFACE:

THE FIRE LANE SHALL BE PAVED IN ACCORDANCE WITH THE CITY OF CARROLLTON STANDARDS AS HEREIN DETAILED.

5. MARKING:

THE DESIGNATED FIRE LANE SHALL BE MARKED AS DETAILED IN THE FOLLOWING STANDARD DETAILS.



NOTES:

1. CONCRETE PAVING SHALL BE A MINIMUM 6 SACK PER CUBIC YARD MIX WITH A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI AT 28 DAYS AND A MAXIMUM SLUMP OF 3".

2. REINFORCING SHALL BE NEW BILLET STEEL ASTM A615 GRADE 60 REINFORCING BARS WHICH SHALL BE FREE OF RUST, LOOSE SCALE, PAINT, OIL OR OTHER FOREIGN SUBSTANCES WHICH SHALL PREVENT BONDING OF THE CONCRETE AND REINFORCING BARS.

3. EXPANSION JOINTS SHALL BE PROVIDED AT THE R.O.W. LINE OF THE FIRE LANE APPROACH AND EVERY 200', MINIMUM. TRANSVERSE SAW JOINTS SHALL BE PROVIDED EVERY 15', MINIMUM.

4. WHERE A CURB IS USED, THE REQUIRED CLEARANCE SHALL BE MEASURED FROM THE CURB FACE TO ANY PERMANENT TRAFFIC OBSTACLE.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

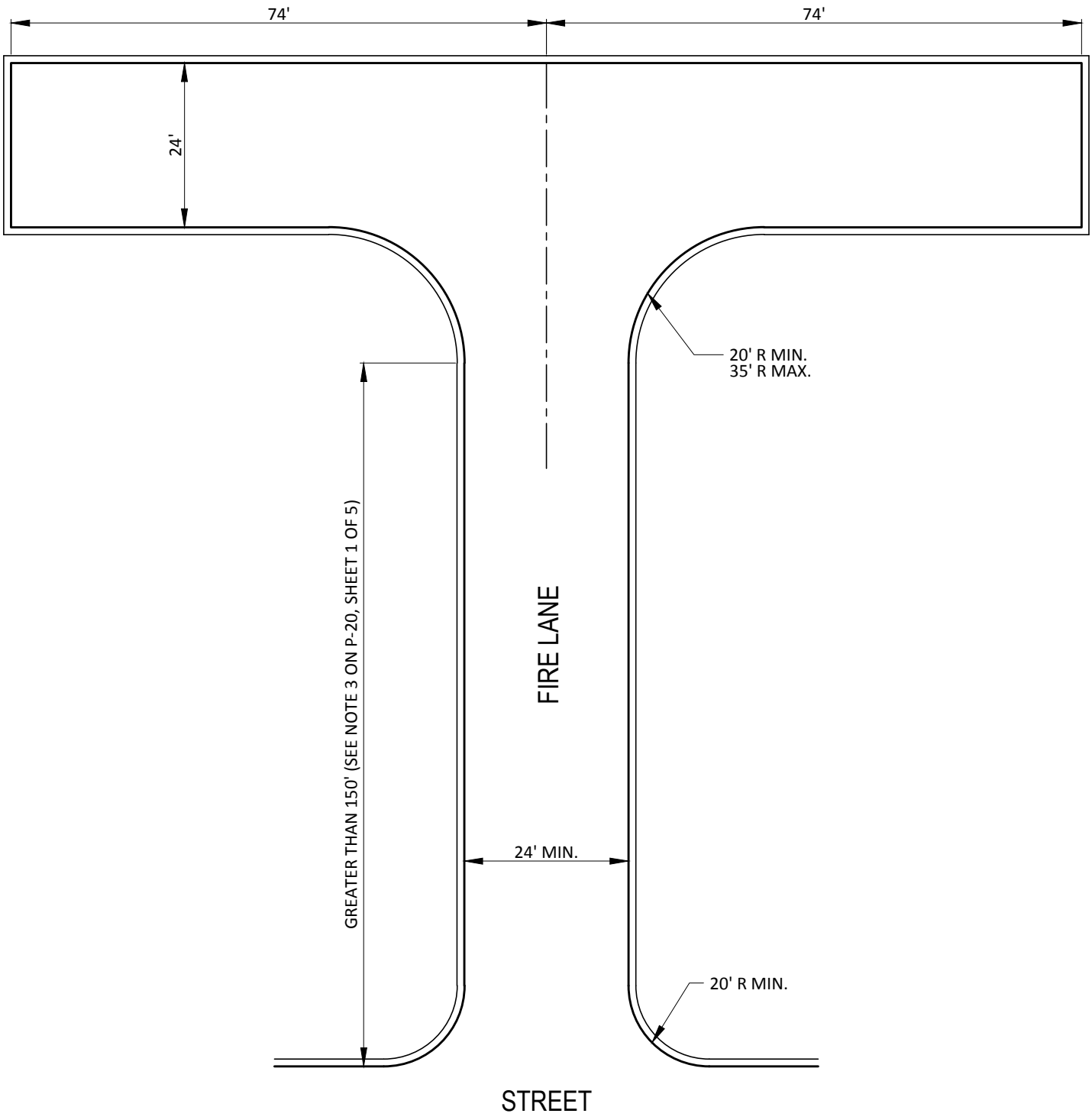
SCALE: NTS DATE: 08/2003
SHEET 2 OF 5

FIRE LANE PAVING DETAILS
CROSS SECTION

P-20

ENGINEERING DEPARTMENT

FILENAME: P-20_2-5.DWG



NOTE:
ALL DIMENSIONS ARE FACE TO FACE OF CURB.

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2004
SHEET 3 OF 5

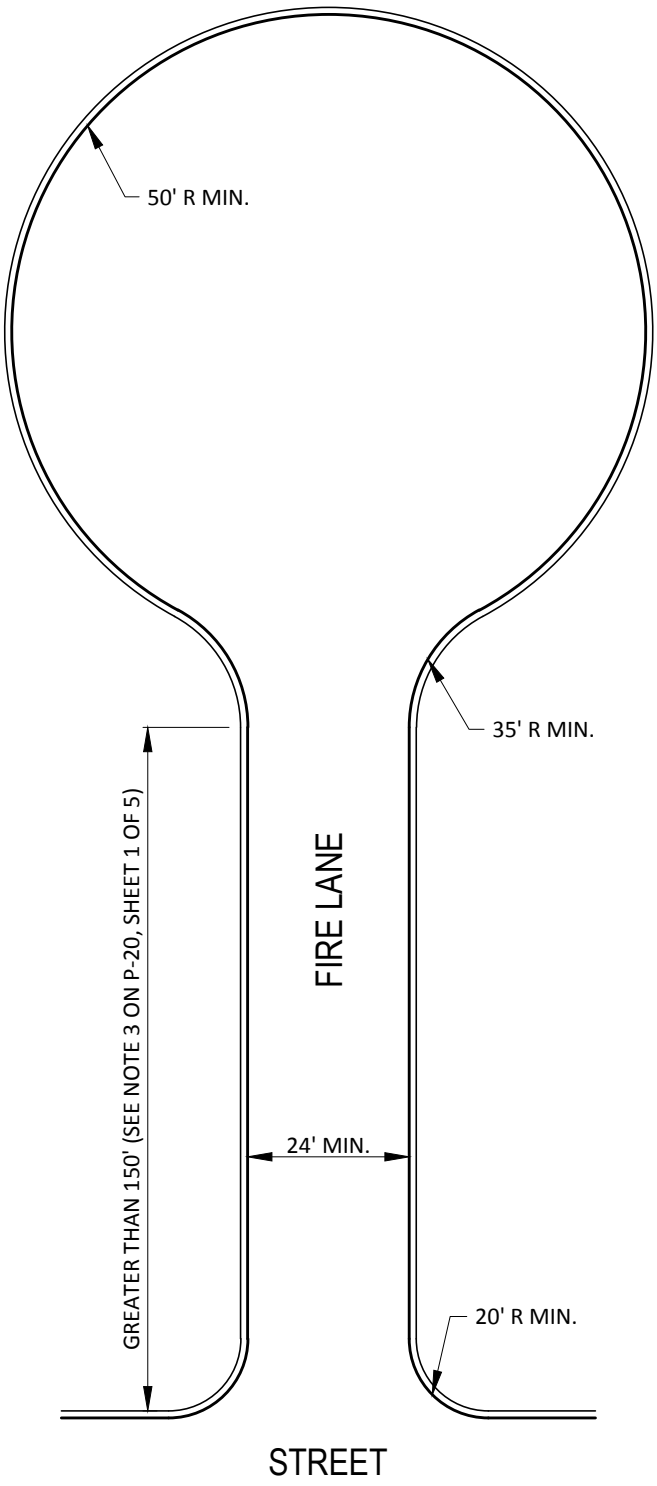
CARROLLTON
TEXAS

FIRE LANE PAVING DETAILS
TURNAROUND TYPE "A"

P-20

ENGINEERING
DEPARTMENT

FILENAME: P-20_3-5.DWG



NOTE:
ALL DIMENSIONS ARE FACE TO FACE OF CURB.

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2004
SHEET 4 OF 5

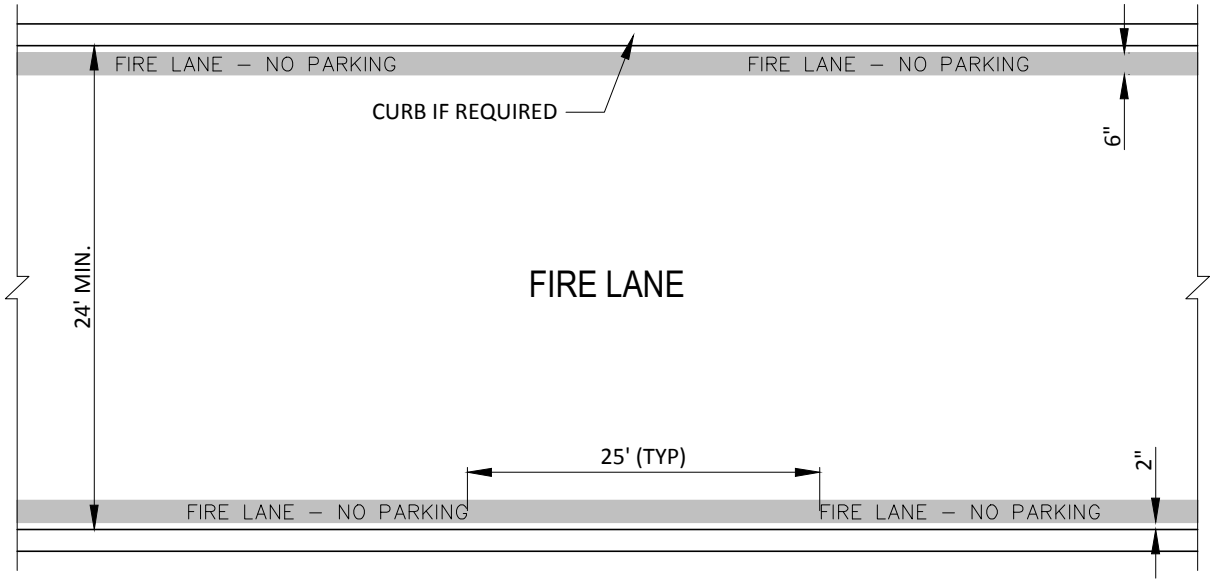
CARROLLTON
TEXAS

FIRE LANE PAVING DETAILS
TURNAROUND TYPE "B"

P-20

ENGINEERING
DEPARTMENT

FILENAME: P-20_4-5.DWG



FIRE LANE STRIPING DETAIL

SPECIFICATIONS:

1. PAINT

   A. STRIPE SHALL BE 6" WIDE AND PAINTED WITH AN EXTERIOR ACRYLIC LATEX PAINT. COLOR SHALL BE "TRAFFIC RED" GLIDDEN NO. 63251 OR EQUAL.

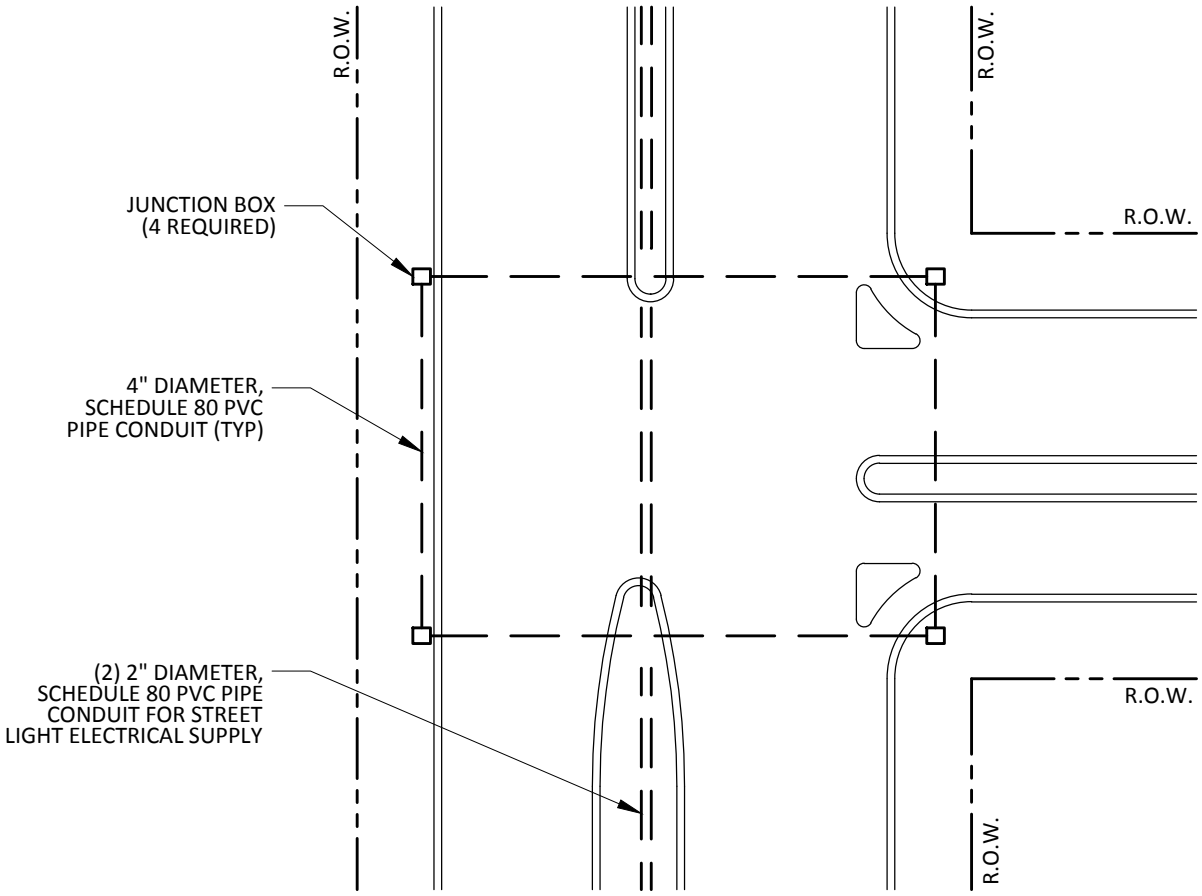
   B. LETTERS SHALL BE 4" TALL AND PAINTED WITH AN EXTERIOR ACRYLIC PAINT. COLOR SHALL BE "TRAFFIC WHITE" GLIDDEN NO. 563245 OR EQUAL.

2. APPLICATION

   A. PAVEMENT SHALL BE PREPARED BY SAND BLASTING OR GRINDING FOLLOWED BY HIGH PRESSURE AIR TO BLOW OFF DEBRIS. ALL CURE SHALL BE REMOVED FROM NEW PAVEMENT TO ALLOW PROPER BONDING OF PAINT.

   B. STRIPE MAY BE BRUSHED OR SPRAYED, ONE COAT TO FINISH.

   C. LETTERS SHALL BE STENCIL FORMED, BRUSH APPLIED, AND SPACED AS DETAILED ON THIS SHEET.



TYPICAL TEE INTERSECTION CONDUIT/ JUNCTION BOX LAYOUT

NOTES:

1. CONDUIT SHALL BE 4" DIAMETER SCHEDULE 80 PVC (GRAY IN COLOR) CONFORMING TO FEDERAL SPECIFICATIONS WC-1094 AND UNDERWRITERS LABORATORY STANDARD UL-651. CONDUIT SHALL HAVE A MINIMUM BURIAL DEPTH OF 24" UNDER NEW PAVEMENT.
2. WHERE BENDS ARE REQUIRED THEY SHALL BE OF THE LONG RADIUS TYPE.
3. THE CONDUIT SHALL BE CAPPED AFTER INSTALLATION AND PROVEN TO BE FREE OF OBSTRUCTIONS BEFORE THE INTERSECTION PAVING WILL BE ACCEPTED BY THE CITY OF CARROLLTON TRAFFIC DEPARTMENT.
4. WHERE THE CONDUIT IS TO BE INSTALLED AS A NON-CONTINUOUS CONDUIT, THE CONDUIT SHALL TERMINATE INSIDE A JUNCTION BOX. THE JUNCTION BOX SHALL BE LOCATED A MINIMUM OF 2' FROM THE EDGE OF THE PAVING, CURB, OR MEDIAN.
5. THE JUNCTION BOXES SHALL BE AS MANUFACTURED BY ARMORCAST OR EQUAL. THE JUNCTION BOX BODY SHALL BE 12" DEEP AND HAVE A TOP EXTENSION OF 6" FOR A TOTAL UNIT DEPTH OF 18". THE COVER SHALL BE OF THE BOLT DOWN TYPE AND SHALL BE MARKED "TRAFFIC SIGNAL".
6. ALL JUNCTION BOXES SHALL BE BEDDED FLUSH WITH THE FINISHED GRADE AND SHALL HAVE AT LEAST 6" OF ½" (MAX.) GRAVEL UNDER THE INSTALLED BOXES WITH AN 8" CONCRETE SKIRT, 6" THICK, AROUND THE BOX.

CARROLLTON
TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

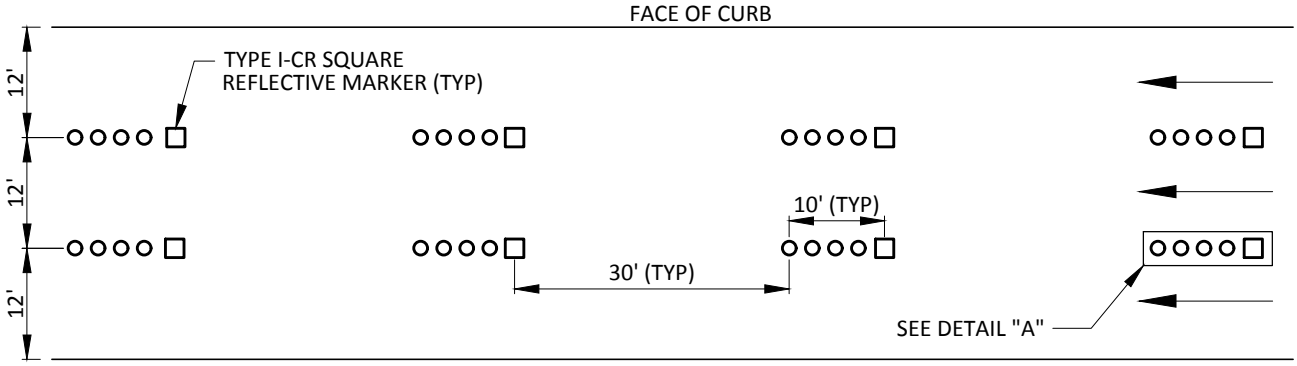
SCALE: NTS DATE: 12/2007
SHEET 1 OF 1

CONDUIT/ JUNCTION BOX LAYOUT
FOR STREET LIGHTING

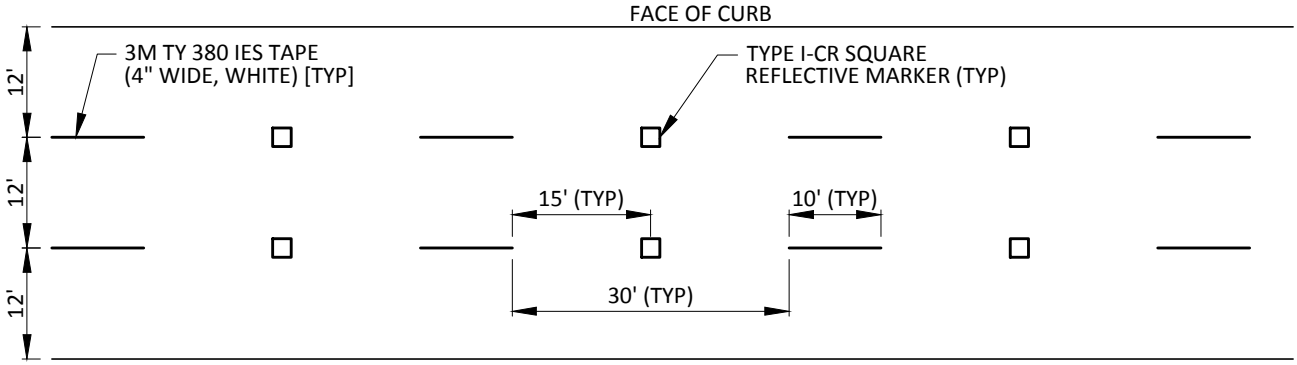
P-21

ENGINEERING
DEPARTMENT

FILENAME: P-21_1-1.DWG



LANE LINES FOR ARTERIALS (A6D) ONE SIDE

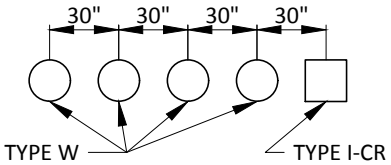


LANE LINES FOR ARTERIALS (A6D) ONE SIDE
(ALTERNATIVE DESIGN APPROVED BY THE DIRECTOR OF ENGINEERING)

NOTES:

1. ON ROADWAYS WITH AN ADT GREATER THAN 6000, TRANSVERSE MARKINGS AND SYMBOLS WILL BE INSTALLED USING 90 MIL THERMOPLASTIC. ALL LONGITUDINAL MARKINGS SHALL BE WITH 3M TYPE 380 IES (WHITE) OR 381 IES (YELLOW). CONSULT WITH THE PUBLIC WORKS TRAFFIC OPERATIONS FOR DETAILS.

2. PAVEMENT MARKINGS HAVE DIMENSIONS AS SPECIFIED IN TXDOT STANDARD SHEET RPM(1).



DETAIL "A"

GENERAL DESIGN STANDARDS
PAVING DETAILS

SCALE: NTS DATE: 01/2015
SHEET 1 OF 5

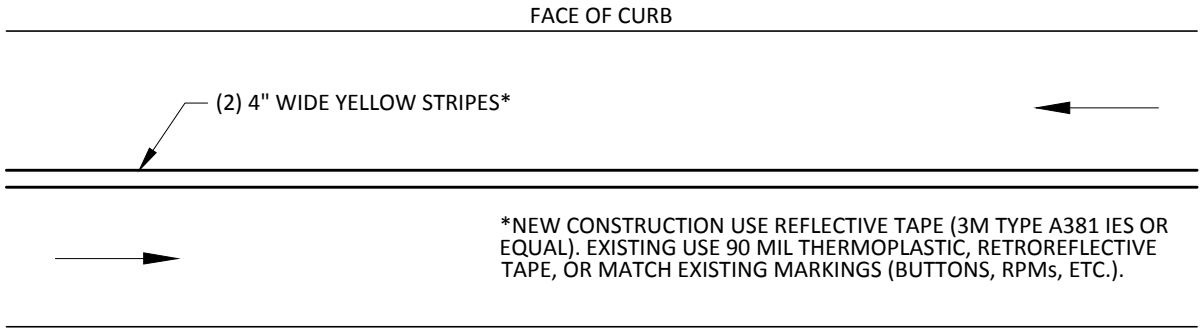
CARROLLTON
TEXAS

PAVEMENT MARKING DETAILS
ARTERIALS

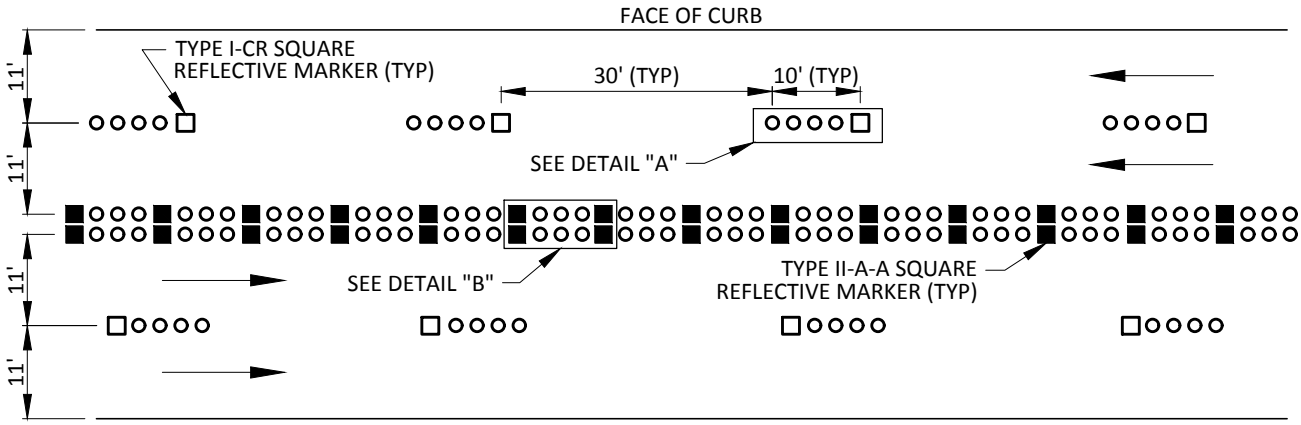
P-22

ENGINEERING
DEPARTMENT

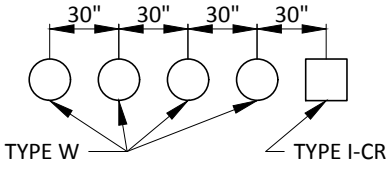
FILENAME: P-22_1-5.DWG



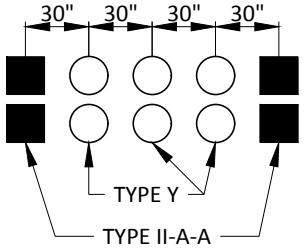
LANE LINES FOR COLLECTORS (C2U) BOTH SIDES



LANE LINES FOR COLLECTORS (C4U) BOTH SIDES



DETAIL "A"
(LANE DIVIDE MARKINGS)



DETAIL "B"
(CENTERLINE MARKINGS)

NOTE:

PAVEMENT MARKINGS HAVE DIMENSIONS AS SPECIFIED IN TXDOT STANDARD SHEET RPM(1).

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

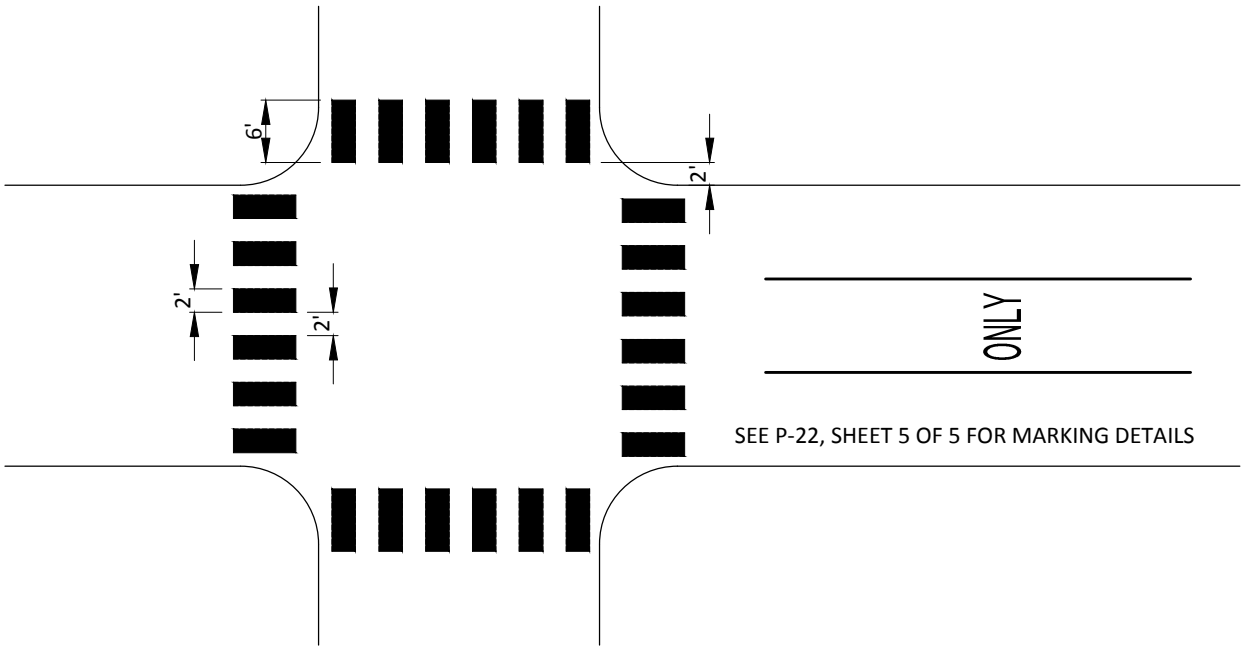
SCALE: NTS DATE: 01/2015
SHEET 2 OF 5

PAVEMENT MARKING DETAILS
COLLECTORS

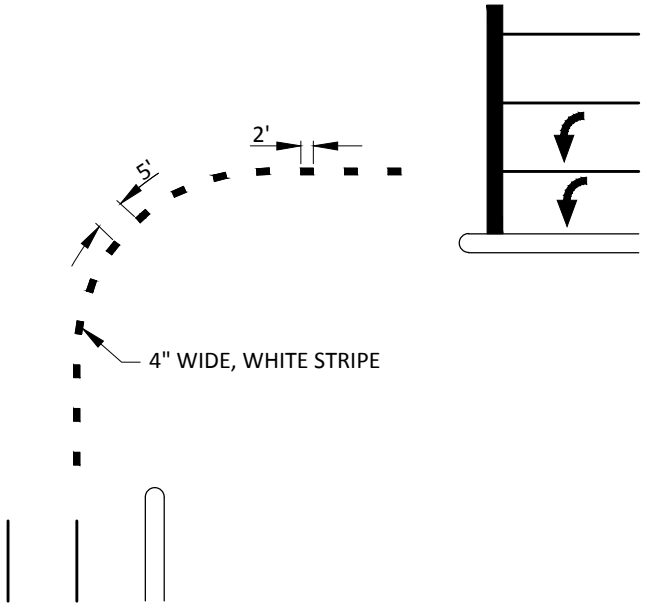
P-22

ENGINEERING
DEPARTMENT

FILENAME: P-22_2-5.DWG



TYPICAL CROSSWALK LAYOUT



TYPICAL "PUPPY TRACK" PAVEMENT MARKING LAYOUT

NOTES:

1. AT TRAILS, CROSSWALK WIDTH SHALL EQUAL THE WIDTH OF THE TRAIL.
2. CROSSWALK AND PUPPY TRACK STRIPING SHALL BE EXTRUDED THERMOPLASTIC 90 MIL THICKNESS.

CARROLLTON TEXAS

GENERAL DESIGN STANDARDS
PAVING DETAILS

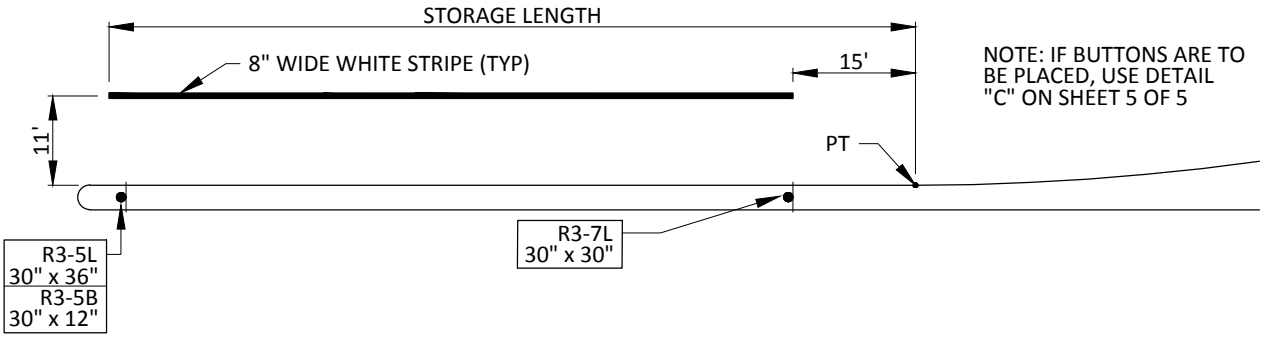
SCALE: NTS DATE: 01/2015
SHEET 3 OF 5

PAVEMENT MARKING DETAILS
CROSSWALK & PUPPY TRACKS

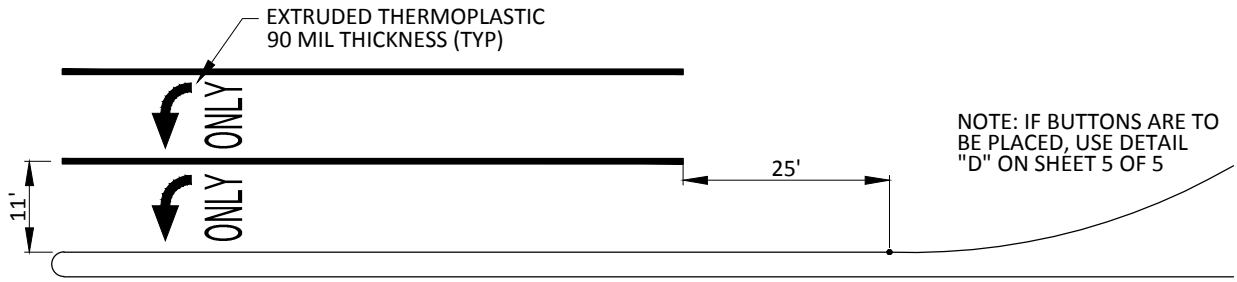
P-22

ENGINEERING DEPARTMENT

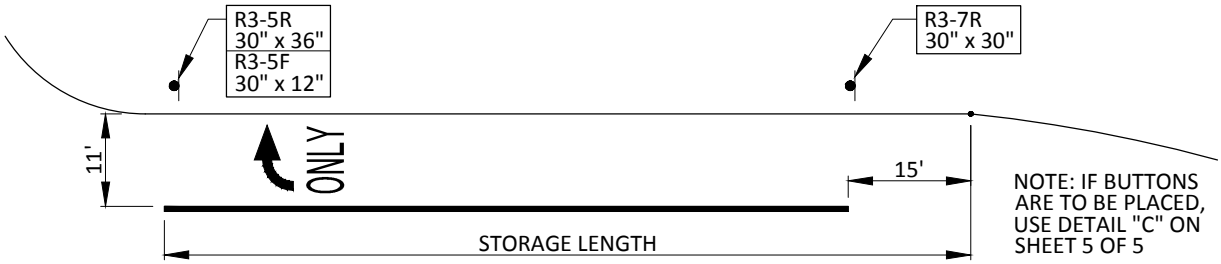
FILENAME: P-22_3-5.DWG



STANDARD LEFT TURN LANE MARKINGS



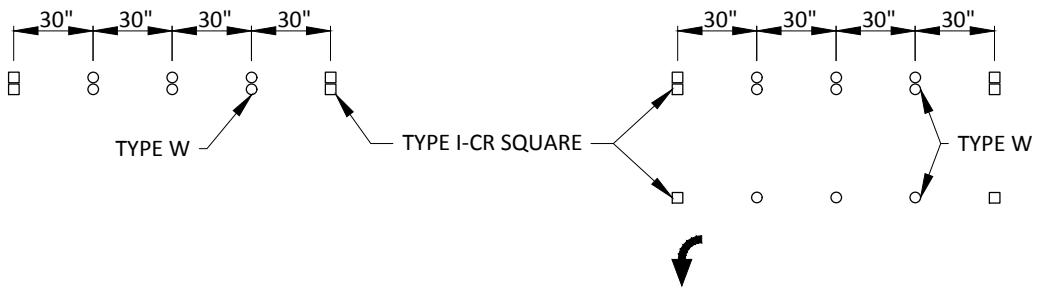
DUAL LEFT TURN LANE MARKINGS



STANDARD RIGHT TURN LANE MARKINGS

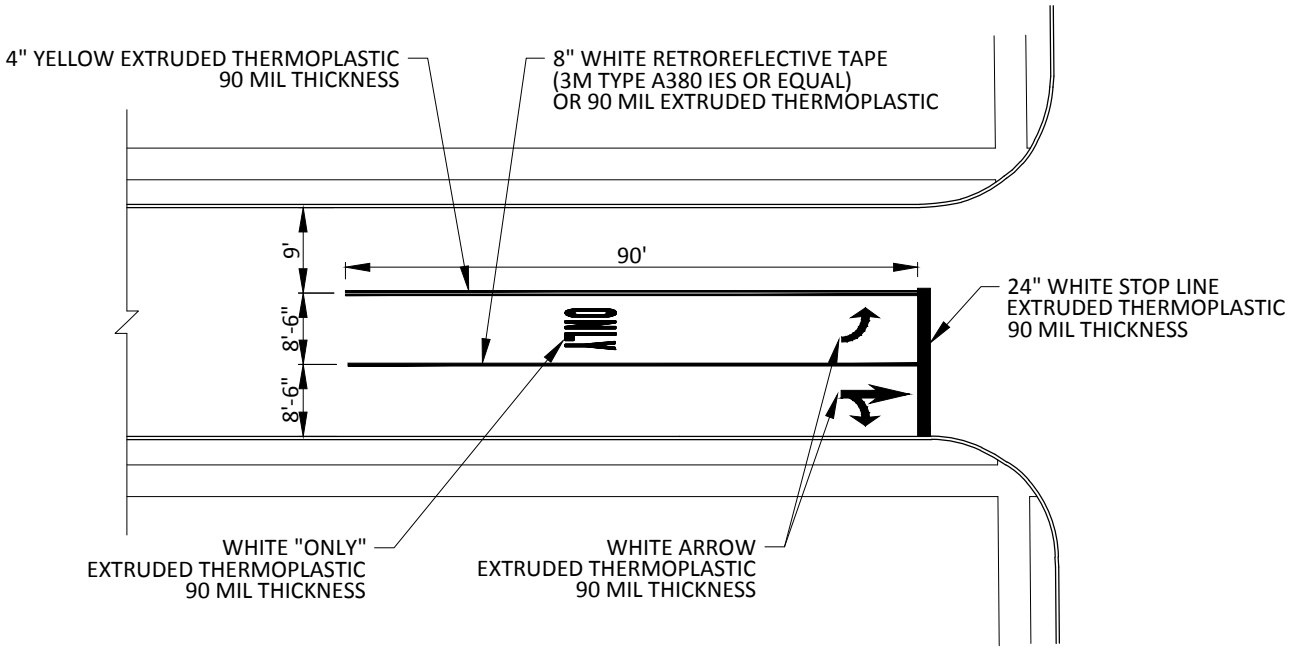
NOTE:

TURN LANE MARKINGS SHALL BE 8" WIDE 3M TAPE OR THERMOPLASTIC.
BUTTONS MAY BE USED AS APPROVED BY THE DIRECTOR OF ENGINEERING.



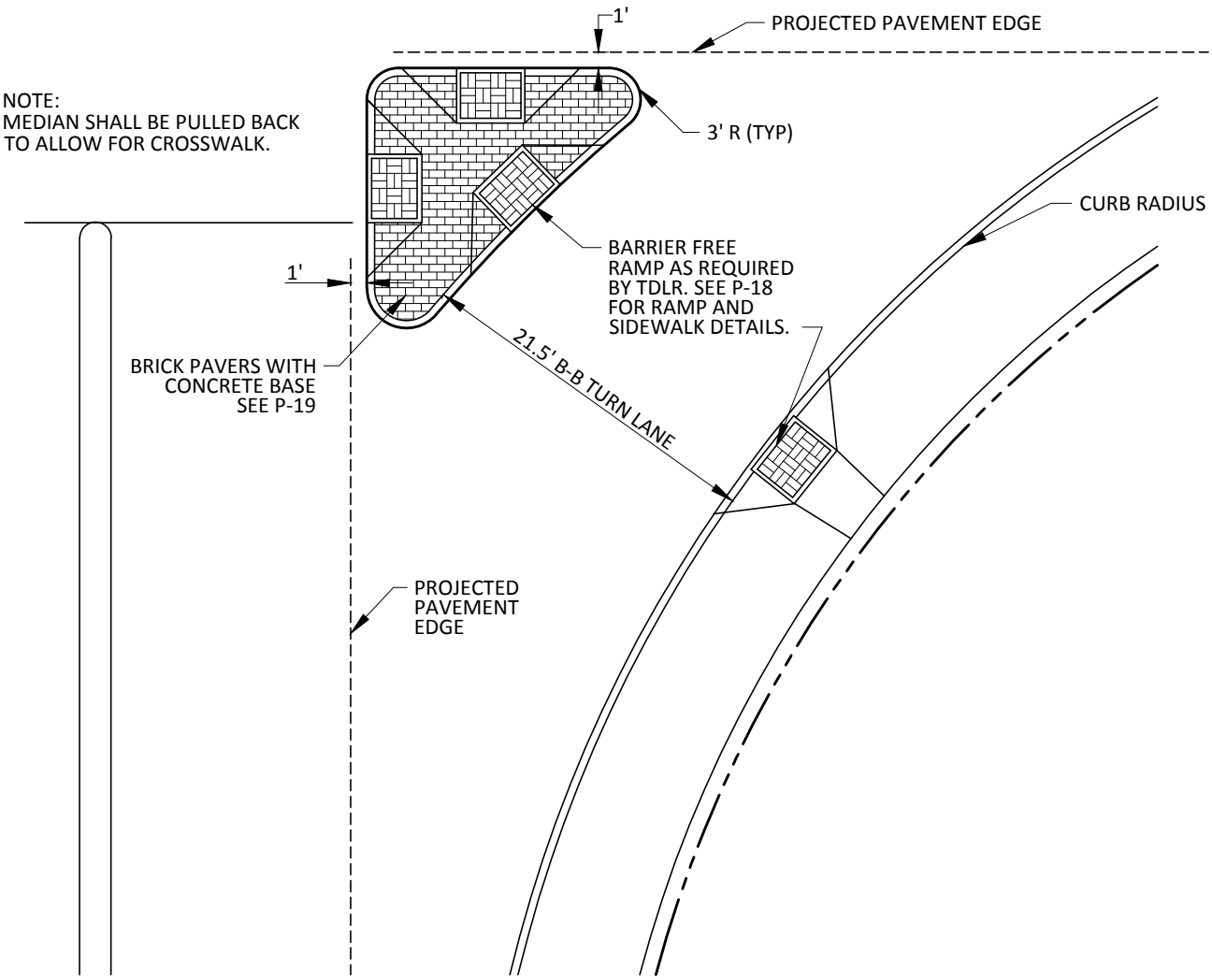
DETAIL "C" DETAIL "D"

STANDARD BUTTON MARKING DETAILS



NOTE:

ALL MARKINGS SHALL COMPLY WITH TXMUTCD AND CITY OF CARROLLTON STANDARDS. ARROWS AND WORDS SHALL BE EXTRUDED THERMOPLASTIC 90 MIL THICKNESS IN ACCORDANCE WITH TXDOT CRITERIA.



NOTES:

1. AT SIGNALIZED INTERSECTIONS THE ISLAND SHOULD BE LARGE ENOUGH FOR A 36" DIAMETER SIGNAL POLE FOUNDATION AND A 24" x 30" GROUND ENCLOSURE (PULL BOX). THE ISLAND SHOULD ALLOW FOR THE FOUNDATION TO BE AT LEAST 3' FROM THE BACK OF CURB.

2. ALL EXISTING LOOPS WHICH ARE DAMAGED IN THE COURSE OF THE CONSTRUCTION OF THE ISLAND SHALL BE REPLACED BY THE CONTRACTOR/ AGENCY RESPONSIBLE FOR THE PROJECT. ALL LOOP WORK SHALL CONFORM TO THE CURRENT CITY OF CARROLLTON TRANSPORTATION DEPARTMENT PRACTICES AND PROCEDURES.

3. AT ALL INTERSECTIONS, LANE DESIGNATION SIGNS AND ASSOCIATED PAVEMENT MARKINGS SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR/ AGENCY RESPONSIBLE FOR THE PROJECT. ALL MATERIALS PROVIDED AND INSTALLATIONS PERFORMED SHALL CONFORM TO THE CITY OF CARROLLTON TRANSPORTATION DEPARTMENT PRACTICES AND PROCEDURES.

4. WHERE CONDUIT AND CABLE ADJUSTMENTS ARE REQUIRED, WORK SHALL BE PERFORMED BY THE CONTRACTOR/ AGENCY RESPONSIBLE FOR THE PROJECT. CABLE SPLICES ARE NOT ALLOWED; ALL CABLE RUNS SHALL BE CONTINUOUS TO EACH SIGNAL POLE.

5. TRAFFIC CONTROL CABINETS SHALL BE RELOCATED AS REQUIRED TO CLEAR CONSTRUCTION.

6. MINIMUM ISLAND SIZE SHALL BE 75 SQ. FT.