

## Unified Government - Street Review Checklist

Name of Development: \_\_\_\_\_

Review No.: \_\_\_\_\_

Review Date: \_\_\_\_\_

### Requirements for Review

1	Validate plans are legible: limits of construction, property lines and easements are clear; line weight, style and screening, and font sizes and density enhance legibility; logical sheet sequence used; locally recognized abbreviations and symbols are used. <i>Comment:</i>	OK _____	Revise _____	NA _____
2	Validate that the cover sheet contains a vicinity map, a table of contents that is clear and appropriate to the scope of the project, and that the plat is listed in the table of contents. <i>Comment:</i>	OK _____	Revise _____	NA _____
3	Validate that street plan and profiles are shown on the same sheet, that intersection details are shown, and that an overall street layout is included. <i>Comment:</i>	OK _____	Revise _____	NA _____
4	Validate that a copy of the plat is included as part of the construction drawing set. <i>Comment:</i>	OK _____	Revise _____	NA _____
5	Validate that streets are labeled and that labels are consistent between overall plan and plan/profile sheets. <i>Comment:</i>	OK _____	Revise _____	NA _____
6	Validate that the street grading information (distance, slope, V.C. length, K) is present on the profiles. <i>Comment:</i>	OK _____	Revise _____	NA _____
<b>If plans are not sufficiently clear and complete the review is terminated at this point.</b>		OK _____	Terminate Review _____	

### General

7	Validate that the cover sheet contains a signature line for the county engineer, the developers information (compant/owner name/address/contact), and that the plans are sealed and signed by a KS P.E. <i>Comment:</i>	OK _____	Revise _____	NA _____
8	a) Validate cover sheet contains note establishing "All construction must comply with the latest edition of the Technical Provisions & Standard Drawings for Roads and Sewers, of the Unified Government of Wyandotte County/Kansas City, Kansas".	OK _____	Revise _____	NA _____

b) Validate that general notes do not conflict with Unified Government Standards. If any general note contain construction material specifications have the note removed or include a note that states, "If any of the general notes conflict with the standards of the Unified Government of Wyandotte County and Kansas City, Kansas, the UG's standards shall override." OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

9 Validate that the cover sheet contains a statement from the engineer describing his efforts to determine the existing utilities, the sources of information, and which utility locates were surveyed. OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

10 First Review Only: Validate, with Planning Department, that the plans conform to the approved preliminary plans and that the stipulations of approval have been met. OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

11 Validate that Unified Government standard details are not included in the plan set. OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

**Plan Views**

12 Validate that temporary cul-de-sacs are to be installed at the end of any stub street. Exemptions for temporary cul-de-sacs may exist when plat restrictions are included to exclude access to lots from the dead end street and/or when a restriction is included to prohibit construction on lots that can only be accessed from the dead end street, until the street is completed. Validate that temporary cul-de-sac design meets Design Aid-A. OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

13 If connecting to an existing development that has a temporary cul-de-sac, validate that the temporary cul-de-sac is to be removed upon connection. OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

14 Validate that storm CB are not located within the curb return. OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

15 Validate that alleys have a minimum 20' ROW, a minimum of 15' paved, and that intersecting alleys have corner cutoffs of at least 20' on a side. Refer to Design Aid-B. OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

16 Validate that minimum roadway and ROW widths are satisfied. Refer to Table 1. OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

17	Validate that minimum horizontal curve radii are satisfied. Refer to Table 1. Note: 90° elbow will be evaluated as an intersection not a horizontal curve. <i>Comment:</i>	OK _____	Revise _____	NA _____
18	Validate that the radius of horizontal curves is at least twice the minimum radius for the roads design speed. ( $R_{act}$ is greater than or equal to $2 * R_{min}$ ) <i>Comment:</i>	OK _____	Revise _____	NA _____
19	Validate sidewalk is shown on at least one side of the street and that sidewalks adjacent to common tracts and intersections with existing roads are to be installed by the developer with the streets. For cul-de-sacs refer to Figure UG 4100-S. <i>Comment:</i>	OK _____	Revise _____	NA _____

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### Street Profiles

20	Validate that stationing is shown and that the stationing on the plan view matches the stationing on profile view. <i>Comment:</i>	OK _____	Revise _____	NA _____
21	Validate that appropriate vertical curve information (L, K, high/low point) is shown on the street profiles for each vertical curve. <i>Comment:</i>	OK _____	Revise _____	NA _____
22	Validate that the CL of intersecting roads are shown and stationed. Estimate that they are accurate. <i>Comment:</i>	OK _____	Revise _____	NA _____
23	Validate that storm sewer crossing and catch basins at sumps are shown and stationed on the street profiles. Estimate that they are accurate. <i>Comment:</i>	OK _____	Revise _____	NA _____
24	Validate that the existing profile extends 200 feet beyond the property line at stub streets and that the depth of cut/fill between the street stub and existing grade will provide a feasible extension. <i>Comment:</i>	OK _____	Revise _____	NA _____
25	Validate that slopes do not exceed the maximum or minimum slope requirements. Refer to Table 1. For vertical curves where either approach grade is greater than 7% or less than 1%, Recalculate the elevation difference between the beginning and the end of the vertical curve. <i>Comment:</i>	OK _____	Revise _____	NA _____
26	Validate that cul-de-sac grading does not exceed 5% across the cul-de-sac. <i>Comment:</i>	OK _____	Revise _____	NA _____

27	Validate that intersection approach slope does not exceed 5% on the more minor street (design point at 30' away from the curb line elongation of the major street. If the streets are similar in traffic volumes the approach grade requirement shall apply to both).	OK _____	Revise _____	NA _____
<i>Comment:</i>				
28	Validate that a vertical curve is installed if the grade break is greater than 1%. Exception: the grade break at the flow line of the more major street may be a maximum of 5%.	OK _____	Revise _____	NA _____
<i>Comment:</i>				
29	Validate that the minimum vertical curve length is 75'. If the VPI is within 100' of a stopped condition the minimum length is 50'.	OK _____	Revise _____	NA _____
<i>Comment:</i>				
30	Recalculate the center line / center line intersection elevation for streets that intersect on a vertical curve to ensure that curve elevations are correct.	OK _____	Revise _____	NA _____
<i>Comment:</i>				
31	Recalculate the K values and validate that the K values are above the acceptable minimums for sight distances. Refer to Table 2.	OK _____	Revise _____	NA _____
<i>Comment:</i>				
32	At intersections within 180+10A of the PVI of a vertical curve on the through road, validate that K values meet gap acceptance sight distance requirements. Refer to Design Aid-C for 30 mph through road.	OK _____	Revise _____	NA _____
<i>Comment:</i>				
33	Recalculate the curb return design and validate the the curb return design satisfies Design Aid-D.	OK _____	Revise _____	NA _____
<i>Comment:</i>				
<b>Intersection and Cul-de-sac Details</b>				
34	Validate that the outside curb radius of a cul-de-sac is not less than 40 feet, that the right-of-way radius of a cul-de-sac is not less than 50 feet, that the curb return radii between turnaround and standard section are 25', and that dead-end alleys have turnarounds the same dimensions as required for cul-de-sacs. Refer to Figure UG 4100-S and Table 1.	OK _____	Revise _____	NA _____
<i>Comment:</i>				
35	Validate that minimum intersection curb return radii are satisfied. Refer to Table 1.	OK _____	Revise _____	NA _____
<i>Comment:</i>				
36	Validate that spot elevations are shown at the 1/4 points around intersection curves to guarantee appropriate drainage.	OK _____	Revise _____	NA _____
<i>Comment:</i>				

37	Validate that intersections are within 5° of perpendicular. The design point is 30' from the intersection of the center line/back of curb elongation. Refer to Design Aid-E. <i>Comment:</i>	OK _____	Revise _____	NA _____
38	Validate that dead-end alleys longer than 150' have the same dimensions as required for cul-de-sacs. Refer to Table 1. <i>Comment:</i>	OK _____	Revise _____	NA _____
39	Validate that ADA ramps are at appropriate locations and that ADA ramps are to be installed by the developer with the streets. Suggested Note: "All ADA ramps are to be installed by the developer with the streets". <i>Comment:</i>	OK _____	Revise _____	NA _____
40	Verify whether a roundabout is present in the design. If a roundabout is present use the roundabout checklist to check each roundabout individually. <i>Comment:</i>	Present _____		NA _____
<b>Street Cross-sections (Refer to UG 4100-T)</b>				
41	Validate that cross slopes are adequate for drainage. (2% for streets, 1% for sidewalks) <i>Comment:</i>	OK _____	Revise _____	NA _____
42	Validate that pavement sections are acceptable. Minimum 8" asphalt (6" base, 2" surface). Minimum 6" prepared subgrade. <i>Comment:</i>	OK _____	Revise _____	NA _____
43	Validate that the sidewalk width and location is adequate. Sidewalk must be at least 4' wide and must be positioned at least 3' from the curb line and at least 1' from the ROW line. <i>Comment:</i>	OK _____	Revise _____	NA _____
44	Verify that the curb type is identified and is acceptable. <i>Comment:</i>	OK _____	Revise _____	NA _____
<b>Retaining Walls</b>				
45	Validate that culvert headwalls are not present. If present, headwalls are to be reviewed as retaining walls. <i>Comment:</i>	OK _____	Revise _____	NA _____
46	Validate that the Retaining Wall is off of the ROW. <i>Comment:</i>	OK _____	Revise _____	NA _____
47	If the retaining wall supports the ROW, validate that the retaining wall design is mass or cantilever. <i>Comment:</i>	OK _____	Revise _____	NA _____
48	Validate that the retaining is less than 3'6". If the retaining wall is taller than 3'6" a engineered design must be submitted. <i>Comment:</i>	OK _____	Revise _____	NA _____

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49

Validate that the Retaining Wall (including deadman, counterfort, or geogrid) is not in a Utility/Drainage Easement. Perpendicular crossing of the easement is acceptable. If the retaining wall is in a utility easement verify that the footings have a depth of at least 6' in order to avoid utility conflicts.

OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

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**Plat**

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50

Validate that a 10' utility easement is provided adjacent of the ROW and that utility easements are provided along each side of the side lines of lots and/or the rear line of lots where necessary to form a continuous right-of-way and do not form dead ends.

OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

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51

Validate that all easements are at least 10 feet wide. For adjacent lots the easement should be at least 5' on each lot creating a total of at least 10'.

OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

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52

Validate that the maintenance responsibility for all medians and common tracts is delegated to the HOA.

OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

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## Unified Government - Roundabout Review Checklist

Name of Development: \_\_\_\_\_

Review No.: \_\_\_\_\_

Review Date: \_\_\_\_\_

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### Requirements for Review

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- 1 Validate that each Roundabout has been checked and commented on by the County Engineer. OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

- 2 Validate that the average ADT for the roundabout is less than 1000 VPD. If the average ADT around the roundabout is greater than 1000 VPD refer to K-DOT Roundabout Guide. OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

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### General Design

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#### Refer to Roundabout Typical Cross-section Figure UG 4100-U.

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- 3 Validate that approaches, measured prior to splitter islands, intersect at angles less than 105 degrees. Angles greater than 105 degrees will typically result in higher speeds than desired. OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

- 4 Validate that the design allows a non-articulated B-40 (Bus or Single Unit Truck) to make a left turn by traversing  $\frac{3}{4}$  of the roundabout. Truck apron may be mounted for this movement. OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

- 5 Validate that the inscribed circle diameter is between 80 and 120 feet. The inscribed circle diameter is the sum of the central island diameter and twice the circulatory roadway width. Smaller inscribed diameters are better for overall safety because they help to maintain lower speeds. OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

- 6 Validate that the circulating lane is a minimum of 16 feet and a maximum of 18 feet in width, from back of curb to back of curb. OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

- 6 Validate that the circulating lane slopes to the outside at 1.5% creating a dry curb on the center island. OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

- 7 Validate that intersection approach slopes do not exceed 5% within 30' of the curb line elongation of the exterior curb of the roundabout. OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

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- |    |   |          |              |          |
|----|---|----------|--------------|----------|
| 8  | Validate that the maximum slope of the circulating roadway does not exceed 3%. Apply at face of curb of circulating island.<br><i>Comment:</i>  | OK _____ | Revise _____ | NA _____ |
| 9  | Validate that the car fastest path center line is shown, with the radius labeled, and is correct. The centerline of the vehicle path is drawn with 5ft offsets from concrete curb faces. (Refer to Design Aid-G)<br><i>Comment:</i> | OK _____ | Revise _____ | NA _____ |
| 10 | Verify that the radii of the fastest vehicle path is less than 91' for an entry condition and less than 101' for an exit condition.<br><i>Comment:</i>  | OK _____ | Revise _____ | NA _____ |

### Center Island

- |    |  |          |              |          |
|----|--|----------|--------------|----------|
| 11 | Validate that the center island including the truck apron is a minimum of 50 feet in diameter.<br><i>Comment:</i>  | OK _____ | Revise _____ | NA _____ |
| 12 | Validate that the center island shape is appropriate. Typically round, however for approach roads of differing widths or skewed/offset approaches an elliptical island is acceptable. The ratio of the major and minor axis of the ellipse should not exceed 1.2:1.<br><i>Comment:</i> | OK _____ | Revise _____ | NA _____ |
| 13 | Validate that the truck apron, if used, is between 2 and 8 feet in width.<br><i>Comment:</i>   | OK _____ | Revise _____ | NA _____ |

### Splitter Islands

- |    |   |          |              |          |
|----|---|----------|--------------|----------|
| 14 | Validate that a splitter island is proposed and constructed with a vertical barrier curb (tapered nose is acceptable). Painted lines are not acceptable.<br><i>Comment:</i> | OK _____ | Revise _____ | NA _____ |
| 15 | Validate that the splitter island has a minimum area of 100 square feet and has a minimum width of 2'.<br><i>Comment:</i>   | OK _____ | Revise _____ | NA _____ |

### Entry and Exit Design

- |    |  |          |              |          |
|----|--|----------|--------------|----------|
| 16 | Validate that the entry lane is at least 16 feet and a maximum of 18 feet in width.<br><i>Comment:</i>   | OK _____ | Revise _____ | NA _____ |
| 17 | Validate that the entrance curb return radii are between 20 and 35 feet.<br><i>Comment:</i>  | OK _____ | Revise _____ | NA _____ |
| 18 | Validate that the exit curb return radii are between 20 and 100 feet and that the exit lane width is as large or larger than the circulating lane width. The exit lanes should allow faster speeds than the circulating speed. | OK _____ | Revise _____ | NA _____ |



*Comment:*

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**Pedestrian Crossings**

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- 19 Validate that sidewalks are setback from the circulatory roadway a minimum distance of 5 feet. OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

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- 20 Validate that pedestrian crossings are located 20 to 25 feet back from the yield line of the entering lane and that OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

- 
- 21 Validate that pedestrian crossings are ADA accessible and that the pedestrian crossing areas equal the width of the walk on the approach street but is not less than 5 feet. OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

- 
- 22 Validate that pedestrian refuge areas within the splitter island are at street level, rather than elevated to the height of the splitter island. Also verify that detectable warning surfaces are used to indicate when the pedestrian reaches and exits the splitter island. OK \_\_\_\_\_ Revise \_\_\_\_\_ NA \_\_\_\_\_

*Comment:*

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Street Standards

	Thourghfares Class A	Thourghfares Class B	Thourghfares Class C	Standard Collector Street (Local Commercial & Industrial)	Local Residential Street Standard	Local Rural Residential Streets only in District R (City)	Cul-de-sac (turnaround portion)
<b>Right-of-way</b>	120'	100'	80'	60'	50'	60'	50' Radius
<b>Pavement width back of curb to back of curb</b>	2 divided 28' roadways	2 divided 28' roadways	52'	36'	28'	24'	40' Raidus
<b>Curbs</b>	yes	yes	yes	yes	yes	no	yes
<b>Sidewalks</b>	Both sided unless otherwise approved	Both sided unless otherwise approved	Both sided unless otherwise approved	Both sided unless otherwise approved	One side unless otherwise approved	One side unless otherwise approved	One side unless otherwise approved
<b>Maximum # of thru traffic lanes</b>	6	4	4	2	2	2	N/A
<b>Intersection curb return radius</b>	30'	30'	30'	25'	20'	20'	25'
<b>Minimum grade (%)</b>	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
<b>Minimum grade (%) in River Bottoms: Fiarfax, CID, Argentine, SF District, Muncie, K32 Corridor</b>	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Maximum grade %</b>	6%	6%	6%	8%	8% *	10% *	5%
<b>Minimum horizontal curve radius</b>	500'	500'	500'	200'	100' **	200'	Calc. per Design Speed
<b>Perfered Design Speed</b>	***	***	***	35 mph	30 mph	30 mph	N/A
<b>Maximum Approach Grade on a Stopped Street ****</b>	...	...	...	...	5% ****	...	N/A
<b>Gap Acceptance Sight Distance *****</b>	9 sec gap acceptance	9 sec gap acceptance	9 sec gap acceptance	385'	330'	160'	N/A

\* Refer to Design Aid-F for % grade exceptions for hilly terrain.

\*\* "L" Shape Allowed (90° +/- 5°, use 25' curb radius inside and outside corners)

\*\*\* Based on Transportation Master Plan

\*\*\*\* Maximum grade within 30' of the through street curb line.

\*\*\*\*\* Applies to stopped controlled intersections only. On through streets the VC must allow observation of a 3.5' object at this distance from the drivers eye. For Local Residential Streets refer to Design Aid-C.

## K Values

<b>Crest Vertical Curves</b>			
	Design Speed	Minimum K Value / Minimum VC Length	
		Normal Contition	Intersection Gap Acceptance Near Crest*
Local / Local Collector Roads (ADT <= 400)	30	13 / 75	See Design Aid C / 75
Local / Local Collector Roads (ADT > 400)	30	19 / 75	See Design Aid C / 75

<b>Sag Vertical Curves</b>			
	Design Speed	Minimum K Value / Minimum VC Length	
		Non-Stop Contition	Stop Condition**
Local / Local Collector Roads (ADT <= 400)	30	27 / 75	12 / 50
Local / Local Collector Roads (ADT > 400)	30	37 / 75	19 / 50

\* Based on through street desing speed, see design aid A when through street is residential / local.

\*\* Based on approach speed of 20 mph. Applicable if the PVI is within 100' of curb line extension of the through street.

### Sources:

Geometric Design of Very Low-Volume Local Roads 2001 (pg. 39)

Geometric Desing of Highways and Streets 2004 (AASHTO Green Book, pg. 272)

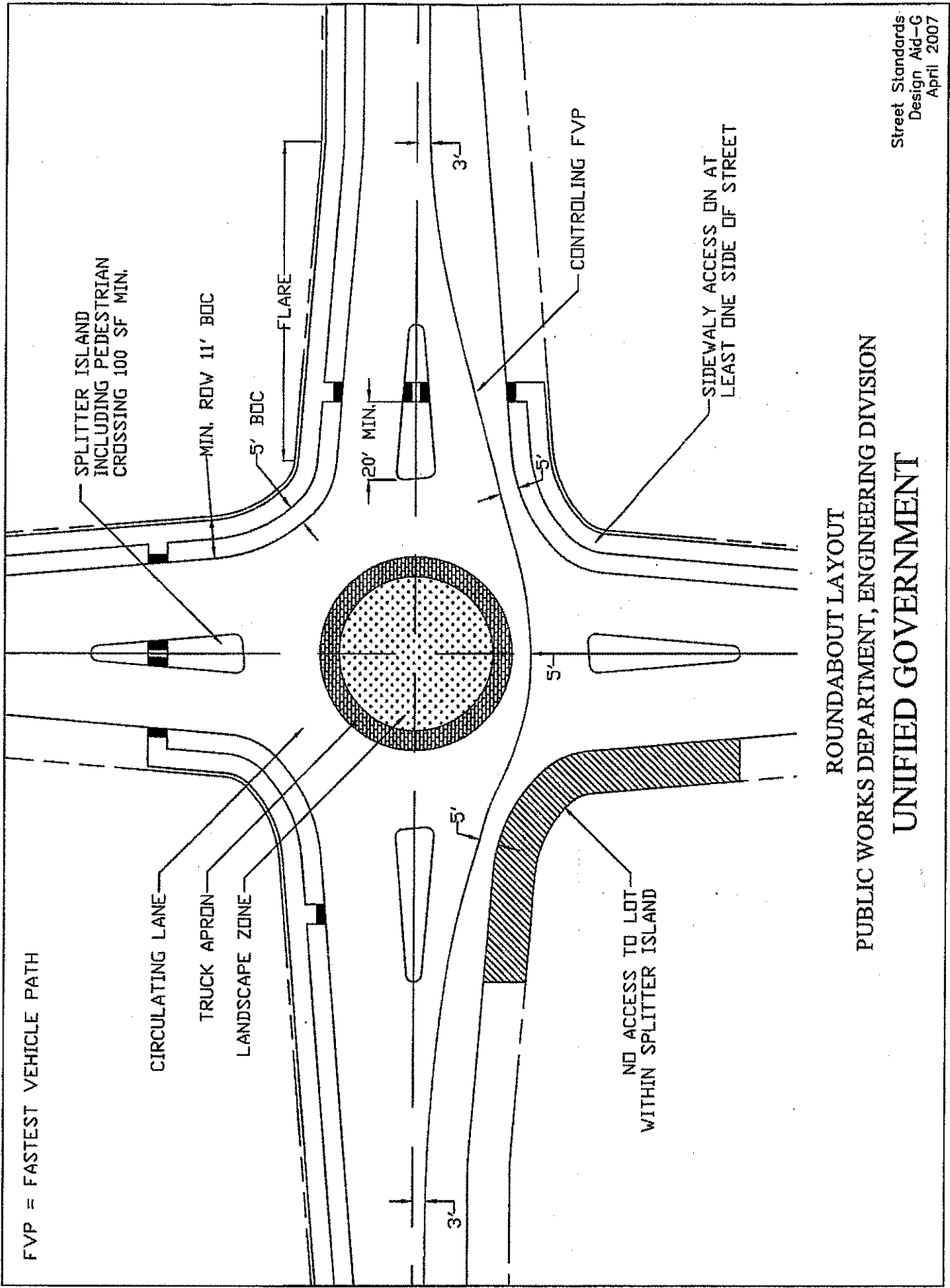
Collector Streets (see AASHTO Green Book 2004, Page 422 (Exhibit 6-2))

Arterial Streets (use SSD to determine K, see AASHTO Green Book 2004, Page 445 (Exhibit 7-1))

**Unified Government - Definitions for Street Review Instructions**

This checklist applies to green field subdivisions. A subdivision is multiple residential or commercial lots, or multiple MF dwellings accessed by common streets. Subdivision with private streets or private storm systems are reviewed to the same standards as subdivisions with public streets and systems.

<b>Terms:</b>	<b>Definitions:</b>
<i>Submitted information</i>	the values, layouts and details submitted by the designer in the drainage report, tables or drawings
<i>Actual</i>	the actual site specific quantity of a parameter shown on the construction plan or the report.
<i>Allowable</i>	the limit value of the parameter given in the guidelines or check sheet validation tables.
<i>Validate</i>	reviewer to examine submitted information from tables or drawings for the specific items mentioned in this checklist and compare to the review standard on the checklist.
<i>Estimate</i>	reviewer to calculate approximate values from simplified measurements and compare to the submitted values. If the estimated value is within 20% of the submitted value then accept
<i>Recalculate</i>	reviewer to perform the calculations required by the guidelines using the tributary area or other parameters as submitted and compare to the submitted values. If the recalculated value is within 5% of the submitted value then accept.



ROUNDABOUT LAYOUT  
 PUBLIC WORKS DEPARTMENT, ENGINEERING DIVISION  
 UNIFIED GOVERNMENT

# TND Street Standards

Type	Thruway	Frontage Road	Avenue	Parkway	Route
Design Speed	see comment	20	30	30	30
Maximum ADT	see comment	400	7,000	7,000	7,000
T-zones applicable to	All zones	T3, T4	T3, T4, T5, T6, & District	T3, T4, T5, T6, & District	T1 & T2
Number of lanes	see comment	1 lane, one-way, see comment	2 or more, see comment	2	2
Intersection spacing, block length min/max. Sheet note 4	1/3 mile minimum for controlled intersection. Shorter allowed for right-in right-out. Public square, courtyard, alley and lane cannot intersect thruway	220'/660', Sheet note 6	300'/660'	300'/660'	125'/660'
Dead end alignment	see comment	not allowed	not allowed	not allowed	not allowed
Driveway access	none	allowed	limited	limited	allowed
On-street Parking	see comment	parallel or head in	parallel or head in	parallel or head in	not allowed
Pedestrian facilities	see comment	5' min. conc sidewalk access side only	10' min. conc sidewalk, both sides	8' min. conc sidewalk, both sides	use bicycle path
Curb to sidewalk clearance (parkway width)	see comment	3' min. Sheet note 1.	3' min. Sheet note 1.	3' min. Sheet note 1.	8' min., maximum as not to discourage use of trail
Bicycle facilities	see comment	shared	4' bike lane exclusive of gutter or 10' separated path, concrete or asphalt	4' bike lane exclusive of gutter or 10' separated path, concrete or asphalt	12' conc or asphalt separated path
Roadside drainage	see comment	stand-up curb and gutter	stand-up curb and gutter	stand-up curb and gutter, may be pitched to drain to one side only	open swale

Lane widths to face of curb, sheet note 3	travel lane adjacent to curb	see comment	11'	13'	13'	11'
	travel lane not adjacent to curb	see comment	10'	12'	12'	10'
	Parking parallel	see comment	7'	8'	8'	not allowed
	Parking headin	see comment	angled 45°, 16'	angled 45°, 18'	angled 45°, 18'	not allowed
Curb Return Radius		see comment	10'	20'	20'	25'
Comment		Design of thruway not governed by this regulation.	Median between main roadway and frontage at least 15' not more than 35'		Median at least 25' not more than 60'	

Sheet notes

- 1 T4 and higher may use 10' minimum conc sidewalk with zero curb to walk clearance and 5x5 tree planters at maximum 40' s
- 2 In T3 zone tree planters may be placed in the parking lane
- 3 Minimum total pavement width shall be 20' on any roadway except alleys.
- 4 Normal measurement is from centerline of right-of-way. Exception, when other streets intersect an avenue, or divided roadw
- 5 Pavement width of alley shall be modified to provide passing opportunities consisting of 20' x 40' paved area to occur at least
- 6 Separation of entry and exit of frontage road from other intersections will follow the minimum intersection spacing requirem
- 7 Each intersection onto a public square shall have a splitter island or other control to discourage wrong way entry to the public

# TND Street Standards

Type	Thruway	Frontage Road	Avenue	Parkway	Route	Public Square	Street	Lane	Courtyard	Alley
Design Speed	see comment	20	30	30	30	20	25	20	20	10
Maximum ADT	see comment	400	7,000	7,000	7,000	7,000	2,000	400	400	200
T-zones applicable to	All zones	T3, T4	T3, T4, T5, T6, & District	T3, T4, T5, T6, & District	T1 & T2	T3, T4, T5, T6, & District	T3, T4, T5, T6, & District	T3, T4	T3, T4	T3, T4, T5, T6, & District
Number of lanes	see comment	1 lane, one-way, see comment	2 or more, see comment	2	2	1 or 2	2 or 1 for one-way	1 lane two-way operation	1 lane each way divided by median, see comment	1 lane two-way operation
Intersection spacing, block length min/max. Sheet note 4	1/3 mile minimum for controlled intersection. Shorter allowed for right-in right-out. Public square, courtyard, alley and lane cannot intersect thruway	220'/660', Sheet note 6	300'/660'	300'/660'	125'/660'	maximum length 300', Sheet note 7	125'/660'	125'/660'	125'/660'	125'/660'
Dead end alignment	see comment	not allowed	not allowed	not allowed	not allowed	not allowed	allowed, 600' max, min 75' cul-de-sac dia.	not allowed	allowed, 150' max	not allowed
Driveway access	none	allowed	limited	limited	allowed	not allowed	allowed	allowed	allowed	allowed
On-street Parking	see comment	parallel or head in	parallel or head in	parallel or head in	not allowed	parallel or head in	parallel or head in sheet note 2	parallel only sheet note 2	parallel or head in	design garage setbacks to discourage parking in alley ROW
Pedestrian facilities	see comment	5' min. conc sidewalk access side only	10' min. conc sidewalk, both sides	8' min. conc sidewalk, both sides	use bicycle path	5' in T3, 8' elsewhere. Required on outside only	5' min. conc sidewalk, both sides	5' min. conc sidewalk, both sides	5' min. conc sidewalk, both sides	no separate facility
Curb to sidewalk clearance (parkway width)	see comment	3' min. Sheet note 1.	3' min. Sheet note 1.	3' min. Sheet note 1.	8' min., maximum so as not to discourage use of trail.	3' min. Sheet note 1.	3' min. Sheet note 1.	3' min.	3' min.	not applicable
Bicycle facilities	see comment	shared	4' bike lane exclusive of gutter or 10' separated path, concrete or asphalt	4' bike lane exclusive of gutter or 10' separated path, concrete or asphalt	12' conc or asphalt separated path	shared	shared	shared	shared	shared
Roadside drainage	see comment	stand-up curb and gutter	stand-up curb and gutter	stand-up curb and gutter, may be pitched to drain to one side only	open swale	stand-up curb and gutter, may be pitched to drain to one side only	stand-up curb and gutter	stand-up curb and gutter	stand-up curb and gutter, may be pitched to drain to one side only	none - graded like sidewalk, or center swale with inlets



Lane widths to face of curb, sheet note 3	travel lane adjacent to curb	see comment	11'	13'	13'	11'	13'	11'	11'	11', 20' at turn around	Single lane @ 12', Sheet note 5
	travel lane not adjacent to curb	see comment	10'	12'	12'	10'	12'	10'	10'	10', 20' at turn around	none
	Parking parallel	see comment	7'	8'	8'	not allowed	8'	7'	7'	7'	not allowed
	Parking headin	see comment	angled 45°, 16'	angled 45°, 18'	angled 45°, 18'	not allowed	angled 45°, 18'	angled 45°, 18'	not allowed	angled 45°, 18'	at 90°, 27' deep
<b>Curb Return Radius</b>		see comment	10'	20'	20'	25'	10', see comment	10', see comment	10', see comment	10', see comment	10', see comment
<b>Comment</b>		Design of thruway not governed by this regulation.	Median between main roadway and frontage at least 15' not more than 35'		Median at least 25' not more than 60'		1. Median at least 40' not more than 75' 2. Curb return 20' when intersecting a one way street or a street with no parking on near side	1. Curb return 20' when intersecting a one way street or a street with no parking on near side	1. Curb return 20' when intersecting a one way street or a street with no parking on near side	1. Median at least 22' but not more than 60', 2. Curb return 20' when intersecting a one way street or a street with no parking on near side	25' at alley to alley interstections or

Sheet notes

- 1 T4 and higher may use 10' minimum conc sidewalk with zero curb to walk clearance and 5x5 tree planters at maximum 40' spacing
- 2 In T3 zone tree planters may be placed in the parking lane
- 3 Minimum total pavement width shall be 20' on any roadway except alleys.
- 4 Normal measurement is from centerline of right-of-way. Exception, when other streets intersect an avenue, or divided roadway (parkway, public square and courtyard) the intersection spacing shall be measured to the centerline of the nearest travel
- 5 Pavement width of alley shall be modified to provide passing opportunities consisting of 20' x 40' paved area to occur at least each 300' or once on every reach that is not visible from a higher capacity roadways at both ends of the reach.
- 6 Separation of entry and exit of frontage road from other intersections will follow the minimum intersection spacing requirements of the intersected street, except where entry or exit is restricted by design elements to permit a right turn only then the
- 7 Each intersection onto a public square shall have a splitter island or other control to discourage wrong way entry to the public square.