

## 17.12.050: STREETS AND ROADS; DESIGN STANDARDS:

- A.Reverse Curves: Reverse curves shall have a tangent of at least one hundred feet (100'), unless in the opinion of the planning commission such is not necessary.
- B.Street Intersection: Streets shall intersect each other as nearly as possible at right angles. Minor streets shall approach the major or collector streets at an angle of not less than eighty degrees (80°). Offsets in street alignment of more than fifteen feet (15') or less than one hundred twenty feet (120') shall be prohibited.
- C.Street Grades: The maximum grade of any street in the subdivision shall be eight percent (8%) unless the street design has been approved by the city engineer.
- D.Street Curves: Where the street lines within a block deflect from each other at any one point more than ten degrees (10°), there should be a connecting curve. The radius of the curve for the inner street line should be not less than three hundred fifty feet (350') for arterial and collector class streets, two hundred fifty feet (250') for an important minor class street, and one hundred feet (100') for minor streets.
- E.Curbs: Where curbs are required said curbs at intersections shall be rounded with curves having a minimum radius of twenty feet (20') for minor streets, and twenty five feet (25') for collector and major streets. Property lines at street intersections shall be parallel to the curve where necessary to fit the curb radius.
- F.Street Names: New street names should not duplicate those already existing. A street obviously a continuation of another already in existence should bear the same name. Before the street is named, the proposed name must be submitted to and approved by the city.
- G.Cul-De-Sacs: Permanent cul-de-sacs shall be allowed upon the recommendation of the planning commission and the approval of the city council as the most desirable design. In accordance with standard drawings S-04A, S-04B, and S-04C, each cul-de-sac stem shall meet the standard street requirement including right of way, pavement width, gutter, curb, and sidewalk within residential subdivisions.

Permanent cul-de-sacs shall be designed in conformance with standard drawings S-04A, S-04B, S-04C and S-04D. Each cul-de-sac stem shall meet the street standard of the stem road connecting to the cul-de-sac. The maximum length of a cul-de-sac street shall be four hundred feet (400') from the center of the cul-de-sac to the centerline of the intersecting street. The planning commission may allow a five hundred foot (500') maximum cul-de-sac length if the applicant of such can demonstrate one or both of the following requirements:

1. That a road cannot be extended through the property to connect to another street elsewhere.
2. That development has occurred on at least three (3) sides of the surrounding property.

Subject to giving the staff sixty (60) days to bring an ordinance forward establishing provisions for maintenance. (Ord. 2004-20, 7-7-2004, eff. 8-4-2004)

- H.Easements: Easements of not less than ten feet (10') on each side of all rear lot lines and side lines will be required where necessary for poles, wire, conduits, storm or sanitary sewers, gas and water mains, and other public utilities. Easements of greater width may be required along

property lines where necessary for surface overflow or for the extension of main sewers or similar utilities.

I. Road Edge Curbing: All Mapleton City streets shall be curbed. In zones which do not require high back curbs, the pavement shall be curbed with a two foot (2') wide concrete roll curb.

J. Street Thickness: All Mapleton City streets shall be hard surfaced (asphalt) with a two and one-half inch (2 1/2") bituminous coat even with the lip of the curb applied over eight inches (8") of road base, with a subbase determined by the Mapleton City engineer from the results of the California bearing test. In addition, the developer shall be required to pay a fee to be determined by the city engineer, and held in an escrow account for future road overlay equal to a one inch (1") overlay, including the use of a roto mill on the edge and a tack coat. (Ord. 2002-04, 3-20-2002)