

# **CITY OF GEORGETOWN ORDINANCE NO. 2002-**

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## **AN ORDINANCE RELATED TO THE AMENDMENT OF THE GEORGETOWN/SCOTT COUNTY SUBDIVISION & DEVELOPMENT REGULATIONS REGARDING PUBLIC AND PRIVATE ROAD CONSTRUCTION & DESIGN STANDARDS**

**WHEREAS:** The existing Subdivision & Development Regulations requirements are not satisfying the community's needs regarding design and construction of roads, right-of-ways and related structures. The regulation requirements must be updated to reflect the current professional thinking and reduce existing problems with road maintenance and durability by establishing a uniform design standard for proposed public and private roads, including design capacity and loading. The intent of this proposed ordinance is to provide an appropriate means to maintain the integrity and durability of existing and proposed roads within the community and to reduce the potential negative impacts on the residents of the City of Georgetown and the City Council

**WHEREAS:** This proposed amendment to the Georgetown/Scott County Subdivision & Development Regulations has been submitted to the citizens through a properly advertised public hearing before the Georgetown-Scott County Planning and Zoning Commission conducted at their June 12, 2003 and July 10, 2003 public meetings. The Commission voted unanimously to recommend the adoption of this amendment to the Council for the City of Georgetown.

**NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL FOR THE CITY OF GEORGETOWN, KENTUCKY, as follows:**

### **SECTION ONE: NEW PROVISIONS.**

[New language is underlined. Language which is unchanged is not marked. Superseded language is shown as ~~stricken~~.]

### **ARTICLE X**

#### **SITE DESIGN STANDARDS FOR SUBDIVISION AND DEVELOPMENT**

## 1000 CIRCULATION SYSTEM DESIGN

### A. GENERAL

1. The provision, arrangement, construction, and phasing of streets shall substantially conform to the Comprehensive Plan, including the Transportation Element in particular.
2. No street shall be approved which will be subject to flooding.
3. Traffic from higher intensity residential uses shall not pass through lower intensity residential uses, except where the road is classified or designed as a collector or greater. Through traffic shall be discouraged in residential neighborhoods where feasible through techniques such as signage and roadway design and location.
4. Traffic calming is required for blocks greater than 1000 feet, or as required by Planning Commission Engineer. See AASHTO, LFUCG, FHWA and/or ITE traffic calming documents for acceptable designs.

### B. PUBLIC STREET CLASSIFICATION

1. Streets shall be classified pursuant to Exhibit 10-1.
2. Existing street classifications shall be as defined by the Transportation Element of the Comprehensive Plan.
3. Each new street (residential and non-residential) shall be designed for its entire length to meet the standards for its classification.
4. The applicant may be required to provide a traffic analysis to demonstrate to the Planning Commission's satisfaction that the distribution of traffic to the existing or proposed street system will not exceed the adopted Transportation Element standards for any street.

### C. ROADWAY WIDTHS

Except for privately owned streets, roadway width standards are shown in exhibit 10-1, and apply to all developments with urban density, with the following exception. For developments in A-1 zones, minimum roadway widths for new roads shall be 18 feet between face of curb or edge of pavement. Shoulders, where needed, shall be 2 feet each side ~~plus ditches designed by Manning's formula~~ with trapezoidal or parabolic ditches designed per *Storm Water Ordinance 2002-026, 2002-07* for open channel design.

### D. CURBS AND GUTTERS

1. Curbing is required on all urban streets for the purposes of

drainage, safety, and delineation and protection of pavement edge.

2. Curbing shall be designed to provide ramps for wheelchairs at all street intersections with sidewalks with a minimum of one for every corner, and as required by state law.
3. Curbs and gutters are to be built to the following specifications:
  - a. Construct all curb and gutter on a prepared subgrade to the dimensions and design as in the approved construction plans and/or standard drawings.
  - b. All Concrete shall have class "A" specifications.
  - c. Sawed contraction joints shall be constructed every 20 feet with a minimum depth of 3 inches in accordance with the *Kentucky Department of Highways Standard Specifications, Current Edition*.
  - d. Expansion joints shall be constructed at all breaks in alignment, at contact with new or existing concrete, at all drainage inlets, at the beginning and ending points of curves, and not to exceed 200' maximum spacing for slip form application and 30' maximum spacing for hand placed.
  - e. Maintain concrete at a minimum temperature of 45 degrees Fahrenheit for 3 calendar days after placement and at a minimum temperature of 40 degrees Fahrenheit for an additional 4 calendar days. When the Planning Commission Engineer requires, submit a written outline of the method to be used for protecting concrete. The Planning Commission Engineer, and or Development Inspector reserve the right to discontinue concrete placement when the means of protection or method of placement does not produce satisfactory results. Do not place concrete during times of the year that the temperatures may be expected to drop below the 45 or 40 degrees Fahrenheit limits, unless there are adequate provisions at the job site for maintaining concrete at the specified temperature.
  - f. Immediately after completing finishing operations and the concrete has set sufficiently to prevent marring the surface, cure the entire surface of the newly placed concrete, including the face of all construction joints. Cure according to one of the following methods:
    - i. *White Membrane Curing: (Type 2, Class "A" or "B")*

Ensure that all curing compounds conform to AASHTO M 148.

- ii. *Wet Burlap:* Thoroughly wet the burlap before placing. Carefully place the burlap over the finished surface to completely cover the surface and sides of the slab. Clean the burlap of all coating of earth or other deleterious substances before using it. Soak new burlap in water for 12 hours before using. During the first six hours a single thickness of burlap will be required. After the first six hours, use a double thickness. Overlap adjacent burlap strips at least 3 inches. Keep the burlap thoroughly saturated and in place for at least 72 hours even when required strength is attained.
- iii. *Curing Blankets:* Keep the concrete continuously damp for the period of time specified for the item being constructed, beginning immediately after placing and finishing. As soon as possible, without damaging the concrete surface, moisten the concrete by applying water, and immediately cover the surface with the curing blankets. Place the blankets so that the adjoining blankets overlap at least 18 inches. Weight all laps and outside edges to prevent displacement of the blankets before completing curing. Ensure intimate contact between the blankets and the concrete surface. Use curing blankets that consist of a top layer of white copolymer material and a bottom layer of absorbent, non-woven, synthetic fabric. Ensure that the layers are securely bonded together so there will be no separation of the layers during handling and curing of the concrete. When tested according to AASHTO M 171, ensure that moisture loss does not exceed 0.010 grams per square centimeter and that reflectance is at least 70 percent.
- iv. *Wet Curing:* Cure concrete for a period of at least 7 calendar days, beginning immediately after placement and finishing, by frequently applying water to all surfaces to keep them continuously damp during the full 7-calendar day curing period or until the required strength is attained. Protect

exposed concrete surfaces from drying by application of a double thickness of wet burlap or similar approved material and keep the burlap or other approved material continuously wet for a period of 7 or more days. Soak new burlap in water for at least 12 hours before the first use.

- g. Proposed curbing to be dedicated to the City of Georgetown shall be:
  - i. box curb
  - ii. shall be placed on a minimum of 6 inches of granular base material (DGA/CSB).

#### E. SHOULDERS

- 1. Shoulders and drainage swales may be permitted instead of curbs when:
  - a. Shoulders are required by state law;
  - b. Soil or topography make the use of shoulders and/or drainage swales preferable;
  - c. It is in the best interest of the community to preserve its rural character or natural drainage systems by using shoulders and/or drainage swales instead of curbs.

Where shoulders and ditches are used, there shall be adequate cross drain measures at all driveways and intersections.

- 2. Shoulders shall measure four (4) feet in width on each side for all streets and roads less than 24 feet, 2 feet in width, both sides, for all streets and roads 24 feet or greater, and shall be located within the right-of-way as shown in Exhibit 10-2 Table 1 (page 7 of this ordinance). The width of swales shall be determined by calculation of storm water flow according to ~~Manning's formula and approved by Commission Engineer.~~ Surface drainage shall not be conveyed over fill. the *Storm Water Ordinance 2002-026, 2002-07* and approved by Planning Commission Engineer.
- 3. Shoulder subgrades shall be constructed concurrently with roadway subgrades to ensure uniform compaction throughout the street cross sections.
- 4. ~~Shoulders shall consist of a stabilized subgrade and 8 inches of gravel or other material acceptable to the Planning Commission and stabilized with compacted backfill and grass to hold shoulder in place.~~

#### F. PRIVATE STREETS

Private street standards shall only apply to non-through streets that are privately-owned and maintained, including those specifically designated in planned unit developments. The minimum paving standard in ~~Appendix VII~~ Table 2 shall be met for all private streets. A private street constructed to less than public street standards shall not be offered or considered for dedication to the public.

1. Private residential streets:

- a. Private residential streets may be of lesser width than local public streets, but no less than 20 feet back of curb to back of curb, if:
  - i. No parking is allowed on the street.
  - ii. The minimum width at all intersections with public streets is 24 feet face of curb to face of curb, for a distance of 150 feet back from the intersection, with right-of-way equal to that of a public street for the 150 feet.
  - iii. All required parking (see Exhibit 10-3) is accommodated either in parking lots or on driveways.
  - iv. The minimum radii at cul-de-sac ends and at all intersections are the same as required for public streets.
- b. Private rural residential streets (local classification) shall be constructed similar to public rural residential streets and include:
  - i. Right-of-way shall be fifty (50) feet in width;
  - ii. Pavement shall be eighteen (18) feet in width;
  - iii. Pavement depth shall include a base (rock) of eight (8) inches, a binder of two (2) inches and one (1) inch of asphalt;
  - iv. Shoulders on each side shall be six (6) inches of gravel with an additional six (6) feet of earthen shoulders.
  - v. Ditches and cross-drains shall be constructed to the same standard for both public and private roads.

Owners of lots accessing a private street shall be responsible for their pro-rata share of all maintenance and improvement of the private street. A note to this effect shall be placed on the final subdivision plat.

2. Private non-residential streets

- a. Private commercial and institutional access streets shall be a minimum of 20 feet wide, plus required fire lane, measured back of curb to back of curb. The maximum width at the ROW for all intersections with public streets shall be 30 feet face of curb to face of curb for 2-lane entrances, with an additional 11 feet per lane for 3- and 4-lane entrances, for a distance of 150 feet back from the intersection. The entrance shall be widened between the ROW and edge of pavement by a minimum of 45 degrees.
- b. Private industrial access streets shall be 24 feet wide, plus required fire lane, measured back of curb to back of curb. Curb radius at all intersections with public streets shall be 35 to 50 feet minimum according to driveway width.

EXHIBIT 10-1

RIGHT-OF-WAY REQUIREMENTS AND STREET DIMENSIONS

TYPE	R.O.W. WIDTH	PAVEMENT SECTION
LOCAL STREET 75 RESIDENTIAL UNITS OR LESS, PARKING 1-SIDE	41 FEET	24 FEET- FACE OF CURB
SUB-COLLECTOR 75 - 500 RESIDENTIAL UNITS, PARKING 1 SIDE	45 FEET	28 FEET- FACE OF CURB
COLLECTOR 500+ RESIDENTIAL UNITS/ALL COMMERCIAL- INDUSTRIAL-PROFESSIONAL INSTITUTIONAL USES, PARKING 1-SIDE, IN RESIDENTIAL, NO PARKING, OTHER USES	49 FEET	32 FEET- FACE OF CURB
ARTERIAL 3 LANES WHERE DETERMINED BY COMPREHENSIVE PLAN	93 FEET	40 FEET- FACE OF CURB
ARTERIAL 5 LANES WHERE DETERMINED BY COMPREHENSIVE PLAN	93 FEET	40 FEET- FACE OF CURB

  

Street	Right Of Way	Pavement	Shoulder
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Type	Width (ft)	Width (ft)	Width (ft)
Local	50	22	4
Continuous	50	24	2
Collector [1]	60	28	2
Collector[2]	60	32	2

Notes:

[1] Parking permitted on one side.

[2] No parking on street.

Pavement cross slope to be ¼ inch per foot fall.

## G. PEDESTRIAN ACCESS

1. All developments shall be required to provide adequate pedestrian access to parking lots, off-site sidewalks, and facilities commonly used by residents.
2. In all urban subdivisions or subdivisions with urban densities (lot sizes of up to 1.0 acre or provide for densities greater than 1 dwelling unit per acre), sidewalks shall be installed on both sides of all proposed roads, public or private. Sidewalks shall be extended around the full length of any cul-de-sac or other approved turn-around. Sidewalks shall be placed in the right-of-way, parallel to the street, unless an exception has been permitted to preserve historically significant, topographical or natural features or to provide visual interest, or unless the applicant shows that an alternative pedestrian system provides safe and convenient circulation. The Planning Commission may waive this requirement and permit the installation of the sidewalk on only one side with the location to be reviewed and approved by the Planning Director and/or Planning Commission Engineer. The Planning Commission may permit an exception to allow sidewalks to abut the curb where the intent is to create an urban atmosphere in townhouse, or similar, development and in neighborhood or downtown business zones, if the arrangement ensures pedestrian safety (amended per ordinance 2000-016).
3. Pedestrian-way easements ten (10) feet wide may be required by the Planning Commission where reasonably needed to provide circulation or access to schools, parks, shopping, or other community facilities.
4. Sidewalks and pedestrian ways shall be constructed according to the specifications set forth in Appendix VII and the following



specifications:

- a. Construct all sidewalks on a prepared subgrade to the dimensions and design as in the approved construction plans and or standard drawings.
- b. Expansion joints shall be placed at thirty-two foot intervals. In existing neighborhoods, expansion material shall be placed at the beginning and end of newly constructed areas (sidewalk/curb and gutter with grass utility strip). When the sidewalk is constructed integral with the curb, ensure that the width and spacing of the joints conform to that in the curb. Round the edges of the sidewalk at all expansion joints with an approved edging tool to a ¼ inch radius. Install ½ inch premolded expansion joint material to the full depth of the sidewalk where the sidewalk abuts any rigid structure or fixture, such as curbs, columns, castings, buildings, and light standards.
- c. Divide the surfaces of sidewalks into rectangular areas by means of a jointer having a radius of ¼ inch and forming a groove no less than one inch in depth for the full width of the walk. Ensure that the length of the rectangles formed does not exceed the width to the sidewalk being constructed. Sawed joints will need to be completed no later than one day following the end of the curing period.
- d. The sidewalks shall be placed adjacent to the street right-of-way line. Slope toward curb shall be one quarter ( ¼) of an inch to the foot. Construction in existing neighborhoods requires the contractor to match existing grade and sidewalk width unless specified otherwise by the Planning Commission Engineer. Distance will vary with road cross-section when conforming to detail of (sidewalk/curb and gutter with grass utility strip).
- e. All Concrete shall have class "A" specifications.
- f. Concrete curing for sidewalks and pedestrian ways are to conform to the specifications listed in *Article X, Section 1000, part D. of Subdivision and Development Regulations.*

H. RIGHT-OF-WAY

1. The right-of-way shall be measured from lot line to lot line.  
Right-of-way requirements are shown in Exhibit 10-1
2. The right-of-way width shall not change along the width of any street, unless it can be demonstrated that the change will not

reduce the level of service of the street or cause incompatibility of setbacks.

3. Where development includes proposed public streets, or streets planned in the Transportation Element of the Comprehensive Plan, required right-of-way widths shall be dedicated pursuant to Article XIII (Dedication and Maintenance).

#### I. STREET GRADE, PAVEMENT AND INTERSECTION SPECIFICATIONS

~~Street grade and intersection specifications are included in Appendix VI. Pavement design shall conform to the specifications shown in Appendix VI (Note: Pavement design of state roads shall meet state standards.)~~ The following standards are minimum and do not cover every possible situation. Designers are required to use professional judgement in all of their designs.

1. Proposed streets are to conform to the following standards in Table 2.
2. All proposed pavement thickness to adhere to the following standards:
  - a. Designs are to be based on AASHTO Guide for Design of Pavement Structures, 1993 for a 20 year design life.
  - b. Structural numbers for residential single family detached, attached, and multi-family developments are to be based on 300 Estimated Single Axle Loadings (ESALs) per unit.
  - c. Structural numbers for commercial and industrial areas are to meet the minimum ESALs listed in Table 3.
  - d. Pavement designs are to be based on California Bearing Ratio tests (CBRs) from samples taken from the material that will be used for the road subgrade.
  - e. The minimum pavement specification for proposed streets within the City of Georgetown is 8 inches base material, 3 inches of asphalt base or binder, and 1 inch of asphalt surface (8,3,1). For proposed roadways within Scott County, the minimum pavement is 8,2,1.
  - f. Refer to Tables 4 and 5 for structural number and ESALs relationships.
  - g. Flexible pavement design parameters are to conform to the following:

Initial Serviceability	4.5
Terminal Serviceability	2.0

Reliability	95%
Overall Deviation	0.45
Asphalt surface	0.44
Asphalt binder	0.42
Asphalt base	0.40
DGA/CSB	0.14
Lime stabilization	0.10
#2 stone	0.08
Tack coat the base and curb face before applying surface coat	SS-1 or SS-1h at 0.1 gal/yd <sup>2</sup>

- h. Proposed concrete pavements are to adhere to the minimum standards:
  - i. Slab thickness designs are to be based on AASHTO Guide for Design of Pavement Structures, 1993 for a 20 year design life.
  - ii. A minimum 4 inch, base course, 5 inch slab thickness required.
  - iii. Joint details pertaining to dimensions, types, and configurations are to be provided.
  - iv. Reinforcement designs are to be included for all proposed rigid pavement designs.
- 3. All proposed roadways must conform to the following minimum construction standards:
  - a. Subgrade construction
    - i. Subgrade areas for all proposed roadways are to be thoroughly compacted to the specifications listed in this article and the approved construction drawings.
    - ii. No organic material to be permitted in any roadway subgrade.
    - iii. All roadway subgrades are to have California Bearing Ratio (CBR) tests performed. Tests are to be representative of the site.
    - iv. Compact the subgrade and embankments to a density of at least 95 percent of standard proctor. During compaction, maintain the moisture content of embankment or subgrade material within  $\pm 2$  percent of the optimum moisture content. Compact each lift as required before depositing for the next

lift. Soil is to be compacted in lifts not exceeding one foot unless directed otherwise by the design engineer.

v. The cross slope of the proposed subgrade is to be 1/4 inch per foot fall, except in cases of superelevated crowns.

vi. Finished subgrades must be proof rolled with a loaded 20 ton vehicle, minimum. All lanes and cul-de-sac areas are to be rolled tested. Proof roll test is only applicable prior to any increase in moisture content due to weather conditions or other water-related circumstances, for example, rain, snow, waterline breaks, groundwater intrusion, etc.

vii. If pumping or rutting of the subgrade occurs, then the noted area is to be remediated by one of the following means:

1. Synthetic: geotextiles.

2. Mechanical: replacing unacceptable material with #2 stone (open graded material is to be separated with KYTC Type II fabric from the subgrade and drained off). The minimum layer thickness shall be 8 inches of #2 stone.

3. Chemical: lime stabilization, etc.

4. Reworking existing material: if material ruts during proof roll then this method is unacceptable; also after material is reworked it is subject to another proof roll test.

viii. At any given time, the Planning Commission Engineer can require verification that the remediation method meets the design parameters based on the subgrade conditions in the field.

b. Base material

1. Base material for all proposed roadways is to be either Dense Graded Aggregated or Crushed Stone Base (DGA/CSB, as defined by the Kentucky Transportation Cabinet (KYTC)).

2. Each lift of DGA base material is not to exceed 6" maximum. After each subsequent lift string line will be pulled to check for proper depth and cross slope (1/4 inch per foot fall). Each lift will also require a check of the density and moisture content. The density shall be 84% of solid

volume, or 140 lbs. per cubic foot. The acceptable moisture content range shall be from 3% to 5%.

3. Before constructing a CSB base, complete a control strip to determine the level of compaction necessary to achieve the target density for the remaining base course. Construct additional control strips whenever a change is made in the source, gradation, type of subgrade, type of base aggregate, or layer thickness. Leave each control strip in place to become part of the project. Complete at least one control strip for each layer of base material. Construct a control strip a minimum length of 500 feet and to the full width of the aggregate base course. Use the same equipment and procedures intended for the construction of the remainder of the base course. After two passes the Development Inspector will require (3) density measurements at randomly selected sites, at least two feet from the edge of the base. The Development Inspector will require density measurements at the same (3) locations after subsequent passes of the compaction equipment. Compact the control strip until no further increase in density can be obtained from additional passes. The inspector will visually inspect the material after each pass to determine if the aggregate is being crushed into fine material. If the aggregate is being crushed, cracked, shoved, or shows other signs of distress, cease compaction efforts. If compaction of the base is not satisfactory, use other methods to achieve satisfactory results. After completing compaction of the control strip, the Development Inspector will require 10 field density measurements at random locations in the control strip and require the averaging of the 10 measurements to obtain the target density for the compaction of the base. Once the target density is obtained the remaining base course, equal to that same depth of the control strip, will be checked by nuclear gage at various locations. The density of these test sections shall average 98 percent of the target density or greater with no individual measurement less than 95 percent of the target density. When the average density of a test

section does not meet the required density, cease laydown operations, and either provide additional compaction effort or rework the material to obtain the required average density. Do not add fines to meet the target density.

4. Density tests cannot be performed on any base layers that have standing water on them.
5. During times of the year where base moisture is a concern, the designer can substitute the bottom 4 inch base layer with a 7 inch layer of #2 stone. This layer must be separated from the subgrade with KYTC Type II fabric and drained off (this layer cannot be applied toward any subgrade remediation).

c. Asphalt layers

1. All asphalt base and/or binder layers are to comply with KYTC Specifications.
2. Any proposed asphalt courses are to adhere to the following temperature limitations:

<b>Bituminous Mixtures</b>	<b>Minimum Ambient Air Temperature for Placing (Degrees Fahrenheit)</b>
Asphalt Mixture, Surface (one inch thick or less)	45
Asphalt Mixture, Surface (thicker than one inch)	40
Asphalt Mixture, Base and Binder	35
Leveling and Wedging	45

3. Asphalt pavement sections are to have overlapping longitudinal joints of 6 inches. This can be achieved at either the base/binder or surface coat.
4. Proposed surface coats abutting existing surfaced roadways are to be milled and keyed into existing roadways, at least one foot.
5. Asphalt base material may only be used with pavement specifications using a minimum base thickness of 4 inches. Excluding the use of surface material, asphalt layers less than 4 inches are to be KYTC Binder Class I materials.

J. TEMPORARY CONSTRUCTION ROADS

The developer and/or his contractor shall build temporary access roads or designate specific routes to accommodate project traffic during construction. This shall be accomplished after approval of the preliminary plat and designated in the field with signage prior to the approval of the final plat and shall be subject to the provisions of Article XI. Any damage to existing paved roads due to subsequent construction activities shall be restored or repaired to the existing road standard prior to damage. See Article VI (construction of improvements) for bonding requirements for phased development. If the temporary construction traffic route is a system of proposed roadways that can be dedicated to a municipality of and including Scott County, then these roads are to be designed to accommodate the construction traffic plus the anticipated 20 year roadway traffic. These streets are to have signs directing the construction traffic through the development.

Any proposed roadway to be dedicated to the City of Georgetown for maintenance can apply final inch of asphalt surface after 80 percent of the lots that are served by the roadway has received Certificate Of Occupancy. Roads to be dedicated to Scott County are subject to the *Street Design and Specifications* adopted by the Fiscal Court on October 24, 1994.

#### K. CUL-DE-SACS

No cul-de-sac shall exceed 600' in length, except in rural planned unit developments, and in the A-1 zone. Cul-de-sac geometry shall conform to the requirements in Appendix IV. Alternative cul-de-sac designs may be allowed where approved by the Fire Chief and the Commission Engineer, so long as all lots have sufficient access for emergency vehicles. Temporary hammerheads shall be required where it is intended to extend a road across a property line or into a future phase of development, and where the stub road is greater than 150 feet in length.

#### L. UTILITY AND SHADE TREE AREAS

1. For required utility locations, see Exhibit 10-2 and Section 1010. Street trees shall not conflict with utility easements and underground utilities.
2. Utility and street tree areas shall be planted with grass.

#### M. PUBLIC STREET LIGHTING

Public street lighting in urban Georgetown development shall be

provided as required by City-wide Lighting Plan and Street Light Standards and Procedure 96-001. The developer shall provide only trench and conduit for installation of lighting by the utility company.

#### N. STREET NAMES AND NUMBERS

The developer shall propose street names and numbers on the final plat or development plan for approval by the Planning Commission in accordance with the adopted Street Names and Numbers Ordinance (included in Appendix).

#### O. SIGNS

1. Developer is responsible for placement of traffic signs and shall follow state regulations or the requirements specified in the Manual on Uniform Traffic Control Devices for Streets and Highways, published by the U.S. Department of Transportation, as approved by the Commission Engineer.
2. The developer shall place at least two street name signs at each four-way street intersection, and one at each "T" intersection. Where a street lighting ordinance applies, signs shall be installed under light standards, free of visual obstruction, and easily legible.
3. All signs must comply with the locally adopted sign ordinance.
4. At the end of all newly constructed streets where future phases of the development are anticipated, a sign must be posted stating, "Not an End Street". This is to be done prior to the approval of the final record plat.

#### **SECTION TWO: EFFECTIVE DATE:**

This Ordinance shall take effect upon passage and publication.

The foregoing Ordinance was introduced and read for the first time at the Council's regular meeting August 7, 2003, and for the second time, adopted and approved, at the Council's regular meeting August 21, 2003.

APPROVED BY: EVERETTE VARNEY, MAYOR

ATTESTED BY: SUE LEWIS, CLERK