

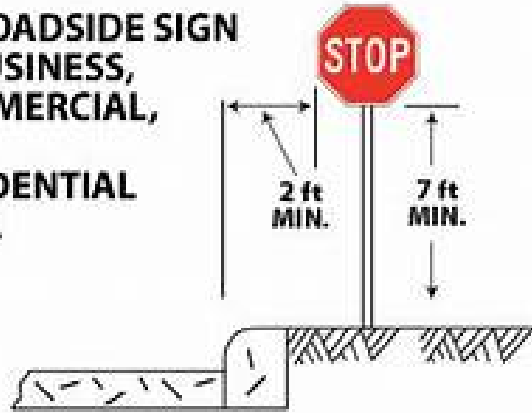


DIVISION OF TRAFFIC ENGINEERING

STANDARDS AND GUIDELINES FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS

**STOP SIGN MUST BE
30" REFLECTIVE,
HIGH INTENSITY**

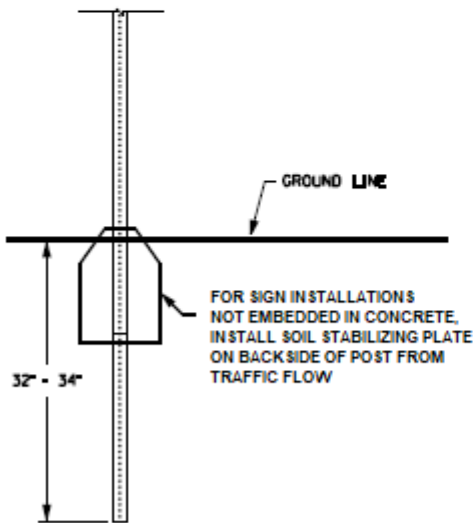
**A - ROADSIDE SIGN
IN BUSINESS,
COMMERCIAL,
OR
RESIDENTIAL
AREA**



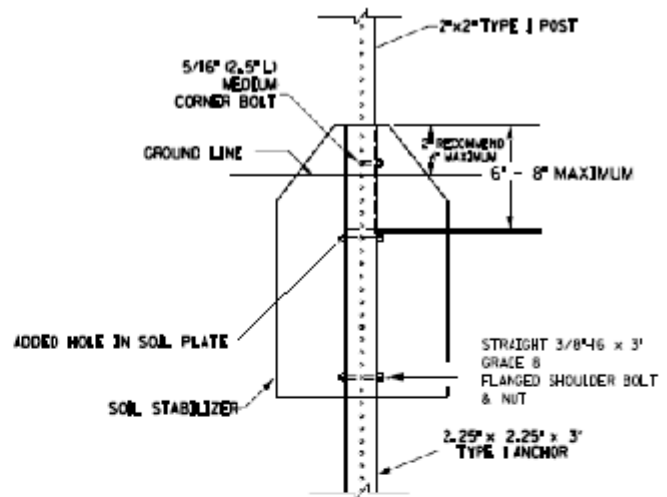
**STOP SIGN POLES MUST BE INSTALLED
32 - 34" INTO THE GROUND USING TYPE I
SQUARE TUBING POST WITH SOIL STABILIZER
(CALL 811 PRIOR TO INSTALL)**



**PLAN VIEW
NOT TO SCALE**

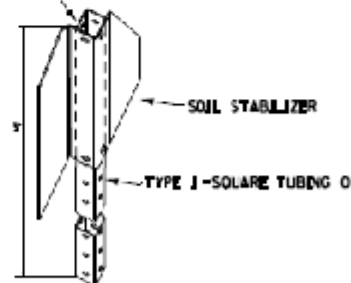


**TYPE I
SQUARE TUBING POST
WITH SOIL STABILIZER**



**SOIL STABILIZER DETAIL
FOR TYPE I POST**

HOLES ARE FOR CENTER



SOIL STABILIZER DETAIL

Typical Stop Sign at intersection Placement (with enhanced street name signs)



Street Name Signs

- All new street name signs shall be 9" enhanced (ESNS) and reflective, high intensity.
- LFUCG Traffic Engineering uses green signs with white lettering.
- Street name signs shall not be all upper case.
- Street name signs shall use 'Highway B, C or D' font as shown below.

Common abbreviations:

Alley – Aly

Avenue – Ave

Boulevard – Blvd

Circle – Cir

Court – Ct

Cove – Cv

Drive – Dr

Lane – Ln

Loop – Loop

Park – Park

Parkway – Pkwy

Point – Pt

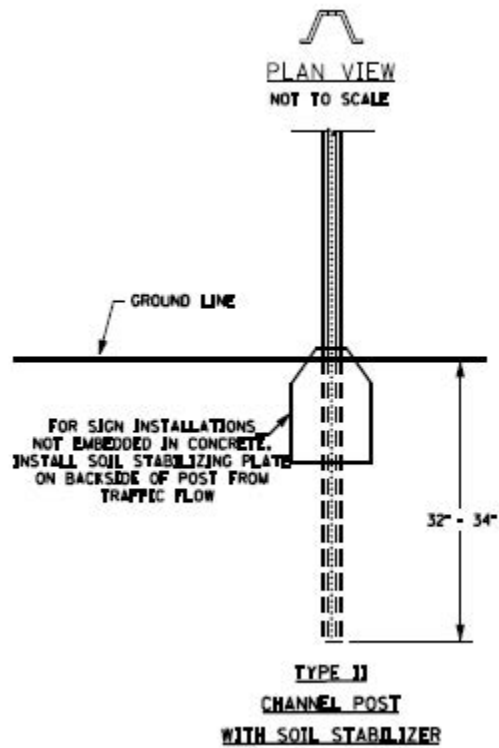
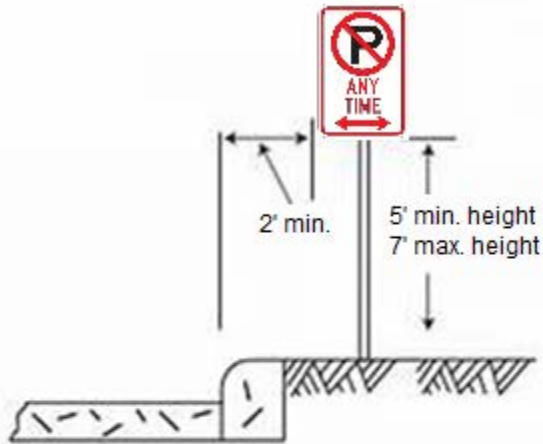
Road – Rd

Street – St

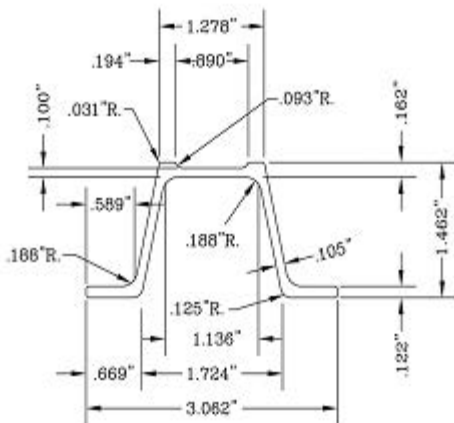
Trail – Trl

9" ESNS





U-CHANNEL SIGN POSTS SPECS
2.0 LBS/FT - HEAVY GAUGE



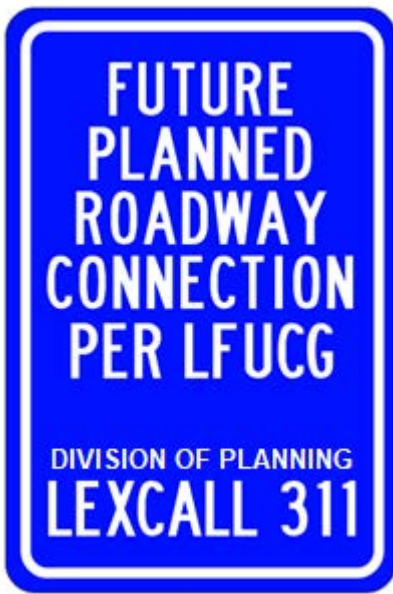
U-Channel Posts (Type II)



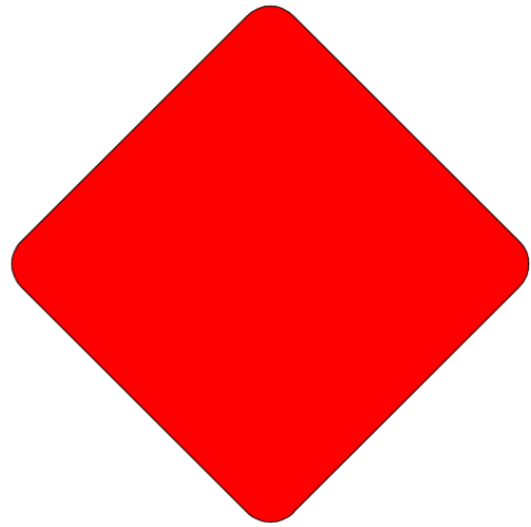
12"x18" Reflective, High Intensity
No Parking Any Time
sign with double arrow
(CALL 811 PRIOR TO INSTALL)

Typical No Parking sign

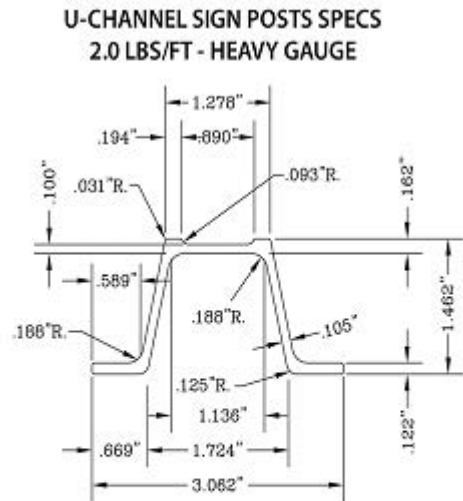
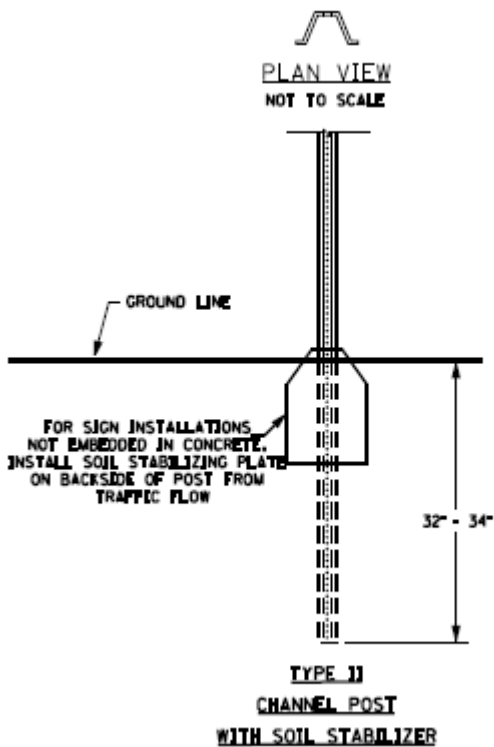




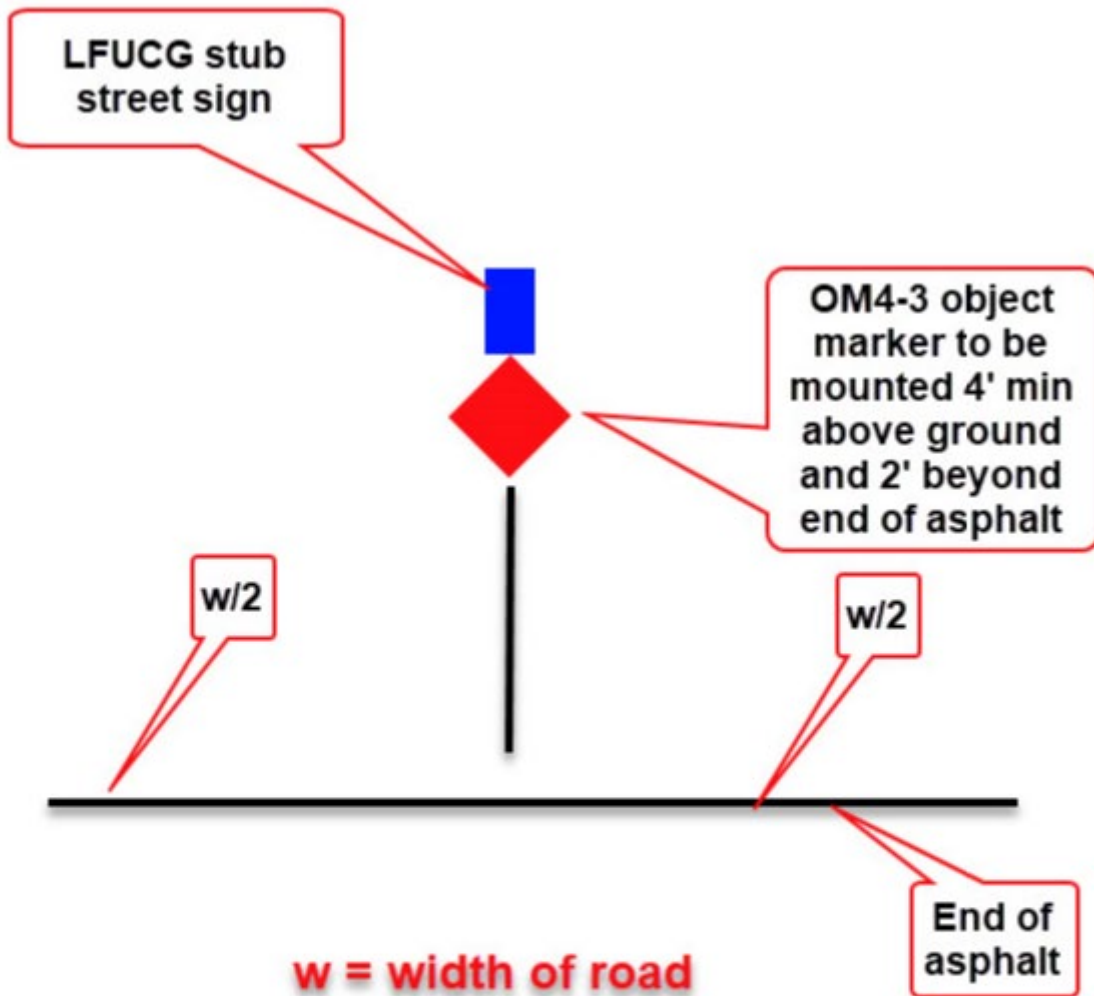
12"x18" Stub Street sign
 Reflective, High Intensity
 to be mounted on same post as
 OM4-3 Type 4 Object Marker (Red Diamond)



OM4-3
 Type 4 Object Marker
 (all red)



U-Channel Posts (Type II)



Typical OM4-3 red object marker and LFUCG stub street sign placement

Pavement Markings on Public Streets

- A 4" double yellow spray thermoplastic centerline will be required on all roads that are 36 feet or wider unless the plans dictate otherwise.
- All stop bars shall be 2 feet thick and be made of thermoplastic materials.
- Enhanced Crosswalks (ECW) will be required for all new crosswalks. ECWs shall be 1 foot thick by 6 feet wide (min.). Spacing between strips is 2 feet. All crosswalks shall be made of thermoplastic materials. Stop bars shall be used and be placed no closer than 4 feet from any part of the marked crosswalk.

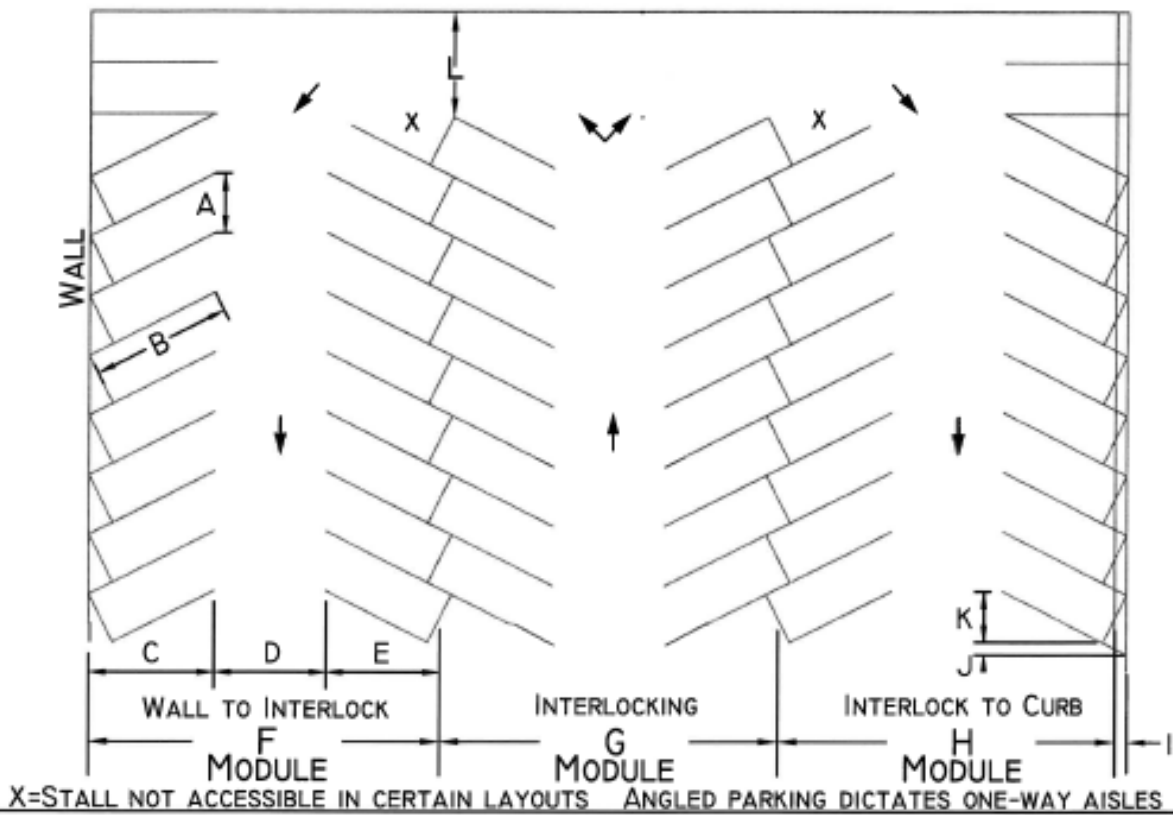
Pavement Markings on Private Roads or Parking Lots

- All ADA handicap parking stalls and markings shall be light blue thermoplastic. All other parking stall lines shall be painted white.
- Stop bars and **STOP** legends shall be installed at the ends of parking aisles. Stop bars and **STOP** legends shall be white thermoplastic. **STOP** lettering shall be a minimum of 36" in height.



- Enhanced Crosswalks (ECW) will be required for all new crosswalks. ECWs shall be 1 foot thick by 6 feet wide (min.). Spacing between strips is 2 feet. All crosswalks shall be made of thermoplastic materials. Stop bars shall be used and be placed no closer than 4 feet from any part of the marked crosswalk.
- Directional arrows and other miscellaneous pavement markings such as cross-hatching, median markings, etc. shall be thermoplastic.
- Yellow markings shall be used only for centerline markings to separate traffic traveling in the opposite direction or for yellow curbing to prohibit parking where applied.

PARKING LOT LAYOUT



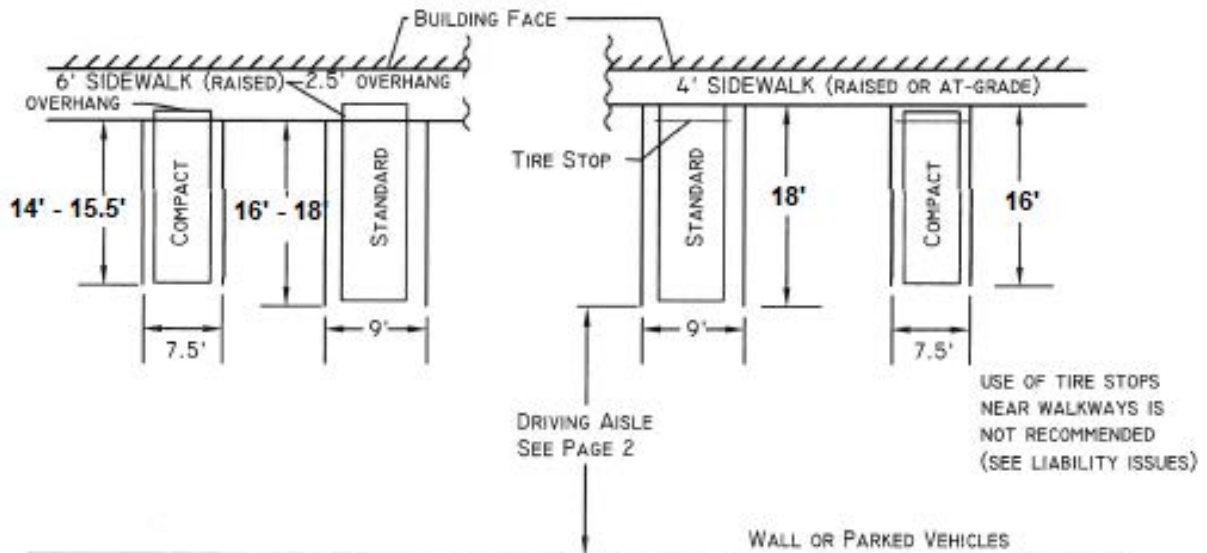
ANGLE	STALL WIDTH	A	B	C	D	E	F	G	H	I	J	K	L
45°	**7.5	10.6	21.2	14.2	13.5	12.3	40.0	38.5	38.5	1.5	5.3	10.7	14.0
	8.5	12.0	24.8	16.5	15.0	14.5	46.0	44.0	43.5	2.5	6.3	11.0	"
	9.0	12.7	"	"	14.0	"	"	"	"	"	"	"	"
60°	**7.5	8.7	17.3	15.4	15.0	14.0	44.4	43.0	42.9	1.5	1.7	8.0	"
	8.5	9.8	20.2	18.0	18.0	16.5	52.5	51.0	50.0	2.5	2.7	8.3	"
	9.0	10.4	"	"	16.0	"	"	"	"	"	"	"	"
75°	**7.5	7.8	15.5	16.0	17.0	15.1	48.1	47.0	46.6	1.5	0.4	4.7	"
	8.5	8.8	18.1	18.5	22.0	17.5	58.0	57.0	55.5	2.5	0.5	5.0	"
	9.0	9.3	"	"	21.0	"	"	"	"	"	"	"	"
90°	**7.5	7.5	15.5	15.5	22.0	15.5	53.0	52.0	51.5	1.5	5.0	0.0	D
	8.5	8.5	18.0	18.0	26.0	18.0	62.0	62.0	59.5	2.5	"	"	D
	9.0	9.0	18.0	"	24.0	"	60.0	60.0	"	"	"	"	D

** 7.5' WIDE STALLS ARE FOR COMPACT CARS ONLY AND MUST BE SIGNED AS SUCH.

PASSENGER VEHICLES

PARKING LAYOUT NEAR SIDEWALKS

TYPICAL LAYOUT

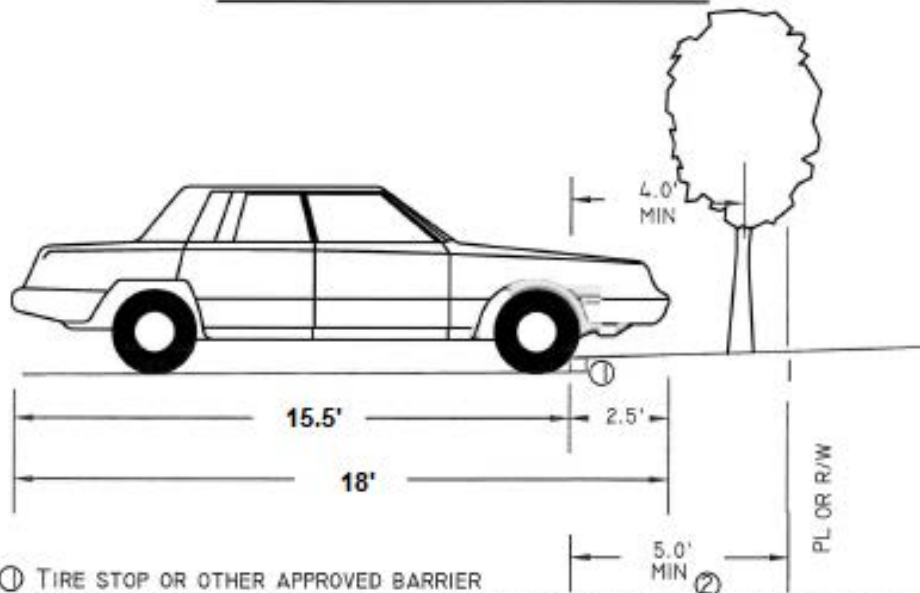


NOTE: COMPACT STALLS MUST BE SIGNED AND MAY CONSTITUTE UP TO 25% OF REQUIRED PARKING.

RECOMMENDED STALL WIDTHS

WIDTH	TYPICAL TURNOVER	TYPICAL USES
9.5 FEET	HIGH W/LOADING	GROCERY AND HIGH VOLUME RETAIL STORES
9.0 FEET	HIGH TO MEDIUM	RETAIL CUSTOMERS, BANKS, FAST FOODS, OTHER HIGH TURNOVER RATES
8.5 FEET	MEDIUM TO LOW	VISITORS, EMPLOYEES, RESIDENTIAL, AIRPORT, HOSPITALS, COMMUTER

PERIMETER REQUIREMENTS

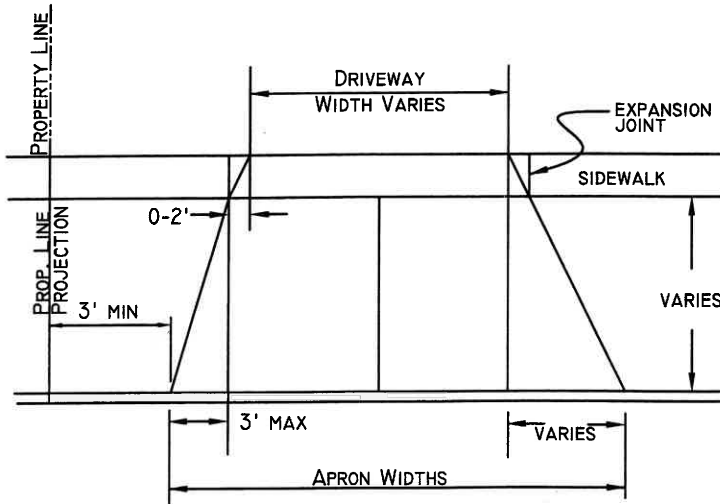


- ① TIRE STOP OR OTHER APPROVED BARRIER
- ② DISTANCE MAY BE REDUCED AT PROPERTY LINES WHEN LANDSCAPING IS NOT REQUIRED

PASSENGER VEHICLES

APRON GEOMETRY

SEE DIVISION OF ENGINEERING, ENTRANCE DETAILS (STANDARD DRAWINGS-ATTACHED)



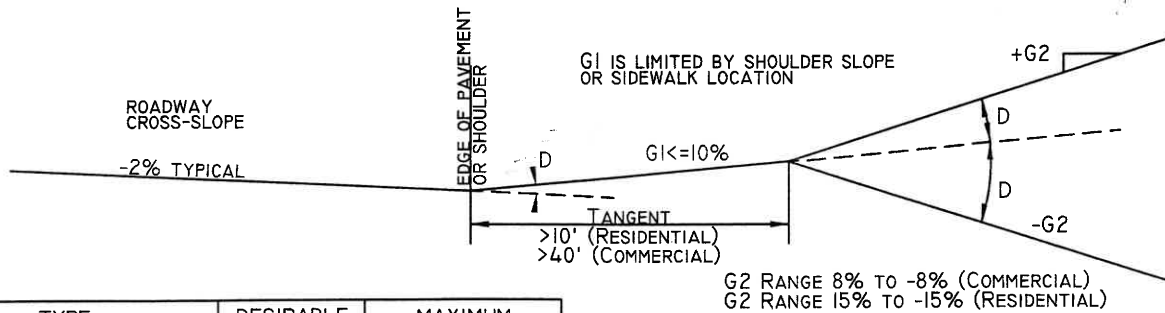
CURRENT STANDARD

CLASSIFICATION	DRIVEWAY	APRON
SINGLE RESIDENTIAL	12'	18'
DOUBLE OR JOINT RESIDENTIAL	20'	26'
NONRESIDENTIAL	30'	40'

PROPOSED STANDARD

CLASSIFICATION	DRIVEWAY	STANDARD APRON	ALTERNATE APRON
SINGLE RESIDENTIAL	12'	3' STRAIGHT FLARE = 18' CURB CUT	—
DOUBLE OR JOINT RESIDENTIAL	20'	3' STRAIGHT FLARE = 26' CURB CUT	—
NONRESIDENTIAL	30'	5' STRAIGHT FLARE = 40' CURB CUT	10' RADIAL FLARE = 50' CURB CUT
COMMERCIAL LOADING	30'	15' STRAIGHT FLARE = 60' CURB CUT	20' RADIAL FLARE = 70' CURB CUT
INDUSTRIAL	40'	20' STRAIGHT FLARE = 80' CURB CUT	25' RADIAL FLARE = 90' CURB CUT

VERTICAL ALIGNMENT



TYPE	DESIRABLE (D)	MAXIMUM (D)
HIGH VOLUME DRIVEWAY	0%	+/- 3%
LOW VOLUME DRIVEWAY ON MAJOR OR COLLECTOR STREETS	+/- 3%	+/- 6%
LOW VOLUME DRIVEWAY ON LOCAL STREETS	+/- 6%	+/- 15% CONTROLLED BY VEHICLE CLEARANCE

EXAMPLE:

G1 = +3%
G2 = -10%

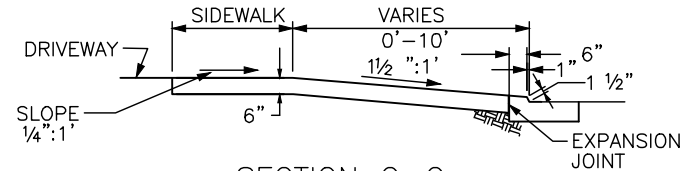
$D = (G1) - (G2)$
 $= (3) - (-10) = 13% < 15% \text{ OK}$

*IF A GRADE CHANGE GREATER THAN 15% IS NECESSARY, AT LEAST A 10' VERTICAL CURVE MUST BE USED TO TRANSITION BETWEEN SLOPES.

ENTRANCES AND ACCESS CONSIDERATIONS

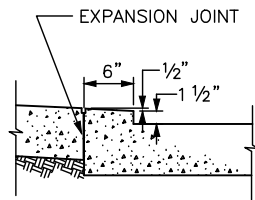
MAXIMUM ALLOWABLE APRON AND DRIVEWAY WIDTHS

CLASSIFICATION	DRIVEWAY	STANDARD APRON	ALTERNATE APRON
NON-RESIDENTIAL	30'	5' STRAIGHT FLARE=40' CURB CUT	10' RADIAL FLARE=50' CURB CUT
COMMERCIAL LOADING	30'	15' STRAIGHT FLARE=60' CURB CUT	20' RADIAL FLARE=70' CURB CUT
INDUSTRIAL	40'	20' STRAIGHT FLARE=80' CURB CUT	25' RADIAL FLARE=90' CURB CUT

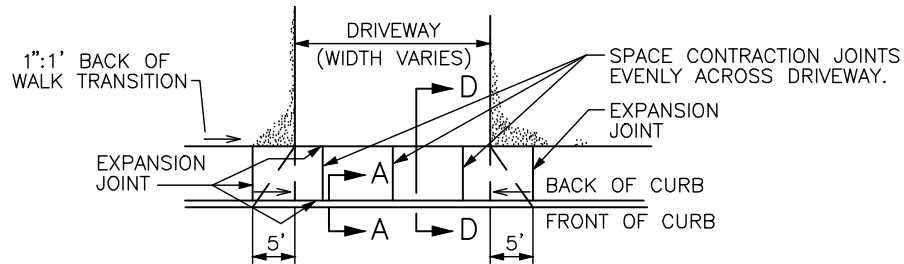


SECTION C-C

FRONT OF SIDEWALK ELEVATION DETERMINED BY ADDING 1/2" : 1' ACROSS UTILITY STRIP FROM TOP OF CURB. IF COMING OFF 1/2" LIP ADD ANOTHER 4/2" TO DETERMINE ELEVATION AT FRONT OF SIDEWALK.



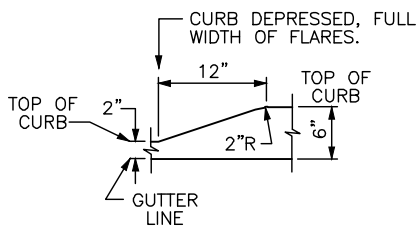
SECTION A-A



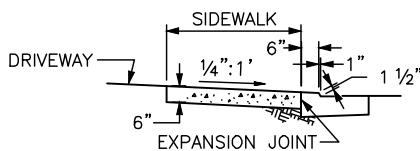
ENTRANCE WITHOUT UTILITY STRIP

NOTES:

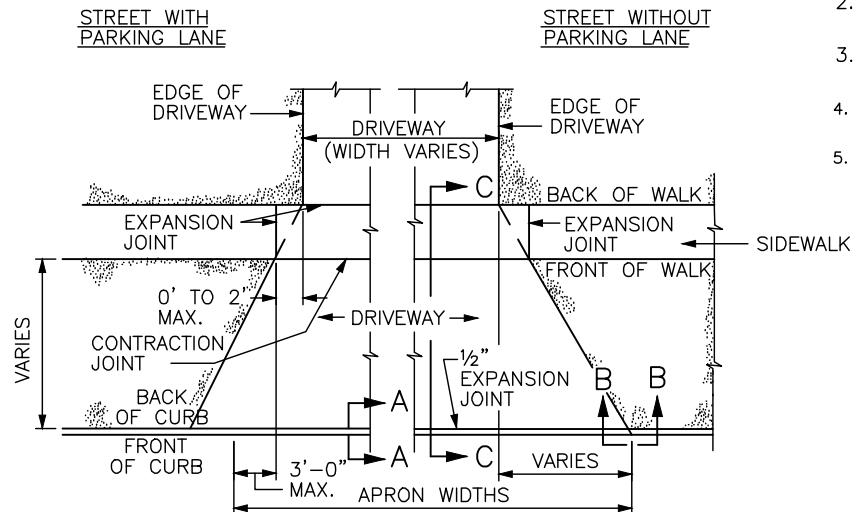
1. PROVIDE A SAWED JOINT ALONG CENTER LINE OF APRON.
2. MAXIMUM CROSS SLOPE ON SIDEWALK SHALL NOT EXCEED 1/4" : 1'
3. MAXIMUM SLOPE ON APRON SHALL NOT EXCEED 1/2" : 1'.
4. NO CATCH BASINS WILL BE PUT IN APRONS.
5. ALL EXPANSION JOINTS SHALL BE FULL DEPTH.



SECTION B-B



SECTION D-D



ENTRANCE WITH UTILITY STRIP

LEXINGTON

DIVISION OF ENGINEERING

COMMERCIAL ENTRANCE DETAILS

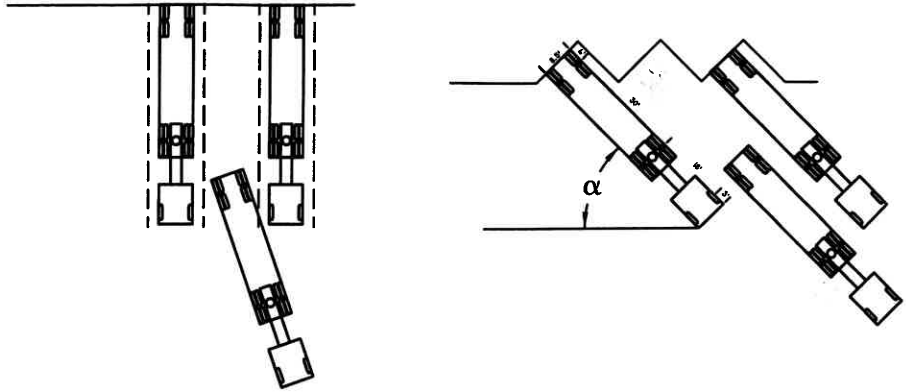
STANDARD DRAWING NO. **307-2**

APPROVAL: 9/22/17

URBAN COUNTY ENGINEER DATE

COMMISSIONER DATE

LOADING DOCK LAYOUT

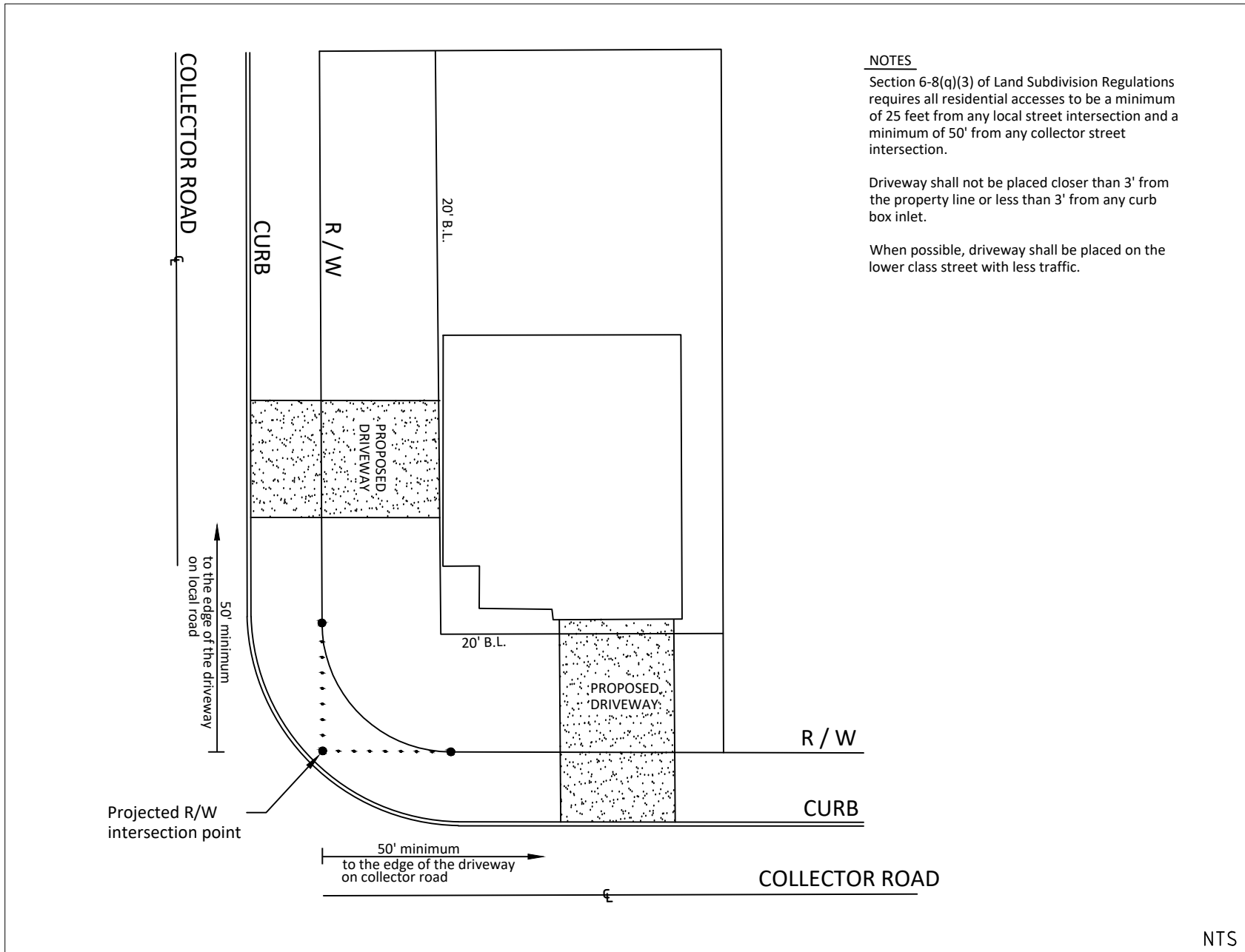


DESIGN VEHICLE	LENGTH IN FEET (L)	DOCK ANGLE (α)	CLEARANCE IN FEET (D)	BERTH WIDTH IN FEET (W)	APRON SPACE IN FEET (A)	TOTAL OFFSET IN FEET (T)		
WB-40	50	90°	50	10	63	113		
				12	56	106		
				14	52	102		
		60°	44	45°	36	10	46	90
						12	40	84
						14	35	79
		WB-50	55	90°	55	10	37	73
						12	32	68
						14	29	65
60°	48			45°	39	10	77	132
						12	72	127
						14	67	122
10	55	103						
12	51	99						
14	46	94						
10	45	84						
12	40	79						
14	37	76						

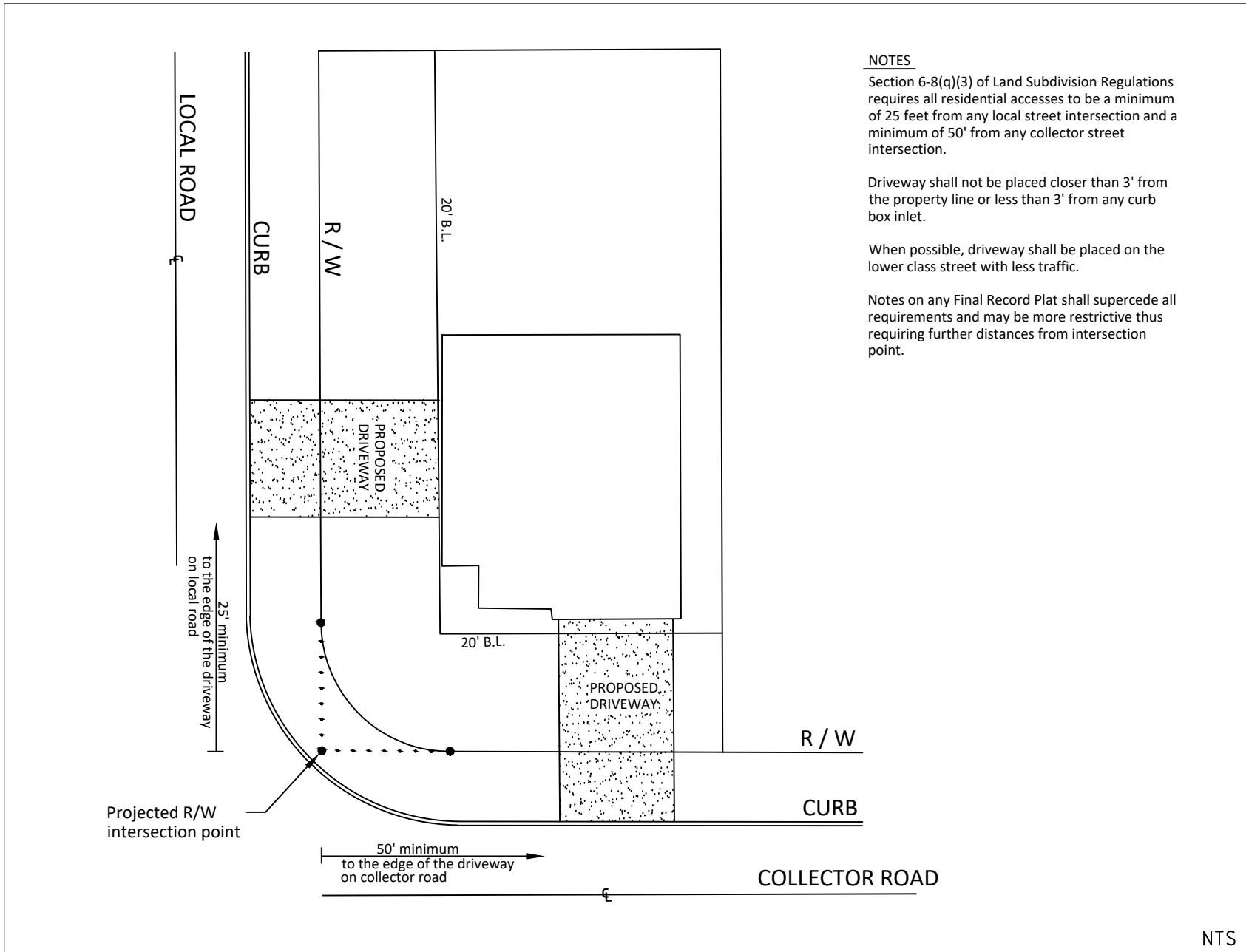
DESIGN CRITERION	SIZE OF VEHICLE TO BE ACCOMMODATED IN FEET		
	AUTOMOBILE, PICKUP & PANEL	SINGLE-UNIT TRUCK	TRACTOR-TRAILER TRUCK
VERTICAL CLEARANCE	—	13	14
LENGTH	25	35	55*
WIDTH	11	12	12
DOCK HEIGHT	2-2.5	3-4.2	4-4.4

* MAY NEED TO ACCOMMODATE TRUCKS OVER 65 FEET LONG.

TRUCKS



COLLECTOR / COLLECTOR CORNER LOT



NOTES
 Section 6-8(q)(3) of Land Subdivision Regulations requires all residential accesses to be a minimum of 25 feet from any local street intersection and a minimum of 50' from any collector street intersection.

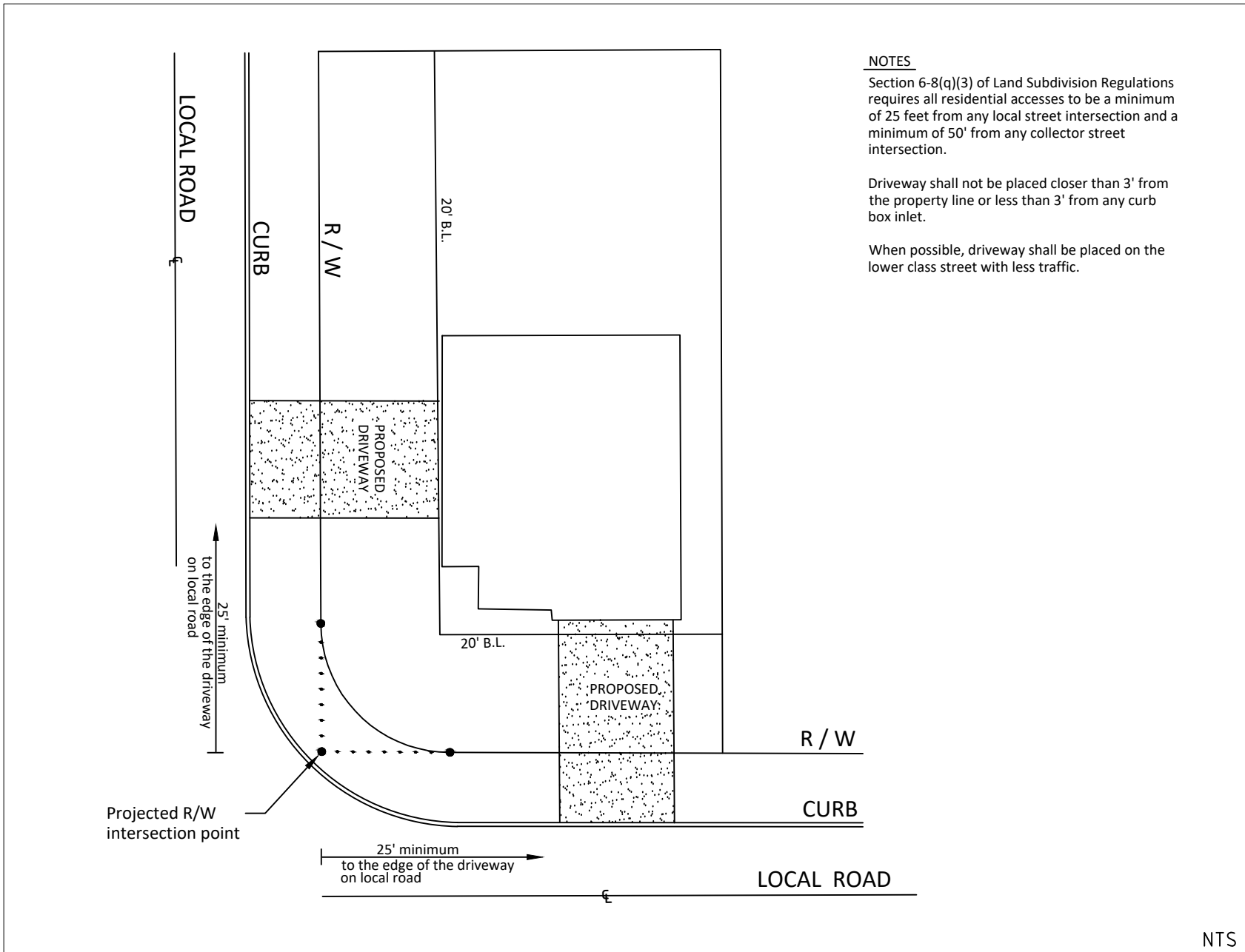
Driveway shall not be placed closer than 3' from the property line or less than 3' from any curb box inlet.

When possible, driveway shall be placed on the lower class street with less traffic.

Notes on any Final Record Plat shall supercede all requirements and may be more restrictive thus requiring further distances from intersection point.

NTS

COLLECTOR / LOCAL CORNER LOT



LOCAL / LOCAL CORNER LOT

