

**TRAFFIC MANAGEMENT STANDARDS**

**CITY OF GARLAND  
TRANSPORTATION DEPARTMENT**

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## TABLE OF CONTENTS

### 1.0 **Street Design Standards**

1.1 Right-of-Way Requirements

1.2 Median Openings

1.3 Sidewalks

1.4 Traffic Control

### 2.0 **Driveway Standards**

2.1 Dimension and Design

2.2 Maximum Number of Driveways; Minimum Corner Clearance

2.3 Storage Length

2.4 Sight Distance Requirements

2.5 Commercial Site Design

### 3.0 **Parking Standards**

3.1 Stall and Aisle Dimensions

3.2 Raised Curbing

3.3 Internal Islands; Sight Triangle

3.4 Paving and Striping

3.5 Loading Zones

3.6 Joint Use of Parking Facilities

### 4.0 **General Provisions**

4.1 Municipal Authority

## TRAFFIC MANAGEMENT STANDARDS

### 1.0 STREET DESIGN STANDARDS

#### 1.1 Right-of-Way Requirements

- 1.1.1 On Type A or B streets, right-of-way in addition to that prescribed by the Thoroughfare Plan shall be dedicated near the intersection with other Type A or B streets to provide for the future construction of turn lanes and increased curb return radius. The amount of additional right-of-way shall be as specified in Figure 1.
- 1.1.2 On Type C, D or E streets, right-of-way in addition to that prescribed by the Thoroughfare Plan shall be dedicated for the construction of an exclusive right turn lane at intersections with other Type E and above roadways. The additional right-of-way shall be eleven (11) feet wide and extend one hundred (100) feet from the intersection then taper to zero (0) over an additional one hundred (100) feet.
- 1.1.3 In addition to the right-of-way width prescribed by the Thoroughfare Plan, and by 1.1.1 and 1.1.2 above, additional right-of-way or pedestrian/utility easement shall be dedicated to provide for the following minimum parkway widths:
  - 1.1.3.1 Type A, B, or C designated streets: 20 feet.
  - 1.1.3.2 Type D designated streets: 15 feet
- 1.1.4 The pedestrian/utility easement granted may be used in combination with the landscape buffer strip.
- 1.1.5 EXCEPTION: In areas of the city that are fully or almost fully developed, the strict application of this section on Right-of-Way Requirements may not be practical. In such cases, the Plan Commission may alter or waive the requirements.
- 1.1.6 Where projected traffic volumes entering or leaving a proposed development are likely to interfere with the peak traffic flow on the adjoining street, additional right-of-way and construction in the form of channelized acceleration or deceleration lanes may be required.

Proposed volumes will be based on data supplied by the Institute of Transportation Engineers Trip Generation Manual. A minimum of fifty (50) turning vehicles are necessary to require the additional lanes.

1.1.7 Right turn lanes may be required if fifty or more right turning vehicles can be expected to enter a development during the peak AM or PM traffic volume hours on the adjoining street. Projected volumes will be based on data supplied by the proposed developer or the most recent data from the Institute of Transportation Engineers Trip Generation Manual.

1.1.8 Where local residential subdivision streets (Type G as designated on the Thoroughfare Plan) are intended to intersect a divided street (Type A, B, C or D1) additional right-of-way or easements and construction of a collector size street (Type F) will be required to prevent turning vehicle conflicts within the intersection. The increased pavement width will extend seventy-five feet from the ultimate intersection curb line and transition back to normal width using the taper equation specified in Section 3.1.6 of these standards.

## 1.2 **Median Openings:**

1.2.1 To the greatest extent practicable, median openings shall be located at public street intersections or major driveways.

1.2.2 Cross access easements shall be encouraged to grant each platted lot access to at least one median opening on each divided street which that lot abuts.

1.2.3 Minimum spacing between median openings shall be as provided for in Figure 2.

1.2.4 Construction of a left turn bay will be required where any street or private driveway is constructed to align with an existing or proposed median opening.

1.2.5 Where sufficient room does not exist for the construction of a typical left turn bay, in accordance with 1.2.4, or where a proposed driveway cannot be properly aligned with existing median access, permanent median and/or driveway channelization to prohibit left turn access for the requested driveway will be required or the proposed driveway shall be constructed at least 100' from the near side of the median opening.

1.2.6 Median openings shall not be less than 60 feet or greater than 90 feet wide for service to private development driveways.

### 1.3 Sidewalks

1.3.1 All new development shall be required to construct public sidewalk in accordance with the current sidewalk ordinance.

### 1.4 Traffic Control

1.4.1 Where major driveways are anticipated to require signalization for the control of exiting vehicles or to supplement a traffic control system, installation of all associated hardware (conduit, pull boxes, etc.) will be required by the developer during driveway construction.

## 2.0 DRIVEWAY STANDARDS

### 2.1 Dimension and Design

2.1.1 Driveway design standards shall be as specified in Table 1.

2.1.2 The centerline angle for a driveway approach shall be approximately ninety (90) degrees to the street curb line for all two-way driveways. One-way driveways may be angled between forty five (45) and ninety (90) degrees.

2.1.3 One-way commercial driveways shall meet the same standards as two-way driveways except for width. Proper signs indicating a one-way driveway shall be installed and maintained by the property owner on private property.

2.1.4 Driveways serving a single family or duplex lot are prohibited on Type A, B, and C streets.

2.1.5 Driveways are prohibited in all right turn lane transition areas.

## **2.2 Maximum Number and Spacing of Driveways; Minimum Corner Clearance**

2.2.1 The maximum number of driveways per platted lot and the minimum spacing between driveways on the same platted lot and from an existing driveway on an adjacent lot shall be as specified in Table 2.

2.2.2 The minimum corner clearance between a driveway and a street intersection shall be as specified in Table 3. Corner clearance shall be defined as the distance between the future intersection curb return and the beginning of the first driveway radius at the street curb. In no case, shall the driveway curb cut encroach into the curb return of a street intersection.

2.2.3 Common access driveways (i.e., driveways on the mutual property line to serve both properties) are encouraged as a means to provide good access while minimizing the total number of driveways on the street. However, common access driveways, where the curb return and/or other portion of the driveway encroaches onto the frontage of an adjoining property, shall be permitted only if a common access agreement has been entered into by the adjoining property owners and has been filed for record with Dallas County. Common access driveways will not be included when determining the maximum number of driveways.

2.2.4 The requirements of 2.2 notwithstanding, every platted lot shall be permitted to have at least one driveway of minimum width onto each street which the lot abuts.

## **2.3 Storage Length**

2.3.1 Any driveway other than a single family driveway, which aligns with an existing or proposed median opening on a divided street shall be defined as a "major driveway" and must provide on-site vehicle storage.

The on-site storage length is measured from the right-of-way line to the near side of the first intersecting aisle or parking stall on-site. The minimum dimension for vehicle storage is specified in Figure 3.

- 2.3.2 Entry gates must be set back from the property line a sufficient distance to allow the storage of the longest queue of vehicles expected to access the property without affecting public right-of-way.

## 2.4 Sight Distance Requirements

- 2.4.1 Sight distance triangles will be required where all retail commercial or multi-family driveways join streets to allow sufficient driver sight distance for proper decision making on entering or crossing the roadway. No landscaping, grading, signs or screening will be allowed within the sight distance triangle from 2.5 feet to 8 feet in height, measured from the top of the adjacent curb.

- 2.4.2 Minimum dimensions of sight distance triangles shall be as shown on Figure 4.

## 2.5 Commercial Site Design

- 2.5.1 On large undeveloped commercial tracts anticipated to contain several individual lots, an effort to determine overall internal circulation, primary and secondary access points and additional on street turn lanes to serve the entire site will be designated to the greatest extent possible. Initial requirements may include but are not limited to the dedication of access easements to eventually extend into and across adjacent lots, the designation and location of future shared major driveways and on street frontage areas designated as "Controlled Access Areas" where future deceleration lanes and turn lanes may preclude the installation of a permanent driveway.

## 3.0 PARKING STANDARDS

### 3.1 Stall and Aisle Dimensions

- 3.1.1 The minimum dimensions for parking stalls and aisles shall be as shown in Table 4.
- 3.1.2 In lots whose primary use is not retail, and which have 100 or more spaces, up to 15 percent of the spaces may be designed for compact cars using the minimum dimensions shown in Table 5. Any such spaces or aisles shall be conspicuously signed for use by compact cars only.
- 3.1.3 Kiosks, teller windows or other drive through facilities must provide a minimum stacking area dimensioned 8 ft. by 50 ft. (equal to one vehicle being serviced and one vehicle waiting service) measured from the first service window. The stacking area must not extend into or block any driveway, aisle or required parking space.
- 3.1.4 Fuel service stations must provide the same stacking area as described in 3.1.3 except that the area will be measured from both ends of the fuel island.
- 3.1.5 Where vehicle queuing length may be expected to exceed the requirements of above, data may be required from the developer to insure sufficient on-site storage area.
- 3.1.6 Where the width of an aisle changes or where the driveway width is different than the width of the aisle further into the property, the following formula shall be used to determine the minimum taper length:

$$L = 10 \times W \text{ where}$$

L = taper length (in feet) and

W = difference in width (in feet)

## 3.2 **Raised Curbing**

- 3.2.1 A minimum 6 inch raised curb shall be provided to separate parking areas from all areas (such as landscaped islands at ends of parking rows, sidewalks, etc.) not intended for vehicle movement.



- 3.2.2 To allow for bumper overhang, raised curbing at the end of parking stalls shall be set back at least two feet from any property line or landscape buffer strip.

### 3.3 **Internal Islands; Sight Triangle**

- 3.3.1 Minimum dimensions of internal islands shall be as shown on Figure 5.

- 3.3.2 At aisle intersections there shall be a sight triangle having minimum dimensions of 8 feet by 8 feet. Within this triangle there shall be no walls, fences, signs or shrubbery higher than 2.5 feet above pavement surface grade. Poles, sign support columns or single trunk trees may be within this triangle if the diameter or width does not exceed one foot. Tree limbs or signs a minimum of seven feet above the pavement grade may be within the sight triangle.

### 3.4 **Paving and Striping**

- 3.4.1 Parking of vehicles shall be permitted on paved surfaces only. Parking stalls shall be delineated with paint striping, raised pavement markers or equivalent means. Paving and delineation shall be adequately maintained at all times.

- 3.4.2 All paving shall be in compliance with the paving standards as set forth in the current Zoning Ordinance.

### 3.5 **Loading Zones**

- 3.5.1 Driveways, aisles, maneuvering areas and truck berths shall be designed to accommodate the largest vehicles that would normally be expected to use those particular facilities.

- 3.5.1.1A truck berth is defined as the parking area designed for trucks to back up to for loading and unloading of merchandise and goods.

- 3.5.2 All parking, loading and maneuvering of trucks shall be conducted off-street, on private property.

3.5.3 Required vehicle parking will not be allowed within a truck dock apron space.

3.5.4 On-site truck circulation should be designed for counterclockwise movement due to increased driver sight visibility during left turns and left-handed backing.

3.5.5 The minimum dimensions of a truck berth shall be as shown in Figure 6.

### **3.6 Joint Use of Parking Facilities**

3.6.1 Reduction of the total parking space requirement by joint use of the facility may be approved by the Plan Commission if peak accumulation for one major parking generator will normally occur at a different time of day than the peak accumulation for another major parking generator.

3.6.2 The developer shall be responsible for providing competent engineering data to support any request to the Plan Commission for reduction in total parking space requirement due to joint use.

## **4.0 GENERAL PROVISIONS**

### **4.1 Municipal Authority**

4.1.1 The Director of the Transportation Department or his designee will have the authority to alter any of the Design Standards as described in the Traffic Management Standards or to deny issuance or a permit if in the opinion of the Director, said denial is in the best interest of public safety.

4.1.2 The Traffic Management Standards will be applied consistently city wide unless superseded by the requirements of a particular development district or development corridor, or where the requirements may be stricter along State rights-of-way.

## DEFINITIONS

- 1.COMMERCIAL DRIVEWAY - All driveways constructed to provide access to all property uses other than single family detached housing, duplex, triplex or quadraplex.
- 2.COMMON ACCESS AGREEMENT - A legal instrument between adjacent properties to allow the construction of a driveway and radius partially on both properties. The agreement is required regardless if both properties affected are under the same ownership.
- 3.COMMON DRIVEWAY - A driveway intended to overlap a property line separating individual lots. A common access agreement must be provided for construction of a common driveway.
- 4.CONTROLLED ACCESS AREA - The public right-of-way adjacent to commercial property where intended deceleration lanes and turn lanes would conflict with the placement of a driveway. Temporary concrete driveways, removed or relocated at the time of turn lane construction, may be allowed within the controlled access area.
- 5.CORNER CLEARANCE - The separation between a street intersection and private driveway measured from the future intersection curb return to the radius of the first private driveway.
- 6.CROSS ACCESS EASEMENT - An easement on private property granted between adjacent property owners to provide unobstructed access off of the public street system.
- 7.DRIVEWAY WIDTH - The distance between driveway curb return radii measured perpendicular to the street curb or edge of pavement.
- 8.HIGH VOLUME DRIVEWAY - Any commercial driveway connecting a parking area of thirty (30) or more required parking spaces or any driveway which could be expected to contribute vehicle volumes similar to those expected for a dedicated city street during peak traffic times.
- 9.LOW VOLUME DRIVEWAY - Any driveway connecting a parking area of less than thirty (30) required parking spaces.
- 10.MAJOR DRIVEWAY - Any commercial driveway aligning with an existing or proposed median opening in a median divided roadway.
- 11.TRUCK BERTH - The area designated for truck parking during the activity for loading or unloading.

**TABLE 1**  
**DRIVEWAY DESIGN STANDARDS**

Land Use	Driveway Width in Feet		Driveway Curb Radius in Feet	
	Min.	Max.	Min.	Max.
<b><u>RESIDENTIAL</u></b>				
Single-Family	10	25	5	10
Multi-Family	24	30	15	30
<b><u>COMMERCIAL</u></b>				
Office	24	30	15	30
Retail	24	30	15	30
Service Stations	24	40	15	30
Industrial	30	45	25	50
<b><u>*DIVIDED DRIVEWAYS</u></b>				
Multi-Family, Office or Retail	20	25	15	40

\*Must have a raised landscaped median at least 6 feet wide; approach widths are for each side.

**NOTES:**

1. One-Way Commercial Driveway Width - Minimum 20' Maximum 25'.
2. The driveway width is measured at the point where the curb return radii end perpendicular to the street curb or edge of pavement.
3. Special provisions for extra width single family residential driveways accessing a paved, dedicated alleyway may be allowed to provide a maximum driveway width not to exceed 35 feet or 1/3 the total lot width whichever is less.
4. The maximum driveway grades allowed on public right-of-way are:
  - I. High volume driveway on a major or collector street. 6%
  - II. Low volume driveway on a major or collector street. 8%
  - III. Low volume driveway on a local street. 12%

**TABLE 2**  
**MAXIMUM NUMBER OF DRIVEWAYS**  
**AND**  
**MINIMUM SPACING BETWEEN DRIVEWAYS**  
**(Per Platted Lot)**

Land Use	Frontage (Feet)	Maximum Number of Driveways Per Platted Lot*	Minimum Spacing Between Driveways On Same Platted Lot (Feet)	Minimum Spacing To Existing Driveway On Adjacent Lot (Feet)
Single-Family Residential	Less than 60	1	N/A	10
Single-Family Residential	60 or more	2	20	10
Multi-Family, Commercial or Industrial Abutting a Type D1, D2, E, F or G Street	Less than 200	1	N/A	50
	200 to 300	2	75	50
	More than 300	1 per 150 Ft. of Frontage	100	50
Multi-Family, Commercial or Industrial Abutting a Type A, B or C Street	Less than 500	1	N/A	100
	500 to 1,000	2	250	100
	More than 1,000	1 per 500 Ft. of Frontage	250	100

Note: State standards, if more restrictive shall apply for properties fronting state highways.

\* Common access driveways, when filed for record with Dallas County, will not be included in the driveway count per platted lot. Minimum spacing requirements still apply.

**TABLE 3**

**MINIMUM CORNER CLEARANCES  
BETWEEN DRIVEWAY AND INTERSECTION**

Type of Street Driveway Is On	Type of Street Intersection	MINIMUM CORNER CLEARANCE	
		Approach Side of Intersection	Departure Side of Intersection
Arterial	Arterial	150	100
Arterial	Collector	100	70
Arterial	Local	50	30
Collector	Arterial	100	70
Collector	Collector	70	50
Collector	Local	40	30
Local	Arterial	50	30
Local	Collector	40	30
Local	Local	30	30

- Notes:**
1. For the purposes of this table, "Arterial" is any Type A, B, C, or D1 thoroughfare on the City of Garland Thoroughfare Plan; "Collector" is any Type D2, E, or F thoroughfare on that Plan; and "Local" is any other street.
  2. The above distances notwithstanding, any platted lot may have at least one minimum width driveway onto each street which the lot abuts.
  3. Service roads shall be classified as an arterial for driveway purposes.

**TABLE 4**

**PARKING DESIGN STANDARDS  
FULL SIZE CARS**

Parking Angle (Degrees)	Stall Width (Feet)	Stall Depth (Feet)	Minimum Aisle One Way (Feet)	Minimum Aisle Two Way (Feet)	Aisle Length Per Stall (Feet)	Module Width One Way (Feet)	Wall to Wall Two Way (Feet)	Curb Overhang (Feet)
A	B	C	D	D	E	F	F	G
Parallel	8.0	22.0	12.0	20.0	22.0	28.0	36.0	0.0
	8.5	22.0	11.5	20.0	22.0	28.5	37.0	0.0
	9.0	22.0	11.0	20.0	22.0	29.0	38.0	0.0
20	8.0	12.3	12.0	20.0	23.4	36.6	44.6	0.7
	8.5	12.3	11.5	20.0	24.9	36.1	44.6	0.7
	9.0	12.3	11.0	20.0	26.3	35.6	44.6	0.7
30	8.0	14.6	13.0	20.0	16.0	42.2	49.2	1.0
	8.5	14.6	12.5	20.0	17.0	41.7	49.2	1.0
	9.0	14.6	12.0	20.0	18.0	41.2	49.2	1.0
45	9.0	17.3	14.0	20.0	12.7	48.6	54.6	1.4
	9.5	17.3	13.5	20.0	13.4	48.1	54.6	1.4
	10.0	17.3	13.0	20.0	14.1	47.6	54.6	1.4
50	9.0	18.0	14.0	20.0	11.7	50.0	56.0	1.5
	9.5	18.0	13.5	20.0	12.4	49.5	56.0	1.5
	10.0	18.0	13.0	20.0	13.1	49.0	56.0	1.5
60	9.0	18.8	18.0	20.0	10.4	55.6	57.6	1.7
	9.5	18.8	17.5	20.0	11.0	55.1	57.6	1.7
	10.0	18.8	17.0	20.0	11.6	54.6	57.6	1.7
75	9.0	19.1	23.0	23.0	9.3	61.2	61.2	1.9
	9.5	19.1	22.5	22.5	9.8	60.7	60.7	1.9
	10.0	19.1	22.0	22.0	10.4	60.2	60.2	1.9
90	9.0	18.0	24.0	24.0	9.0	N/A	60.0	2.0
	9.5	18.0	23.5	23.5	9.5	N/A	59.5	2.0
	10.0	18.0	23.0	23.0	10.0	N/A	59.0	2.0

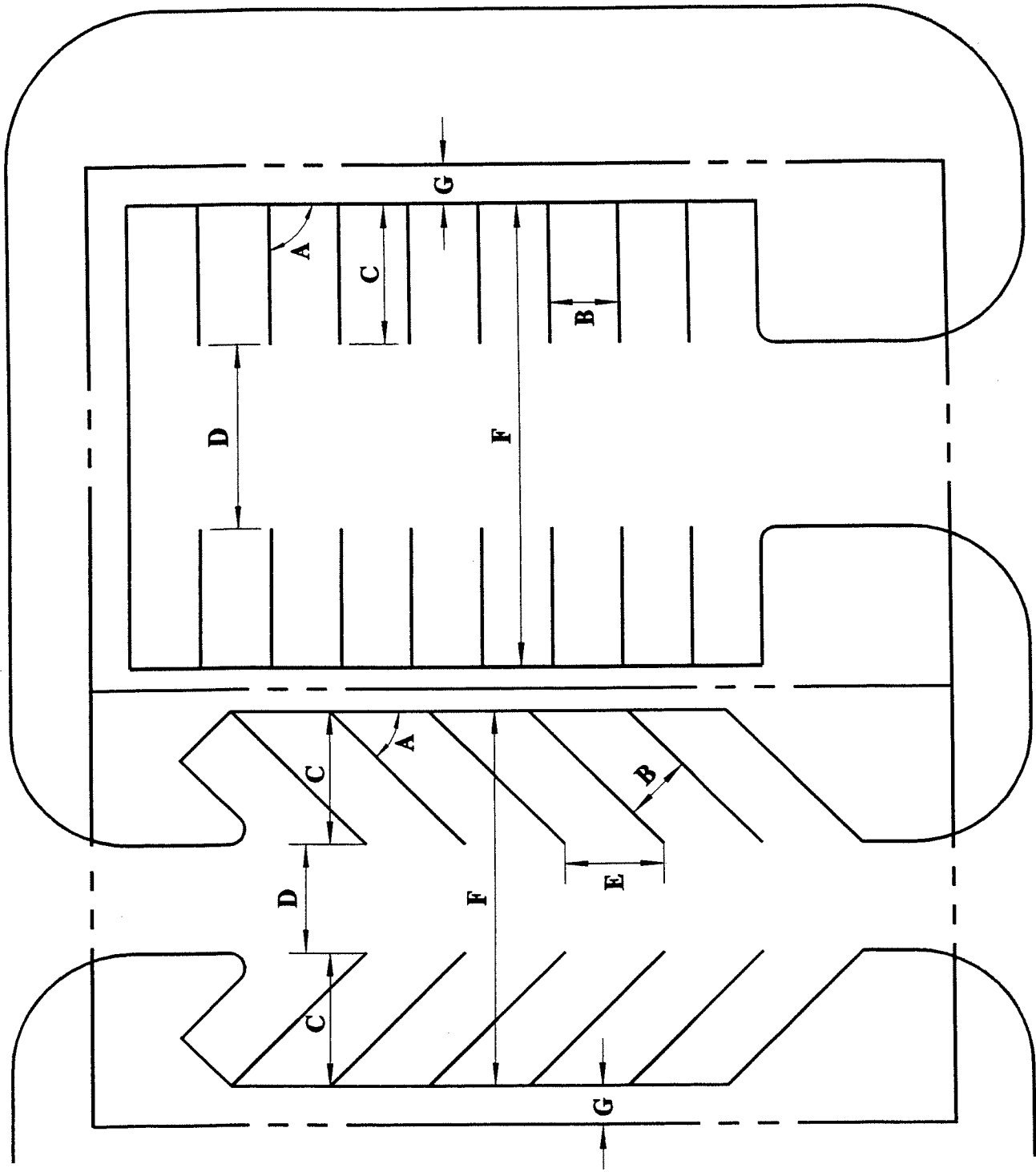
**TABLE 5**

**PARKING DESIGN STANDARDS  
COMPACT CARS**

Parking Angle (Degrees)	Stall Width (Feet)	Stall Depth (Feet)	Minimum Aisle One Way (Feet)	Minimum Aisle Two Way (Feet)	Aisle Length Per Stall (Feet)	Module Width One-Way (Feet)	Wall to Wall Two Way (Feet)	Curb Overhang (Feet)
A	B	C	D	D	E	F	F	G
Parallel	7.0	18.0	11.0	20.0	18.0	25.0	34.0	0.0
	7.5	18.0	11.0	20.0	18.0	26.0	35.0	0.0
	8.0	18.0	11.0	20.0	18.0	27.0	36.0	0.0
20	7.0	10.3	11.0	20.0	20.5	31.6	40.6	0.6
	7.5	10.3	11.0	20.0	22.0	31.6	40.6	0.6
	8.0	10.3	11.0	20.0	23.4	31.6	40.6	0.6
30	7.0	12.3	11.0	20.0	14.0	35.6	44.6	0.9
	7.5	12.3	11.0	20.0	15.0	35.6	44.6	0.9
	8.0	12.3	11.0	20.0	16.0	35.6	44.6	0.9
45	8.0	14.5	11.0	20.0	11.3	40.0	49.0	1.3
	8.5	14.5	11.0	20.0	12.0	40.0	49.0	1.3
	9.0	14.5	11.0	20.0	12.7	40.0	49.0	1.3
50	8.0	15.0	11.0	20.0	10.5	41.0	50.0	1.4
	8.5	15.0	11.0	20.0	11.1	41.0	50.0	1.4
	9.0	15.0	11.0	20.0	11.8	41.0	50.0	1.4
60	8.0	15.8	12.5	20.0	9.3	44.1	51.6	1.6
	8.5	15.8	12.0	20.0	9.8	43.6	51.6	1.6
	9.0	15.8	11.5	20.0	10.4	43.1	51.6	1.6
75	8.0	16.0	17.5	20.0	8.3	49.5	52.0	1.8
	8.5	16.0	17.0	20.0	8.8	49.0	52.0	1.8
	9.0	16.0	16.5	20.0	9.3	48.5	52.0	1.8
90	8.0	15.0	N/A	20.0	8.0	N/A	50.0	1.8
	8.5	15.0	N/A	20.0	8.5	N/A	50.0	1.8
	9.0	15.0	N/A	20.0	9.0	N/A	50.0	1.8

Notes: In lots whose primary use is not retail, and which have 100 or more spaces, up to 15 percent of the spaces may be designed for compact cars. Spaces designed specifically for compact cars shall be grouped together and conspicuously signed for compact cars only.





FILE ANGLE

**FIGURE 1**

**ADDITIONAL RIGHT-OF-WAY  
REQUIREMENTS AT MAJOR INTERSECTIONS  
(All Dimensions in Feet)**

I. **CORNER RADIUS** - In addition to the additional right-of-way required below, a corner clip or radius shall be dedicated to provide a 10-foot minimum parkway width behind a 45 foot curb radius.

II. **ADDITIONAL RIGHT-OF-WAY ON APPROACH SIDE**

Distance From Intersection	Additional R.O.W. Required
0 to 190	19
190 to 600	19 tapering to 0

III. **ADDITIONAL RIGHT-OF-WAY ON EXIT SIDE**

Distance From Intersection	Additional R.O.W. Required
0-225	8
225 to 600	8 tapering to 0

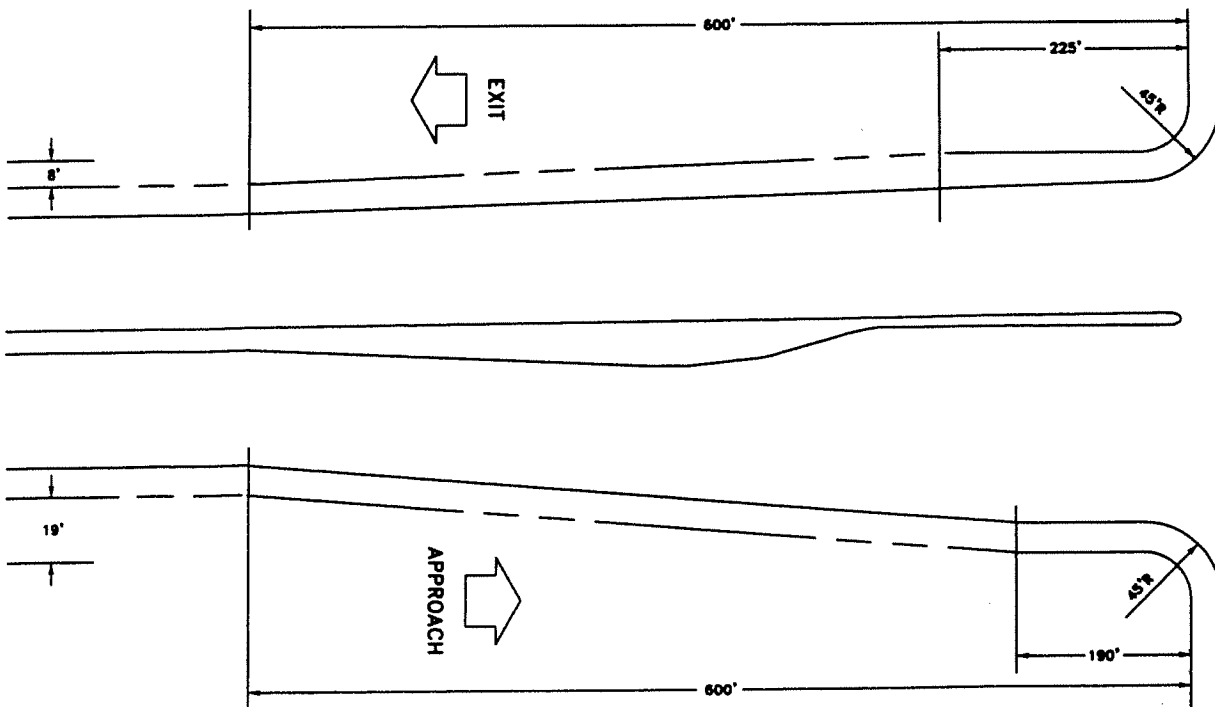
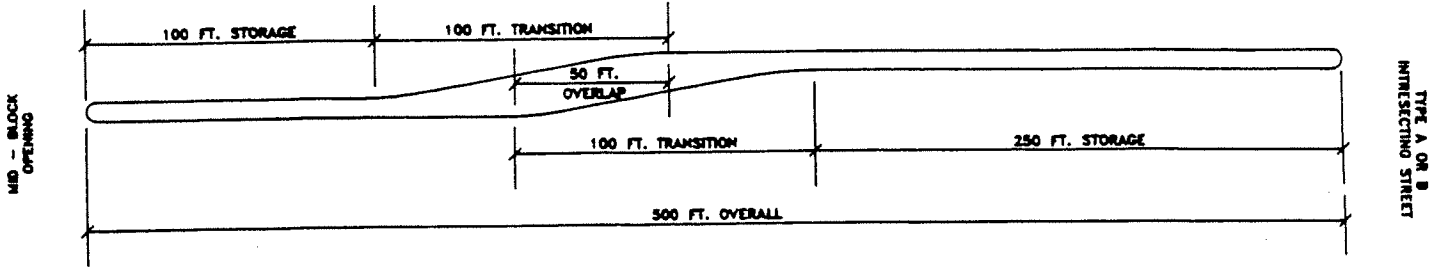


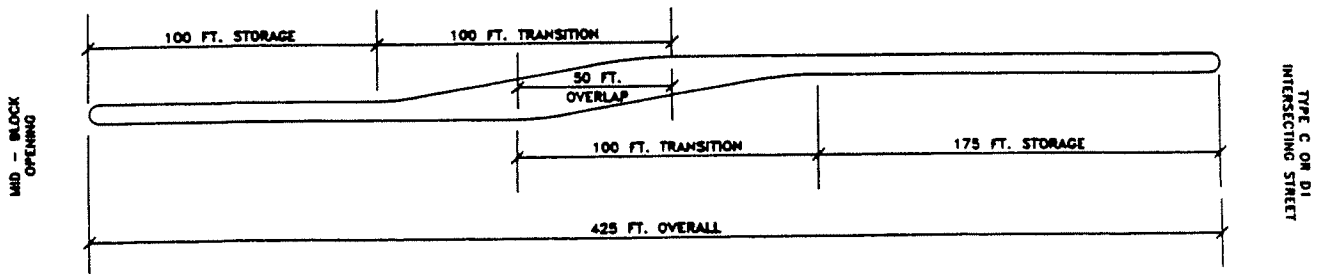
FIGURE 2

MINIMUM LENGTH OF LEFT TURN BAYS AND TRANSITIONS

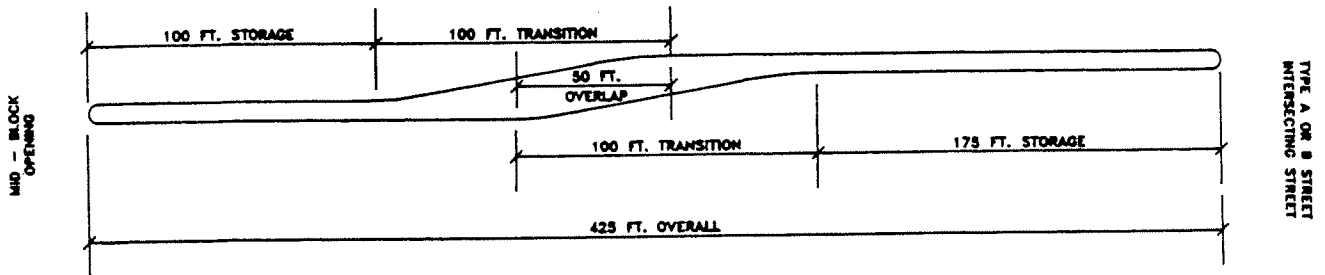
TYPE A OR B STREET INTERSECTING TYPE A OR B STREET



TYPE A OR B STREET INTERSECTING TYPE C OR D1 STREET



TYPE C OR D1 STREET INTERSECTING A TYPE A OR B STREET



ANY DIVIDED STREET INTERSECTING AN UNDIVIDED STREET OR PRIVATE DRIVEWAY

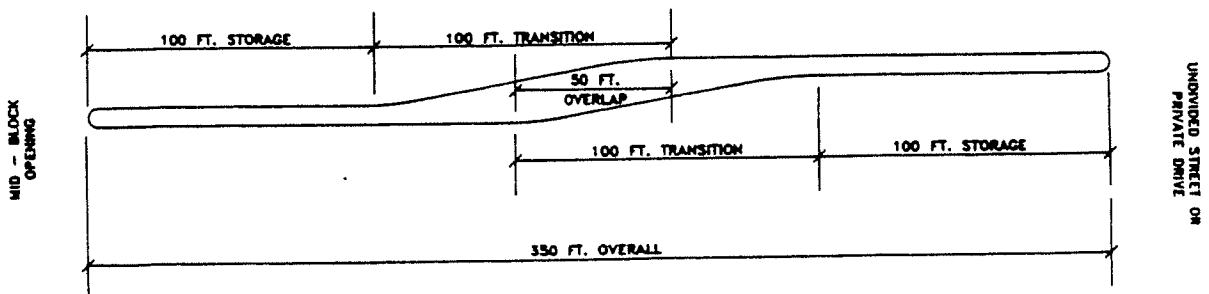


FIGURE 3

MINIMUM DRIVEWAY STORAGE LENGTH

Number of Parking Spaces Per Driveway	Minimum Storage Length* (Feet)
Less Than 50	18
50 to 200	50
More Than 200	75

\* Storage length is defined as the distance between the street right-of-way line and the first intersecting aisle or parking stall on site.

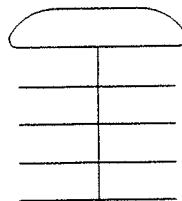
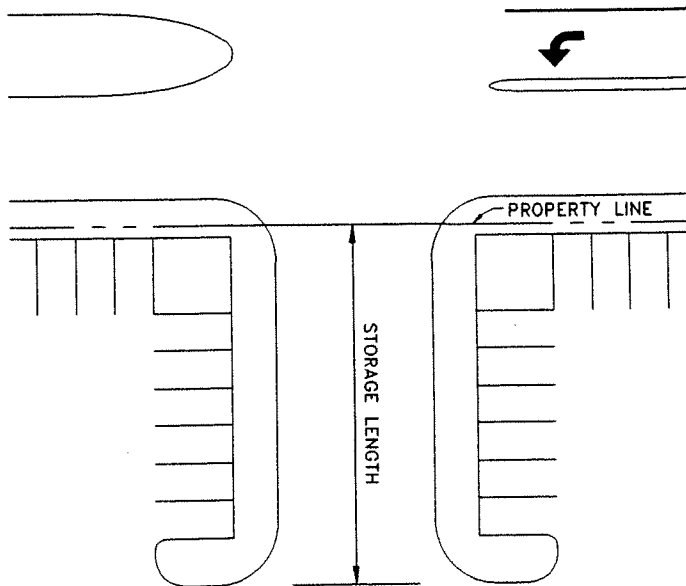
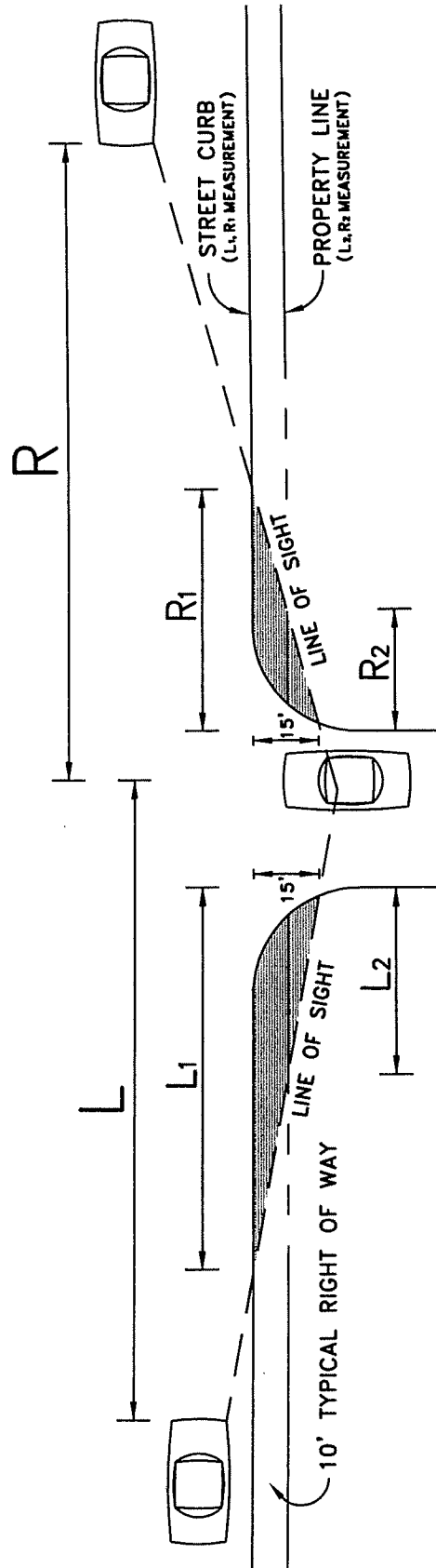


FIGURE 4

DRIVEWAY SIGHT DISTANCE REQUIREMENTS

L AND R ARE THE RESULTING SIGHT DISTANCES TO THE LEFT AND RIGHT WHEN:

1. L<sub>1</sub> AND R<sub>1</sub>, SIGHT LINE MEASUREMENT FROM THE CURB LINE, OR
2. L<sub>2</sub>, OR R<sub>2</sub>, SIGHT LINE MEASUREMENT FROM THE PROPERTY LINE, ARE CLEAR OF OBSTRUCTIONS.

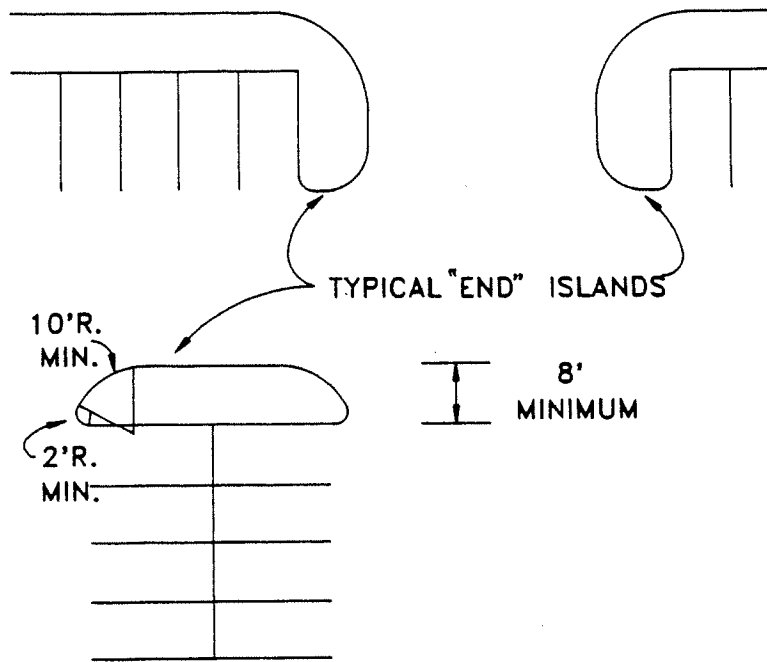


ROADWAY TYPE*	L	L <sub>1</sub>	L <sub>2</sub>	R	R <sub>1</sub>	R <sub>2</sub>
A, B, & C	550'	400'	135'	550'	135'	45'
D1 & D2	500'	360'	120'	500'	145'	50'
E & F	400'	290'	95'	400'	165'	55'
G & UNCLASSIFIED	300'	215'	75'	300'	170'	60'

\*AS DESIGNATED ON THE MAJOR THOROUGHFARE PLAN

FIGURE 5

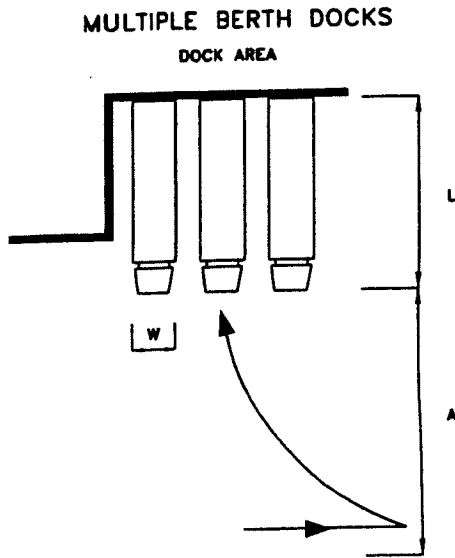
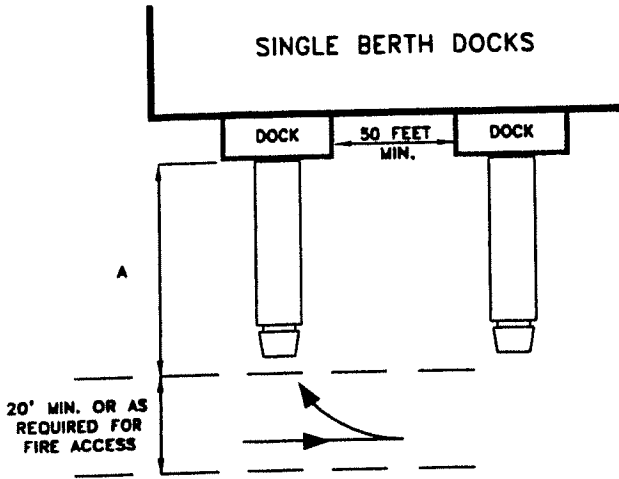
END ISLAND DESIGN



FILE:ISLAND

FIGURE 6

DESIGN STANDARDS FOR TRUCK LOADING BERTH  
(All Dimensions Are in Feet)



Minimum Apron Space Requirements

Length of Design Vehicle (L)	Width of Berth (W)	Apron Space Required (A)
Single-Unit Truck or 35' Tractor Trailer	10	46
	12	43
	14 or more	39
40' Tractor Trailer	10	48
	12	44
	14 or more	42
45' Tractor Trailer	10	57
	12	51
	14	48
50' Tractor Trailer	10	63
	12	56
	14 or more	53
55' Tractor Trailer	10	67
	12	61
	14 or more	58

NOTE: Single berth docks must have a minimum separation of 50 feet. The apron space (A) for a single-berth unobstructed dock is measured from the face of the dock. For a multiple-berth dock, the apron space (A) is measured from the outermost part of any vehicle or other possible obstruction in the area of the maneuver such as curbs, poles, walls or parked vehicles.

ref:ds\d\TrafTbls