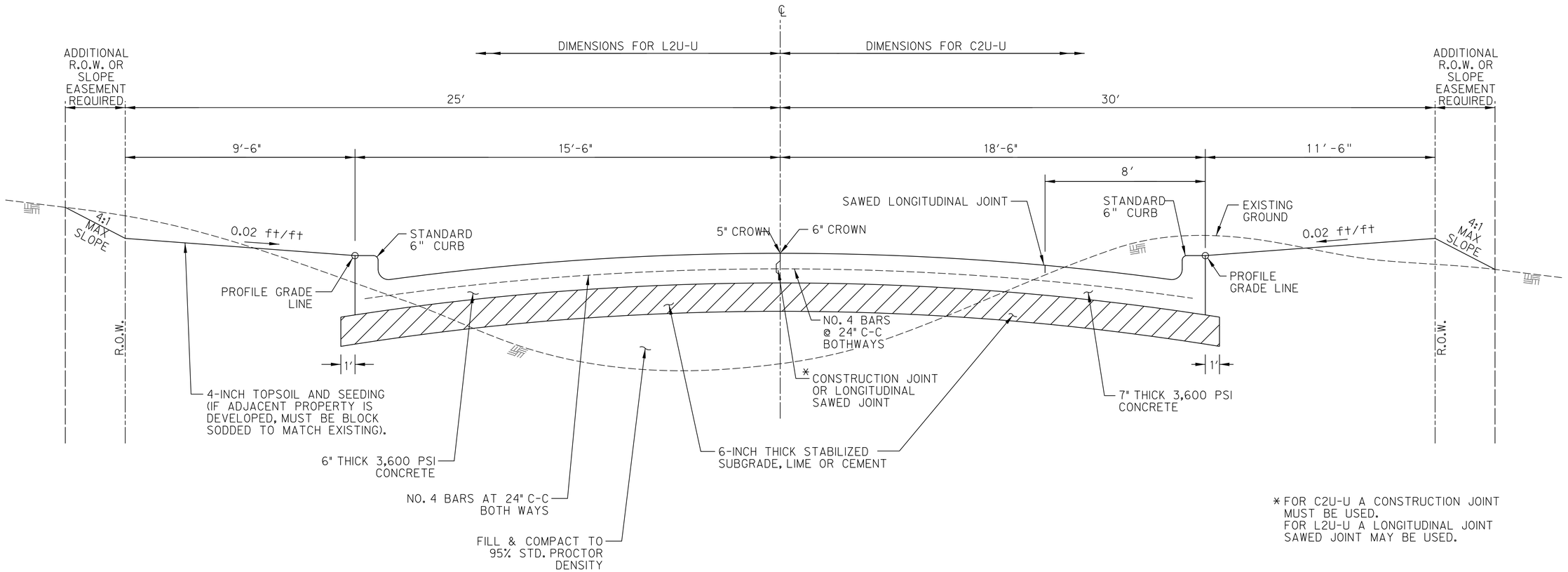

* FOR C2U-U A CONSTRUCTION JOINT MUST BE USED.
FOR L2U-U A LONGITUDINAL JOINT SAWED JOINT MAY BE USED.

REINFORCED CONCRETE PAVING STANDARDS
LOCAL RESIDENTIAL & COLLECTOR STREETS - URBAN
L2U-U & C2U-U

N.T.S.

P-1

NOTES:
1. L2U-U IS SHOWN ON LEFT SIDE OF DRAWING AND C2U-U IS SHOWN ON RIGHT SIDE OF DRAWING.
2. ALL DIMENSIONS TO CURB ARE SHOWN TO THE BACK OF CURB.
3. SEE SIDEWALK DETAILS FOR SIDEWALK LOCATIONS.

CERTIFICATION:

THIS TOWN OF NORTHLAKE STANDARD DETAIL SHEET IS AUTHORIZED FOR USE IN THIS PROJECT BY THE ENGINEER WHOSE SEAL APPEARS ON THIS SHEET. THIS ENGINEER IS ALSO CERTIFYING THAT THE CONTENT OF THE DETAILS AND NOTES ON THIS SHEET HAVE NOT BEEN ALTERED FROM THAT RECEIVED FROM THE TOWN OF NORTHLAKE.

PAVEMENT DETAILS

LOCAL RESIDENTIAL & COLLECTOR STREETS - URBAN

NORTHLAKE TEXAS

THE TOWN OF NORTHLAKE
TEXAS

DESIGN	DRAWN	CHECK	DATE	SCALE	FILE	NO.
HALFF	HALFF	HALFF	AUG 2023	N. T. S.	P-1	—

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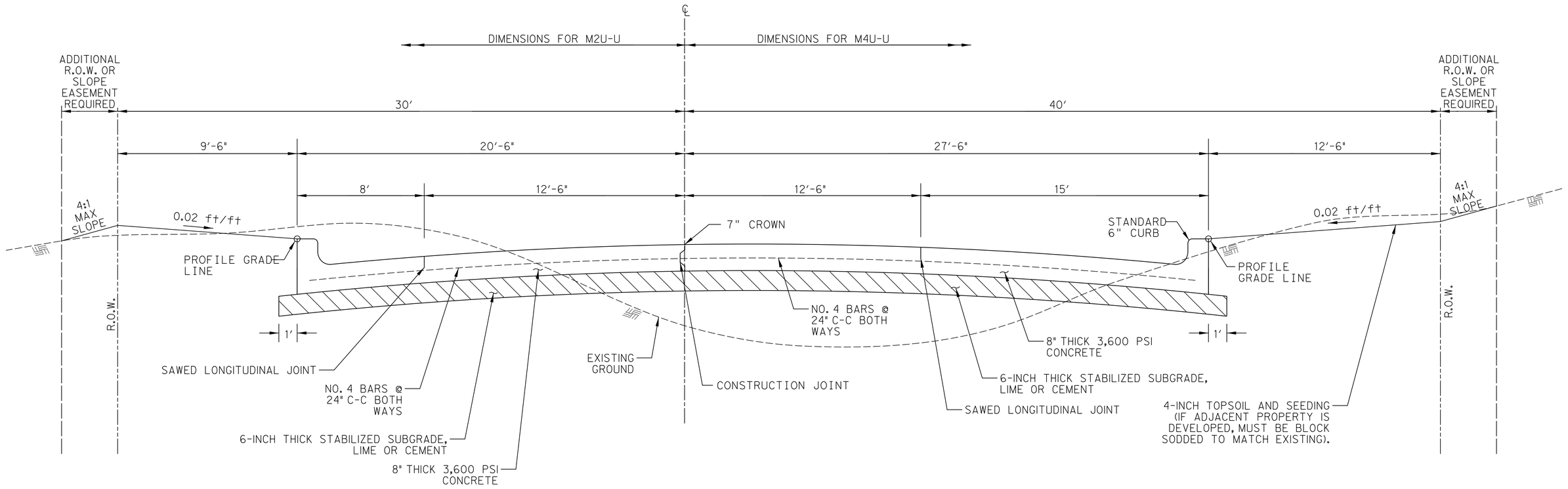

REINFORCED CONCRETE PAVING STANDARDS
UNDIVIDED MINOR ARTERIALS - M2U-U & M4U-U

N.T.S.

P-2

NOTES:
1. M2U-U IS SHOWN ON LEFT SIDE OF DRAWING AND M4U-U IS SHOWN ON RIGHT SIDE OF DRAWING.
2. ALL DIMENSIONS TO CURB ARE SHOWN TO THE BACK OF CURB.
3. SEE SIDEWALK DETAILS FOR SIDEWALK LOCATIONS.

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PAVEMENT DETAILS

UNDIVIDED MINOR ARTERIALS - URBAN

NORTHLAKE TEXAS

THE TOWN OF NORTHLAKE
TEXAS

DESIGN	DRAWN	CHECK	DATE	SCALE	FILE	NO.
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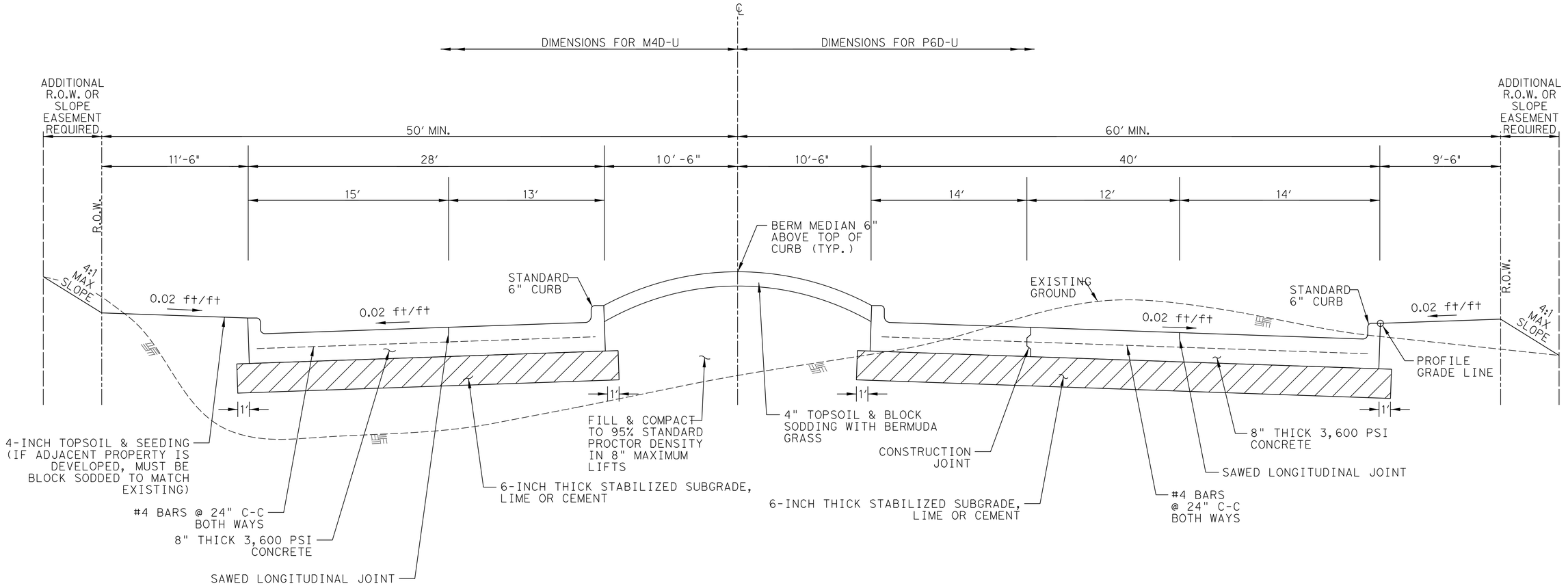

REINFORCED CONCRETE PAVING STANDARDS
DIVIDED ARTERIALS - M4D-U & P6D-U

N.T.S.

P-3

NOTES:
1. M4D-U IS SHOWN ON LEFT SIDE OF DRAWING AND P6D-U IS SHOWN ON RIGHT SIDE OF DRAWING.
2. ALL DIMENSIONS TO CURB ARE SHOWN TO THE BACK OF CURB.
3. SEE SIDEWALK DETAILS FOR SIDEWALK LOCATIONS.

CERTIFICATION:
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PAVEMENT DETAILS

DIVIDED ARTERIALS - URBAN

NORTHLAKE TEXAS

THE TOWN OF NORTHLAKE
TEXAS

DESIGN	DRAWN	CHECK	DATE	SCALE	FILE	NO.
HALFF	HALFF	HALFF	AUG 2023	N.T.S.	P-3	—

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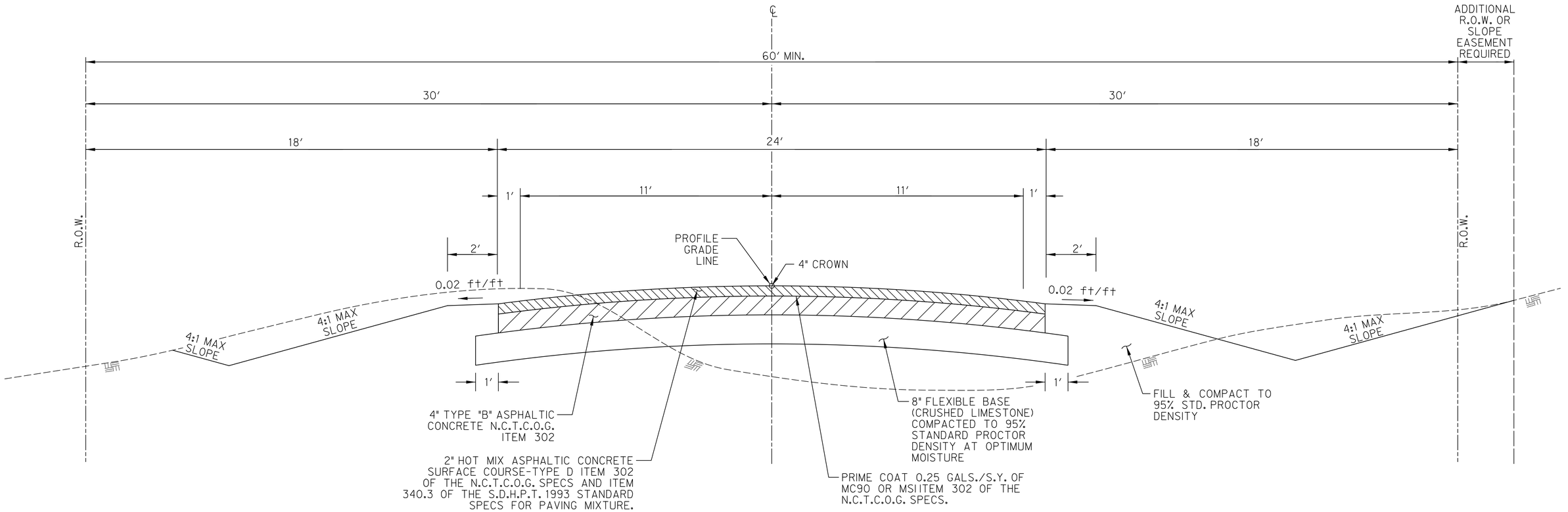


L2U-R LOCAL RESIDENTIAL - RURAL ASPHALT PAVEMENT OPTION

N. T. S.

NOTES:
1. ALL UTILITIES AND SIDEWALKS ARE TO BE PLACED IN A MINIMUM 10′ SIDEWALK & UTILITY EASEMENT OUTSIDE OF RIGHT-OF-WAY.
2. SEE SIDEWALL DETAILS FOR SIDEWALK LOCATIONS

P-4

CERTIFICATION:

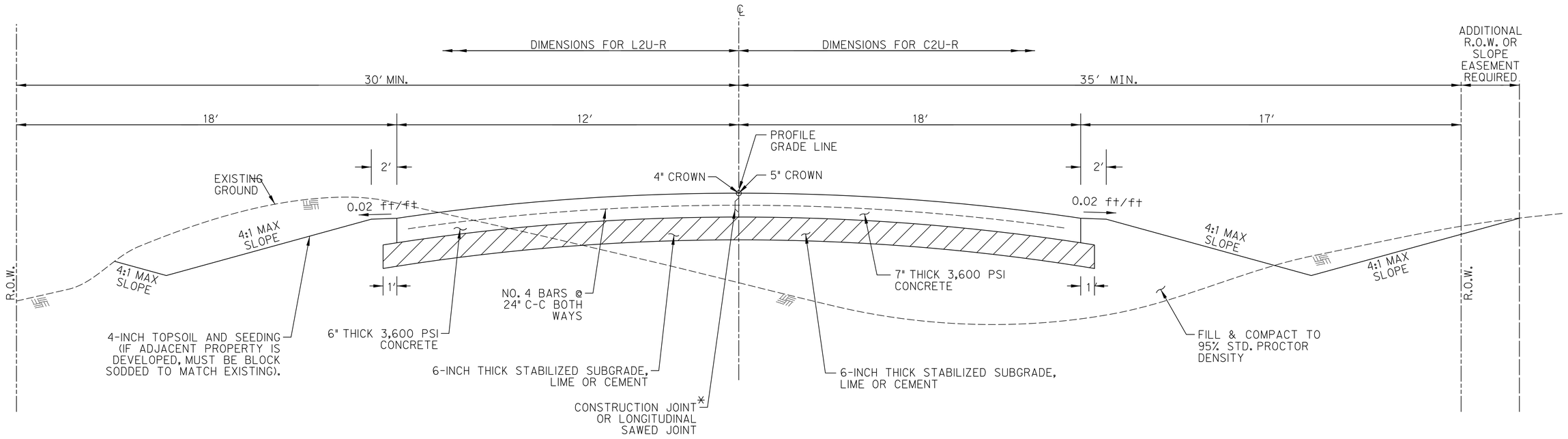
THIS TOWN OF NORTHLAKE STANDARD DETAIL SHEET IS AUTHORIZED FOR USE IN THIS PROJECT BY THE ENGINEER WHOSE SEAL APPEARS ON THIS SHEET. THIS ENGINEER IS ALSO CERTIFYING THAT THE CONTENT OF THE DETAILS AND NOTES ON THIS SHEET HAVE NOT BEEN ALTERED FROM THAT RECEIVED FROM THE TOWN OF NORTHLAKE.

PAVEMENT DETAILS

RESIDENTIAL STREET - RURAL ASPHALT PAVEMENT OPTION

THE TOWN OF NORTHLAKE
TEXAS

DESIGN	DRAWN	CHECK	DATE	SCALE	FILE	NO.
HALFF	HALFF	HALFF	AUG 2023	N. T. S.	P-4	—



*FOR C2U A CONSTRUCTION JOINT MUST BE USED.
FOR A L2U A LONGITUDINAL JOINT SAWED JOINT MAY BE USED.

REINFORCED CONCRETE PAVING STANDARDS
LOCAL RESIDENTIAL & COLLECTOR STREETS - RURAL
L2U-R & C2U-R

N.T.S.

P-5

NOTES:
1. L2U-R IS SHOWN ON LEFT SIDE OF DRAWING AND C2U-R IS SHOWN ON RIGHT SIDE OF DRAWING.
2. ALL UTILITIES AND SIDEWALKS ARE TO BE PLACED IN A MINIMUM 10' SIDEWALK & UTILITY EASEMENT OUTSIDE OF RIGHT-OF-WAY.
3. SEE SIDEWALL DETAILS FOR SIDEWALK LOCATIONS

CERTIFICATION:
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PAVEMENT DETAILS

LOCAL RESIDENTIAL & COLLECTOR STREETS - RURAL

NORTHLAKE TEXAS

THE TOWN OF NORTHLAKE
TEXAS

DESIGN	DRAWN	CHECK	DATE	SCALE	FILE	NO.
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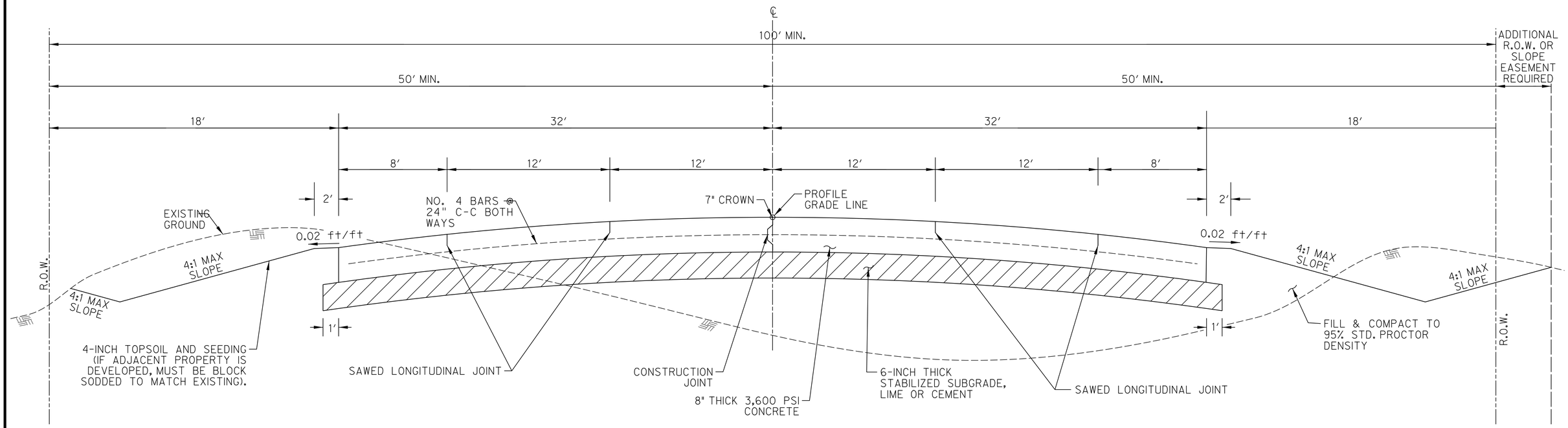

REINFORCED CONCRETE PAVING STANDARDS
UNDIVIDED MINOR ARTERIAL - M4U-R

N.T.S.

NOTES:
1. ALL UTILITIES AND SIDEWALKS ARE TO BE PLACED IN A MINIMUM 10′ SIDEWALK & UTILITY EASEMENT OUTSIDE OF RIGHT-OF-WAY.
2. SEE SIDEWALL DETAILS FOR SIDEWALK LOCATIONS

P-6

CERTIFICATION:

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PAVEMENT DETAILS

UNDIVIDED MINOR ARTERIAL - RURAL

NORTHLAKE TEXAS

THE TOWN OF NORTHLAKE
TEXAS

DESIGN	DRAWN	CHECK	DATE	SCALE	FILE	NO.
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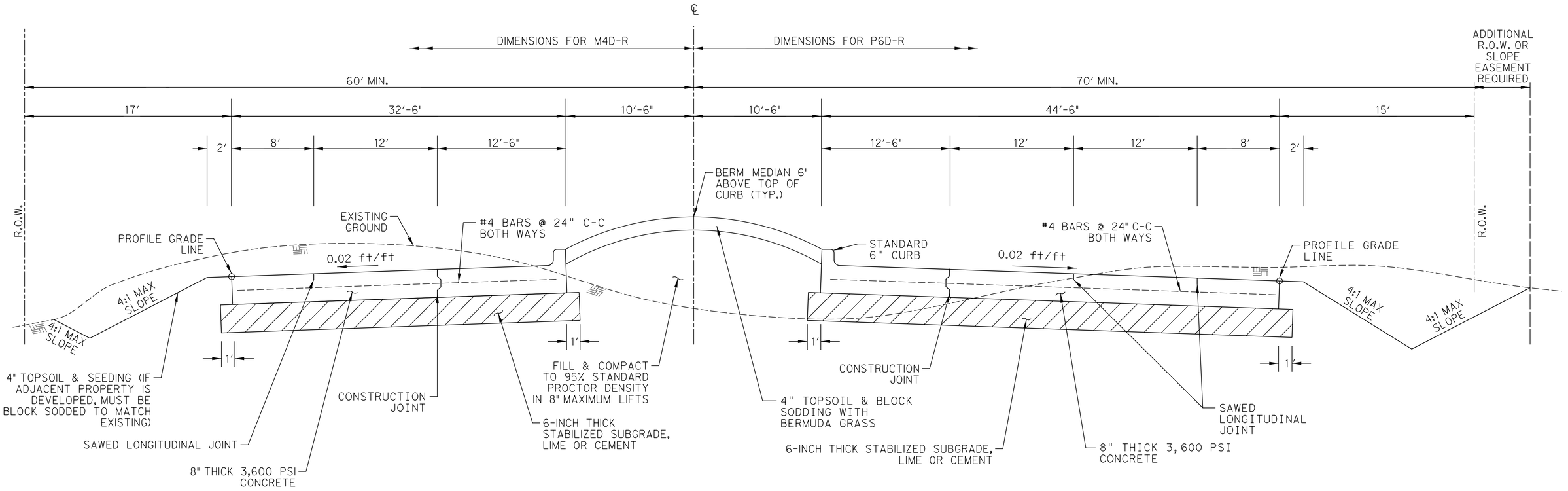

REINFORCED CONCRETE PAVING STANDARDS
DIVIDED ARTERIALS - M4D-R & P6D-R

N.T.S.

P-7

NOTE:
1. M4D-R IS SHOWN ON LEFT SIDE OF DRAWING AND P6D-R IS SHOWN ON RIGHT SIDE OF DRAWING.
2. ALL DIMENSIONS TO CURB ARE SHOWN TO THE BACK OF CURB.
3. ALL UTILITIES AND SIDEWALKS ARE TO BE PLACED IN A MINIMUM 10′ SIDEWALK & UTILITY EASEMENT OUTSIDE OF RIGHT-OF-WAY.
4. SEE SIDEWALL DETAILS FOR SIDEWALK LOCATIONS

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PAVEMENT DETAILS

DIVIDED ARTERIALS - RURAL

NORTHLAKE TEXAS

THE TOWN OF NORTHLAKE
TEXAS

DESIGN	DRAWN	CHECK	DATE	SCALE	FILE	NO.
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PAVING GENERAL NOTES

1. All construction shall be in accordance with the standard specifications and details of the Town of Northlake and the Fifth Edition of the "Standard Specifications for Public Works Construction - North Central Texas" herein referred to as "COG". Copies may be obtained from the North Central Texas Council of Governments, 616 Six Flags Drive, Suite 200, Arlington, Texas 76005-5888.

2. Subgrade preparation shall be in accordance with COG Item 301. Subgrade shall be proof rolled per COG Item 301.1.1.3.1.

3. Lime Stabilized subgrade shall be installed in accordance with COG Item 301.2. Lime shall be placed using the slurry method, to be mixed on-site and not trucked in. Refer to COG Item 301.2.1.1.

4. The Contractor shall install supporting chairs for reinforcing steel on a one per square yard spacing in all concrete pavements. The chairs are to be plastic and installed as per COG Item 303.2.11.

5. 25% (by weight) of the cement content may be replaced with Type C or F fly ash. Refer to COG Item 303.2.4.

6. Concrete for all paving and curbs within Town of Northlake shall have a minimum strength of 3,600 psi at 28 days. The Town shall approve the concrete mix design in writing prior to use.

7. Slump requirements for slip form paving shall be an average of three inches with a maximum of four inches; for hand formed paving it shall be an average of four inches with a maximum of five inches; and for sidewalk & other it shall be specified by the owner. Refer to COG Item 303.3.4.4.

8. Curbs for concrete pavement shall be poured monolithically. Refer to COG Item 303.5.9.

9. The Contractor shall use a liquid membrane-forming compound as per COG Item 303.2.13.1.1.

10. Construction joints shall be used in all bock-outs for driveways and inlets.

11. Transverse joints shall be sawed on 15-foot centers for all pavement thicknesses. The concrete saw must be stationed on the job-site prior to placing the pavements. All joints shall be sawed within an eighteen (18) hour period from the time of the pour.

12. Construction and longitudinal joints shall be placed in accordance with details. Saw joints to be 1/4 inch for each inch of pavement thickness.

13. The Contractor shall submit a Jointing Plan, for review by the Town, prior to placing.

14. Unless otherwise shown on the plans, the concrete shall be placed using either forms or slipform paver. The concrete shall be rapidly deposited on the subgrade in successive batches and shall be distributed to the required depth and for the entire width of the pavement by shoveling or other approved methods. Any concrete not placed as herein prescribed within the time limits specified in NCTCOG Table 303.5.5.(a) Concrete Placement will be rejected.

15. Hand finishing shall be permitted only in intersections and areas inaccessible to a finishing machine. The addition of one-sack of cement per cubic-yard shall be required for all hand finish concrete.

    When the hand method of striking off and consolidating is permitted, the concrete, as soon as placed, shall be approximately leveled and then struck off and screeded to such elevation above grade that, when consolidated and finished, the surface of the pavement shall be at the grade elevation shown on the plans. The entire surface shall then be tamped and the concrete consolidated so as to insure maximum compaction and a minimum of voids. For the strike off and consolidation, both a strike template and tamping template shall be provided on the work. In operation the strike template shall be moved forward with a combined longitudinal and transverse motion and so manipulated that neither end of the template is raised from the forms during the striking-off process. A slight excess of material shall be kept in front of the cutting edge at all times.

    The straightedge and joint finishing shall be as hereinabove prescribed.

16. Parkway, roadway ditches and adjacent disturbed areas for paving of roadways in undeveloped areas shall be seeded with Bermuda grass. Parkway and adjacent disturbed areas for paving of roadways in developed areas shall be block sodded with either Bermuda or St. Augustine to match the adjacent private property. Medians shall be block sodded. All sodding and seeding will be placed on four inches of topsoil. The Contractor is responsible for maintenance, including mowing and watering until vegetation is established at not less than 20 plants per square foot area, and until accepted by the Town.

17. Unless stated otherwise in the Contract Documents, the Contractor is responsible for all testing. All final reports shall be turned in to the Town Inspector within five (5) working days. Failed samples must be reported to the Town Inspector immediately.

    a. The CONTRACTOR shall be responsible for notifying the Town Inspector at least hours prior to any required testing.

    b. Soil testing technicians shall provide written proof of having minimum of two (2) years of related field experience.

    c. The CONTRACTOR shall coordinate all testing activities with the Town Inspector and shall facilitate required testing throughout the construction period. The Inspector shall be present during all testing.

    d. The Town shall make final decision as to the validity of all testing results.

    e. The CONTRACTOR shall be responsible for ensuring that materials to be tested are in compliance with all plans and specifications prior to testing. All materials found not to be in compliance with the plans and specifications before and after testing shall be removed and replaced at the CONTRACTOR'S expense.

    f. All costs associated with the retesting of work that fails to meet the specifications required in the contract documents shall be borne by the CONTRACTOR. For Town projects, retesting cost shall be withheld from pay requests submitted by the CONTRACTOR, this cost will be based on the Town's cost with no additional mark-up. A letter of acceptance will not be issued until all testing deficiencies are addressed and all related cost paid.

    g. The Town Inspector shall be notified of concrete placement 24 hours in advance for steel and form inspection.

    h. Subgrade Testing

        1) Samples shall be taken for all classifications of soils on site. Testing for sulfate presence and lime series tests shall be conducted for all samples prior to any stabilization. If sulfate content is greater than 2,000 ppm (parts per million), specific recommendation shall be made by geotechnical engineer for subgrade preparation and thicker pavement section to be approved by the Town. Where lime is recommended, lime content shall be 6% minimum. For soils with a P.I. of less than 15, a minimum of 5% Portland cement shall be used. Additional geotechnical testing and recommendations may be required by Town as field conditions dictate. Atterberg Limits shall be determined on all Proctor samples.

        2) Gradations for lime treated subgrade shall be taken at intervals not exceeding 300 feet along road and must pass 100% through a 1 3/4" sieve and 60% through a No. 4 sieve according to NCTCOG Item 301.2.3.5.1.

        3) Gradations for Portland cement treated subgrade shall be taken at intervals not exceeding 100 feet along road and must pass 100% through a 1" sieve and 80% through a No. 4 sieve according to NCTCOG Item 301.3.3.2.

        4) Lime subgrade shall be tested in accordance with NCTCOG Item 301.2.1.3. Tests will be performed by excavating deeper than lime treatment and administering a phenolphthalein indicator.

        5) Densities shall be taken on subgrade in accordance with the Wastewater General Notes 15.1.3 Mechanical Tamping and in accordance with NCTCOG Item 301.2.3.6 unless otherwise stated on the plans or in the specifications.

        6) All subgrade shall be visually "proof rolled" after it is trimmed and prior to placement of steel.

        7) Densities shall be taken at least 72 hours before concrete placement (NCTCOG Item 303.5.1). If more than 72 hours elapse, densities must be retaken unless an approved emulsion sealant is used in accordance with NCTCOG Item 302.3.5.

        8) Locations for densities, gradations, and depth checks shall be at the discretion of the inspector and shall be representative of the entire cross section of the subgrade.

        9) Subgrade failures shall be defined by inspector or ENGINEER. Repair method will be discussed with inspector or ENGINEER and approved prior to beginning repair work.

        10) Multiple tests may be required across width of right-of-way.

        11) For emulsion placement over subgrade refer to NCTCOG Item 302.3.5.2.

    i. Concrete Testing for Pavements, Curbs, Sidewalks and Driveways.

        1) A concrete mix design must be submitted and approved by the Town prior to any placement of concrete. A minimum of four (4) test cylinders shall be obtained per one hundred cubic yard (100 cy) of concrete placed with a minimum of four cylinders per placement. Tests shall also include slump, air contents and temperature of concrete mixture; each mix design of concrete placed each day shall also be tested. Concrete strength shall be tested at 7 days (2 cylinders) and 28 days (2 cylinders). Additional cylinders and or tests may be requested at the Town Inspector's discretion.

        2) Concrete with a temperature of 85 degrees or higher will require a retarding agent admixture.

        3) The maximum temperature of concrete at the time of placement shall not exceed 95 degrees. It shall be the CONTRACTOR and/or his supplier's responsibility to take steps to control the temperature of concrete. All concrete that exceeds the temperature limit of 95 degrees will be rejected.

        4) Forms shall not be removed from pavement, sidewalks, ramps, or retaining walls for 24 hours minimum, and shall not be backfilled less than 72 hours after concrete placement. Pavement shall have a minimum cure time of 7 days, but may be opened to traffic earlier at the discretion of the Inspector or ENGINEER only after review of compressive strength data. Temporary perpendicular crossings may be made after 72 hours by ramping soil over the new pavement at a depth of not less than 18" and a width of not less than 10'. Prior to grout wiping any concrete, CONTRACTOR shall demonstrate method of surface preparation to ensure adhesion of grout.

        5) All street pavement shall be cored to verify proper pavement thickness and strength prior to acceptance. Cores for strength and depth shall be 4" diameter and taken at intervals not exceeding 600 feet; cores for depth only shall be 2" diameter and shall be taken at intermediate intervals not exceeding 300'. Locations will be approved by the Town. Multiple cores may be required at each interval to represent entire cross section. All cores shall be taken at 28 days and results shall be correlated with the cylinder test results. Evaluation of cores will be in accordance with NCTCOG Item 303.8.2. All required pavement replacement shall be in full panel increments.

    j. Hot-Mix Asphalt Concrete Pavement Testing

        1) Specifications shall follow COG Item 302 and conform to the TxDOT Standard for Hot-Mix Asphaltic Concrete.

        2) The asphaltic mixture shall be tested for oven burn off/gradation and stability.

        3) A relative density of not less than 92% will be required after final compaction of the in-place pavement section. The CONTRACTOR shall schedule the CMT Laboratory to come out in the field and establish a rolling pattern. The use of nuclear field density determinations shall not be accepted as the basis for acceptance with respect to density. The CONTRACTOR shall be responsible for assuring that the compaction of the asphaltic concrete in place will attain between 5% and 9% (five and nine percent) air voids. The CONTRACTOR's responsibility for the required compaction includes the selection of rolling equipment and selection of rolling patterns to achieve the required compaction.

        4) HMAC mix temperature range at time of placement shall be between 275 degrees and 350 degrees. The asphaltic mixture shall not be placed when the air temperature is below 50 degrees but may be placed when the air temperature is above 40 degrees and rising, the temperature being taken in the shade and away from artificial heat.

        5) In-place compaction control is required for all mixtures. Asphaltic concrete should be placed and compacted to contain not more than 9% (nine percent) nor less than 5% (five percent) air void unless otherwise indicated. The percent air voids will be calibrated using the maximum theoretical specific gravity of the mixture determined according to TxDOT Test Method Tex-227-F Roadway Specimen, which shall either be cores or sections of pavement, will be tested according to TxDOT Test Method Tex-207-F. The same specimen shall be used in determining both the theoretical density and field density.

        6) Prime coat will follow COG Items 302.7 and 302.9.6.1.

        7) Tack coat will follow COG Specifications Item 302.9.6.2.

        8) HMAC mix designs shall follow COG Item 302.9.3 and the grading tables included in this section. These mixtures will be in accordance with TXDOT Test Method Tex-204-F, design of Bituminous Mixtures.

P-8

CERTIFICATION:

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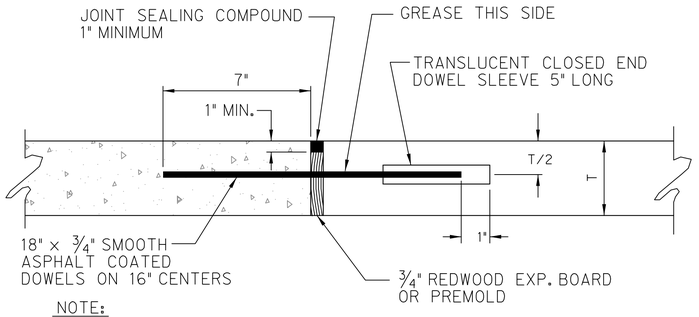
PAVEMENT DETAILS

PAVING GENERAL NOTES

NORTHLAKE TEXAS

THE TOWN OF NORTHLAKE
TEXAS

DESIGN	DRAWN	CHECK	DATE	SCALE	FILE	NO.
HALFF	HALFF	HALFF	AUG 2023	N. T. S.	P-8	—

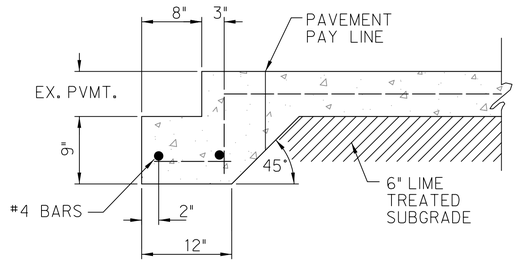


NOTE:

SLEEVES FOR DOWELS SHALL HAVE AN INSIDE DIAMETER OF 1/16" GREATER THAN THE DIAMETER OF THE DOWELS AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO USE. EXPANSION JOINTS TO BE CONSTRUCTED A MAXIMUM OF 300' APART ON STRAIGHT PAVING, AND ON ALL PCs, PTs, END OF RETURN OR OTHERWISE SPECIFIED.

EXPANSION JOINT

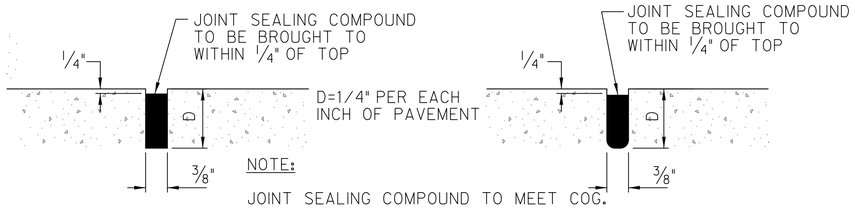
NOT TO SCALE



NOTE: PAVEMENT BARS TO BE BENT DOWN INTO HEADER AND PAVEMENT TO BE MONOLITHIC

TYPE-A CONCRETE HEADER

NOT TO SCALE

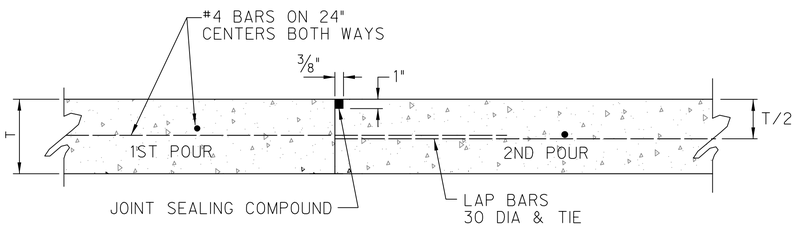


NOTE:

JOINT SEALING COMPOUND TO MEET COG. ITEM 303.5.4.7 , OR USE SEALTIGHT 164 HOT POUR RUBBER ASPHALTIC SEALING COMPOUND MANUFACTURED BY W.R. MEADOWS INC. OR APPROVED EQUAL.

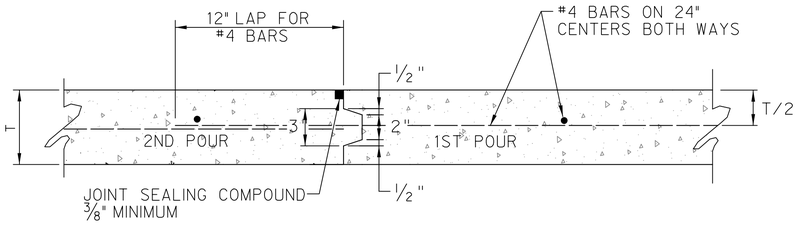
SAWED DUMMY JOINT

NOT TO SCALE



TYPE A

FOR PAVEMENT THICKNESS 6" (OR AS SPECIFIED)

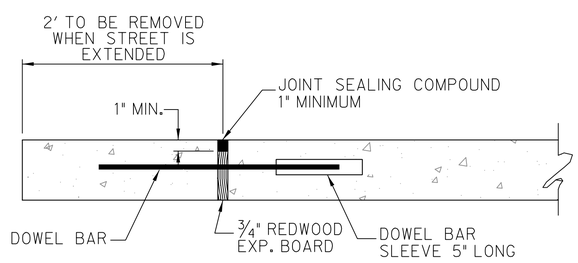


TYPE B

FOR PAVEMENT THICKNESS GREATER THAN 6" (OR AS SPECIFIED)

CONSTRUCTION JOINT

NOT TO SCALE



NOTE: TYPE-A HEADER TO BE USED FOR FUTURE STREET EXTENSION ORWHEN SPECIFIED ON PLANS TO BE USED.

TYPE-B CONCRETE HEADER

NOT TO SCALE

NOTES:

UNLESS TYPE 'A' OR 'B' HEADERS ARE SPECIFIED, WHEN CONSTRUCTING NEW PAVEMENT, THE CONTRACTOR MUST:

A) EXPOSE THE REINFORCING STEEL FROM THE EXISTING PAVEMENT AND TIE IT TO THE PROPOSED STEEL MAT, OR

B) DOWEL #3 REINFORCING STEEL BARS INTO THE EXISTING PAVEMENT A MINIMUM OF (6) SIX INCHES AT 24" CENTERS AND HAVE A MINIMUM OF 15" LAP.

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P-9

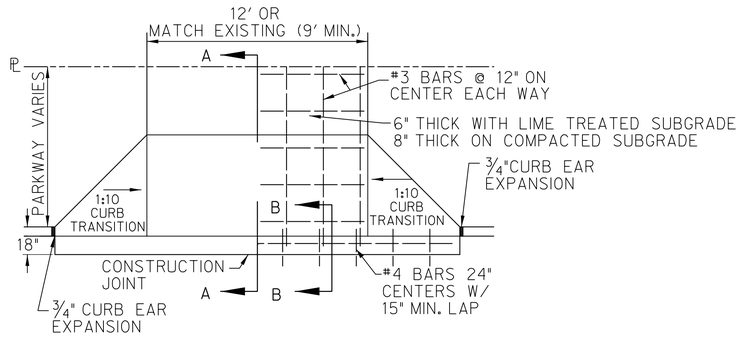
PAVEMENT STANDARD DETAILS

CONSTRUCTION JOINT DETAILS

NORTHLAKE TEXAS

THE TOWN OF NORTHLAKE
TEXAS

DESIGN	DRAWN	CHECK	DATE	SCALE	FILE	NO.
HALFF	HALFF	HALFF	AUG 2023	N. T. S.	P-9	—

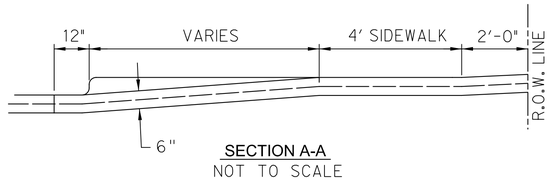


NOTES:

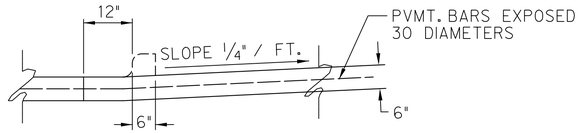
1. DRIVEWAYS SHALL BE 12 FOOT WIDE OR SHALL MATCH EXISTING.(9' WIDE MINIMUM) NEW DRIVES WILL BE CONSTRUCTED TO PROPERTY LINE, IN REPLACING EXISTING DRIVES, THE EXISTING DRIVE WILL BE SAWED AND REMOVED AT A DISTANCE WHICH WILL ASSURE A SMOOTH GRADE, (TO BE SPECIFIED BY THE ENGINEER) AND WILL BE REPLACED TO THAT POINT. GRADE NOT TO EXCEED 1/10 TO THE FOOT RISE.

2. FOR DRIVEWAYS BEING INSTALLED TO EXISTING PAVEMENT, SAWCUT CURB AND DOWEL INTO EXISTING PAVEMENT. SEE DOWEL DETAIL ON THIS SHEET.

DRIVEWAY DETAIL
NOT TO SCALE



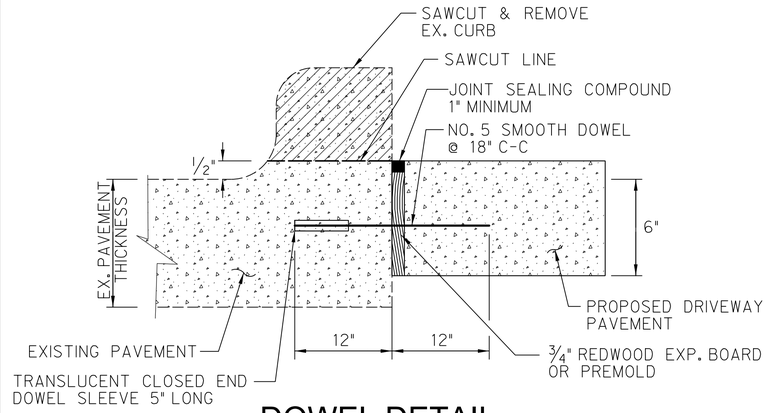
SECTION A-A
NOT TO SCALE



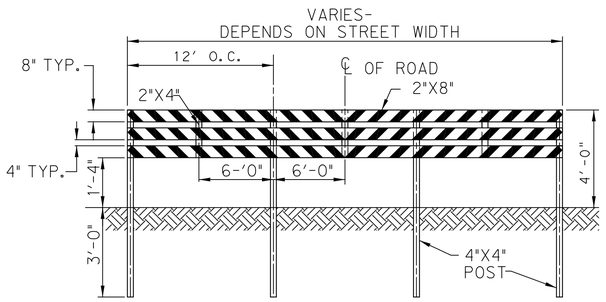
SECTION B-B
NOT TO SCALE

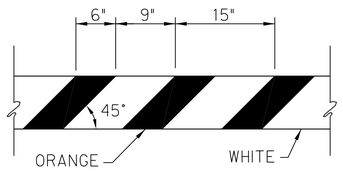
NOTE:

CURB, GUTTER, PAVEMENT, AND VALLEY TO BE POURED MONOLITHIC. THE REINFORCED CONCRETE VALLEY SHALL REPLACE THE CONCRETE PAVING WITH THE SUBGRADE AND BASE TREATMENT REMAINING THE SAME IN ACCORDANCE WITH THE TYPICAL PAVING SECTION. THE CONCRETE VALLEY WILL BE CONSTRUCTED ACCORDING TO THE TOWN OF NORTHLAKE PAVING STANDARDS.



DOWEL DETAIL
NOT TO SCALE

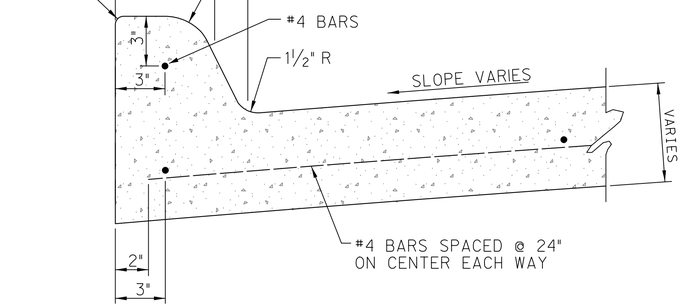




END OF ROAD BARRICADE DETAIL
NOT TO SCALE

NOTES:

1. REFLECTIVE SHEETING FOR ALL TRAFFIC CONTROL DEVICES SHALL BE OF HIGH SPECIFIC INTENSITY (TYPE IIIA OR IIIB). ALL CHANNELIZATION DEVICES SHALL USE TYPE IIIA REBOUNDABLE SHEETING.
2. ATTACH 2"X 8" BOARDS TO 4"X 4" POST WITH LAG BOLTS.
3. ATTACH 2"X 4" BRACES TO 2"X 8" BOARDS WITH 10d-NAILS.
4. BARRICADE TO BE FULL WIDTH OF STREET BACK OF CURB TO BACK OF CURB.
5. IF BARRICADE IS USED TO DENOTE END OF ROADWAY, DIAGONAL STRIPES USED SHALL BE RED AND WHITE.



6" MONOLITHIC CONCRETE CURB
NOT TO SCALE

P-10

CERTIFICATION:

THIS TOWN OF NORTHLAKE STANDARD DETAIL SHEET IS AUTHORIZED FOR USE IN THIS PROJECT BY THE ENGINEER WHOSE SEAL APPEARS ON THIS SHEET. THIS ENGINEER IS ALSO CERTIFYING THAT THE CONTENT OF THE DETAILS AND NOTES ON THIS SHEET HAVE NOT BEEN ALTERED FROM THAT RECEIVED FROM THE TOWN OF NORTHLAKE.

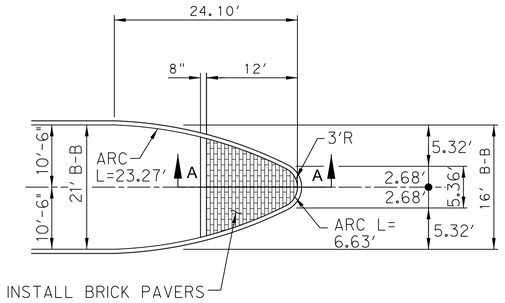
PAVEMENT STANDARD DETAILS

DRIVEWAYS, CURBS, AND MISCELLANEOUS PAVEMENT DETAILS

NORTHLAKE TEXAS

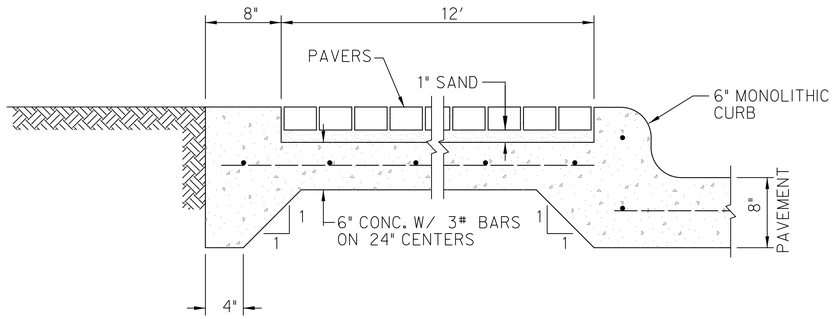
THE TOWN OF NORTHLAKE
TEXAS

DESIGN	DRAWN	CHECK	DATE	SCALE	FILE	NO.
HALFF	HALFF	HALFF	AUG 2023	N. T. S.	P-10	—



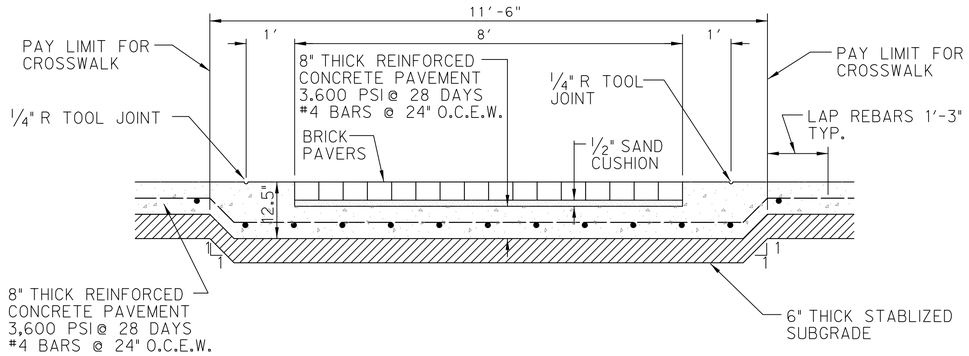
MEDIAN NOSE DETAIL

NOT TO SCALE



SECTION A-A

NOT TO SCALE



BRICK PAVER CROSS WALK

NOT TO SCALE

P-11

CERTIFICATION:

THIS TOWN OF NORTHLAKE STANDARD DETAIL SHEET IS AUTHORIZED FOR USE IN THIS PROJECT BY THE ENGINEER WHOSE SEAL APPEARS ON THIS SHEET. THIS ENGINEER IS ALSO CERTIFYING THAT THE CONTENT OF THE DETAILS AND NOTES ON THIS SHEET HAVE NOT BEEN ALTERED FROM THAT RECEIVED FROM THE TOWN OF NORTHLAKE.

PAVEMENT STANDARD DETAILS

BRICK PAVERS FOR MEDIAN NOSE AND CROSS WALKS

NORTHLAKE TEXAS

THE TOWN OF NORTHLAKE
TEXAS

DESIGN	DRAWN	CHECK	DATE	SCALE	FILE	NO.
HALFF	HALFF	HALFF	AUG 2023	N.T.S.	P-11	—

SIDEWALK AND HANDICAP / CURB RAMP NOTES:

GENERAL REQUIREMENTS:
REQUIREMENTS AND SPECIFICATIONS OF THE TEXAS ACCESSABILITY STANDARDS AND THE AMERICAN DISABILITIES ACT.

ALL SLOPES ARE MAXIMUM ALLOWABLE. THE LEAST POSSIBLE SLOPE THAT WILL DRAIN PROPOERLY SHOULD BE USED. ADJUST CURB RAMP LENTH OR GRADE OF APPROACH SIDEWALKS AS DIRECTED.

SIDEWALK WIDTH:
THE MINIMUM WIDTH OF ALL SIDEWALKS SHALL BE 4 FEET, ALONG FRONTAGE WITH RESIDENTIAL PROPERTIES AND 5 FEET ALONG COMMERCIAL FRONTAGE, AND TO BE CONSTRUCTED AS PER FIGURE 1: "SIDEWALK LOCATION DETAIL" ON THIS SHEET & SHEET 2 OF 3.

MINIMUM 6-FOOT SIDEWALK IS REQUIRED ADJACENT TO THE CURB, WITH THE APPROVAL OF THE TRAFFIC ENGINEER.

CURB RAMP LOCATION:
CURB RAMPS UNDER THESE PROVISIONS, SHALL BE WHEREVER AN ACCESSIBLE ROUTE CROSSES A CURB.

SLOPE:
MAXIMUM ALLOWABLE CROSS SLOPE ON SIDEWALK AND CURB RAMP SURFACES IS 2%.

SLOPES ON CURB RAMPS SHALL BE AS FOLLOWS:

A. THE SLOPE SHALL BE MEASURED AS SHOWN IN FIGURE 3.

B. TRANSITIONS FROM RAMPS TO WALKS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.

C. MAXIMUM SLOPES OF ADJOINING GUTTERS, ROAD SURFACE IMMEDIATELY ADJACENT TO THE CURB RAMP, OR ACCESSIBLE ROUTE SHALL NOT EXCEED 1:50

D. THE LEAST POSSIBLE SLOPE SHALL BE USED FOR ANY RAMP. THE MAXIMUM SLOPE OF A RAMP IN NEW CONSTRUCTION SHALL BE 1:12. THE MAXIMUM RISE FOR ANY RUN SHALL BE 30-INCHES. ANY RUN LONGER THAT 6' AT 1:12 WILL REQUIRE RAILING. CURB RAMPS AND RAMPS TO BE CONSTRUCTED ON EXISTING SITES OR IN EXISTING BUILDINGS OR FACILITIES MAY HAVE SLOPES AND RISES IF SPACE LIMITATIONS PROHIBIT THE USE OF A 1:12 SLOPE OR LESS, AS FOLLOWS:

1.) A SLOPE BETWEEN 1:10 AND 1:12 IS ALLOWED FOR A MAXIMUM RISE OF 6-INCHES.

2.) A SLOPE BETWEEN 1:8 AND 1:10 IS ALLOWED FOR A MAXIMUM OF 3-INCHES A SLOPE STEEPER THAN 1:8 IS NOT ALLOWED.

E. LANDINGS SHALL BE 5'X 5'MINIMUM WITH A MAXIMUM 2% SLOPE IN ANY DIRECTION

F. MANEUVERING SPACE AT THE BOTTOM OF CURB RAMPS SHALL BE MINIMUM OF 4'X4' WHOLLY CONTAINED WITHIN THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICULAR TRAVEL PATH.

RAMP WIDTH:
THE MINIMUM WIDTH OF A CURB RAMP SHALL BE 36 INCHES EXCLUSIVE OF FLARED SIDES.

SURFACE:
SURFACES OF CURB RAMPS, ALONG ACCESSIBLE ROUTES AND IN ACCESSIBLE ROOMS AND SPACES INCLUDING FLOORS, WALKS, RAMPS, STAIRS, AND CURB RAMPS, SHALL BE STABLE, FIRM , AND SLIP RESISTANT.

SIDES OF CURB RAMPS:
IF A CURB RAMP IS LOCATED WHERE PEDESTRIANS MUST WALK ACROSS THE RAMP, OR WHERE IT IS NOT PROTECTED BY HANDRAILS OR GUARDRAILS, IT SHALL HAVE FLARED SIDES.

THE MAXIMUM SLOPE OF THE FLARE SHALL BE 1:10 (SEE FIGURE 4 (A)) CURB RAMPS WITH RETURNED CURBS MAY BE USED WHERE PEDESTRIANS WOULD NOT WALK ACROSS THE RAMP (SEE FIGURE 4 (B)) PROVIDE 1/8-INCH TOOLED 1/4-INCH TO 3/4-INCH WIDE GROOVES AT 2-INCH CENTERS.

BUILT-UP RAMPS:
BUILT-UP CURB RAMPS SHALL BE LOCATED SO THEY DO NO PROJECT INTO VEHICULAR TRAFFICE LANES. PROVIDE 1/8-INCH TOOLED 1/4-INCH TO 3/4-INCH WIDE GROOVES AT 2-INCH CENTERS.

OBSTRUCTIONS:
CURB RAMPS SHALL BE LOCATED OR PROTECTED TO PREVENT THEIR OBSTRUCTION BY PARKED VEHICLES.

LOCATION AT MARKED CROSSINGS:
CURB RAMPS AT MARKED CROSSINGS SHALL BE WHOLLY CONTAINED WITHIN THE MARKINGS, EXCLUDING ANY FLARED SIDES (SEE FIGURE 2).

DIAGONAL CURB RAMPS:
IF DIAGONAL (OR CORNER TYPE) CURB RAMPS HAVE RETURNED CURBS OR OTHER WELL DEFINED EDGES, SUCH EDGES SHALL BE PARALLEL TO THE DIRECTION OF PEDESTIRAN FLOW. THE BOTTOM OF THE DIAGONAL CURB RAMPS SHALL HAVE 48-INCHES MINIMUM. IF DIAGONAL CURB RAMPS ARE PROVIDED AT MARKED CROSSINGS. THE 48-INCH CLEAR SPACE SHALL BE WITHIN THE MARKINGS (SEE FIGURE 2 (C) AND (D)). IF DIAGONAL CURB RAMPS HAVE FLARED SIDES, THEY SHALL ALSO HAVE AT LEAST A 24-INCH LONG SEGMENT OF STRAIGHT CURB LOCATED ON EACH SIDE OF THE CURB RAMPS AND WTHIN THE MARKED CROSSING (SEE FIGURE 2 (C)) ISLANDS.

ANY RAISED ISLANDS IN CROSSINGS SHALL BE CUT THROUGH LEVEL WITH THE STREET OR HAVE CURB RAMPS AT BOTH SIDES AND A LEVEL AREA AT LEAST 48-INCHES LONG BETWEEN THE CURB RAMPS IN THE PART OF THE ISLAND INTERSECTED BY THE CROSSINGS (SEE FIGURE 2 (A) AND (B)).

JOINTING:
SEPARATE CURB RAMP AND LANDINGS FROM ADJACENT SIDEWALK AND ANY OTHER ELEMENTS WITH PREMOLD OR BOARD JOINT OF 3/4" UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

CONSTRUCTION:

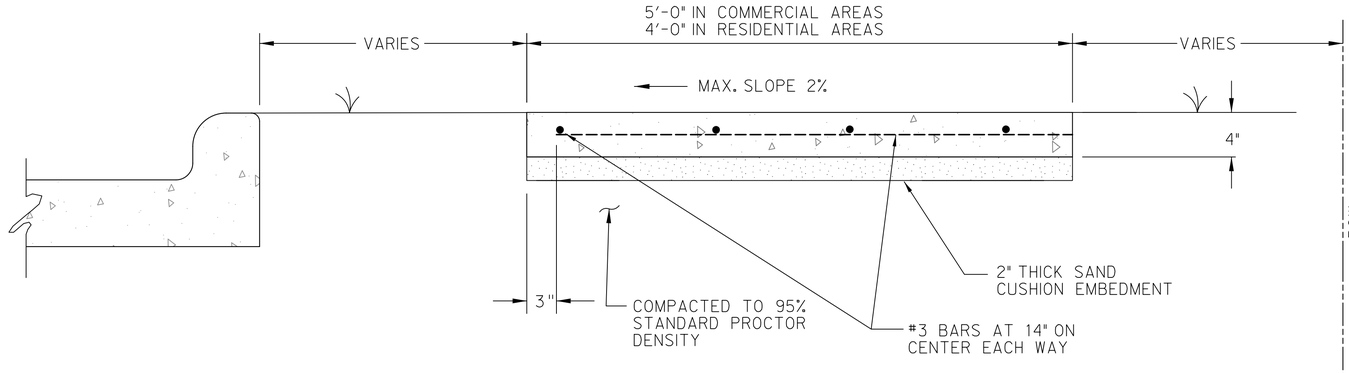
A. THE CONTRACTOR SHALL SAWCUT, REMOVE AND DISPOSE OFF-SITE THE REQUIRED EXISTING CONCRETE SIDEWALK, AND CURB AND GUTTER, TO CONSTRUCT THE PROPOSED RAMPS.

B. CONCRETE SIDEWALKS AND RAMPS SHALL BE MINIMUM 4-INCH THICK, 3,600 PSI, 5 SACK CONCRETE, REINFORCED WITH #3 BARS AT 14-INCH CENTERS BOTHWAYS, PLACED OVER A 2-INCH THICK SAND CUSHION EMBEDMENT.

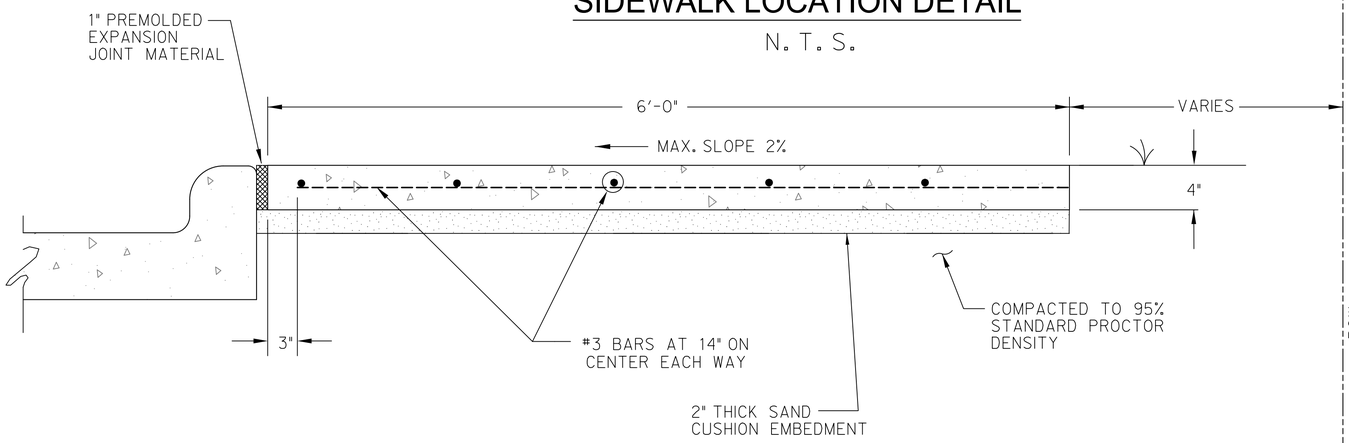
C. THE CONTRACTOR SHALL USE 1-INCH PREMOLDED EXPANSION JOINT MATERIAL BETWEEN THE PROPOSED SIDEWALKS AND RAMPS AT THE BACK OF CURBS, AND AT JOINTS AT NO EXTRA PAY.

D. DUMMY JOINT REQUIRED EVERY 4-FEET IN 4-FOOT WIDE SIDEWALKS AND EVERY 5-FEET IN 6-FOOT WIDE SIDEWALK.

PAYMENT:
CURB RAMPS AND LANDINGS SHALL BE CONSTRUCTED AND PAID FOR IN ACCORDANCE WITH NCTCOG ITEM 305.2.



(A)
URBAN OPTION 1
SIDEWALK LOCATION DETAIL
N. T. S.



(B)
URBAN OPTION 2
SIDEWALK LOCATION DETAIL
N.T.S.

FIGURE 1

P-12

CERTIFICATION:
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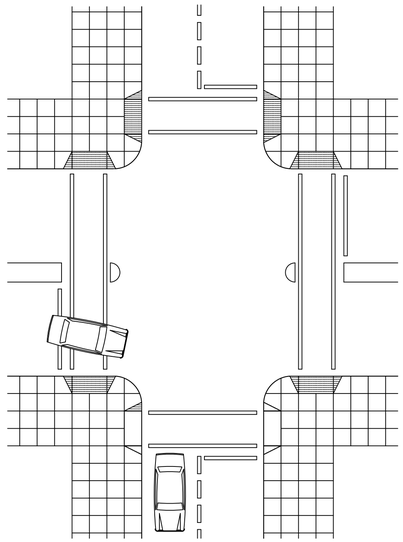
PAVEMENT STANDARD DETAILS

SIDEWALK DETAILS
(SHEET 1 OF 3)

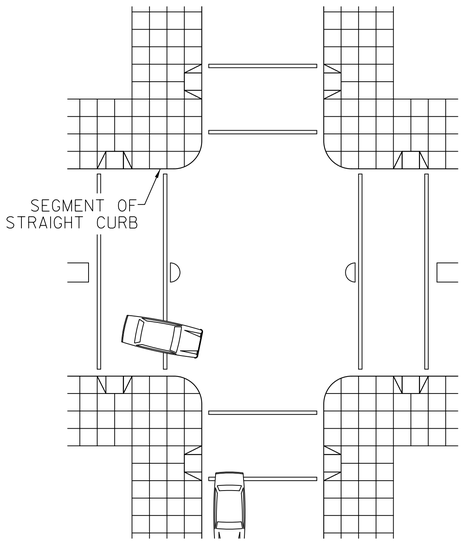
NORTHLAKE TEXAS

THE TOWN OF NORTHLAKE
TEXAS

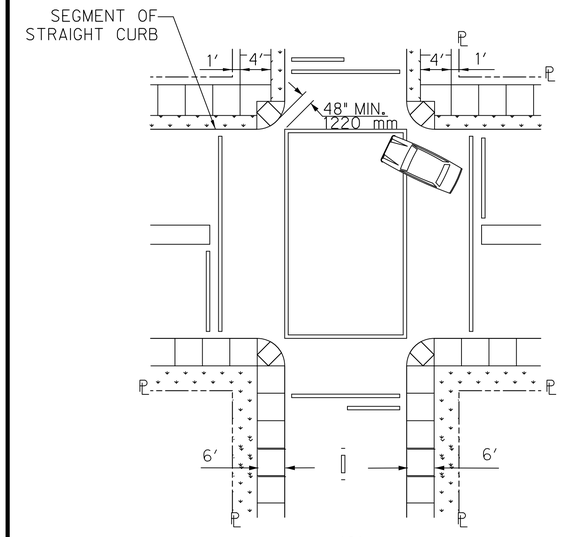
DESIGN	DRAWN	CHECK	DATE	SCALE	FILE	NO.
HALFF	HALFF	HALFF	AUG 2023	N. T. S.	P-12	—



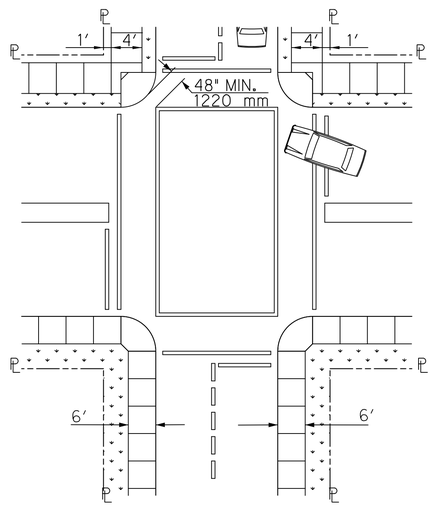
(A)



(B)

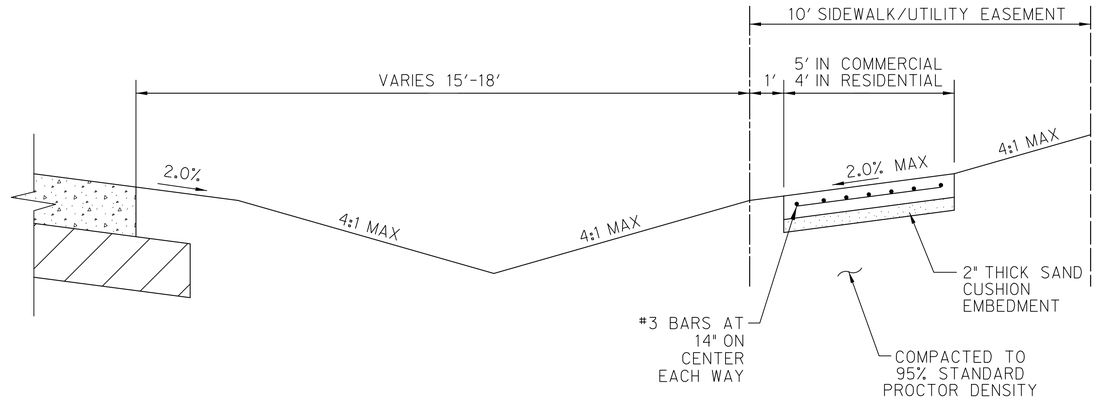


(C)



(D)

FIGURE 2
CURB RAMPS AT MARKED CROSSINGS
N.T.S.



(C)
RURAL CONDITIONS
SIDEWALK LOCATION DETAIL
N. T. S.

FIGURE 1

P-13

CERTIFICATION:
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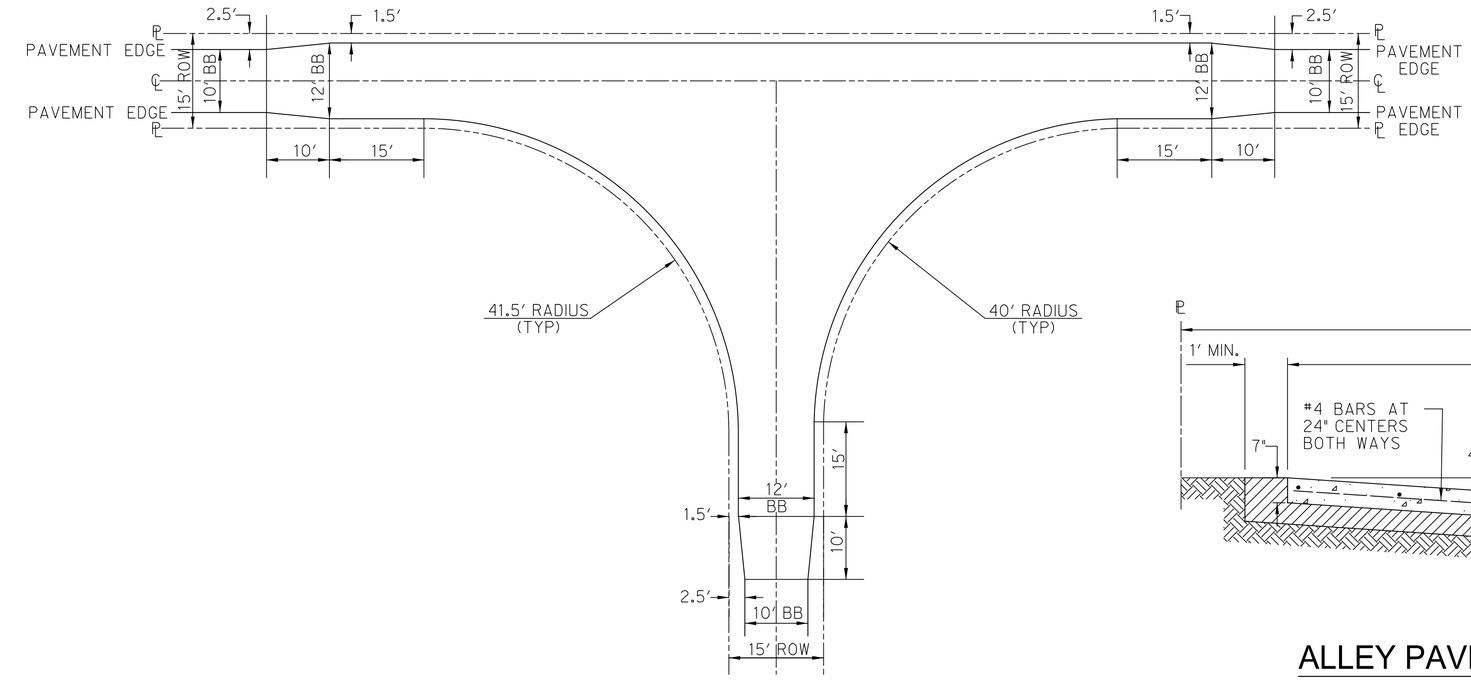
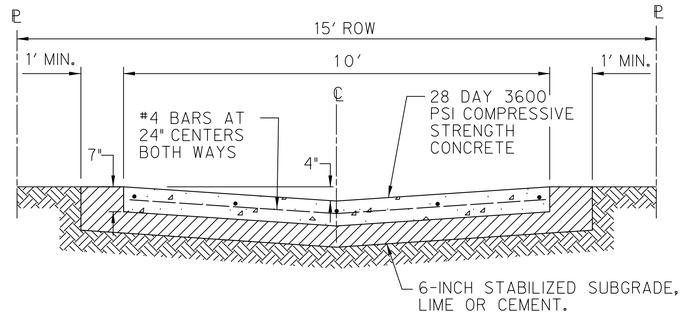
PAVEMENT STANDARD DETAILS
SIDEWALK DETAILS
(SHEET 2 OF 3)

NORTHLAKE TEXAS
THE TOWN OF NORTHLAKE
TEXAS

DESIGN	DRAWN	CHECK	DATE	SCALE	FILE	NO.
HALFF	HALFF	HALFF	AUG 2023	N. T. S.	P-13	—

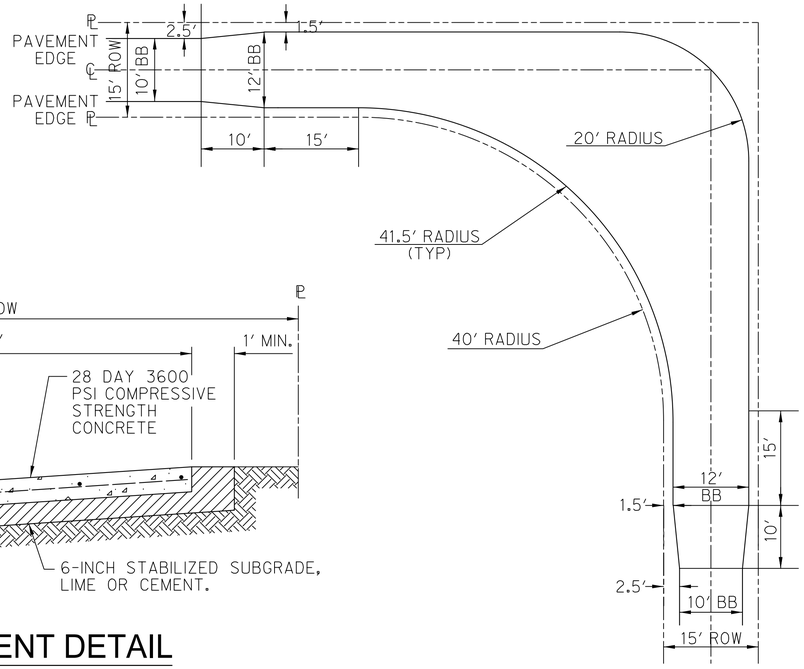


ALLEY INTERSECTION TYPE "A"

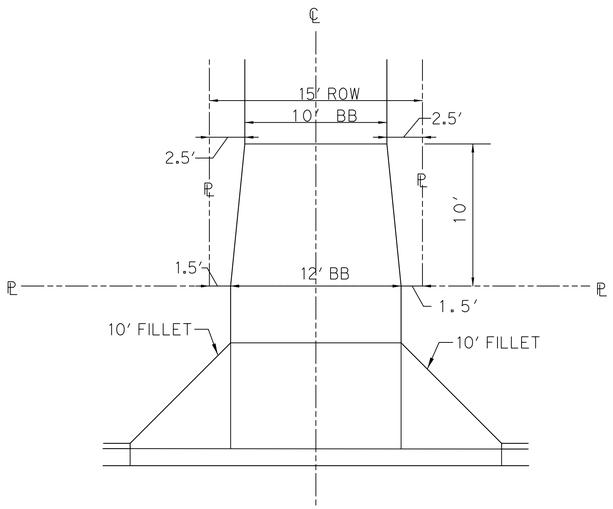


ALLEY PAVEMENT DETAIL

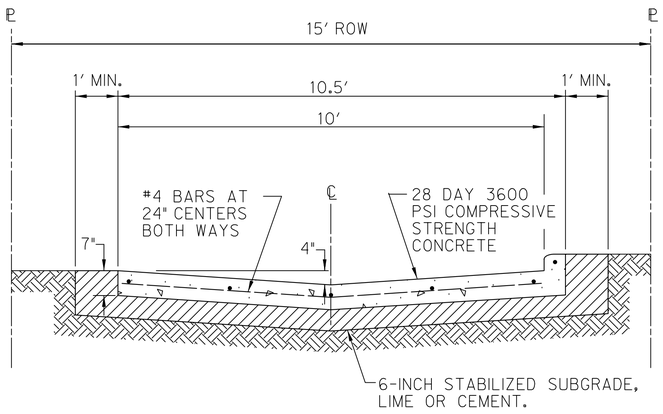
NOTE: SAME INVERT ON 12′ WIDTH ALLEY PAVEMENT



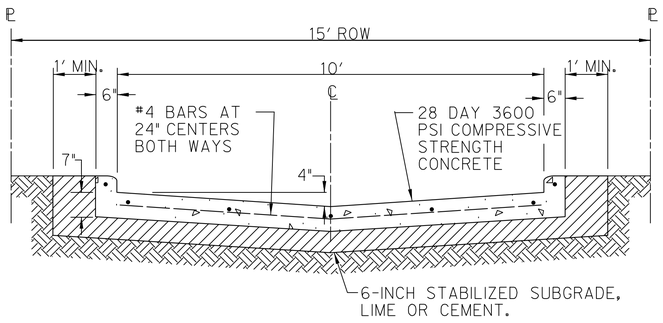
ALLEY INTERSECTION TYPE "B"



ALLEY ENTRANCE PLAN



ALLEY PAVEMENT DETAIL WITH CURB



CURBED ALLEY SECTION

P-15

CERTIFICATION:

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PAVEMENT STANDARD DETAILS

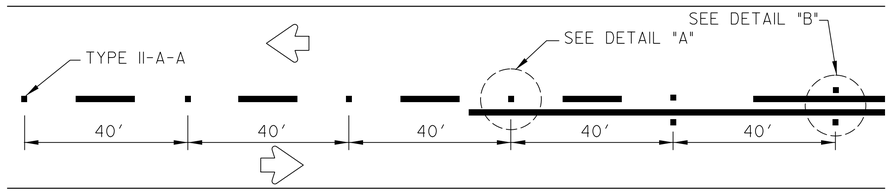
ALLEY DETAILS

NORTHLAKE TEXAS

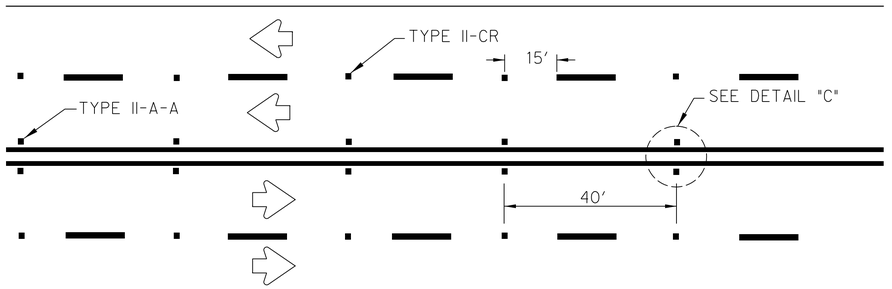
THE TOWN OF NORTHLAKE
TEXAS

DESIGN	DRAWN	CHECK	DATE	SCALE	FILE	NO.
HALFF	HALFF	HALFF	AUG 2023	N. T. S.	P-15	—

REFLECTIVE RAISED PAVEMENT MARKERS
FOR VEHICLE POSITIONING GUIDANCE

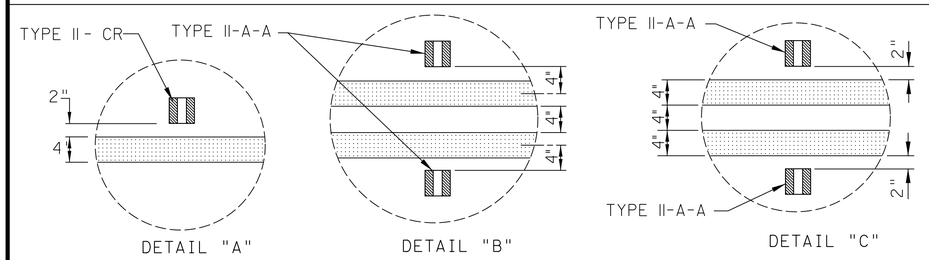


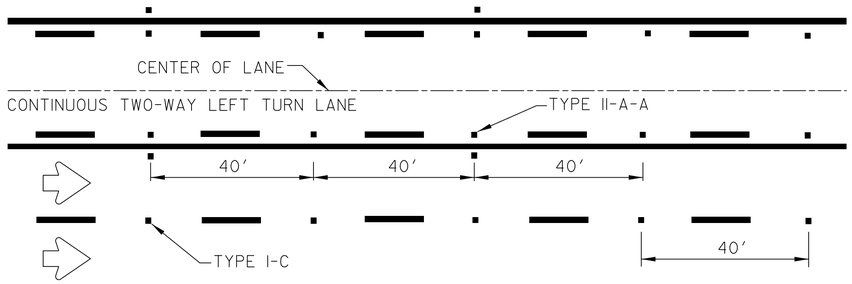
CENTERLINE FOR ALL TWO LANE ROADWAYS



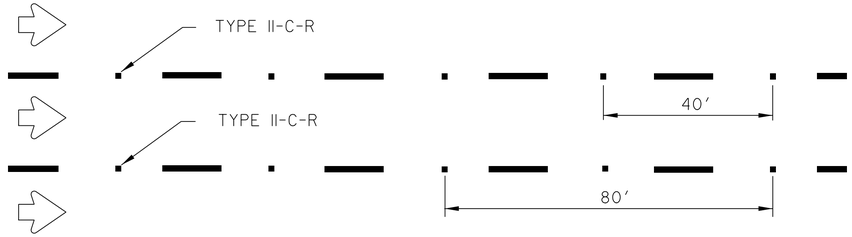
CENTERLINE & LANE LINES
FOR FOUR LANE TWO-WAY HIGHWAYS

Raised pavement marker TYPE II-CR, clear/red face toward normal traffic, shall be placed on 40-foot centers.





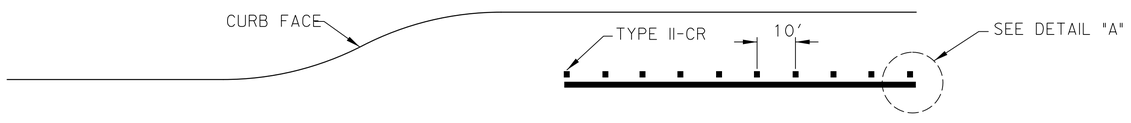
CENTERLINE AND LANE LINES FOR TWO-WAY LEFT TURN LANE



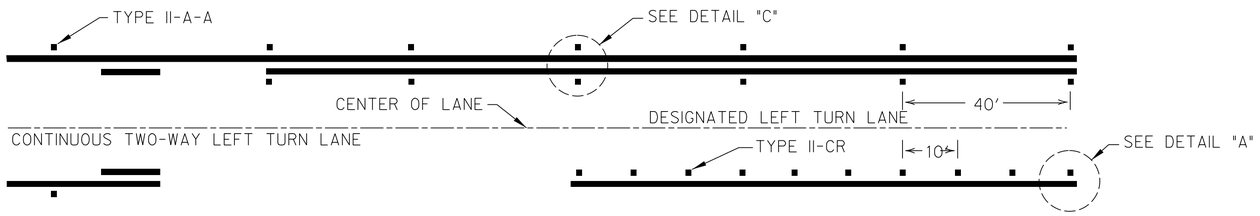
LANE LINES FOR ONE-WAY ROADWAY (NON-FREEWAY FACILITIES)

Raised pavement markers TYPE II-C-R shall have clear face toward normal trafficand red face toward wrong-way traffic.

TYPE I - C markers may be used in place of TYPE II - CR markers at the discretion of the Engineer.

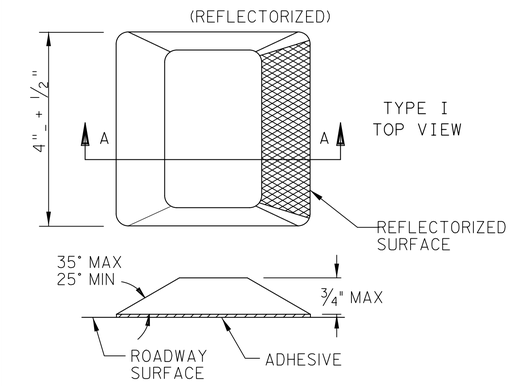


LANE LINES FOR DESIGNATED TURN LANES



LANE LINES FOR DESIGNATED TURN LANES IN A SHARED TWO-WAY TURN LANE

RAISED PAVEMENT MARKERS



GENERAL NOTES:

All raised pavement markers placed in broken lines shall be placed in line with and midway between the stripes.

On concrete pavements the raised pavement markers should be placed to the same side of the longitudinal joints as the lane line.

All pavement markers installed on concrete shall be installed using Epoxy adhesive.

All pavement markers installed on asphalt shall be installed using Bituminous adhesive.

All pavement marking materials shall meet the Texas Department of Transportation Material Specifications as specified by the plans.

SPECIFICATION REFERENCE TABLE - MATERIAL SPECIFICATIONS

PAVEMENT MARKERS (REFLECT.)	DMS-4200
EPOXY	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130

P-16

CERTIFICATION:

THIS TOWN OF NORTHLAKE STANDARD DETAIL SHEET IS AUTHORIZED FOR USE IN THIS PROJECT BY THE ENGINEER WHOSE SEAL APPEARS ON THIS SHEET. THIS ENGINEER IS ALSO CERTIFYING THAT THE CONTENT OF THE DETAILS AND NOTES ON THIS SHEET HAVE NOT BEEN ALTERED FROM THAT RECEIVED FROM THE TOWN OF NORTHLAKE.

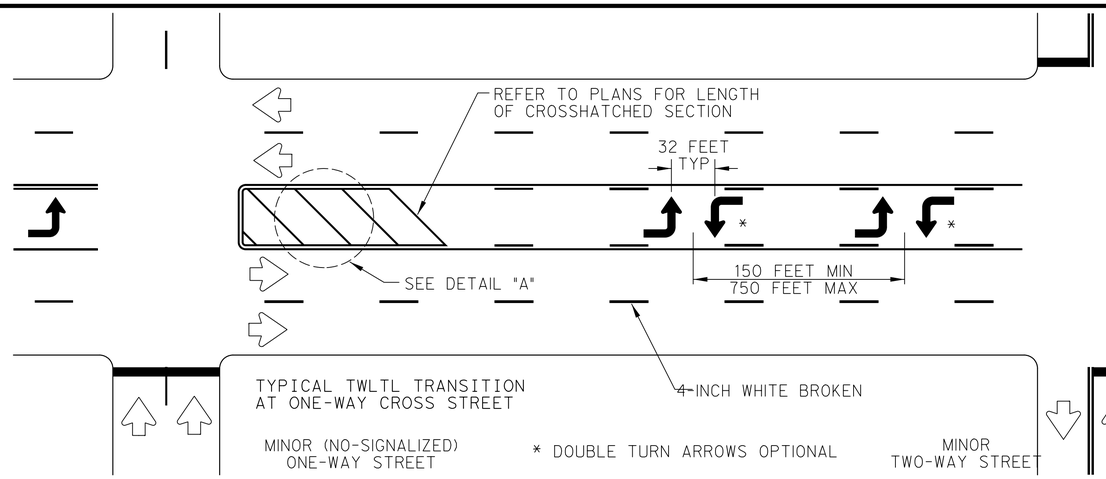
PAVEMENT MARKING STANDARD DETAILS

TURN LANE AND
TRANSVERSE MARKINGS

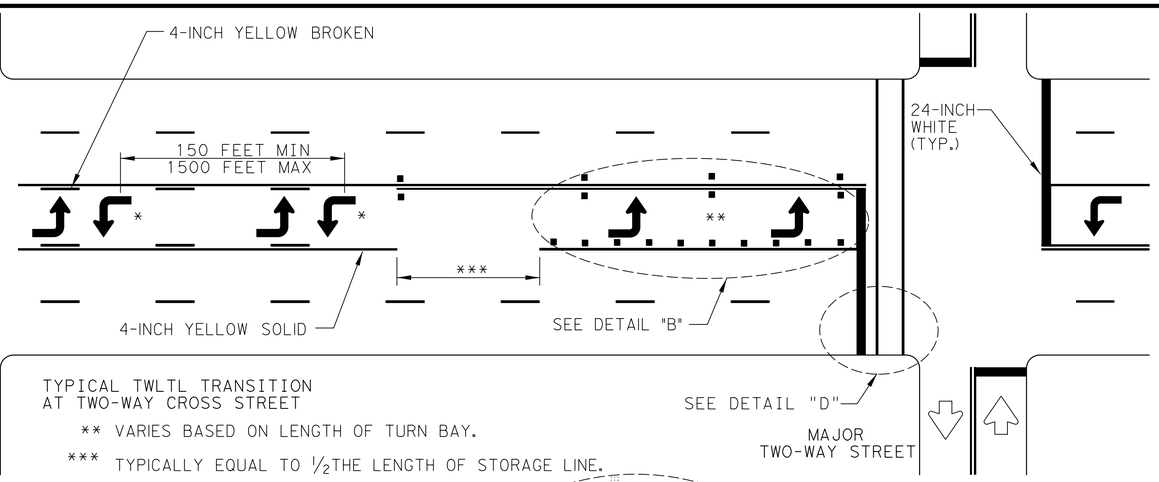
NORTHLAKE TEXAS

THE TOWN OF NORTHLAKE
TEXAS

DESIGN	DRAWN	CHECK	DATE	SCALE	FILE	NO.
HALFF	HALFF	HALFF	AUG 2023	N. T. S.	P-16	—



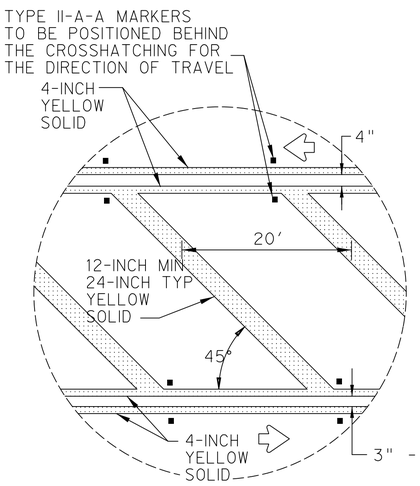
TYPICAL TWLTL TRANSITION AT ONE-WAY CROSS STREET



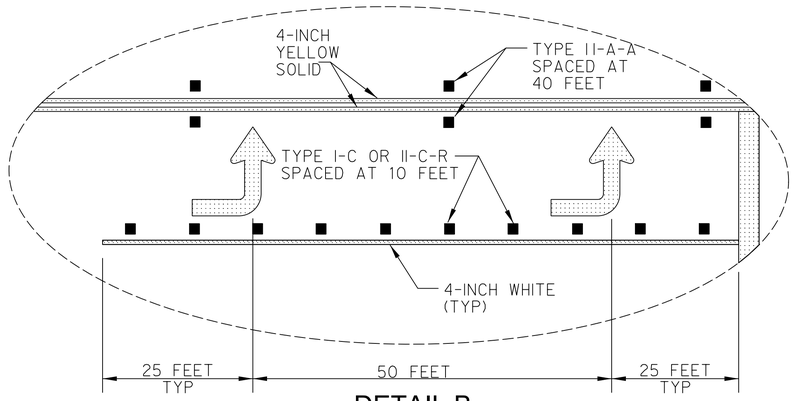
TYPICAL TWLTL TRANSITION AT TWO-WAY CROSS STREET

** VARIES BASED ON LENGTH OF TURN BAY.

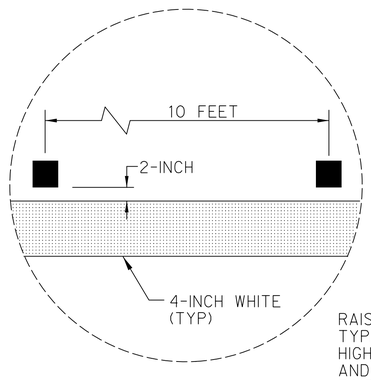
*** TYPICALLY EQUAL TO ½ THE LENGTH OF STORAGE LINE.



DETAIL A

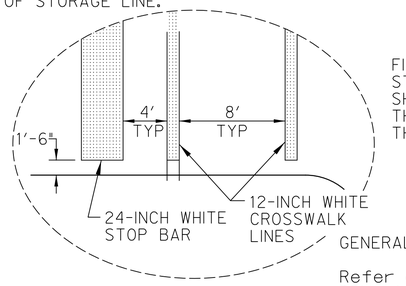


DETAIL B



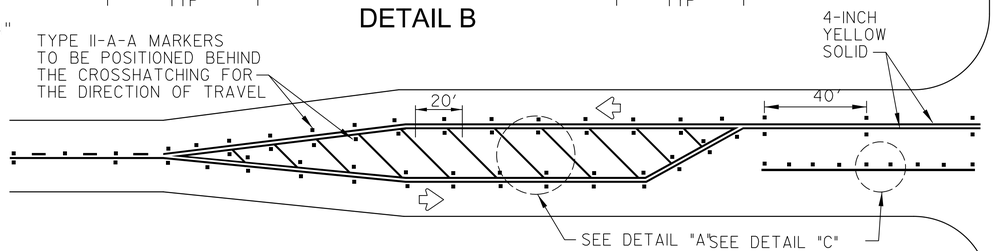
DETAIL C

RAISED PAVEMENT MARKER TYPE I-C WITH UNDIVIDED HIGHWAYS, FLUSH MEDIANS AND TWO WAY LEFT TURN LANES. RAISED PAVEMENT MARKER TYPE II-C-R WITH DIVIDED HIGHWAYS AND RAISED MEDIANS.

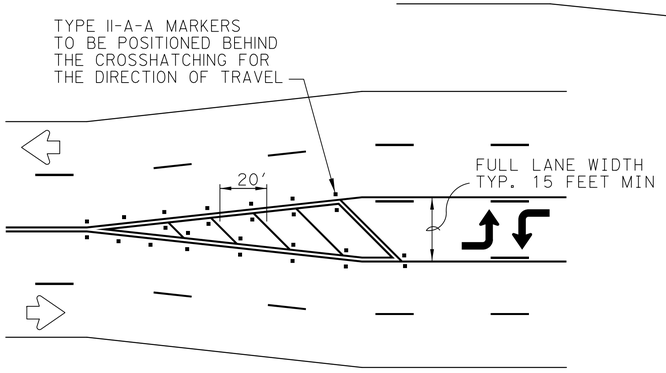


DETAIL D

FINAL PLACEMENT OF STOP BAR AND CROSSWALK SHALL BE APPROVED BY THE ENGINEER IN THE FIELD.



TYPICAL TWO-LANE HIGHWAY INTERSECTION WITH LEFT TURN BAYS



TYPICAL TRANSITION FOR TWLTL AND DIVIDED HIGHWAY

GENERAL NOTES

Refer elsewhere in plans for additional RPM placement and details. Details for words and arrows as shown on other sheets.

All pavement marking materials shall meet the Texas Department of Transportation Material Specifications as specified by the plans.

For a left turn bay less than 100 feet in length two arrows shall be used.

For a left turn bay greater than 100 feet in length three arrows shall be used. Spacing to be determined by Engineer.

Other crosswalk patterns as shown in the "Texas Manual on Uniform Traffic Control Devices" may be used.

SPECIFICATION REFERENCE TABLE -MATERIAL SPECIFICATIONS

PAVEMENT MARKERS (REFLECT.)	DMS-4200
EPOXY	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130

P-17

CERTIFICATION:

THIS TOWN OF NORTHLAKE STANDARD DETAIL SHEET IS AUTHORIZED FOR USE IN THIS PROJECT BY THE ENGINEER WHOSE SEAL APPEARS ON THIS SHEET. THIS ENGINEER IS ALSO CERTIFYING THAT THE CONTENT OF THE DETAILS AND NOTES ON THIS SHEET HAVE NOT BEEN ALTERED FROM THAT RECEIVED FROM THE TOWN OF NORTHLAKE.

PAVEMENT MARKING STANDARD DETAILS

TWO-WAY LEFT TURN LANES AND LEFT TURN BAYS

NORTHLAKE TEXAS

THE TOWN OF NORTHLAKE
TEXAS

DESIGN	DRAWN	CHECK	DATE	SCALE	FILE	NO.
HALFF	HALFF	HALFF	AUG 2023	N. T. S.	P-17	—

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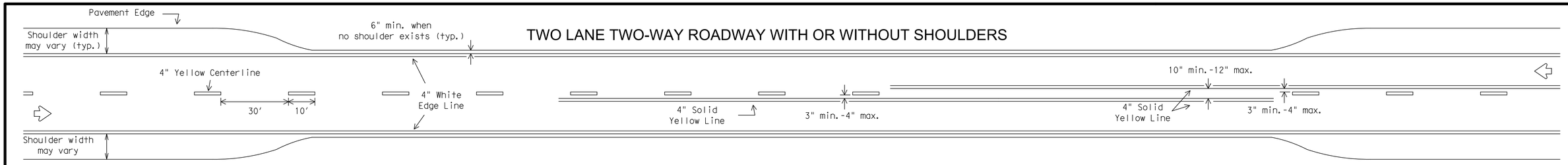
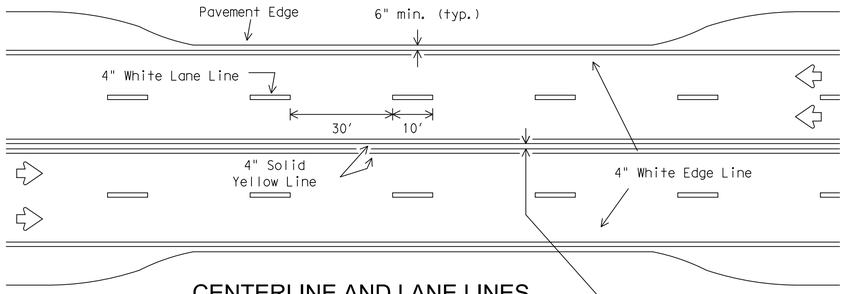
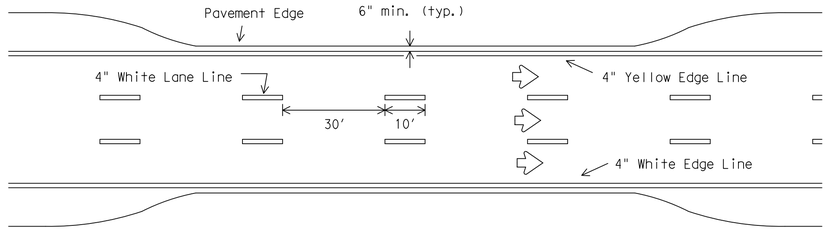
TWO LANE TWO-WAY ROADWAY WITH OR WITHOUT SHOULDERS

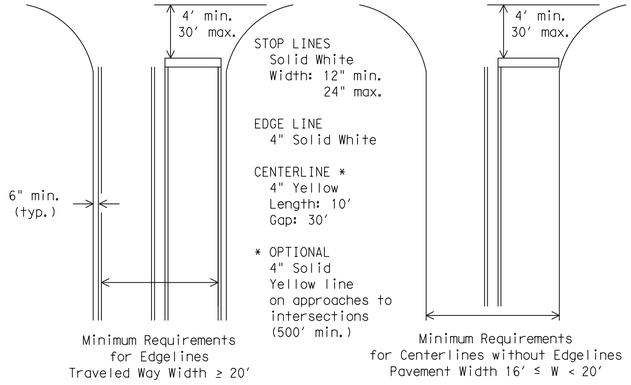




CENTERLINE AND LANE LINES FOUR LANE TWO-WAY ROADWAY WITH OR WITHOUT SHOULDERS



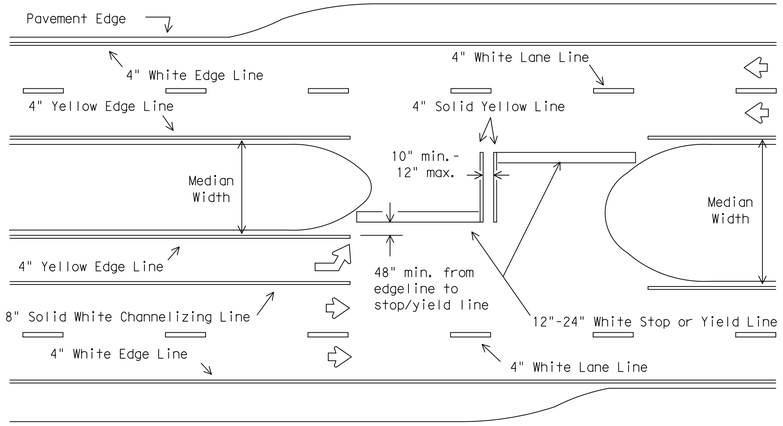
EDGE LINE AND LANE LINES ONE-WAY ROADWAY WITH OR WITHOUT SHOULDERS



GUIDE FOR PLACEMENT OF STOP LINES, EDGE LINE & CENTERLINE

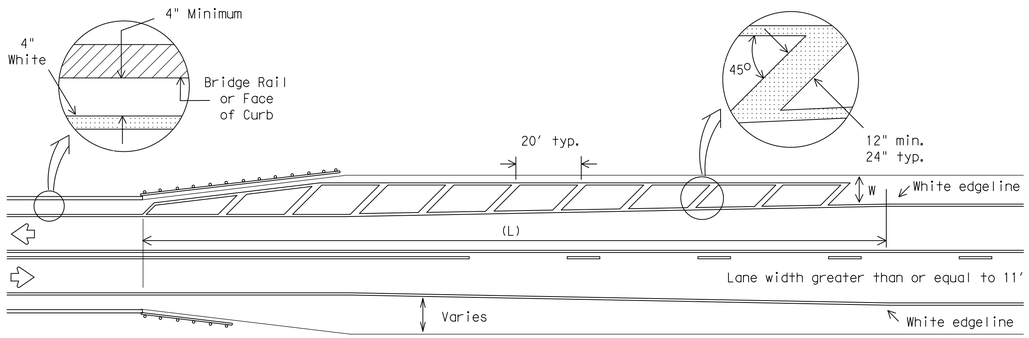
Based on Traveled Way and Pavement Widths for Undivided Highways

FOUR LANE DIVIDED ROADWAY INTERSECTIONS



All medians shall be field measured to determine the location of necessary striping. Stop/Yield bars and centerlines shall be placed when the median width is greater than 30 ft. The median width is defined as the area between two roadways of a divided highway measured from edge of traveled way to edge of traveled way. The median excludes turn lanes. The median width might be different between intersections, interchanges and of opposite approaches of the same intersection. The narrow median width will be the controlling width to determine if markings are required.

ROADWAYS WITH REDUCED SHOULDER WIDTHS ACROSS BRIDGE OR CULVERT



NOTES:

1. No-passing zone on bridge approach is optional but if used, it shall be a minimum 500 feet long.
2. For crosshatching length (L) see Table 1.
3. The width of the offset (W) and the required crosshatching width is the full shoulder width in advance of the bridge.
4. The crosshatching should be required if the shoulder width in advance of the bridge is 4 foot or wider and any reduction in shoulder width across the bridge occurs.
5. For guard fence details, refer elsewhere in the plans.

TABLE 1 - TYPICAL LENGTH (L)

Posted Speed *	Formula
30, 35, 40	$L = \frac{WS^2}{60}$
45, 50, 55, 60, 65, 70	L=WS

* 85th Percentile Speed may be used on roads where traffic speeds normally exceed the posted speed limit. Crosshatching length should be rounded up to nearest 5 foot increment.

L=Length of Crosshatching (FT.) W=Width of Offset (FT.)
S=Posted Speed (MPH)

EXAMPLES:

An 8 foot shoulder in advance of a bridge reduces to 4 feet on a 70 MPH roadway. The length of the cross-hatching should be:

$L = 8 \times 70 = 560$ ft.

A 4 foot shoulder in advance of a bridge reduces to 2 feet on a 40 MPH roadway. The length of the cross-hatching should be:

$L = \frac{4(40)^2}{60} = 106.67$ ft. rounded to 110 ft.

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GENERAL NOTES:

Edgeline striping shall be as shown in the plans or as directed by the Engineer. The edgeline should typically be placed a minimum of 6 inches from the edge of pavement. This distance may vary due to pavement raveling or other conditions. Edgelines are not required in curb and gutter sections of roadways.

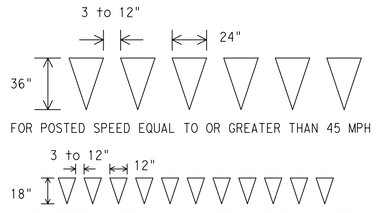
The traveled way includes only that portion of the roadway used for vehicular travel and not the parking lanes, sidewalks, berms and shoulders. The traveled ways shall be measured from the inside of edgeline to inside of edgeline of a two lane roadway.

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

SPECIFICATION REFERENCE TABLE

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECT.)	DMS-4200
EPOXY	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130

YIELD LINES



CERTIFICATION:

THIS TOWN OF NORTHLAKE STANDARD DETAIL SHEET IS AUTHORIZED FOR USE IN THIS PROJECT BY THE ENGINEER WHOSE SEAL APPEARS ON THIS SHEET. THIS ENGINEER IS ALSO CERTIFYING THAT THE CONTENT OF THE DETAILS AND NOTES ON THIS SHEET HAVE NOT BEEN ALTERED FROM THAT RECEIVED FROM THE TOWN OF NORTHLAKE.

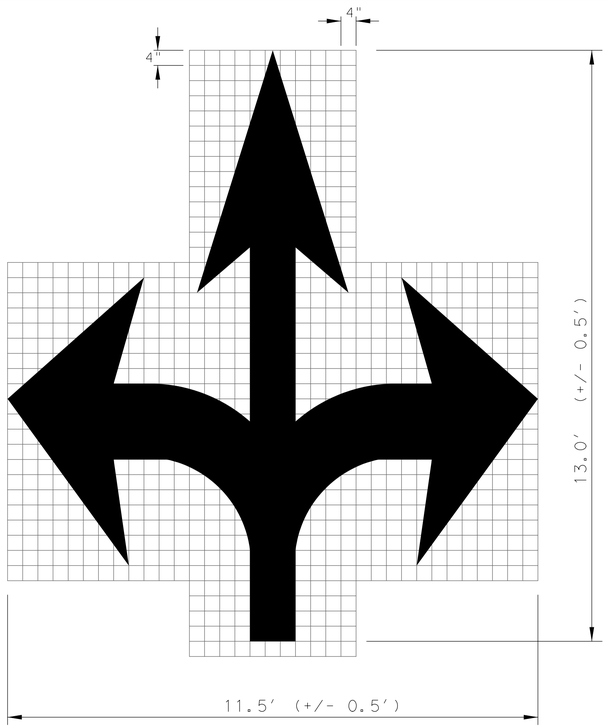
PAVEMENT MARKING STANDARD DETAILS

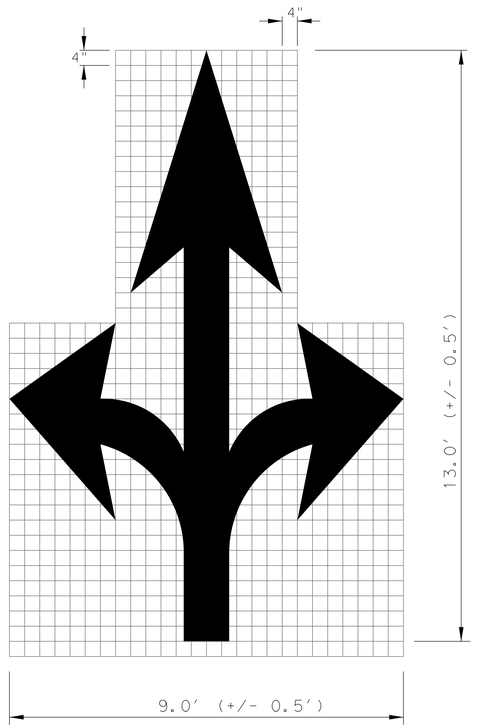
TYPICAL STANDARD PAVEMENT MARKINGS

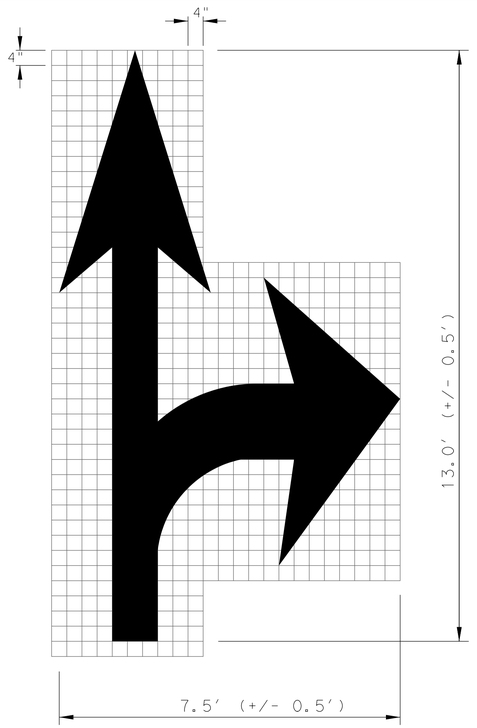
NORTHLAKE TEXAS

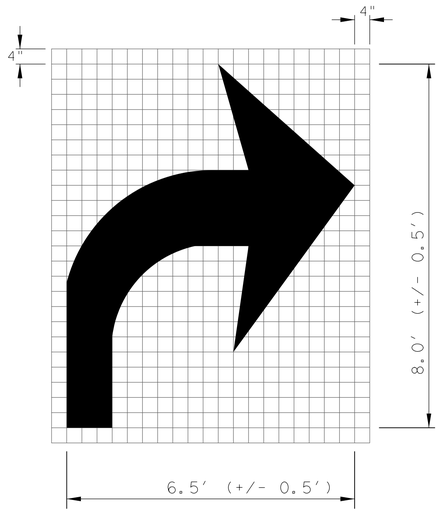
THE TOWN OF NORTHLAKE
TEXAS

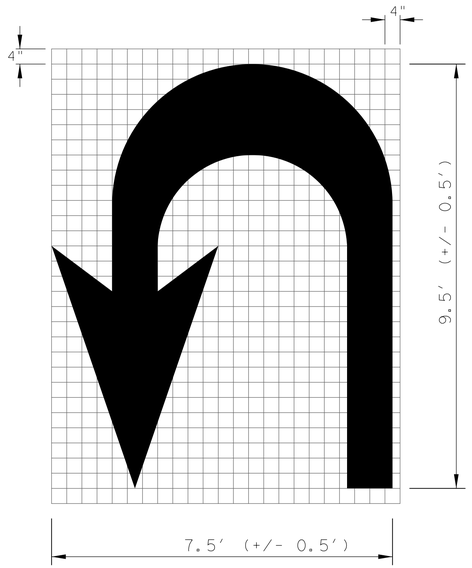
DESIGN	DRAWN	CHECK	DATE	SCALE	FILE	NO.
HALFF	HALFF	HALFF	AUG 2023	N.T.S.	P-18	—

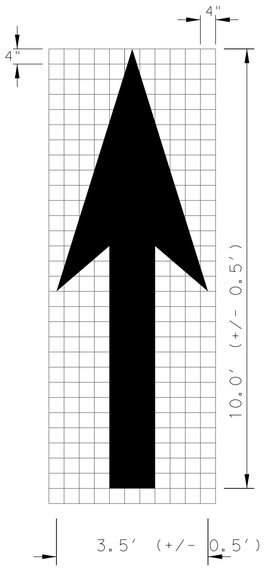


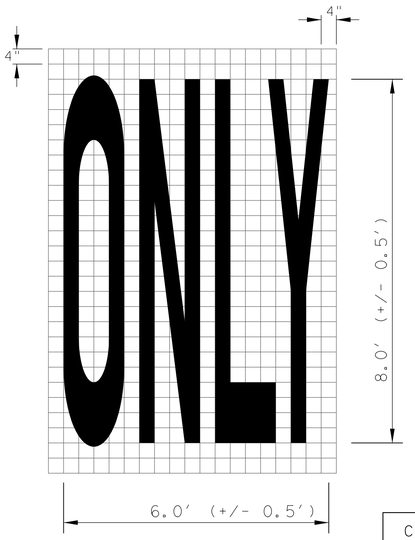












GENERAL NOTES;

1. Minimum 8 foot white markings should be used, unless otherwise noted. If message consists of more than one word, it should be placed with first word nearest the driver.

2. These details are standard size for normal installation; sizes may be reduced approximately one-third for low speed urban conditions; larger sizes may be needed for freeways, above average speed conditions or other critical locations.

3. The longitudinal space between markings should be at least four times the height of the markings, on low speed roads, but should not exceed ten times the height under any condition.

4. Markings considered appropriate for use when warranted include the following:

   A. Regulatory
      STOP
      RIGHT (LEFT) TURN ONLY
      25 MPH
      SYMBOL ARROWS

   B. Warning
      STOP AHEAD
      SIGNAL AHEAD
      SCHOOL
      SCHOOL X-ING
      PED X-ING
      R X R (see RCPM standard)

   C. Guide
      US XXX
      ROUTE XXX
      STATE XXX
      Other words or symbols may be necessary under certain conditions

5. Uncontrolled use of pavement markings can result in driver confusion. Word and symbol markings should be no more than three lines.

6. The word "STOP" shall not be used on the pavement unless accompanied by a Stop line and Stop sign. The word "STOP" shall not be placed on the pavement in advance to a stop line, unless every vehicle is required to stop at all times.

7. Pavement markings should generally be no more than one lane in width, with School messages being the exception. For details of School and School crossing pavement markings, refer to Part VII of the "Texas Manual on Uniform Traffic Control Devices".

8. Spacing between letters should be approximately 4 inches. The width of letters may vary depending on the width of the travel lanes.

9. Lane-Use arrow markings may be used to convey either guidance or mandatory messages. Arrows used to convey a mandatory movement must be accompanied by standard signs and the pavement marking word "ONLY".

10. Pavement markings are to be located as specified elsewhere in the plans.

SPACING BETWEEN LINES OF PAVEMENT MARKING	
MPH	SPACING
≤ 45	MINIMUM 4 TIMES THE LETTER HEIGHT
> 45	MINIMUM - 4 TIMES THE LETTER HEIGHT MAXIMUM - 10 TIMES THE LETTER HEIGHT

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CERTIFICATION:

THIS TOWN OF NORTHLAKE STANDARD DETAIL SHEET IS AUTHORIZED FOR USE IN THIS PROJECT BY THE ENGINEER WHOSE SEAL APPEARS ON THIS SHEET. THIS ENGINEER IS ALSO CERTIFYING THAT THE CONTENT OF THE DETAILS AND NOTES ON THIS SHEET HAVE NOT BEEN ALTERED FROM THAT RECEIVED FROM THE TOWN OF NORTHLAKE.

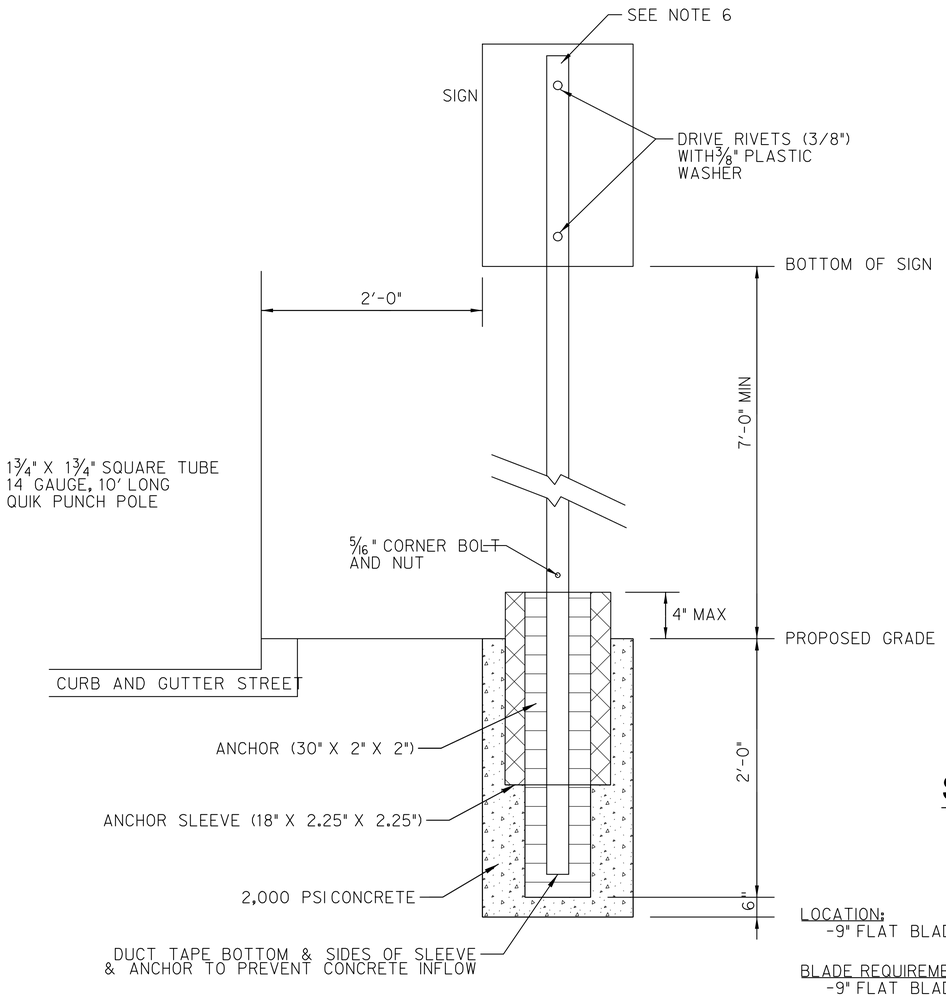
PAVEMENT MARKING STANDARD DETAILS

LEGENDS AND ARROWS

NORTHLAKE TEXAS

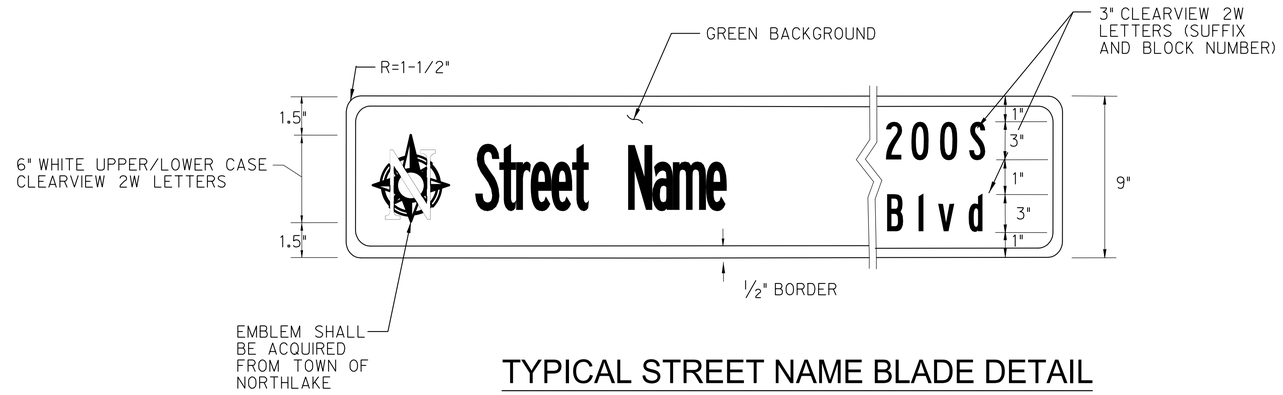
THE TOWN OF NORTHLAKE
TEXAS

DESIGN	DRAWN	CHECK	DATE	SCALE	FILE	NO.
HALFF	HALFF	HALFF	AUG 2023	N.T.S.	P-19	___



SIGN POST DETAIL

N.T.S.



TYPICAL STREET NAME BLADE DETAIL

N.T.S.

STREET NAME BLADE SPECIFICATIONS

LOCATION:
- 9" FLAT BLADE SHALL BE USED AT ALL INTERSECTIONS.

BLADE REQUIREMENTS:
- 9" FLAT BLADE SHALL BE ALUMINUM.

LETTERING ALIGNMENT:
- TOWN LOGO SHALL APPER AT THE LEFT EDGE
- STREET NAME SHALL BE LEFT JUSTIFIED & ALIGNED WITH TOWN LOGO
- BLOCK NUMBERS SHALL BE LOCATED IN UPPER RIGHT HAND CORNER & RIGHT JUSTIFIED.
- ABBREVIATED STREET DESIGNATIONS SHALL BE LOCATED IN THE LOWER RIGHT HAND CORNER AND RIGHT JUSTIFIED.

LETTERING FOR 9" FLAT BLADES:
- FONT SHALL BE CLEAR VIEW 2W
- FOR EACH WORD, THE FIRST LETTER SHALL BE UPPERCASE AND ALL FOLLOWING LETTERS SHALL BE LOWERCASE.
- LETTERS IN ABBREVIATED STREET DESIGNATIONS SHALL BE 3" TALL AND WITH THE FIRST LETTER UPPERCASE (i.e. Ln, Pkwy, Ct, etc.)
- BLOCK NUMBERS SHALL BE 3" TALL

SIGNSHEETING AND COLORS:
- SHEETING SHALL BE 3M REFLECTIVE COATING.
- BACKGROUND COLOR SHALL BE GREEN.
- ALL LETTERING SHALL BE WHITE.
- EMBLEM SHALL BE ACQUIRED FROM TOWN OF NORTHLAKE

NO OUTLET STREET:
- FOR A STREET WITH ONLY ONE CUL-DE-SAC END (TYPICAL) A STANDARD W 14-2a SHALL BE MOUNTED OVER THE STREET NAME BLADE.
- IN THE CASE OF A STREET WITH TWO CUL-DE-SAC ENDS, 2 STANDARD W 14-2a SIGNS SHALL BE MOUNTED OVER THE STREET NAME BLADE PLACED IN THE APPROPRIATE DIRECTION.

TRAFFIC CONTROL NOTES

1. ALL SIGNAGE, BARRICADES, AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST REVISIONS OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE STANDARD HIGHWAY SIGN DESIGN FOR TEXAS.
2. LOCATIONS SHOWN FOR SIGNAGE AND PAVEMENT MARKINGS ARE APPROXIMATE; FINAL LOCATIONS MAY CHANGE DUE TO POST CONSTRUCTION CONDITIONS AND PRESENCE OF OTHER PHYSICAL FEATURES. FINAL LOCATION OF ALL TRAFFIC CONTROL DEVICES SHALL BE FIELD VERIFIED WITH TOWN OF NORTH LAKE PRIOR TO INSTALLATION.
3. ALL PAVEMENT MARKINGS OTHER THAN BUTTONS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
4. ALL SIGNS SHALL BE DIAMOND GRADE INTENSITY AND THE SIZES SHALL BE STANDARD UNLESS OTHERWISE NOTED.
5. ALL TRAFFIC SIGNS, POSTS, AND MATERIALS SHALL BE INSTALLED PER DETAIL ON THIS SHEET.
6. FOR STOP SIGNS THAT WILL ACCEPT FUTURE STREET SIGNS, EXTEND POST ABOVE STOP SIGN SO THAT 2 HOLES ARE AVAILABLE FOR MOUNTING. (FOR ALL OTHERS, POST SHALL NOT EXTEND ABOVE SIGN.)
7. CHANGES TO TYPICAL SIGN POST LOCATION MADE AT ENGINEER'S DISCRETION.

P-20

CERTIFICATION:

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PAVEMENT STANDARD DETAILS

SIGNING DETAILS & TRAFFIC CONTROL NOTES

NORTHLAKE TEXAS

THE TOWN OF NORTHLAKE
TEXAS

DESIGN	DRAWN	CHECK	DATE	SCALE	FILE	NO.
HALFF	HALFF	HALFF	AUG 2023	N.T.S.	P-20	—

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