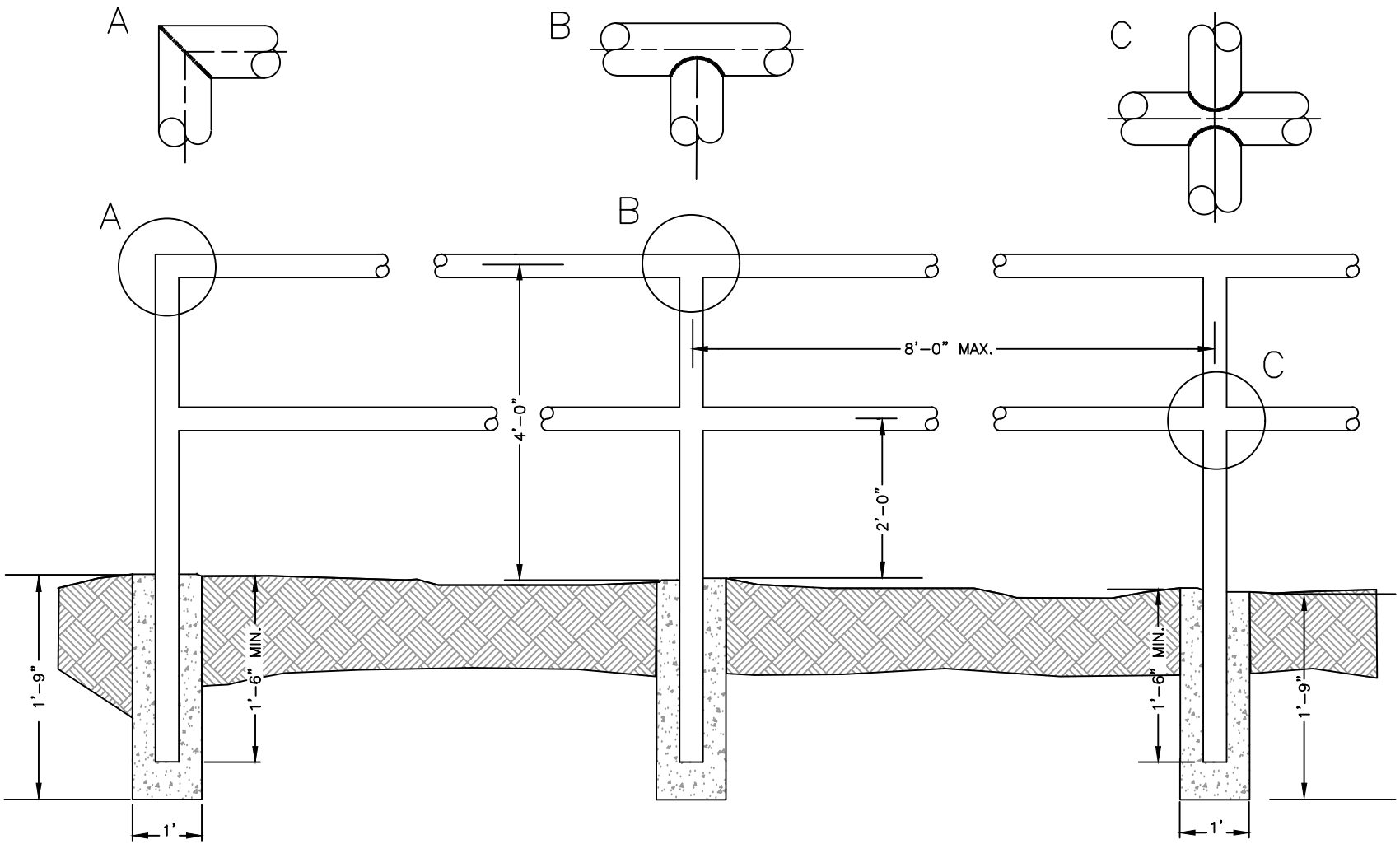


NOTES:

1. ALL CONCRETE TO BE 3500 P.S.I. COMPRESSIVE STRENGTH.
2. TYPE OF PIPE TO BE USED IS 1-5/8" MAX. O.D. BLACK IRON, LOW CARBON PIPE OR GALVANIZED.
3. ALL JOINTS TO HAVE A 1/2" FILLET WELD AT ALL JOINTS.
4. AFTER INSTALLATION PAINT ASSEMBLY WITH BLACK ALL WEATHER ENAMEL.
5. SEE DETAIL 5001B FOR WARRANTS
6. ALTERNATIVE DESIGNS SHALL BE SENT TO THE CITY ENGINEER FOR APPROVAL. ANY ALTERNATE DESIGN WILL BE PRIVATELY MAINTAINED.

NOT TO SCALE

SAFETY RAIL

REV.	STD. NO.
1	5001A

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS

\\COL-DATA1\PUBLIC SERVICES\ENGINEERING\COL_LIDS\STANDARD DETAILS\5000 - MISCELLANEOUS\DWGS\5001.DWG

WARRANTS

STANDARD SAFETY RAIL (STD. #5001A) SHALL BE INSTALLED UNDER ANY OF THE FOLLOWING CIRCUMSTANCES IN BOTH NEW CONSTRUCTION AND IN RETROFITTING OR RECONSTRUCTION OF EXISTING ROADWAYS OR SITES:

1. WHEN THE CULVERT CROSSING DETAIL (STD. #3027A&B) APPLIES.
2. IF THERE IS A TWO FOOT OR GREATER DROPOFF WITHIN 2 FEET OF THE EDGE OF THE SIDEWALK (SEE DIAGRAM A).
3. IF THERE IS A 1–FOOT OR LARGER DROPOFF DIRECTLY ADJACENT TO THE SIDEWALK EDGE (SEE DIAGRAM B).
4. AT THE DIRECTION OF PLANNING, OR ENGINEERING STAFF BASED ON FIELD CONDITIONS FOR PUBLIC SAFETY CONCERNS.

DEFINITIONS

- DROPOFF –– A SLOPE OF 2:1 OR STEEPER. EXAMPLES INCLUDE HEADWALLS, RETAINING WALLS, AND CULVERTS.
- SIDEWALK –– FOR PURPOSES OF THIS STANDARD, THE TERM "SIDEWALK" IS USED GENERICALLY AND SHALL MEAN ANY PATH OR SURFACE TO BE USED FOR BICYCLE AND/OR PEDESTRIAN TRANSPORTATION. EXAMPLES INCLUDE, BUT ARE NOT LIMITED TO, SIDEWALKS, BIKE PATHS, SHARED–USE PATHS, PEDESTRIAN PATHS, AND GREENWAYS.

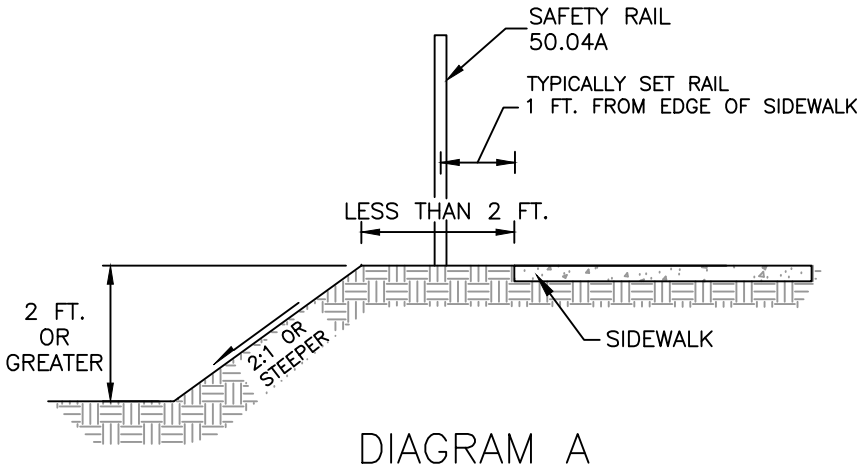


DIAGRAM A

SLOPED DROPOFF AT BACK OF SIDEWALK

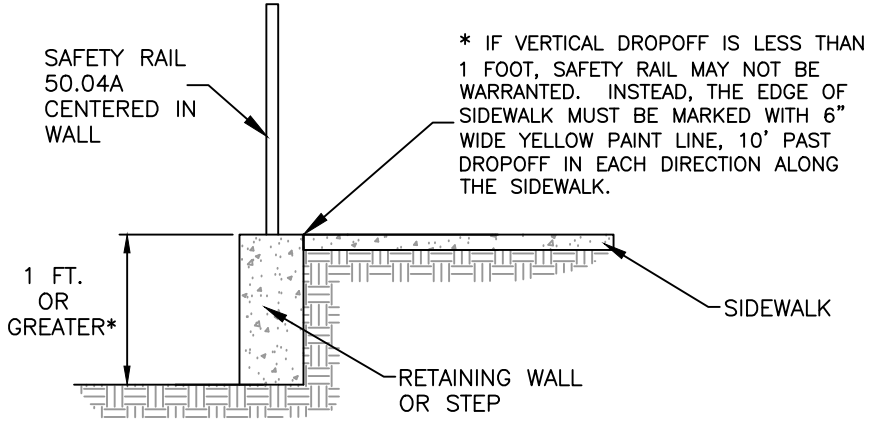


DIAGRAM B

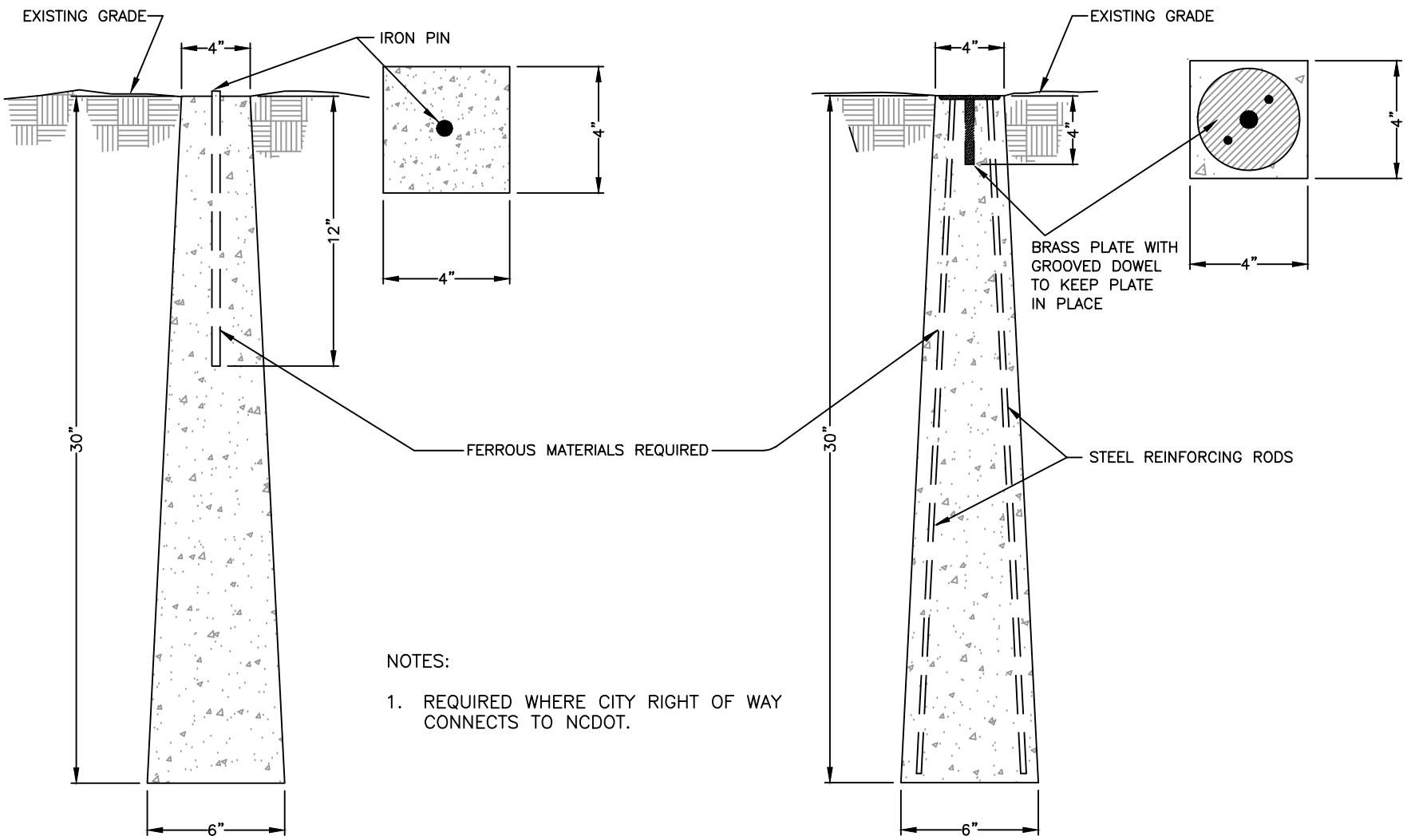
VERTICAL DROPOFF AT BACK OF SIDEWALK

NOT TO SCALE

REV.	STD. NO.
1	5001B

SAFETY RAIL WARRANTS

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



NOTES:

1. REQUIRED WHERE CITY RIGHT OF WAY CONNECTS TO NCDOT.

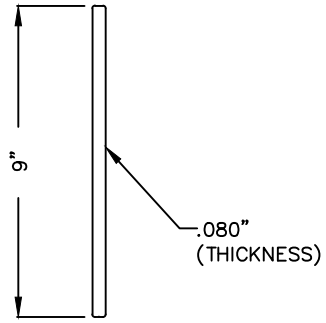
NOT TO SCALE

CONCRETE CONTROL MONUMENT

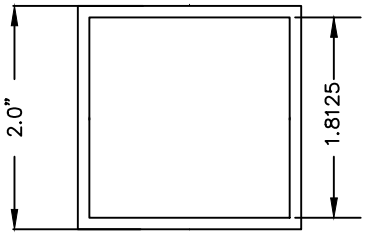
REV.	STD. NO.
1	5002

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS

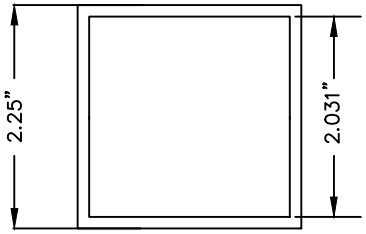
SIGN



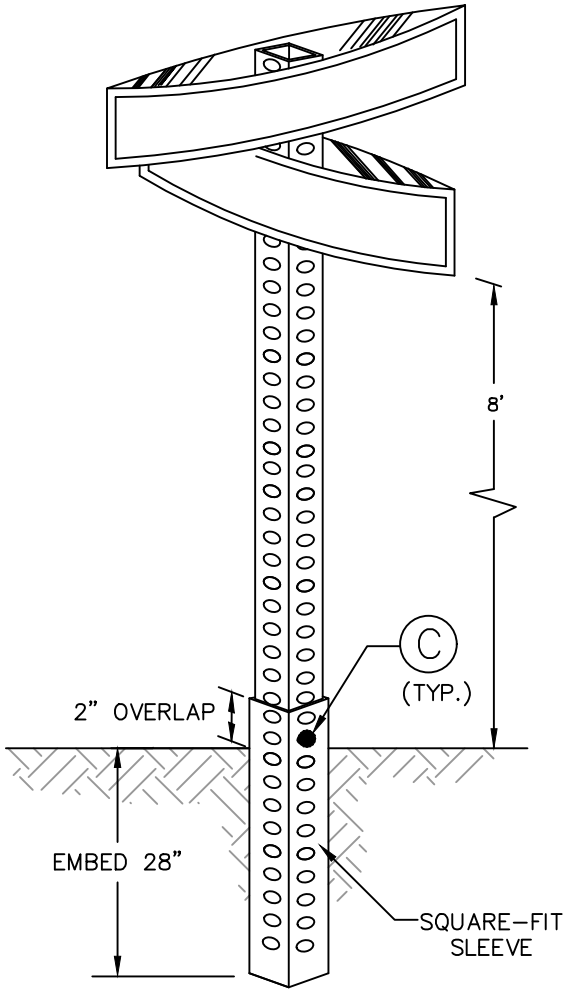
POST
(14 GAUGE)



SQUARE–FIT SLEEVE
(12 GAUGE)



STREET NAME SIGN
POST INSTALLATION

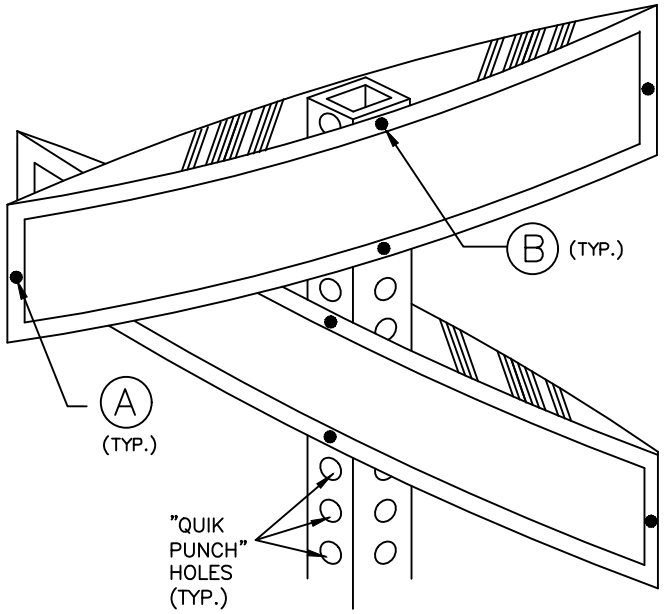


KEY TO FASTENERS:

(A) #10–24 x ¾" HEX HEAD MACHINE, ZINC– DEAD END
#10–24 FLANGE NUT, ZINC– DEAD END

(B) 5/16" #16 X 3" CARRIAGE BOLT, ZINC
5/16" #16 HEX NUT, STEEL

(C) 5/16" #16 X 2–¾" CORNER BOLT (BREAKAWAY), ZINC
5/16" #16 HEX NUT, STEEL



NOTES:

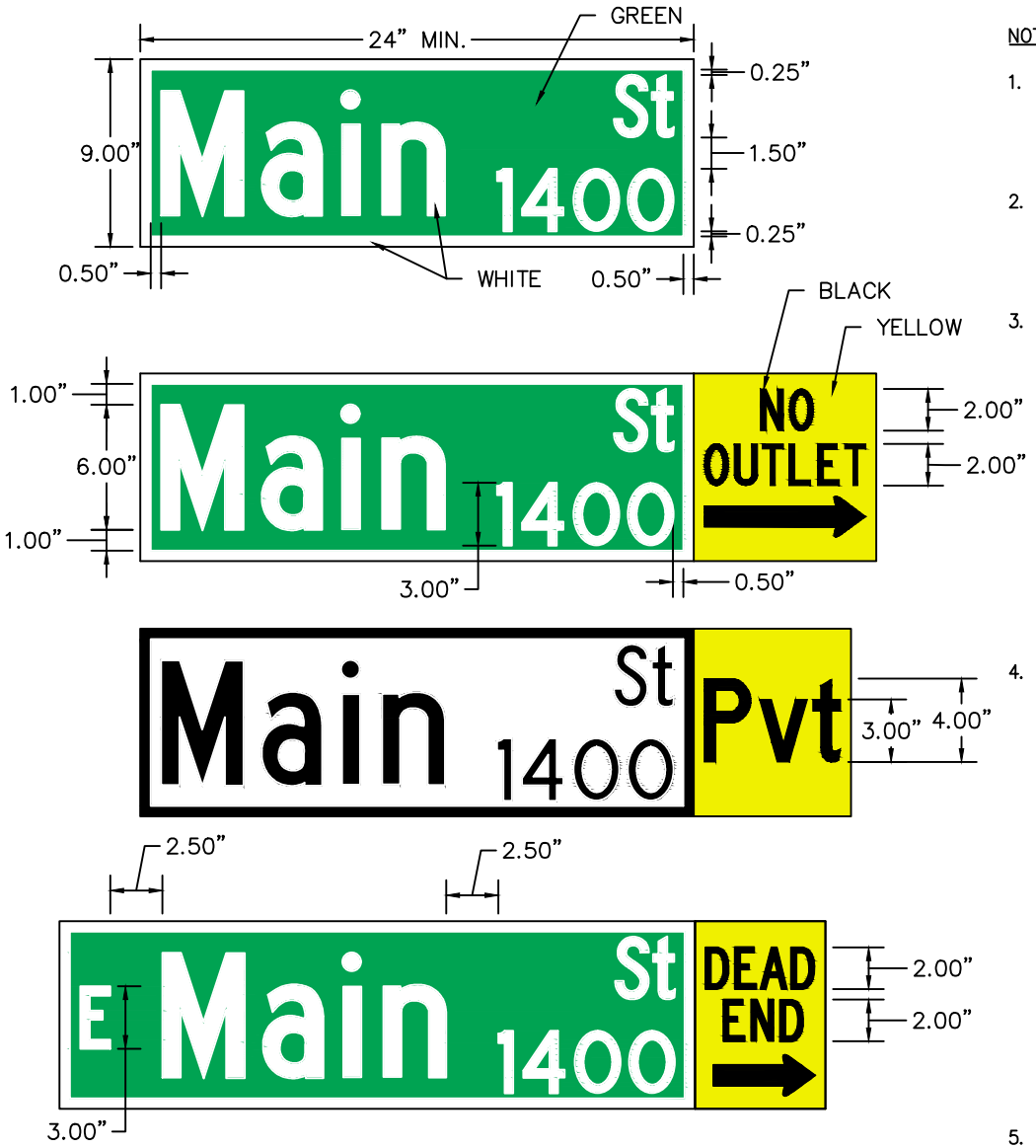
1. POST SHALL BE 14–GAUGE GALVANIZED STEEL, QUIK–PUNCH, 7/16" HOLES, 1" ON CENTER, ALIGNED ON ALL SIDES, AND 2" SQUARE, 10 FEET IN LENGTH.
2. THE SLEEVE SHALL BE 12–GAUGE GALVANIZED STEEL, 7/16" HOLES, 1" ON CENTER, ALIGNED ON ALL SIDES, AND 2.25" SQUARE, 30" IN LENGTH.
3. ALL STREET NAME SIGNS ARE SUBJECT TO THE APPROVAL OF THE PUBLIC SERVICES DIRECTOR.

NOT TO SCALE

STREET NAME SIGN

REV.	STD. NO.
1	5003A

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



NOTES:

1. STREET NAME MARKERS (SNM) SHALL BE ALUMINUM, FLAT, AND HAVE DIMENSIONS AS SHOWN ON THIS DETAIL. MIMIMUM LENGTH OF 24"; MAXIMUM LENGTH OF 60". THE SNM'S SHALL BE COVERED WITH WHITE HIGH INTENSITY PRISMATIC (HIP) RETRO-REFLECTIVE SHEETING (3M SERIES 3930 OR EQUIVALENT) WITH PRESSURE SENSITIVE ADHESIVE (OR EQUIVALENT TYPE IV OR HIGHER).

2. THE LETTERS SHALL BE REVERSE CUT FROM TRANSPARENT GREEN OVERLAY FILM (3M #1177 EC FILM OR EQUIVALENT MEETING FEDERAL SPECIFICATION FP-96, SECTION 178.01(A) AND ASTM D4956). THE TRANSPARENT GREEN OVERLAY FILM MUST BE PLACED ON THE SNM TO PROVIDE AN EXPOSED 0.5" BORDER OF THE UNDERLAY WHITE HIP RETRO-REFLECTIVE SHEETING.

3. THE STREET NAME SHALL BE COMPOSED OF INITIAL UPPER CASE LETTERS 6" IN HEIGHT AND CORRESPONDING LOWER CASE LETTERS 4.5" IN HEIGHT, IN FHWA "HIGHWAY B" FONT. THE STREET NAME SHALL BE LEFT-JUSTIFIED AND PLACED 0.5" FROM THE SIGN BORDER. ANY STREET NAME WITH 3 OR FEWER LETTERS SHALL BE CENTERED IN THE SIGN TEXT AREA.

   - PREFIX/SUFFIX NAMES SHALL BE COMPOSED OF INITIAL UPPER CASE LETTERS 3" IN HEIGHT AND CORRESPONDING LOWER CASE LETTERS 2.25" IN HEIGHT, IN FHWA "HIGHWAY C" FONT.
   - BLOCK NUMBERS SHALL BE 3" IN HEIGHT, IN FHWA "HIGHWAY C" FONT.
   - SUFFIX NAMES AND BLOCK NUMBERS SHALL BE RIGHT-JUSTIFIED AND PLACED 0.5" FROM THE RIGHT-SIDE SIGN BORDER AND 0.25" FROM THE TOP AND BOTTOM SIGN BORDERS. PREFIX LETTERS (N, S, E, AND W) SHALL BE CENTERED AND PLACED 0.5" FROM THE LEFT-SIDE SIGN BORDER WITH 2.5" SPACING TO BEGINNING OF STREET NAME.

4. SUPPLEMENTAL SNM WORDING ON YELLOW HIP RETRO-REFLECTIVE SHEETING WITH BLACK VINYL LETTERS SHALL BE PLACED ADJACENT TO THE GREEN OVERLAY FILM/BORDER TO INDICATE STREETS THAT DEAD END, HAVE NO OUTLET, ETC. OR ARE PRIVATE STREETS (PVT). THE YELLOW HIP RETRO-REFLECTIVE SHEETING MUST BE PLACED ON THE SNM TO MAINTAIN AN EXPOSED 0.5" BORDER OF THE UNDERLAY WHITE HIP RETRO-REFLECTIVE SHEETING.

   - NO OUTLET WITH ARROW (RIGHT OR LEFT) – PLACED ON SNM AT ENTRANCE TO A STREET OR STREET NETWORK FROM WHICH THERE IS NO OTHER EXIT. USE UPPER CASE LETTERS 2" IN HEIGHT, IN FHWA "HIGHWAY C" FONT.
   - PVT – PLACED ON SNM AT ENTRANCE TO PRIVATE STREET, USE UPPER CASE LETTER 4" IN HEIGHT AND CORRESPONDING LOWER CASE LETTERS 3" IN HEIGHT, IN FHWA "HIGHWAY C" FONT.
   - DEAD END WITH ARROW (RIGHT OR LEFT) – PLACED ON SNM AT ENTRANCE TO A SINGLE STREET THAT TERMINATES IN A DEAD END OR CUL-DE-SAC. USE UPPER CASE LETTERS 2" IN HEIGHT, IN FHWA "HIGHWAY C" FONT. IF STUB STREET IS LESS THAN OR EQUAL TO 200 FEET, THEN DEAD END IS NOT NECESSARY.

5. ALL SNMs ARE SUBJECT TO THE APPROVAL OF THE PUBLIC SERVICES DIRECTOR AND PUBLIC SERVICES ENGINEER.

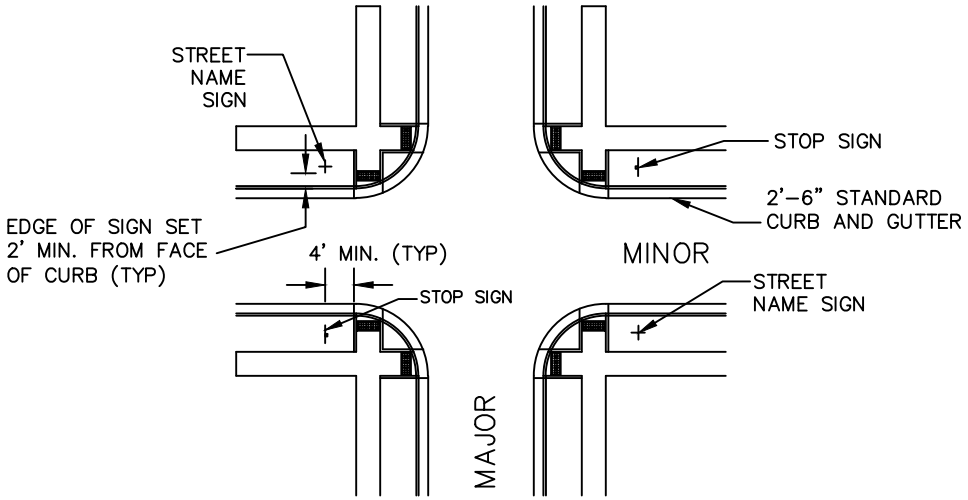
NOT TO SCALE

STREET NAME SIGN

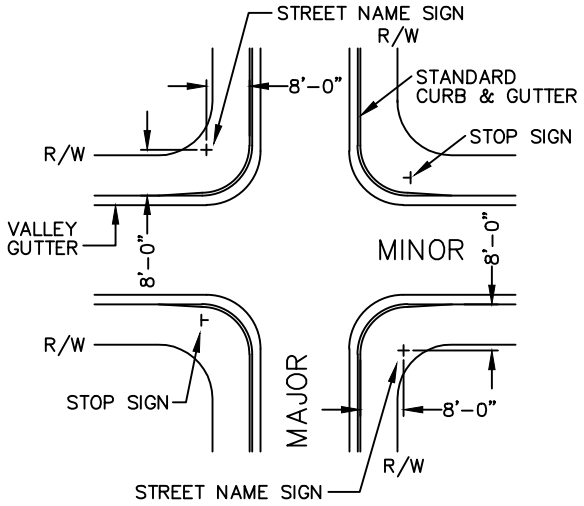
REV.	STD. NO.
1	5003B

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS

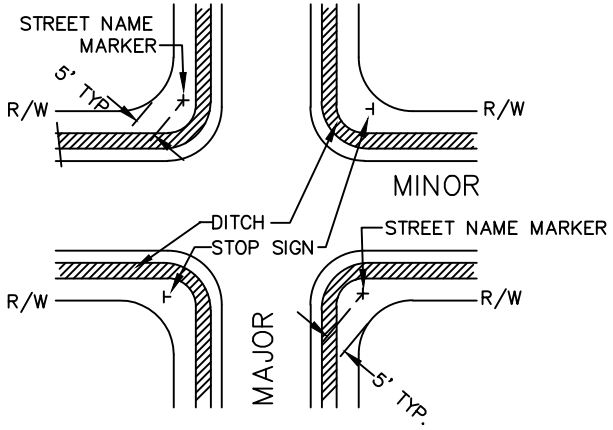
INTERSECTION WITH SIDEWALK, CURB, AND GUTTER



INTERSECTION WITH CURB AND GUTTER



INTERSECTION WITH DITCHES, AND NO CURB AND GUTTER



NOTES

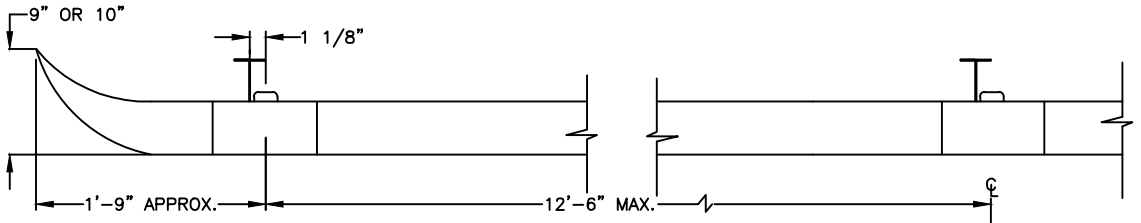
1. TWO STREET NAME MARKERS ARE REQUIRED IF THE MAJOR STREET HAS 3 OR MORE LANES.
2. ANY VARIANCE FROM THIS STANDARD MUST BE APPROVED BY THE CITY ENGINEER.
3. ENSURE STOP SIGN SIZE AND INSTALLATION PER MUTCD STANDARDS.

NOT TO SCALE

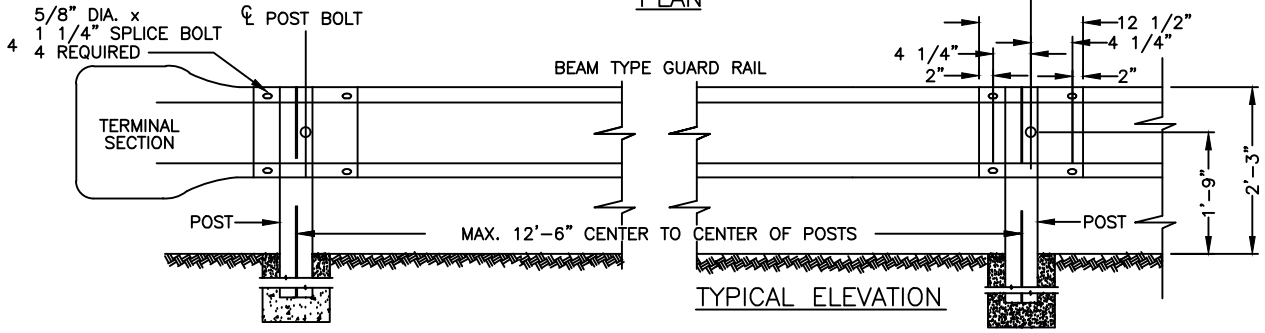
STREET SIGN INSTALLATION LOCATIONS

REV.	STD. NO.
1	5004

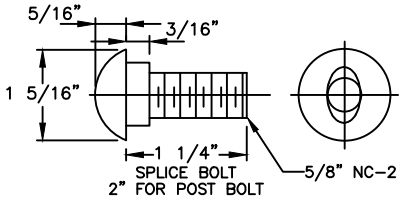
CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



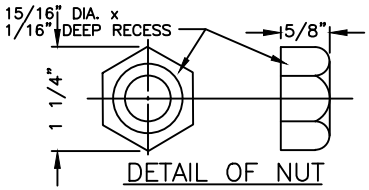
PLAN



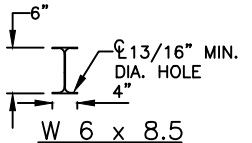
TYPICAL ELEVATION



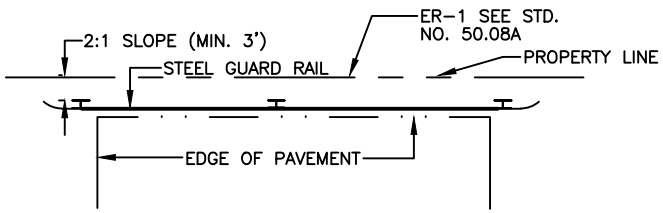
DETAIL OF BOLT



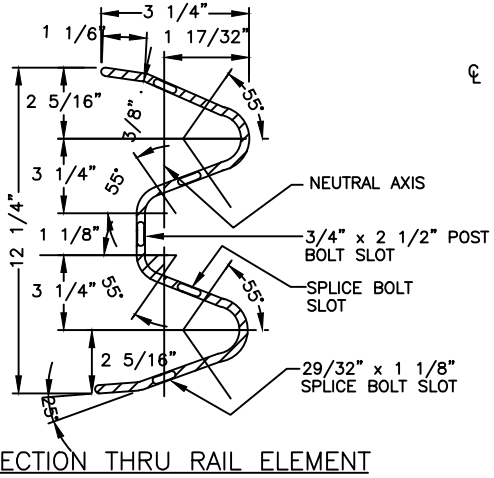
DETAIL OF NUT



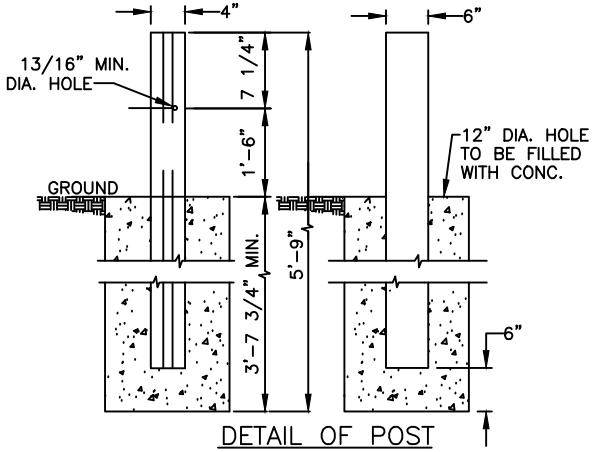
W 6 x 8.5



DEAD-END STREET BARRICADE



SECTION THRU RAIL ELEMENT



DETAIL OF POST

NOTE

THIS DETAIL IS NOT A GUARDRAIL DETAIL. FOR ROADSIDE GUARDRAIL, SEE NCDOT STANDARD DRAWINGS 862.01-862.03

APPROVED DATE: PRELIMINARY

NOT TO SCALE

DEAD END STREET BARRICADES

REV.	STD. NO.
1	5005A

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS

GENERAL NOTES:

1. STEEL BEAM TYPE GUARD RAILS SHALL BE INSTALLED AT THE END OF ALL DEAD–END STREETS, EXCEPT CUL–DE–SAC STREETS WHICH HAVE BEEN IMPROVED WITH A PERMANENT TURN–AROUND.
2. FOR STREETS 26' IN WIDTH THE GUARD RAIL SHALL CONSIST OF TWO(2) 12'–6" SECTIONS OR ONE(1) 25' SECTION, THREE (3) STEEL POSTS, AND TWO (2) TERMINAL SECTIONS. FOR STREETS GREATER THAN 25' IN WIDTH THE GUARD RAIL SHALL SPAN THE ENTIRE WIDTH OF THE STREET.
3. GUARD RAIL SHALL CONSIST OF RAIL ELEMENTS FABRICATED TO DEVELOP CONTINUOUS BEAM STRENGTH AND INSTALLED AS SHOWN.
4. MINIMUM THICKNESS OF GUARD RAIL SHALL BE 12 GAGE U.S. STANDARD.
   THE RAIL ELEMENT INCLUDING SPLICES, SHALL HAVE A MINIMUM ULTIMATE TENSILE STRENGTH OF 80,000 LBS.
   GUARD RAIL PARTS FURNISHED SHALL BE INTERCHANGEABLE WITH SIMILAR PARTS REGARDLESS OF THE SOURCE OF MANUFACTURER.
   THE HOLES FOR CONNECTING BOLTS SHALL BE PUNCHED OF DRILLED, BURNING WILL NOT BE PERMITTED.
5. THE GUARD, BOLTS, NUTS, STEEL POSTS. AND ALL OTHER METAL PARTS SHALL BE GALVANIZED TO CONFORM TO THE REQUIREMENTS FOR THE COATING CLASS, (2.50 OUNCES PER SQUARE FOOT) OF THE CURRENT SPECIFICATIONS FOR ZINC–COATED (GALVANIZED) IRON, AND STEEL SHEETS, COILS, AND CUT LENGTHS, IN ACCORDANCE WITH ASTM 123A.
6. IF THE AVERAGE SPELTER COATING AS DETERMINED FROM THE REQUIRED SAMPLES IS LESS THAN TWO (2) OUNCES OF SPELTER PER SQUARE FOOT, OR IF ANY ONE SPECIMEN HAS LESS THAN 1.8 ONCES OF SPELTER PER SQUARE FOOT OF DOUBLE EXPOSED SURFACE, THE LOT SAMPLED SHALL BE REJECTED, THE FINISHED SHEETS SHALL BE OF FIRST CLASS COMMERCIAL QUALITY, FREE FROM INJURIOUS DEFECTS, SUCH AS BLISTERS, FLUX, AND UNCOATED SPOTS.
7. THE GUARD RAIL SHALL BE INSPECTED TO DETERMINE THAT THE MATERIAL, DIMENSIONS, AND WORKMANSHIP ARE IN ACCORDANCE WITH THIS PLAN.
8. WHERE A DEAD–END STREET REQUIRES GUARD RAIL, END OF ROADWAY MARKER SIGNS SHALL ALSO BE REQUIRED. (SEE STD. 5006A&B) (ER–1).

NOT TO SCALE

DEAD END STREET BARRICADES (NOTES)

REV.	STD. NO.
1	5005B

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS

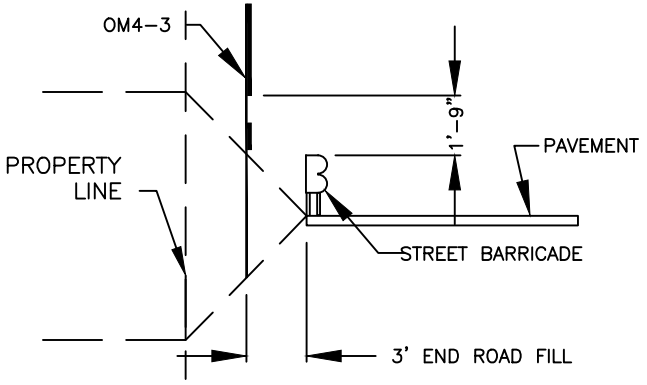
NOTES:

1. WHEN A DEAD–END OR STUBBED STREET REQUIRES A GUARDRAIL SECTION, END–OF–ROADWAY MARKER SIGNS (OM4–3, 24"x24", SOLID RED) SHALL BE PROVIDED.

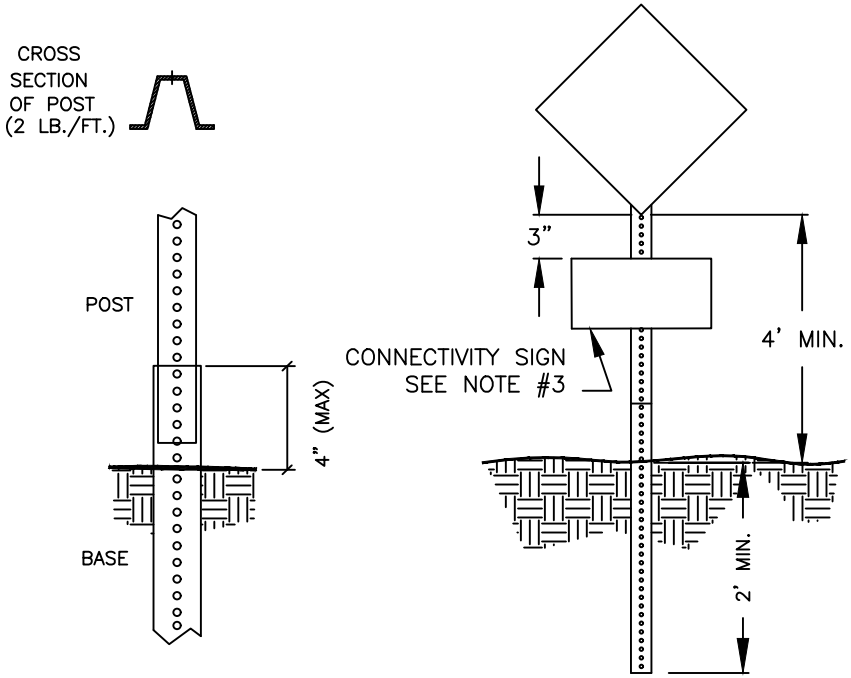
2. SIGNS ARE TO BE PLACED BEHIND THE BARRICADE (SEE DETAILS 5005A & B), EVENLY SPACED WITH ONE SIGN PLACED AT THE CENTERLINE LOCATION AND ADDITIONAL SIGNS AT 6' O.C. (MINIMUM OF 3 SIGNS, MAXIMUM OF 5 SIGNS).

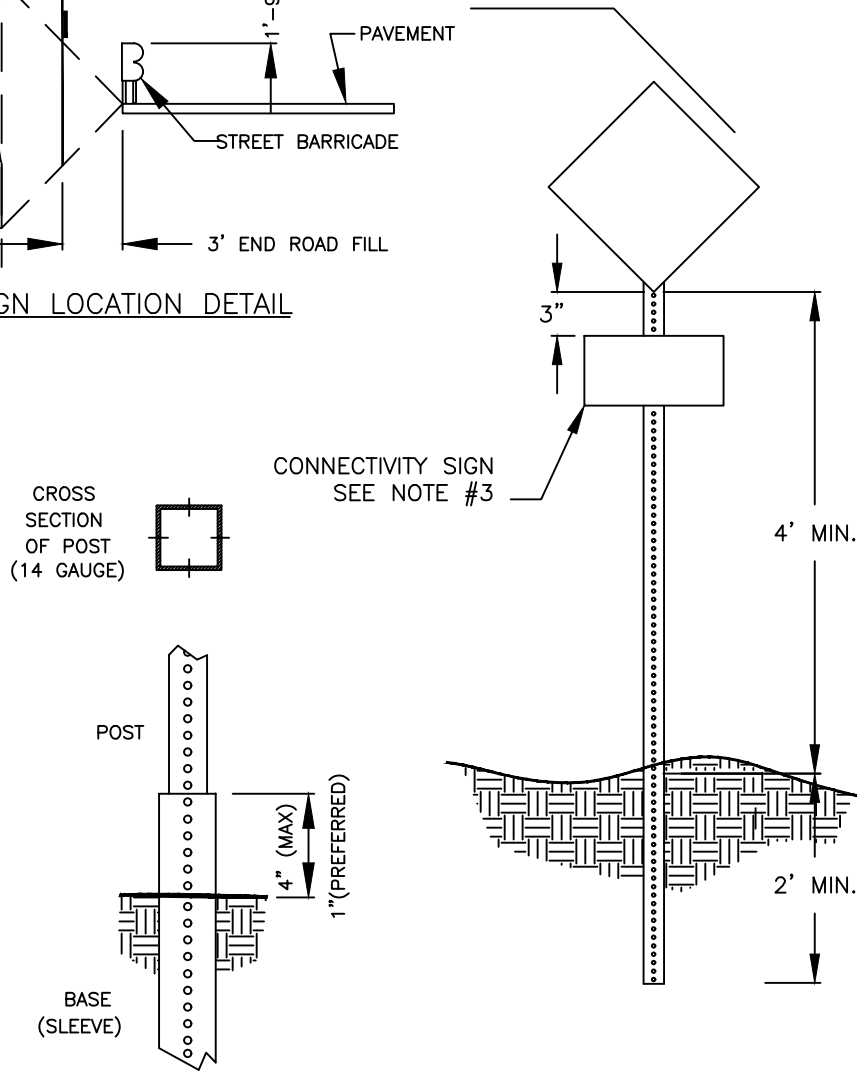
3. WHEN BARRICADE IS USED ON A STREET STUB, THE SIGN AT THE CENTERLINE SHALL BE SUPPLEMENTED WITH A STREET CONNECTIVITY SIGN. SEE DETAIL 5006C.

4. ALL SIGNS/MARKERS SHALL MEET OR EXCEED MUTCD STANDARDS FOR RETROREFLECTIVITY.



SIGN LOCATION DETAIL



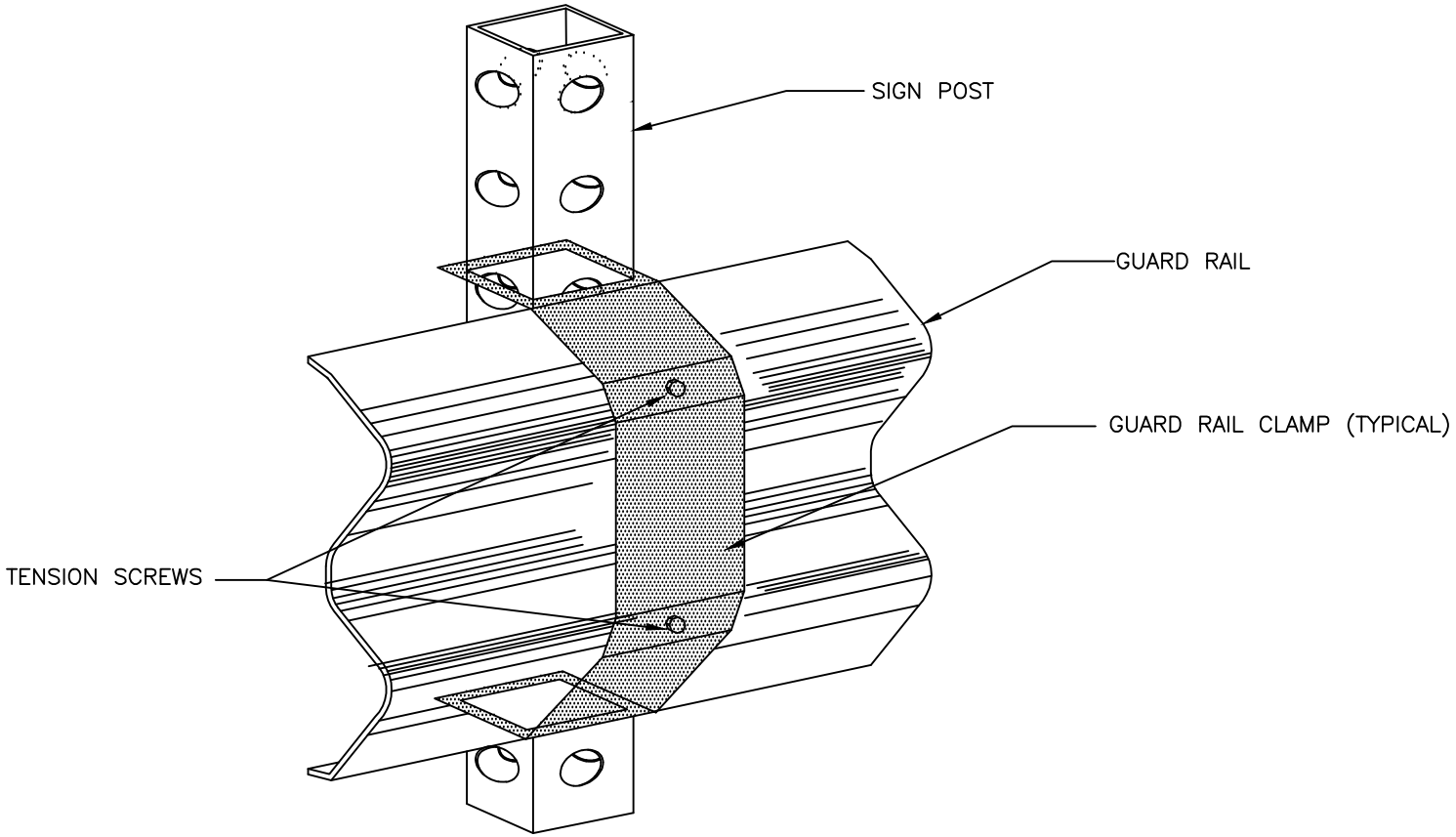


NOT TO SCALE

END OF ROADWAY MARKER

REV.	STD. NO.
1	5006A

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS

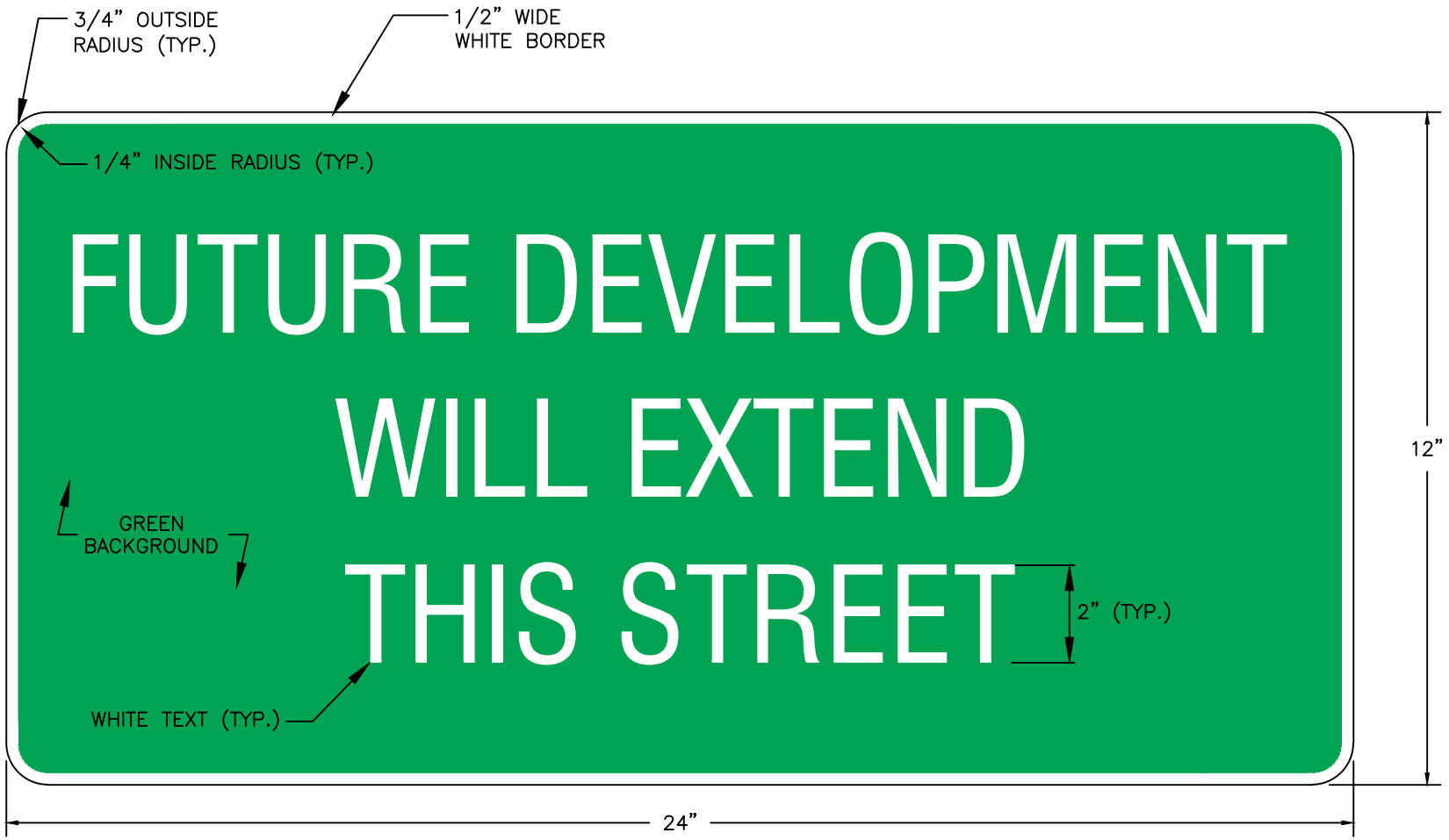


NOT TO SCALE

END OF ROADWAY MARKER GUARDRAIL CLAMP INSTALLATION

REV.	STD. NO.
1	5006B

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



NOTES:

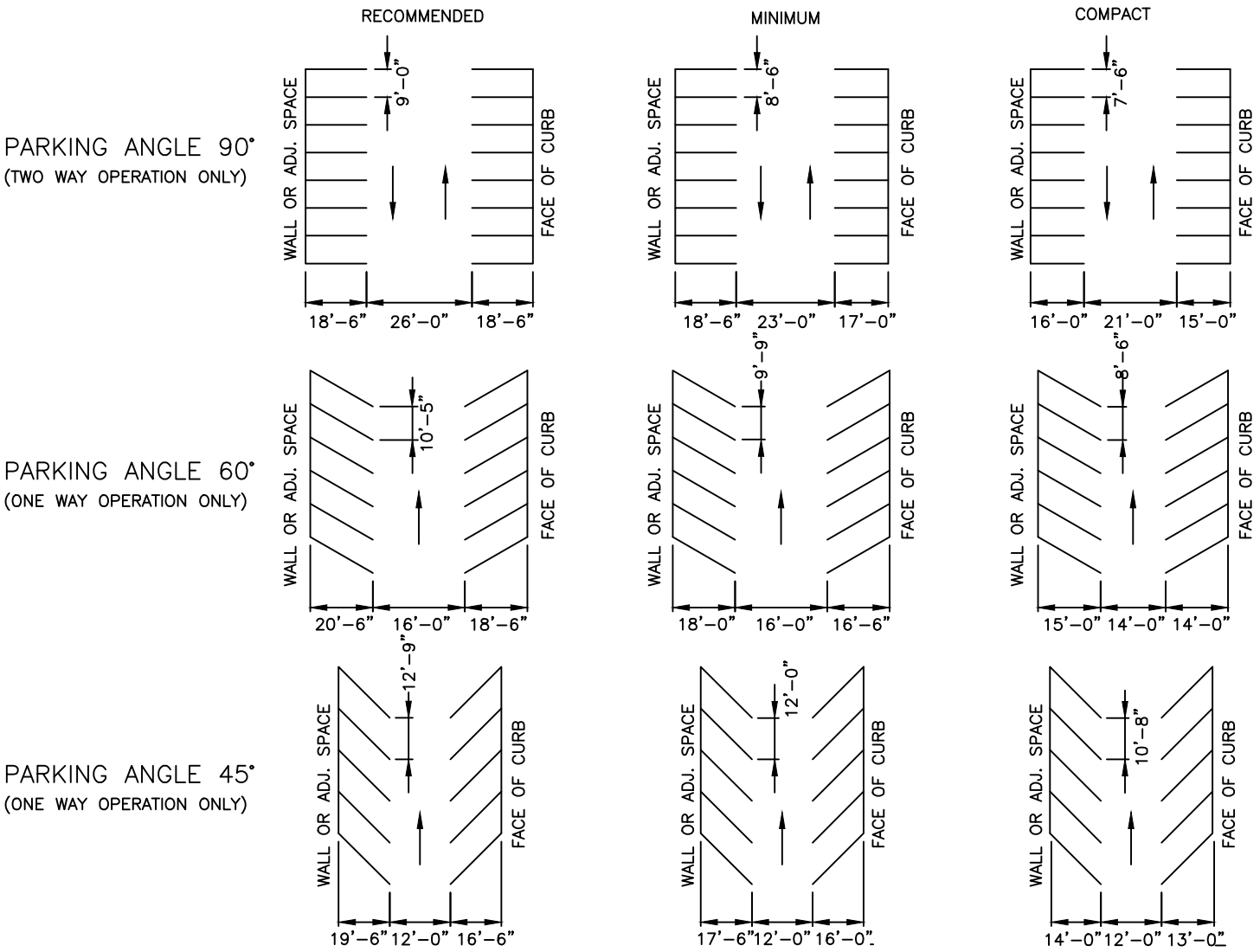
1. SIGN SHALL MEET OR EXCEED MUTCD STANDARDS FOR RETROREFLECTIVITY
2. SIGN MATERIAL SHALL BE 0.080" THICK ALUMINUM
3. ALL LETTERS SHALL BE SERIES B–2000 FROM THE 2004 STANDARD HIGHWAY SIGNS MANUAL (AND ANY REVISION THERETO) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.

NOT TO SCALE

REV.	STD. NO.
1	5006C

STREET CONNECTIVITY SIGN FOR END-OF-ROAD BARRICADE

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



NOTES:

1. FOR ACCESSIBLE PARKING STANDARDS/SIGNAGE SEE STDS. 5008A & B.
2. PAVEMENT MARKINGS SHALL BE 4" WHITE PAINT.
3. ALTERNATIVE PARKING ANGLES, AISLE WIDTHS, AND OPERATION (TWO-WAY ANGLED PARKING OR REVERSE-ANGLE PARKING) WILL BE CONSIDERED BY THE CITY ENGINEER ON A CASE-BY-CASE BASIS.

NOT TO SCALE

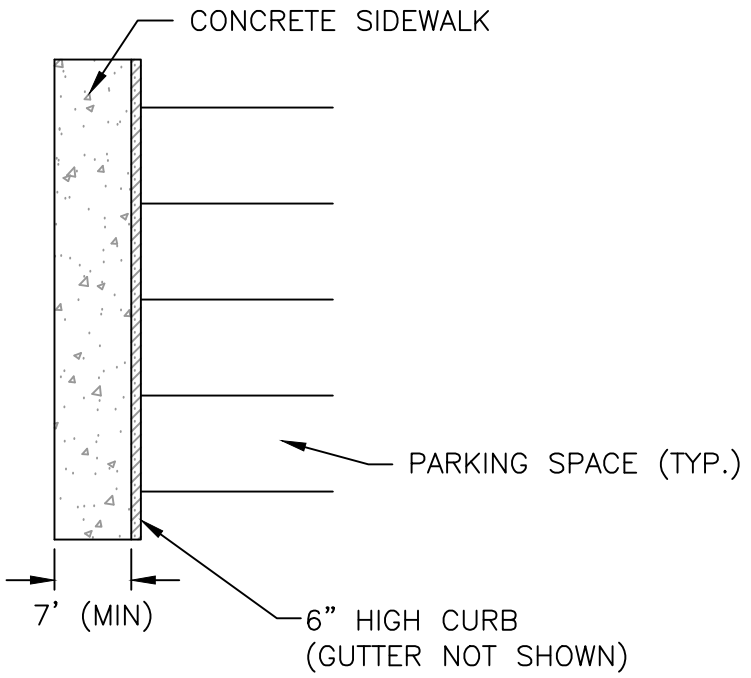
PARKING STANDARDS

REV.	STD. NO.
1	5007A

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS

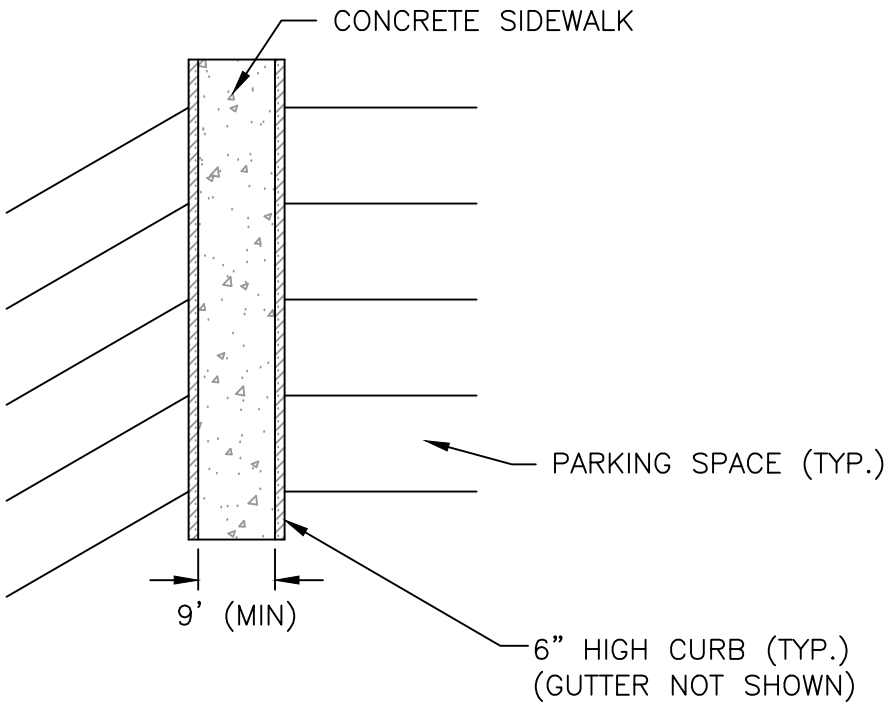
SIDEWALK ADJACENT TO HEAD–IN OR BACK–IN PARKING SHALL BE AT LEAST 7 FEET WIDE.

PARKING ON ONE SIDE OF A SIDEWALK



SIDEWALK BETWEEN TWO ROWS OF HEAD–IN OR BACK–IN PARKING SHALL BE AT LEAST 9 FEET WIDE.

PARKING ON BOTH SIDES OF A SIDEWALK



NOTES:

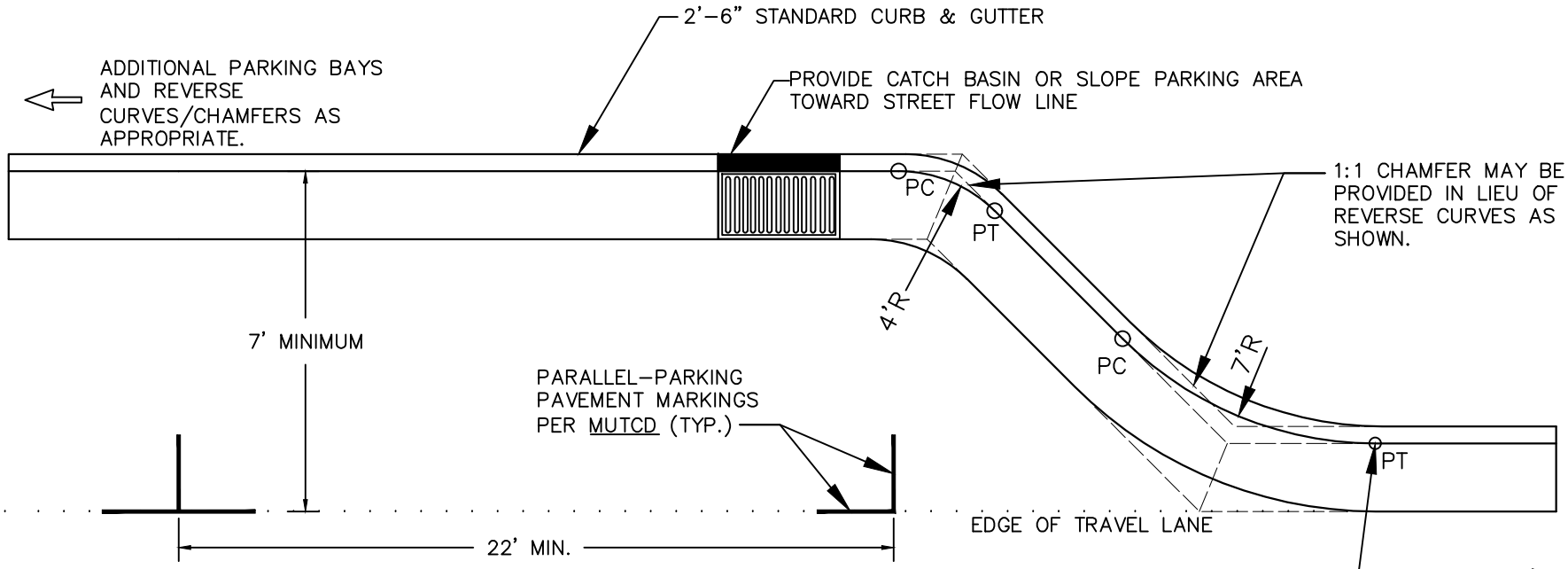
1. A 2–FOOT–WIDE PLANTING STRIP LOCATED AT THE BACK OF CURB CAN BE USED IN LIEU OF 2 FEET OF SIDEWALK WIDTH.
2. PARKING AT ANY ANGLE OTHER THAN PARALLEL SHALL BE SUBJECT TO THIS STANDARD.
3. IF MONOLITHIC CURB & SIDEWALK IS USED, ADD 6" TO ALL DIMENSIONS (1' IF PARKING ON BOTH SIDES).
4. WHEELSTOPS SHALL ONLY BE USED IN LIEU OF 2 FEET OF SIDEWALK WITH THE APPROVAL OF THE CITY AND WHEN EXISTING CONDITIONS PREVENT CONSTRUCTION OF A 7–FOOT/9–FOOT SIDEWALK. WHEELSTOPS SHALL BE 6" HIGH, MADE OUT OF 3600–PSI REINFORCED CONCRETE, AND ANCHORED WITH #5 OR GREATER REBAR (2' MINIMUM LENGTH). REBAR HOLES SHALL BE GROUTED UPON INSTALLATION. WHEELSTOPS SHALL BE PLACED AT 2 FEET FROM THE EDGE OF SIDEWALK OR OBSTRUCTION.

NOT TO SCALE

PARKING STANDARDS

REV.	STD. NO.
1	5007B

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



NOTES:

1. REVERSE CURVES/CHAMFERS NOT NECESSARY IF ADEQUATE DRAINAGE CAN BE PROVIDED THAT WILL ENSURE THAT SEDIMENT, WATER, DEBRIS, ETC., DOES NOT COLLECT IN 90–DEGREE CORNERS.
2. PARALLEL ACCESSIBLE SPACES AND LOADING ZONES TO BE REVIEWED BY CDOT ON A CASE–BY–CASE BASIS.
3. FOR PARKING BAYS THAT ARE 8 FEET IN WIDTH OR GREATER, THE PAVEMENT MARKINGS SHALL BE SET AT ONE (1) FOOT LESS THAN THE STALL WIDTH.
4. GREATER SEPARATION FROM INTERVENING STREETS THAN THE DISTANCES PROVIDED IN THE MATRIX MAY BE REQUIRED AT CDOT'S DISCRETION.
5. POSITIVE DRAINAGE SHALL BE PROVIDED EITHER BY INSTALLATION OF APPROPRIATE DRAINAGE STRUCTURES OR SLOPE PARKING AREA TO STREET FLOW LINE. SLOPING PARKING AREA TO STREET FLOW LINE ONLY PERMITTED IF ROAD GRADE IS GREATER THAN 2%.
6. IF A BIKE LANE IS REQUIRED ADJACENT TO PARALLEL PARKING, THE MINIMUM WIDTH OF BIKE LANE IS 6'.

MINIMUM DISTANCE TO NEXT INTERVENING STREET

PARALLEL PARKING BAY LOCATED ON	DRIVEWAY	LOCAL/ COLLECTOR	TH'FARE
LOCAL/COLLECTOR	20'	20'	20'
THOROUGHFARE	20'	20'	50'

NOT TO SCALE

PARALLEL PARKING STANDARDS

REV.	STD. NO.
1	5007C

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS

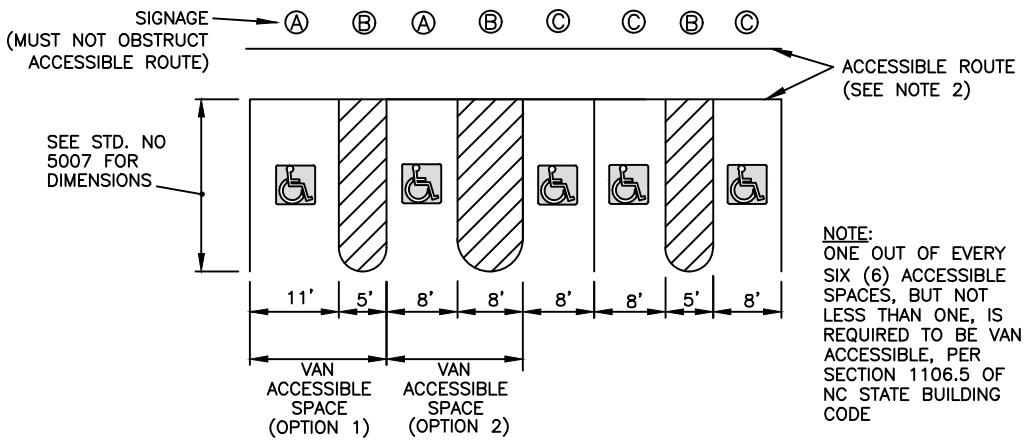
ACCESSIBLE PARKING REQUIREMENTS

TOTAL PARKING SPACES PROVIDED	MINIMUM NUMBER OF ACCESSIBLE SPACES SPACES REQUIRED	MINIMUM NUMBER OF ACCESSIBLE SPACES REQUIRED TO BE VAN ACCESSIBLE
1 TO 25	1	1
26 TO 50	2	1
51 TO 75	3	1
76 TO 100	4	1
101 TO 150	5	1
151 TO 200	6	1
201 TO 300	7	2
301 TO 400	8	2
401 TO 500	9	2
501 TO 1000	2% OF TOTAL	1 IN EVERY 6 ACCESSIBLE SPACES
1001 AND OVER	20 PLUS 1 FOR EACH 100 OVER 1000	1 IN EVERY 6 ACCESSIBLE SPACES
REFERENCE: SECTION 1106 OF NC BUILDING CODE		

NOTES:

1. ALL ACCESSIBLE SIGNS (R7-8P, R7-8, R7-1, AND 5008D) SHALL BE MOUNTED AT 7 FEET FROM GRADE TO BOTTOM EDGE OF SIGN FACE (PER MUTCD). MOUNTING HEIGHT CAN BE REDUCED TO 5 FEET IF PLACED IN AN AREA BETWEEN SIDEWALK AND BUILDING FACE IN WHICH PEDESTRIANS ARE NOT EXPECTED TO USE.
2. IF ACCESSIBLE ROUTE IS A RAISED SIDEWALK AREA, THEN RAMPS ARE REQUIRED AT LOADING ZONE AREA. MAINTAIN MIN. 4' WIDE CONTINUOUS PASSAGE.
3. VERTICAL CLEARANCE FOR VANS MUST BE GREATER THAN 98-INCHES.
4. THIS DETAIL IS TO PROVIDE GENERAL GUIDANCE FOR PARKING LAYOUT AND DESIGN; REFER TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) U.S. DEPARTMENT OF TRANSPORTATION AND NORTH CAROLINA DEPARTMENT OF TRANSPORTATION SUPPLEMENT AND NC BUILDING CODE FOR ADDITIONAL INFORMATION.

PARKING SPACE PAVEMENT MARKINGS



NOTE:
ONE OUT OF EVERY SIX (6) ACCESSIBLE SPACES, BUT NOT LESS THAN ONE, IS REQUIRED TO BE VAN ACCESSIBLE, PER SECTION 1106.5 OF NC STATE BUILDING CODE

Ⓐ

MUTCD R7-8P 12"x6"

MUTCD R7-8 12"x18"

LIDS 5008D 12"x9"

Ⓑ

MUTCD R7-1 12"x18"

OPTIONAL ACCESIBLE LOADING ZONE SIGN

Ⓒ

MUTCD R7-8 12"x18"

LIDS 5008D 12"x9"

SEE STANDARD NO. 5008D FOR SUPPLEMETAL SIGN DETAIL

NOT TO SCALE

ACCESSIBLE PARKING AND SIGNAGE STANDARDS

REV.	STD. NO.
1	5008A

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS

NOTES:

1. AN ACCESS AISLE SHALL BE PROVIDED AT STREET LEVEL FOR ON-STREET PARALLEL PARKING WITH 5' MIN. WIDTH AND SHALL EXTEND THE FULL LENGTH OF THE PARKING SPACE.
2. ACCESSIBLE SPACE AND ACCESS AISLE SHALL BE OBSTRUCTION-FREE.
3. ALL CONCRETE TO BE 3500 P.S.I.
4. SEE STD NO 1013 FOR DETAIL OF 18" VERTICAL CURB.
5. SEE STD. NO 1012 FOR DETAIL OF EXPANSION JOINT AND GROOVE JOINT.
6. GUTTER FLOW LINE SHALL BE MAINTAINED THROUGH THE ACCESS AISLE.
7. ACCESSIBLE PAVEMENT MARKING DETAIL:
   - INSTALL INTERNATIONAL SYMBOL OF ACCESSIBILITY PARKING SPACE MARKINGS, INCLUDING WHITE SYMBOL WITH BLUE BACKGROUND AND WHITE BORDER. SYMBOL SHALL HAVE MIN. HEIGHT OF 28 INCHES AND MIN. WIDTH OF 24 INCHES (EXCLUSIVE OF BLUE BACKGROUND AND WHITE BORDER). STROKE WIDTH SHALL BE MIN. 3 INCHES.
   - WHITE PAVEMENT MARKINGS PLACED ON CONCRETE SHALL BE SHADOWED WITH BLACK BORDER.
   - TYPICAL SYMBOL LOCATION AND ORIENTATION PER "DIAGRAM A" BELOW
8. PROPOSED TREES MUST BE PLANTED 6-8' AWAY FROM THE BACK OF ACCESS AISLE CURB.
9. SPECIFY STD. NO. 2004, "BRIDGING TREE ROOTS" IF ENCROACHING ON THE GROWING SPACE OF TREE.
10. LOCATE IN MOST LEVEL AREA OF BLOCK (RECOMMENDED PRACTICE) TO MAXIMIZE USABILITY.
11. CURB LINE SHIFTS TOWARD RIGHT-OF-WAY TO ACCOMMODATE ACCESS AISLE.
12. SPACE AND ACCESS AISLE SHOULD HAVE SMOOTH SURFACE FOR LIFT DEPLOYMENT. MINIMIZE CROSS SLOPE FOR LIFT OPERATION.
13. PARKING METER FOR ACCESSIBLE SPACE – PROVIDE A CLEAR APPROACH AREA WHERE PARKING METERS ARE REQUIRED. COORDINATE WITH CDOT FOR METER LOCATIONS.
14. FOR MORE INFORMATION SEE SECTION R309 OF "PROPOSED GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY" (PROWAG).
15. USE SIGN "C" AS SHOWN ON STD. 5008A FOR ON-STREET PARKING.

ON-STREET PARKING SPACES REQUIRED	
TOTAL NUMBER OF MARKED OR METERED PARKING SPACES ON THE BLOCK PERIMETER	MINIMUM REQUIRED NUMBER OF ACCESSIBLE PARKING SPACES
1 TO 25	1
26 TO 50	2
51 TO 75	3
76 TO 100	4
101 TO 150	5
151 TO 200	6
201 AND OVER	4% OF TOTAL
(BASED ON TABLE R214 OF PROWAG)	

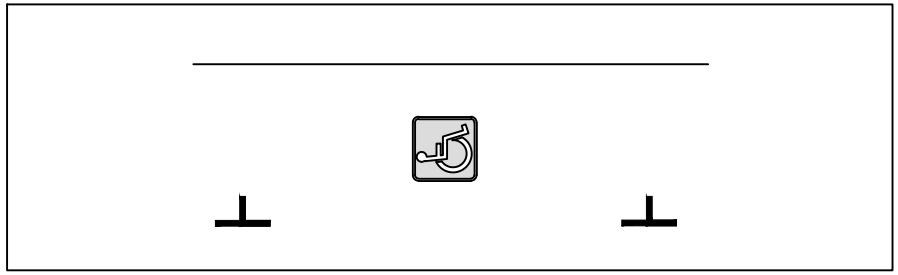


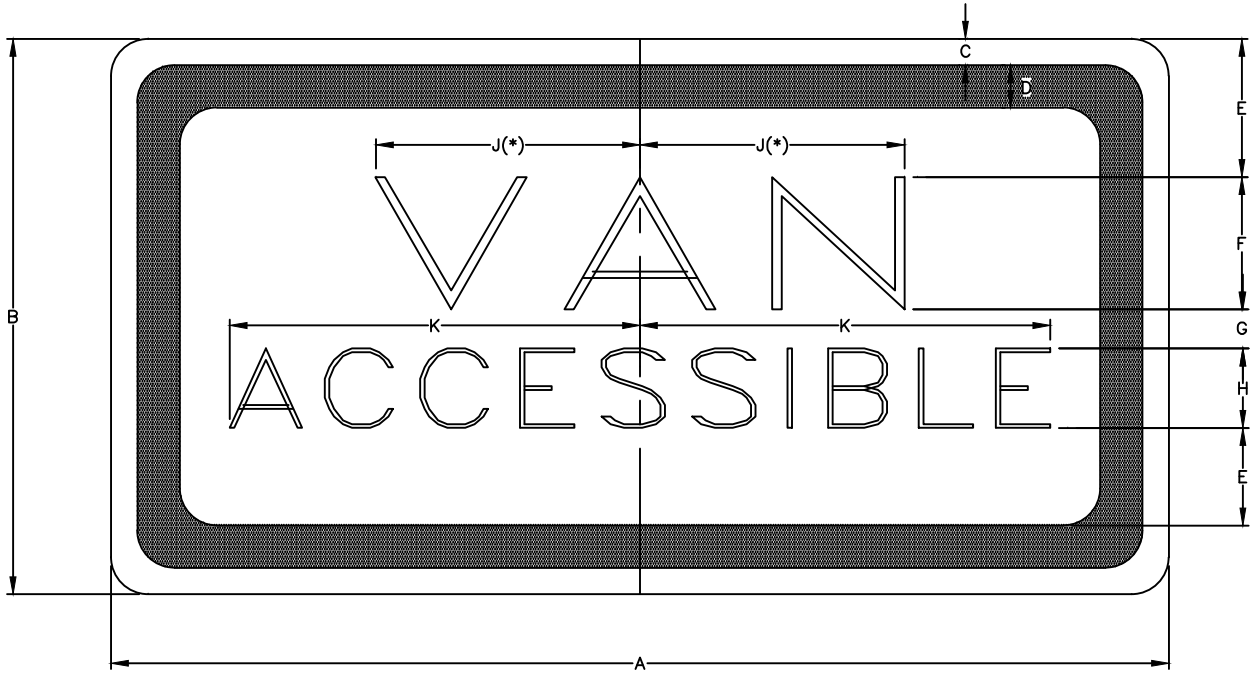
DIAGRAM A

NOT TO SCALE

REV.	STD. NO.
1	5008B

ACCESSIBLE ON-STREET PARKING STANDARDS

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS

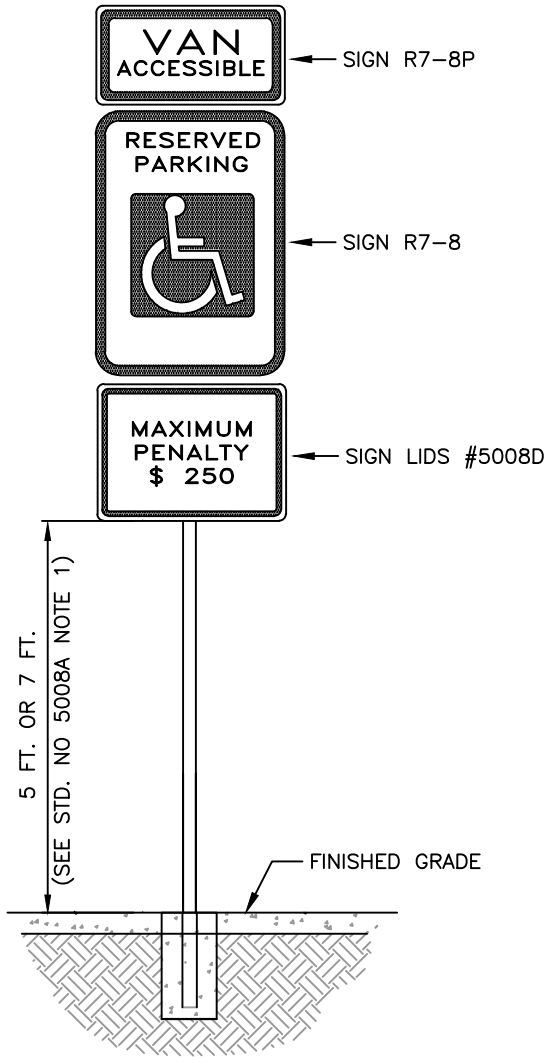


R7–8P

DIMENSIONS (INCHES)										
A	B	C	D	E	F	G	H	J	K	L
12	6	3/8	3/8	1–1/2	1–1/2D	1/2	1D	2–1/2	4	1–1/2

* INCREASE SPACING 50%
D–FHWA (FEDERAL HIGHWAY ADMINISTRATION/USDOT)
SERIES D LETTERS

LEGEND AND BORDER – GREEN
BACKGROUND – WHITE



NOT TO SCALE

SUPPLEMENTAL VAN ACCESSIBLE SIGN (R7-8P)

REV.	STD. NO.
1	5008C

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS

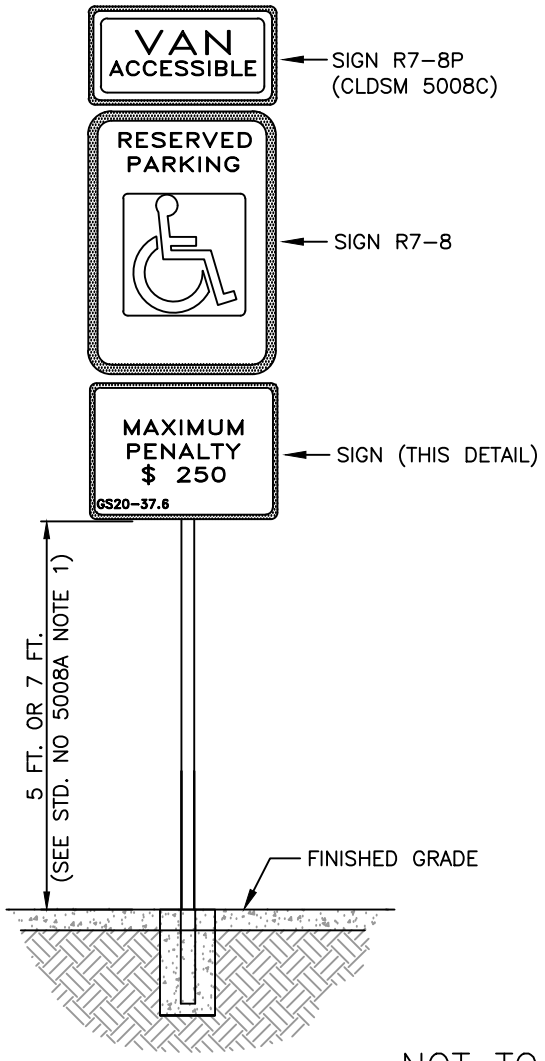
LEGEND AND BORDER – GREEN
BACKGROUND – WHITE

SIGN APPROVED FOR USE UNDER GENERAL STATUTE 20-37.6

THIS PENALTY SIGN IS REQUIRED TO ACCOMPANY ALL R7-8 PARKING SIGNS ERECTED AFTER DECEMBER 31,1990

NOTE:

SUPPLEMENTAL VAN ACCESSIBLE SIGN (R7-8P) USED IF THERE IS ONLY ONE REQUIRED ACCESSIBLE PARKING SPACE (MUST BE VAN ACCESSIBLE) AND AT EACH ADDITIONAL REQUIRED VAN ACCESSIBLE SPACE. (SEE STD. NO. 5008C)

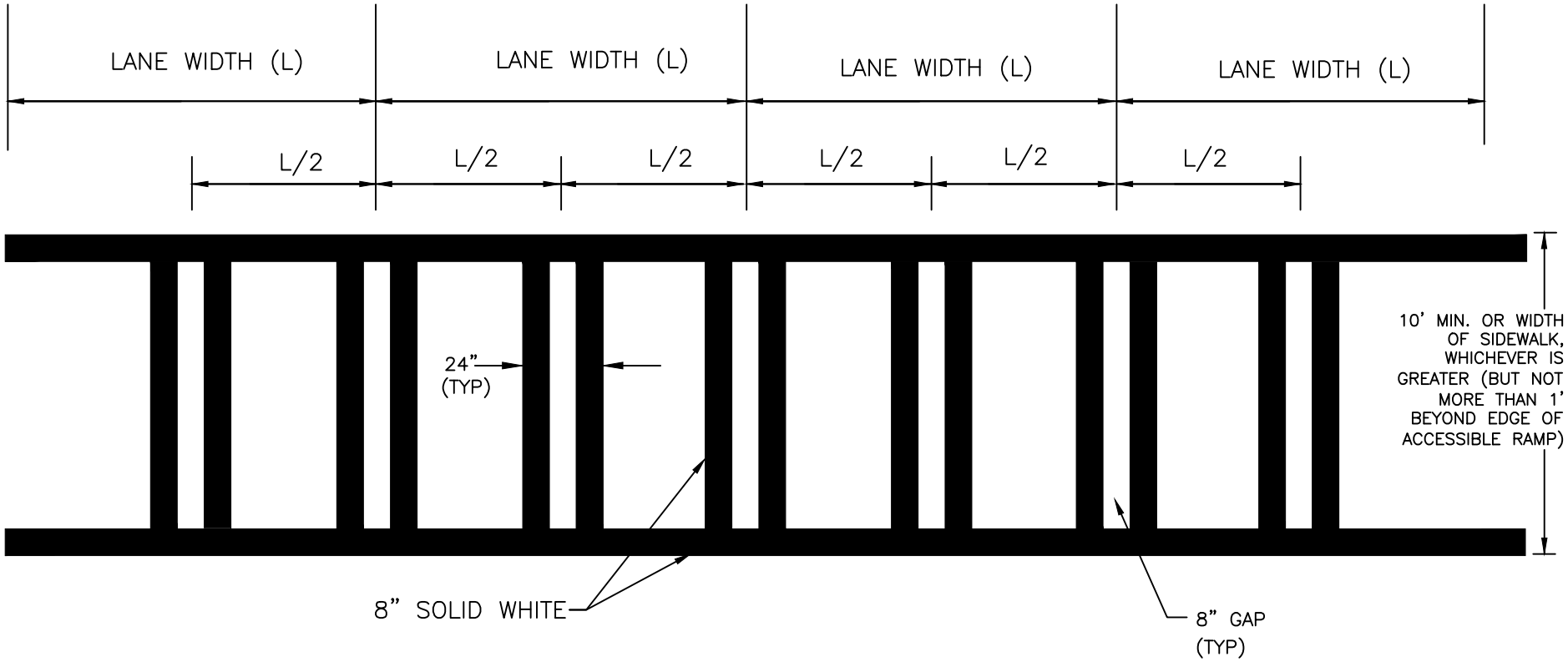


NOT TO SCALE

REV.	STD. NO.
1	5008D

SUPPLEMENTAL ACCESSIBLE SIGN

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



NOTES:

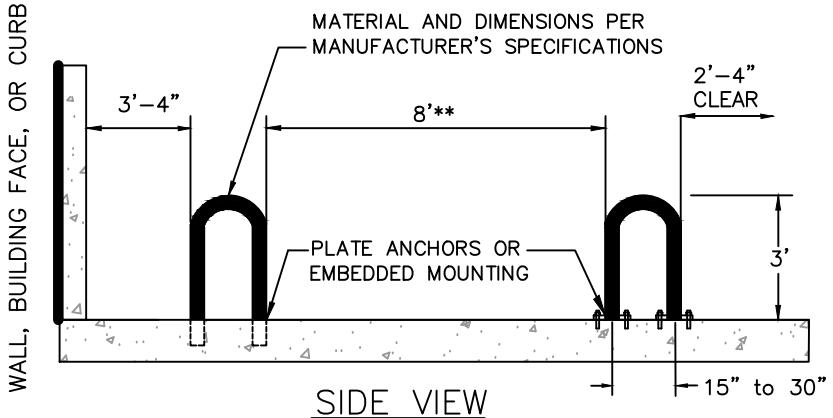
1. PER MUTCD STANDARDS, WHEN CROSSWALK LINES ARE USED THEY SHALL CONSIST OF SOLID WHITE LINES THAT MARK THE CROSSWALK. THEY SHALL BE NOT LESS THAN 150 MM (6 IN) NOR GREATER THAN 600 MM (24 IN) IN WIDTH.
2. IF TRANSVERSE LINES ARE USED TO MARK A CROSSWALK, THE GAP BETWEEN THE LINES SHOULD NOT BE LESS THAN 1.8 M (6 FT). IF DIAGONAL OR LONGITUDINAL LINES ARE USED WITHOUT TRANSVERSE LINES TO MARK A CROSSWALK, THE CROSSWALK SHOULD NOT BE LESS THAN 1.8 M (6 FT) WIDE.
3. IF USED, THE DIAGONAL OR LONGITUDINAL LINES SHOULD BE 300 TO 600 MM (12 TO 24 IN) WIDE AND SPACED 300 TO 1500 MM (12 TO 60 IN) APART. THE MARKING DESIGN SHOULD AVOID THE WHEEL PATHS, AND THE SPACING SHOULD NOT EXCEED 2.5 TIMES THE LINE WIDTH.

NOT TO SCALE

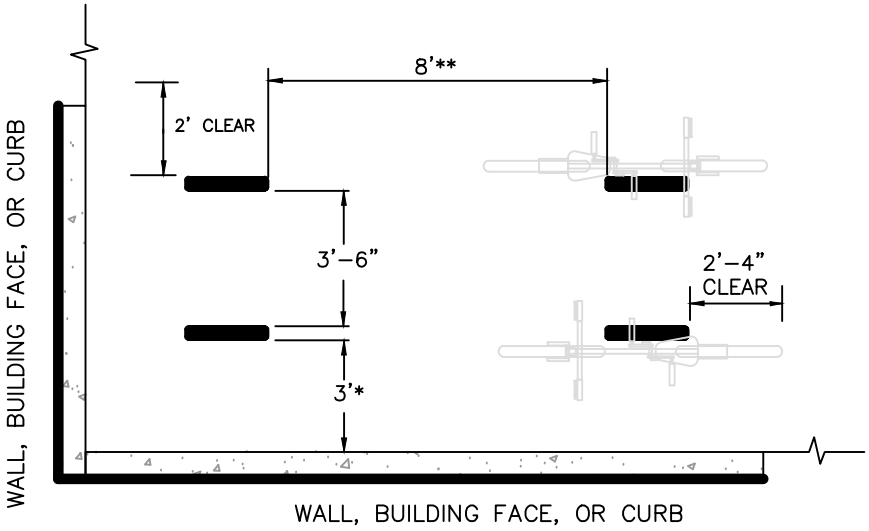
PIANO-STYLE CROSSWALK

REV.	STD. NO.
1	5009

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



SIDE VIEW



PLAN VIEW

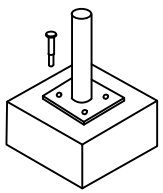
* 5' MINIMUM SEPARATION FROM CURB FACE WHEN INSTALLED ADJACENT TO A CURB WITH "HEAD–IN" AUTOMOBILE PARKING

** MEASURED FRON NEAREST VERTICAL COMPONENT OF NEIGHBORING RACK

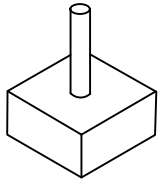
NOTES:

1. BIKE RACK GENERAL REQUIREMENTS:
   - SHOULD SUPPORT THE BICYCLE UPRIGHT WITHOUT PUTTING STRESS ON THE WHEELS
   - SHOULD ACCOMODATE A VARIETY OF BICYCLES AND ATTACHMENTS
   - SHOULD ALLOW LOCKING OF FRAME AND AT LEAST ONE WHEEL WITH U–LOCK
   - SHOULD PROVIDE SECURITY AND LONGEVITY FEATURES APPROPRIATE FOR THE INTENDED LOCATION
   - SHOULD BE INTUITIVE
2. BIKE RACKS SHOULD BE INSTALLED PER MANUFACTURER'S RECOMMENDED INSTALLATION PROCEDURES.
3. ALTERNATIVE BIKE RACKS OR LOCKERS MAY BE USED BUT ARE SUBJECT TO APPROVAL OF THE CITY ENGINEER.
4. ALL DIMENSIONS SHOWN ARE MINIMUM.
5. RACK MUST BE CANE DETECTABLE. RACK AND CLEARANCES SHOWN ARE TO BE OUTSIDE THE PEDESTRIAN ACCESSIBLE ROUTE.

TYPICAL MOUNT OPTIONS:



SURFACE
PLATE BASE WITH ANCHORS (NOT PERMITTED IN PAVER BRICK SURFACE)



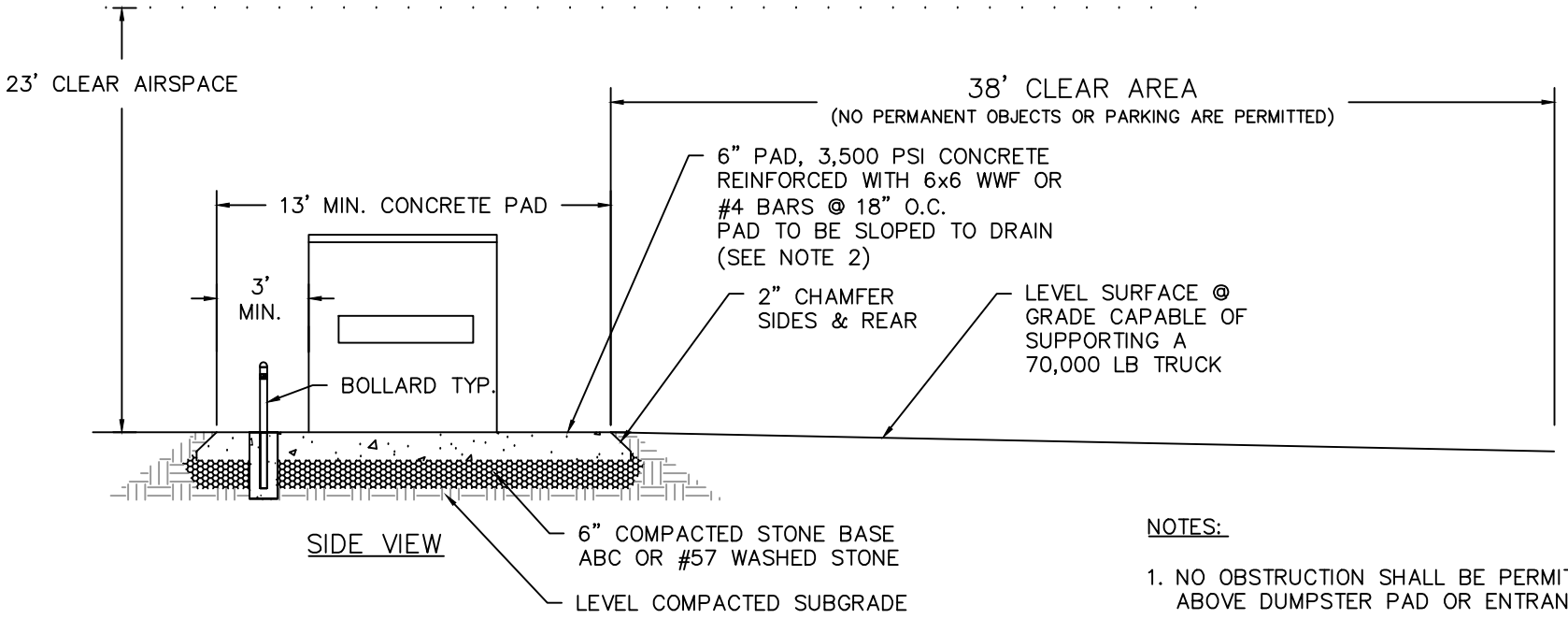
IN–GROUND
EMBED INTO CONCRETE BASE

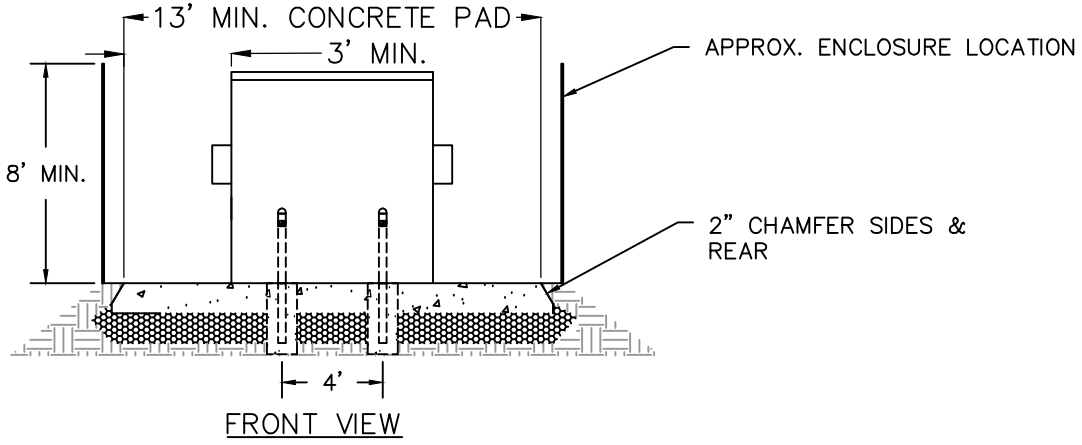
NOT TO SCALE

REV.	STD. NO.
1	5010

INVERTED "U" RACK FOR BICYCLE PARKING

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS





NOTES:

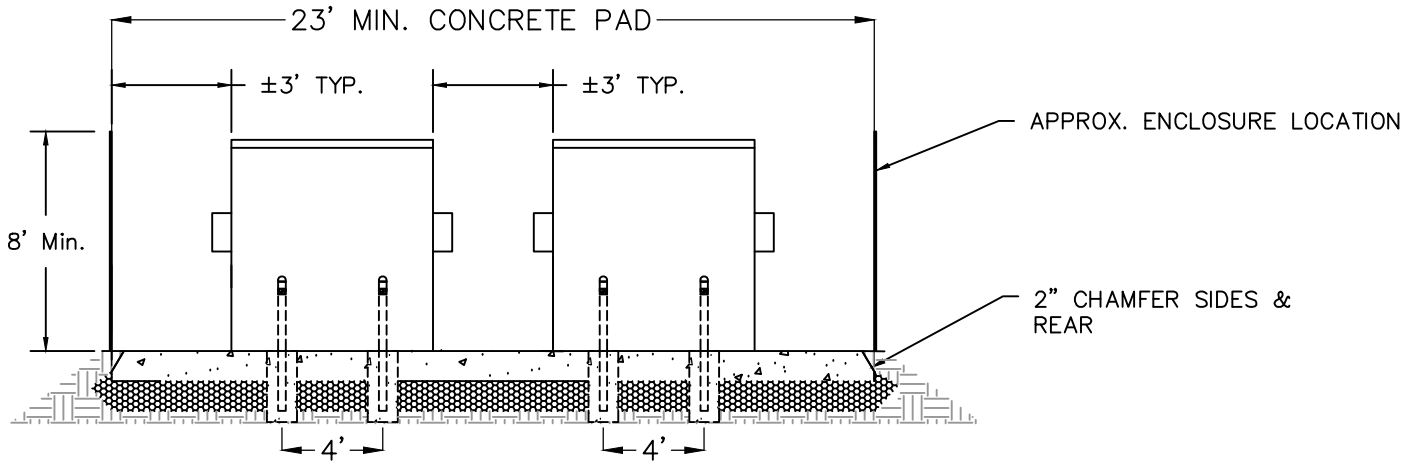
1. NO OBSTRUCTION SHALL BE PERMITTED WITHIN 23' ABOVE DUMPSTER PAD OR ENTRANCE.
2. ALL DUMPSTER PADS FOR COMMERCIAL OR RESIDENTIAL WITH GREASE TRAPS SHALL HAVE A DRAIN CONNECTED TO A SANITARY SEWER SYSTEM
3. FENCING MUST BE PLACED OUTSIDE OF PAD. GATES SHALL HAVE 12' CLEAR OPENING. FENCING SHALL BE INSTALLED ON THREE SIDES WITH A GATE ON THE REMAINING SIDE.
4. THE ENCLOSURE MUST BE MINIMUM 13'X13' AS THE INSIDE DIMENSION
5. REFER TO THE CITY OF LEXINGTON UNIFIED DEVELOPMENT ORDINANCE FOR ENCLOSURE REQUIREMENTS
6. GRADING AROUND THE PAD SHALL BE DONE SUCH THAT STORMWATER RUNOFF DOES NOT COME INTO CONTACT WITH THE DUMPSTER AREA.

NOT TO SCALE

DUMPSTER PAD

REV.	STD. NO.
1	5011A

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



FRONT VIEW

NOTES:

1. NO OBSTRUCTION SHALL BE PERMITTED WITHIN 23' ABOVE DUMPSTER PAD OR ENTRANCE.
2. ALL DUMPSTER PADS FOR COMMERCIAL AND RESIDENTIAL WITH GREASE TRAPS SHALL HAVE A DRAIN CONNECTED TO A SANITARY SEWER SYSTEM, CENTERED UNDER THE DUMPSTER.
3. FENCING MUST BE PLACED OUTSIDE OF PAD. GATES SHALL HAVE 12' CLEAR OPENING. FENCING SHALL BE INSTALLED ON THREE SIDES WITH A GATE ON THE REMAINING SIDE.
4. THE ENCLOSURE MUST BE MINIMUM 23'X13' AS THE INSIDE DIMENSION
5. REFER TO THE CITY OF LEXINGTON UNIFIED DEVELOPMENT ORDINANCE FOR ENCLOSURE REQUIREMENTS
6. REFER TO LIDS #5011A FOR SIDE VIEW OF THE DUMPSTER PAD

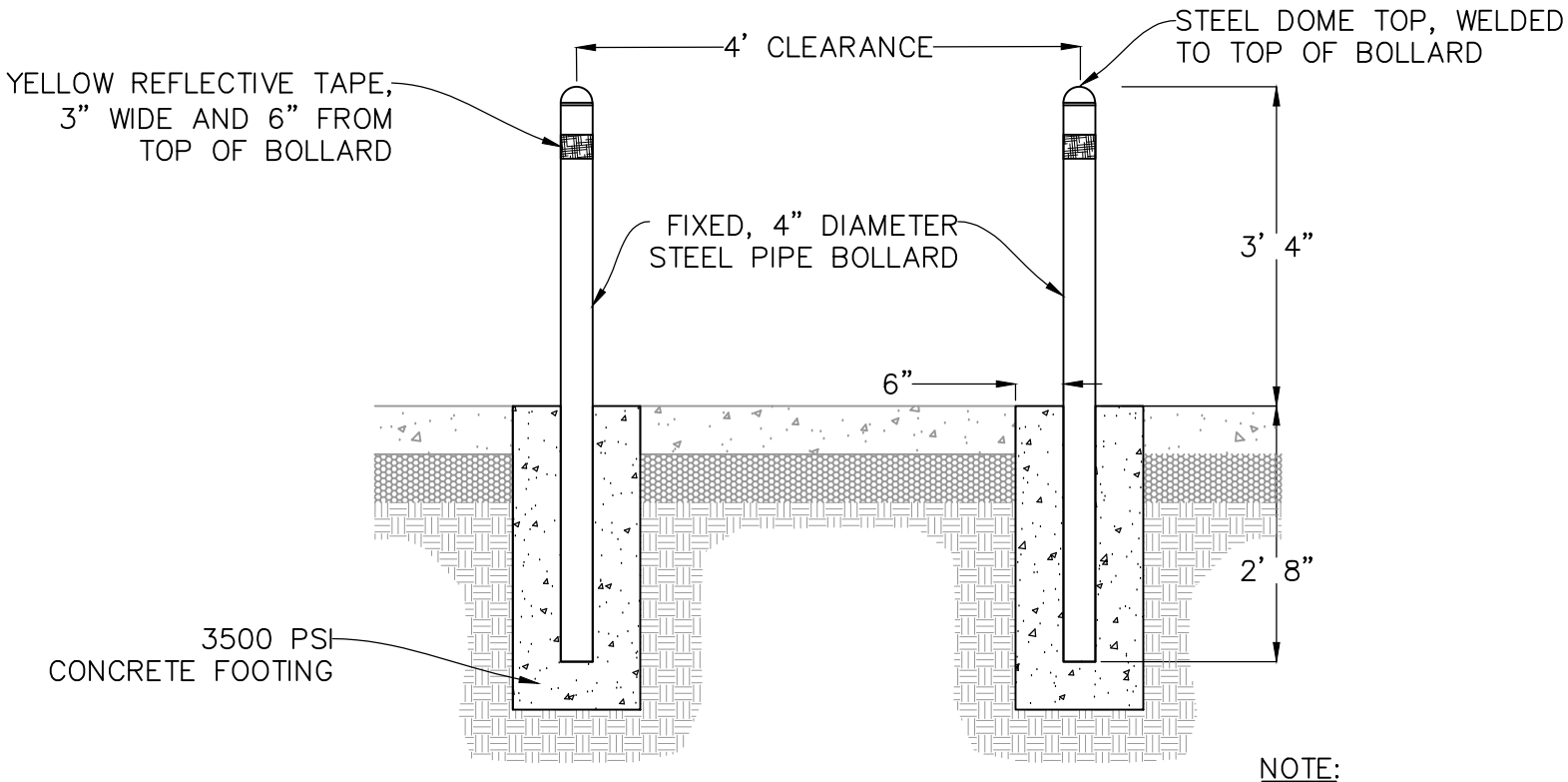
NOT TO SCALE

REV.	STD. NO.
1	5011B

DOUBLE DUMPSTER PAD

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS

BOLLARD DETAIL



FRONT VIEW

NOTE:
ALL METAL SHALL BE GALVANIZED PAINT, ONE COAT METAL PRIMER AND TWO COATS BLACK OR YELLOW METAL ENAMEL OR VINYL COATING/COVERING.

NOT TO SCALE

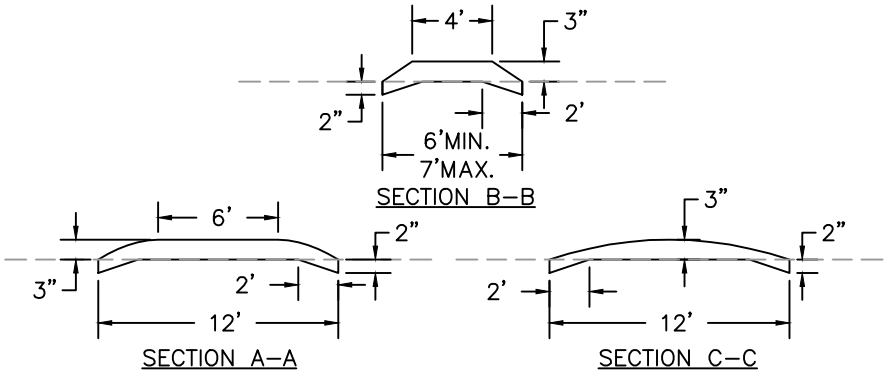
REV.	STD. NO.
1	5011C

DUMPSTER BOLLARDS

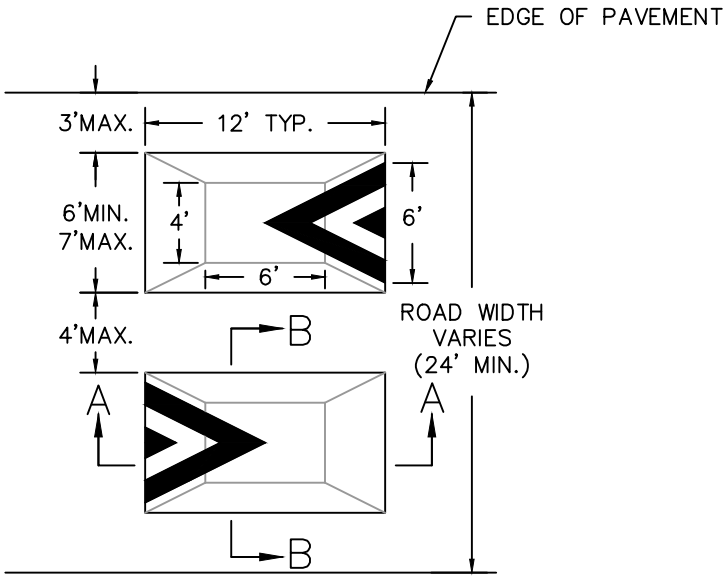
CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS

NOTES:

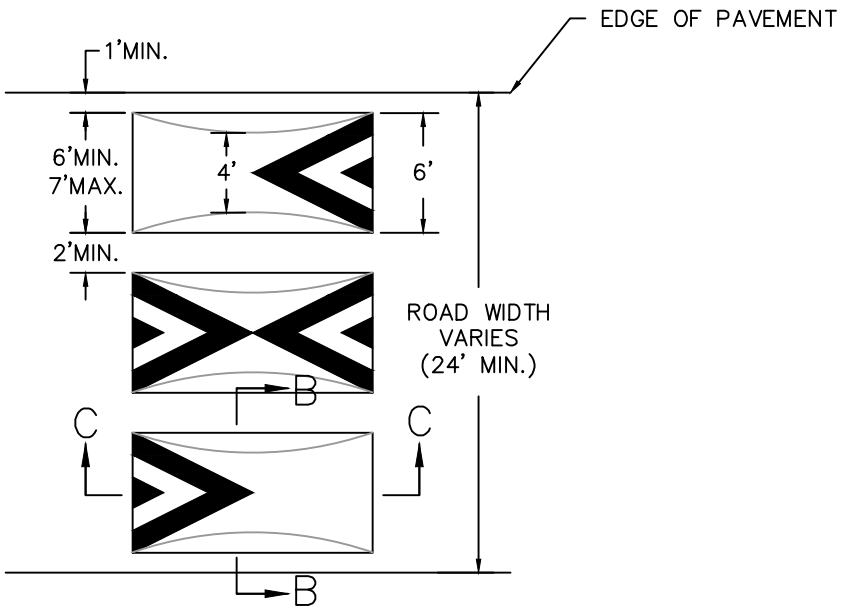
1. CUSHION LAYOUT IS NOT SPECIFIC TO THE TYPE OF CUSHION AS SHOWN ON THIS DETAIL.
2. SPACING AND LAYOUT OF CUSHIONS MAY DIFFER SLIGHTLY THAN SHOWN, DEPENDING ON THE WIDTH OF THE ROAD; HOWEVER, SPACING SHALL NOT EXCEED MINIMUMS AND MAXIMUMS SHOWN. CUSHION DIMENSIONS SHALL FOLLOW THIS DETAIL REGARDLESS OF ANY DIFFERENT SPACING.
3. APPROVAL FROM THE CITY ENGINEER AND FIRE MARSHALL IS REQUIRED PRIOR TO USE OF THIS DETAIL.
4. STRIPING SHALL BE WHITE IN COLOR AND 12" WIDE WITH 12" SPACING
5. PRE-CAST OR RUBBER CUSHIONS MAY BE USED IN LIEU OF ASPHALT.
6. SIGNAGE OF CUSHIONS AND APPROACH SHALL CONFORM TO THE LATEST EDITION OF THE MUTCD.
7. ASPHALT CUSHIONS SHALL BE KEYED INTO THE ROADWAY USING 2" BY 2FT TAPERED MILL ON ALL SIDES. TACK COAT SHALL BE PLACED PRIOR TO POURING



SPEED CUSHION SECTIONS



SPEED TABLE STYLE CUSHIONS



SPEED HUMP STYLE CUSHIONS

NOT TO SCALE

REV.	STD. NO.
1	5012

ASPHALT SPEED CUSHIONS

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS