

2.8 Lots and Blocks

- A. **Intent.** The intent of the block and lot standards is to continue Nunn's existing block pattern in a manner that is compatible with site-specific environmental conditions.
- B. **General Provisions.**
1. Blocks (exclusive of agricultural and industrial properties). Streets shall be designed to create blocks that consider interconnectedness, topography, solar orientation, views, and other design features. The length of blocks in "Old Town" is approximately three hundred (300) to five hundred (500) feet. Thus, to the greatest extent possible, blocks shall be designed to have a length of between three hundred (300) feet and five hundred (500) feet (residential streets). The lengths, widths and shapes of blocks shall be determined with due regard to the following:
 - a. Provision of adequate building sites suitable to the special needs of the type of use contemplated.
 - b. Need for convenient access, control and safety of vehicular and pedestrian traffic circulation.
 - c. Limitations and opportunities of topography.
 2. Lot Dimension and Configuration.
 - a. *Lot size, width, depth, shape, orientation and minimum building setback lines* shall conform to Article 3 - Zoning and shall facilitate the placement of buildings with sufficient access, outdoor space, privacy and view.
 - b. *Depth and width* of properties shall be adequate to provide for off-street parking, landscaping and loading areas required by the type of use and development contemplated. Lot widths will conform to Article 3 – Zoning. Spaces should not interfere with set-backs or front yard space
 - c. *Lot Frontage.* All lots shall have frontage that is either adjacent to or directly accessible to a street. Street frontage shall typically not be less than twenty-five (25) percent of the lot depth. Flag lots are prohibited unless otherwise approved by the Board of Trustees.
 - d. *Corner Lots.* Corner lots for residential use shall have extra width to accommodate side elevation enhancements, such as porches and bay windows, the required building setback and utility easements on both street frontages. For a corner lot, the front of the lot is defined as the side having the shortest street frontage (see Figure 2-2). In the case of a reverse corner lot, both sides abutting a street shall maintain a front yard setback. See Figure 2-3.

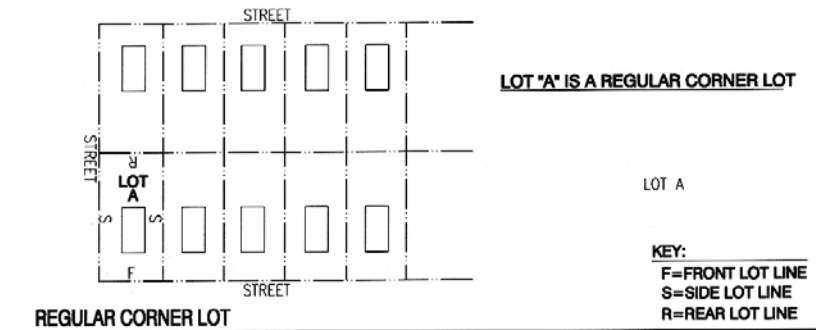


Figure 2-2



Figure 2-3

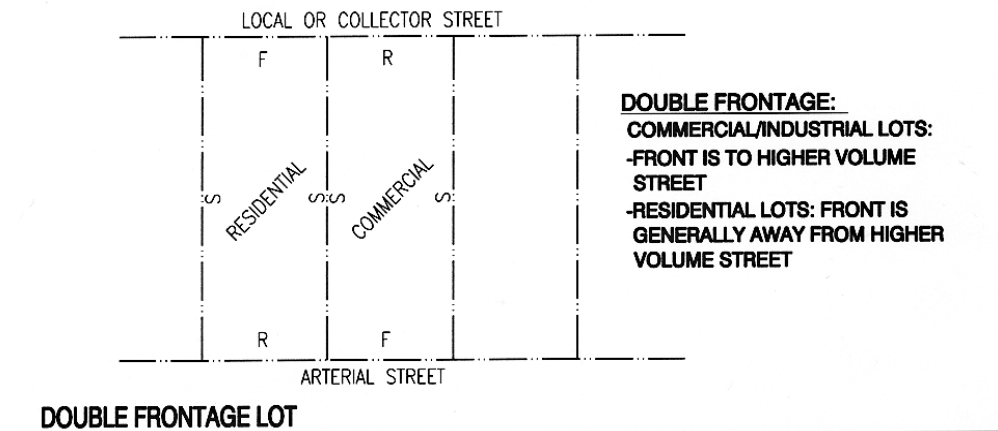


Figure 2-4

- e. *Double Frontage.* Double frontage lots for residential uses shall not be permitted except where essential to provide separation of residential properties from arterial streets or commercial uses, or to overcome specific disadvantage of topography and orientation. A planting screen easement of at least ten (10) feet in width, across which there shall be no vehicular right of access, may be required along the property line of lots abutting an arterial or other disadvantageous use. See Figure 2-4.
- f. *Side Lot Lines.* Side lot lines shall be substantially at right angles or radial to road right-of-way lines or centerlines.
- g. *Residential Lots Adjacent to Arterial Streets.* When residential lots are adjacent to,

and the houses do not face an arterial street (i.e., rear yards abut the street), they shall be a minimum of one hundred fifty (150) feet deep and direct access to the street shall be prohibited, except for nonconforming situations on unplatted parcels. The setback to the house shall be a minimum of seventy-five (75) feet. When houses face the arterial street or are side loaded relative to the street, the front or side setback to the house, respectively, shall be a minimum of fifty (50) feet. These setbacks do not apply for mixed use dwelling units in the Mixed-Use zone district. Additional buffering techniques must also be applied such as those outlined in the Landscape Design, Section 2.17, Buffering and Screening Techniques.

h. *Residential Lot Access to Adjacent Street.*

- i.** Driveway access to a local or Collector Street from a single-family detached residential lot shall be limited to one driveway curb cut or driveway access of no greater than thirty (30) feet in width. A circular drive in which each access to the local or collector street is less than ten (10) feet in width, separated by at least thirty (30) feet and which is constructed as an integral part of the overall architectural design of the single family residence may be considered as a single driveway access.
- ii.** Driveway access to a local street from a single-family detached residential lot shall be greater than fifty (50) feet from the intersection of the local street and a collector street or one hundred twenty-five (125) feet from the intersection of the local street and an arterial street as measured from the intersecting right-of-way lines.
- iii.** Driveway access to a collector street from a single-family detached residential lot shall be greater than one hundred twenty-five (125) feet from the intersection of the collector street and a local street, another collector street, or an arterial street as measured from the intersecting right-of-way lines.

i. *Multi-family Residential, Commercial, Business and Industrial Lot Access to Adjacent Street.*

- i** Driveway access to a local or collector street from a multi-family residential, commercial, business or industrial lot shall be greater than one hundred twenty-five (125) feet from any street intersection as measured from the intersecting right-of-way lines;
- ii** Driveway access to an arterial street from a commercial, business or industrial lot shall be not less than two hundred fifty (250) feet from any intersection on the arterial street, or from another commercial, business or industrial lot's access as measured from the intersecting right-of-way lines, or driveways.

- iii At the sole option of the Board of Trustees, driveway access to a local street, collector street or arterial street from a multi-family residential, commercial, business or industrial lot shall be as determined by a traffic study approved by the Board of Trustees.

2.9 Streets

- A. **Intent.** The intent of the street standards is to establish a safe, efficient, attractive transportation system that promotes all modes of transportation and is sensitive to the environment. In the recent past, streets have been designed primarily to promote the efficient movement of traffic.
- B. **General Provisions.** The local street system of any proposed development shall be designed to be safe, efficient, convenient and attractive, and consider the use by all modes of transportation that will use the system. Streets should be an inviting public space and an integral part of community design. Local streets shall provide for both intra- and inter-neighborhood connections to knit developments together, rather than forming barriers between them. All streets should interconnect to help create a comprehensive network of public areas to allow free movement of cars, bicycles and pedestrians.
 - 1. Street Connections. All streets shall be aligned to join with planned or existing streets. All streets shall be designed to bear a logical relationship to the topography of the land. Intersections of streets shall be at right angles unless otherwise approved by the Board of Trustees. Street intersections shall be separated by not less than one hundred twenty-five (125) feet as measured from the intersecting right-of-way lines.
 - 2. Tree-Lined Streets. All tree-lined streets shall not block the intersection views.
 - 3. Street Layout. The street layout shall form an interconnected system of streets primarily in a grid or modified pattern adapted to the topography, unique natural features, environmental constraints, and peripheral open space areas. The street layout shall emphasize the location of neighborhood focus points, other internal open space areas, gateways, and vistas. The use of cul-de-sacs and other roadways with a single point of access shall be minimized. The integration of traffic calming features within and adjacent to residential areas shall be utilized when appropriate.
 - 4. Controlling Street Access. A strip of land between a dedicated street and adjacent property shall not be reserved for the purpose of controlling access to such street from such property.
 - 5. Visibility at Intersections. No shrubs, groundcover, berms, fences, structures, or other materials or items greater than thirty (30) inches in height shall be planted, created or maintained at street intersections within the site distance triangle. Trees shall not be planted in the site distance triangle.
 - 6. Pedestrian Crossings at Street Intersections and Mid-block. Pedestrian crossings shall be accessible to handicapped individuals and mid-block crossings may be required at the direction of the Board of Trustees.

7. Horizontal Alignment. Horizontal alignment shall provide for the safety of pedestrians, bicyclists, and motorists. The street pattern shall be the most advantageous to serve the adjoining areas. When possible, proposed streets shall be continuous and in alignment with existing and proposed streets.
8. Vertical Alignment. No vertical grade shall be less than four-tenths (4/10) percent in order to facilitate adequate drainage. The maximum percent of street grade, except as approved by the Town Engineer, shall be five (5) percent. Street grades shall not exceed four (4) percent for a distance extending at least forty (40) feet in each direction from a street intersection.
9. Access. Access to all subdivisions shall be from a public street system. Driveways shall not be permitted to have direct access to arterials or state highways (principal arterials).
10. Street Right-of-Way Dedication. The full width of right-of-way for all streets being platted must be dedicated to the Town. In cases where the perimeter streets have a portion of the proposed right-of-way on an adjacent property, the following standards will apply:
 - a. The subdivider shall either:
 - i. Purchase the other one-half (1/2) of the proposed right-of-way property for the Town at the appraised fair market value and then dedicate the right-of-way to the Town; or
 - ii. If the landowner of the proposed right-of-way property is unwilling to sell the proposed right-of-way property to the subdivider for its appraised fair market value, the subdivider shall pay for the cost of an appraisal for the proposed right-of-way property and legal fees for the Town Attorney to complete the condemnation process.
 - b. The subdivider shall finalize an agreement with the Town which guarantees the construction of the street to the Town's standards.
11. Perimeter Streets. When a street is dedicated which ends on the plat, the street right-of-way must be dedicated to the boundary of the plat.
12. Intersections. Intersections shall meet the following requirements unless otherwise approved by the Board of Trustees:
 - a. Intersections shall be provided at the following minimum offsets:
 - i. State Highway (Principal Arterial): In accordance with the *State of Colorado Highway Access Code*.
 - ii. Arterial: Six hundred sixty (660) feet.
 - iii. Collector: Two hundred fifty (250) feet.
 - iv. Local: One hundred twenty-five (125) feet.

- b. No more than two (2) streets shall intersect at one (1) point.
- c. Streets shall intersect at ninety degree (90°) angles, unless otherwise approved by the Board of Trustees.

13. Street Names. Names of new streets shall not duplicate names of existing streets. However, new streets which are extensions of, or which are in alignment with, existing streets shall bear the names of such streets.

C. **Street Standards.** The width of street right-of-way and the design of the street it contains shall conform to the following minimum standards. However, additional right-of-way and street width may be required based upon special development requirements including but not limited to additional parking needs, sight distances and requirements for auxiliary lanes. Street cross-sections and the street designation (arterial, collector, local, rural local) within or adjacent to a development may be modified by the Board of Trustees upon the recommendation of an approved development traffic study or Town-wide *Transportation Master Plan*.

1. General Design Standards.

Where curb and gutter is required, it shall be constructed per the Colorado Department of Transportation Specifications.

- a. Design of streets shall be in accordance with the Americans with Disabilities Act (ADA) standards.
- b. Streets shall be designed in accordance with the American Association of State Highway and Transportation Officials *Policy on Geometric Design of Highways and Streets*, 1990.
- c. Where future extension of a street is anticipated, a temporary turnaround having a minimum outside diameter of one-hundred and ten (110) feet shall be provided.
- d. The maximum allowable length of closed-end streets (cul-de-sacs) in single-family residential and multi-family residential developments shall be six hundred (600) feet unless otherwise approved by the Board of Trustees.

2. State Highways (Principal Arterial Design). Right-of-way and road design shall be in accordance with the Colorado Department of Transportation Standards.

3. Arterial Streets Design.
- a. Arterials shall be at one (1) mile intervals in both north-south and east-west directions.
 - b. Arterials shall be designed to accommodate present and future transportation requirements.
 - c. Arterial streets shall align and connect across intersecting arterials to distribute traffic and provide continuity.
 - d. Typical adjacent land uses.
 - i. Business parks.
 - ii. Community commercial.
 - iii. District and community parks.
 - iv. High density residential land uses should be located near arterials with minimal travel through other land uses.
 - v. Industrial developments should have highway access via the Town's arterial street system with minimal travel through other land uses.
 - vi. When residential lots are adjacent to and the houses do not face an arterial street, they shall be a minimum of one hundred fifty (150) feet deep and direct access to the street shall be limited. The setback to the house shall be a minimum of seventy-five (75) feet. Additional buffering techniques must also be applied such as those outlined in the Landscape Design, Section 2.17, Buffering and Screening Techniques.
 - e. Typical street section for Arterial (See Figure 2-5).
 - i. Ninety-five (95) to one-hundred-three (103) feet of right-of-way, depending on the adjacent land use(s).
 - ii. Seventy-one (71) foot flowline width which includes: four (4) eleven foot (11') travel lanes, one (1) fifteen (15') foot two-way left turn lane or median and two (2) six foot (6') on-street bike lanes.
 - iii. Two (2) six foot (6') tree lawns.
 - iv. Two (2) ten foot (10') detached sidewalks if adjacent to retail or mixed-use development.
 - v. Two (2) six (6') foot detached sidewalks if adjacent to residential development.
 - vi. Posted speed limit shall be between thirty-five (35) and forty-five (45) miles per hour.

4. Collector Streets.

- a. Within each one (1) mile arterial segment, collector streets shall divide the north-south and east-west arterials at approximately the half mile point.
- b. Intersections of collector streets and arterial streets shall be aligned to distribute traffic and provide continuity for bike routes.
- c. Typical adjacent land uses
 - i. Agriculture.
 - ii. Business parks.
 - iii. Community parks.
 - iv. Industrial.
 - v. Low, medium and high density residential.
 - vi. Middle and high schools.
 - vii. Neighborhood commercial.
- d. Typical street section for Major Collector (See Figure 2-6).
 - i. Range of right-of-way shall be seventy (70') to ninety-four (94') feet, depending on adjacent land use(s).
 - ii. Flowline shall be forty-six to sixty-two (46' - 62') feet in width which includes: two (2) eleven (11) foot travel lanes, one (1) twelve (12) foot left turn lane or median, two (2) eight (8') foot-wide parking lanes (if adjacent to mixed-use development) and two (2) six (6') foot on-street bike lanes.
 - iii. Two (2) six (6') foot tree lawns.
 - iv. Two (2) ten (10') foot detached sidewalks (if adjacent to retail or mixed-use development).
 - v. Two (2) six (6') foot detached sidewalks (if adjacent to residential development).
 - vi. Two (2) eight (8') foot parking lanes (are only required for residential and mixed-use development).
 - vii. Posted speed limit shall be thirty-five (35) miles per hour.
- e. Typical street section for Residential Collector (See Figure 2-7).
 - i. Seventy (70') feet of right-of-way.
 - ii. Forty-eight (48') foot flowline width which includes: two (2) - eleven (11') foot travel lanes, two (2) five (5') foot bicycle lanes and two (2) eight (8') foot parking lanes.
 - iii. Two (2) six (6') foot tree lawns.
 - iv. Two (2) five (5') foot detached sidewalks.
 - v. Posted speed limit shall be thirty-five (35) miles per hour.

5. Local Streets.
 - a. Local streets shall generally follow a modified grid pattern adapted to the topography, unique natural features, environmental constraints, and peripheral open space areas. These streets shall generally parallel the arterial and collector street system, provide a variety of route options, interconnect to allow traffic to disperse in an equitable manner and be as narrow as possible without sacrificing the ability to accommodate expected traffic and services.
 - b. Local streets must provide for both intra- and inter-neighborhood connections to knit developments together, rather than forming barriers between them.
 - c. Typical adjacent land uses.
 - i. Business parks.
 - ii. Elementary schools.
 - iii. Pocket parks.
 - iv. Neighborhood parks.
 - v. Residential.
 - d. Typical street section for Local with Detached Sidewalk (See Figure 2-8).
 - i. Fifty-five (55') feet of right-of-way.
 - ii. Thirty-four (34') foot flowline width which includes: Two (2) ten (10') foot travel lanes and two (2) seven (7') foot parking lanes.
 - iii. Two (2) five (5') foot six inch (5'- 6") tree lawns.
 - iv. Two (2) five (5') foot detached sidewalks.
 - v. Posted speed limit shall be twenty-five (25) miles per hour.
 - vi. Cul-de-sac: One hundred (100') foot diameter flowline and one hundred twenty-four (124') foot diameter right-of-way.
 - e. Typical street section for Local with Attached Sidewalk (See Figure 2-9).
 - i. Fifty-five (55') feet of right-of-way.
 - ii. Thirty-four (34') foot flowline which includes: Two (2) ten (10') foot travel lanes and two (2) seven (7') foot parking lanes.
 - iii. Two (2) five (5'- 6') foot attached curb walks (this includes curb, transition and walk).
 - iv. Two (2) five (5') foot tree lawns.
 - v. Posted speed limit shall be twenty-five (25) miles per hour.
 - vi. Cul-de-sac: One hundred (100') foot diameter flowline and one hundred twenty-four (124') foot diameter right-of-way.

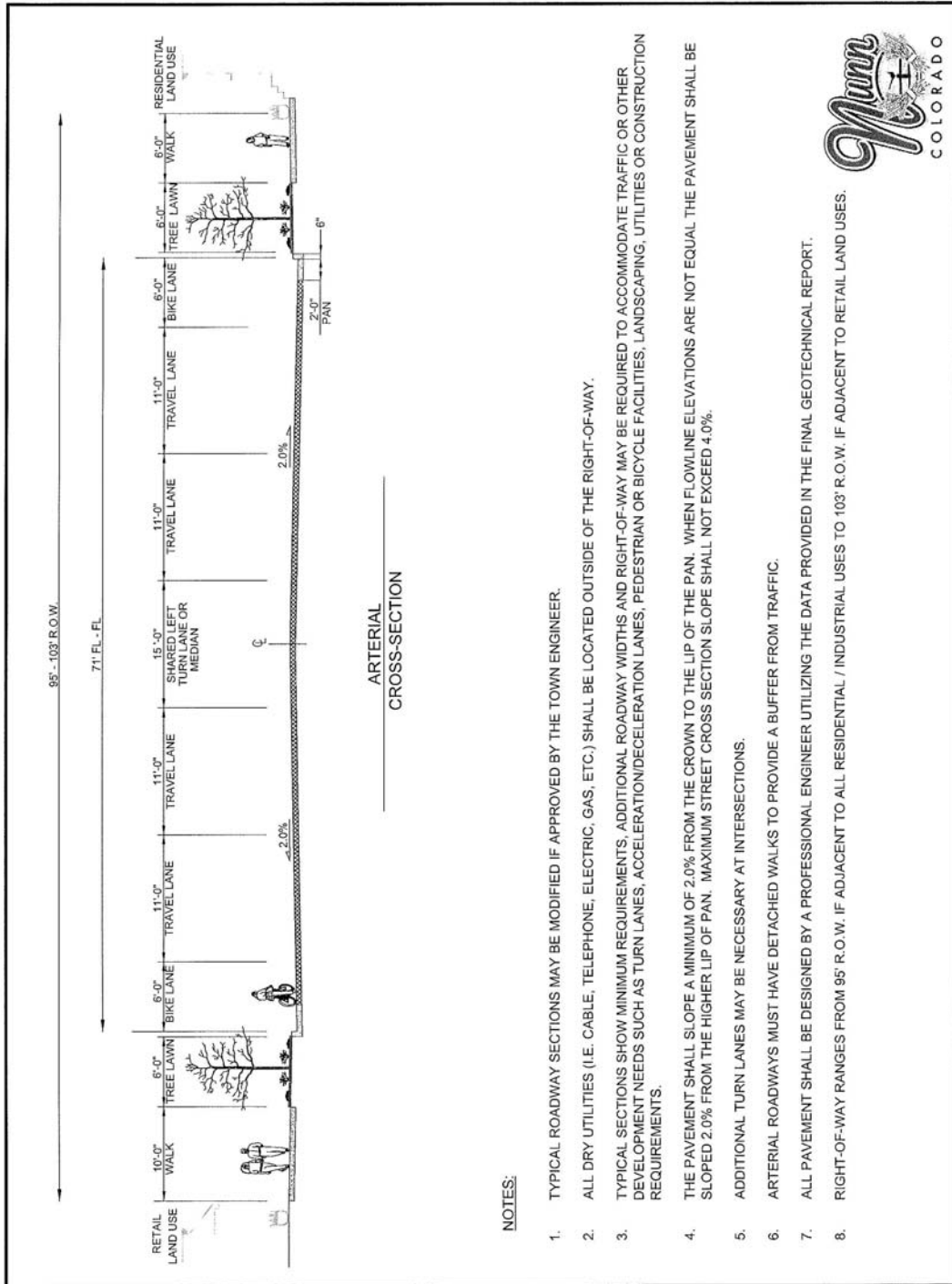
6. Rural Local Street.

- a. Rural local streets are intended to serve areas outside of the Town's primary growth area as approved by the Board of Trustees.
- b. A driveway access crossing the borrow ditch of a rural local street shall contain a culvert of sufficient size to safely pass the designed stormwater drainage flows. A portion of the borrow ditch may fall outside of the rural local road right-of-way in order to obtain a borrow ditch cross-section sufficient to contain the designed stormwater flows and/or to be sufficient in depth for the driveway access culvert.
- c. Typical adjacent land uses.
 - i. Agriculture.
 - ii. Rural subdivisions.
- d. Typical street section for Rural Local (See Figure 2-10).
 - i. Sixty (60') feet of right-of-way (minimum).
 - ii. Two (2) twelve (12') foot travel lanes.
 - iii. Two (2) six (6') foot gravel shoulders.
 - iv. Two (2) twelve (12') foot borrow ditches.
 - v. Posted speed limit shall be twenty-five (25) miles per hour.
 - vi. Cul-de-sac: One hundred (100') foot diameter flowline and one hundred thirty-six (136') foot diameter right-of-way.

7. Alleys.

- a. Alleys shall be treated as public ways, and any lot having access from an alley shall also front upon a public street.
- b. Garages, accessory dwellings above garages and rear yards may access the collector and local street system via an alley with minimal travel through other land uses.
- c. Typical adjacent land uses.
 - i. Accessory units above garages.
 - ii. Garages.
 - iii. Parking lots with landscaped edges.
 - iv. Rear yards.
- d. Typical street section for Paved Alley (See Figure 2-11).
 - i. Twenty (20') feet of right-of-way.
 - ii. Fifteen (15') feet of pavement width.
 - iii. Two (2) two (2'- 6') foot compacted clay or concrete shoulders.

FIGURE 2-5

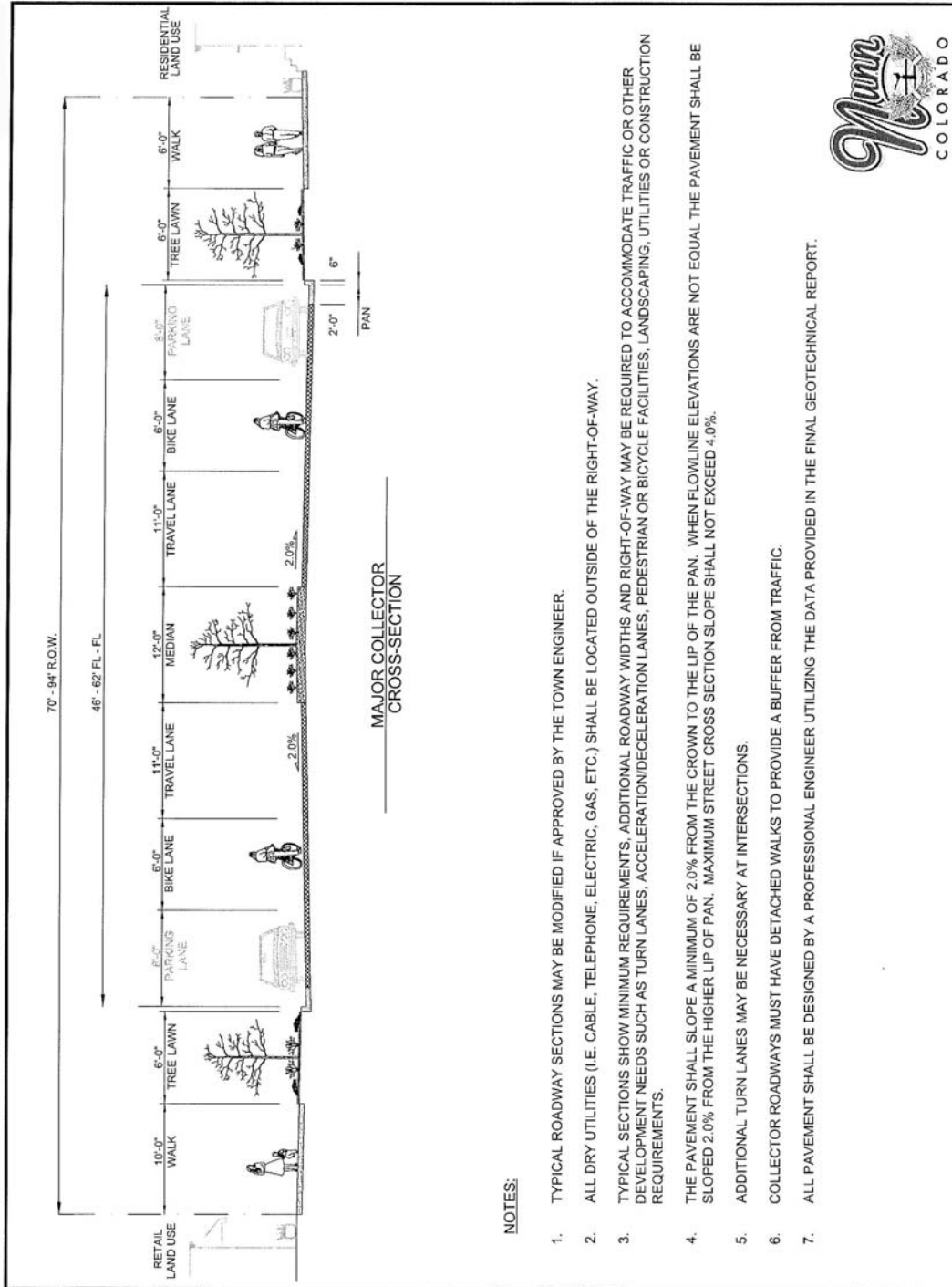


NOTES:

1. TYPICAL ROADWAY SECTIONS MAY BE MODIFIED IF APPROVED BY THE TOWN ENGINEER.
2. ALL DRY UTILITIES (I.E. CABLE, TELEPHONE, ELECTRIC, GAS, ETC.) SHALL BE LOCATED OUTSIDE OF THE RIGHT-OF-WAY.
3. TYPICAL SECTIONS SHOW MINIMUM REQUIREMENTS. ADDITIONAL ROADWAY WIDTHS AND RIGHT-OF-WAY MAY BE REQUIRED TO ACCOMMODATE TRAFFIC OR OTHER DEVELOPMENT NEEDS SUCH AS TURN LANES, ACCELERATION/DECELERATION LANES, PEDESTRIAN OR BICYCLE FACILITIES, LANDSCAPING, UTILITIES OR CONSTRUCTION REQUIREMENTS.
4. THE PAVEMENT SHALL SLOPE A MINIMUM OF 2.0% FROM THE CROWN TO THE LIP OF THE PAN. WHEN FLOWLINE ELEVATIONS ARE NOT EQUAL THE PAVEMENT SHALL BE SLOPED 2.0% FROM THE HIGHER LIP OF PAN. MAXIMUM STREET CROSS SECTION SLOPE SHALL NOT EXCEED 4.0%.
5. ADDITIONAL TURN LANES MAY BE NECESSARY AT INTERSECTIONS.
6. ARTERIAL ROADWAYS MUST HAVE DETACHED WALKS TO PROVIDE A BUFFER FROM TRAFFIC.
7. ALL PAVEMENT SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER UTILIZING THE DATA PROVIDED IN THE FINAL GEOTECHNICAL REPORT.
8. RIGHT-OF-WAY RANGES FROM 95' R.O.W. IF ADJACENT TO ALL RESIDENTIAL / INDUSTRIAL USES TO 103' R.O.W. IF ADJACENT TO RETAIL LAND USES.



FIGURE 2-6

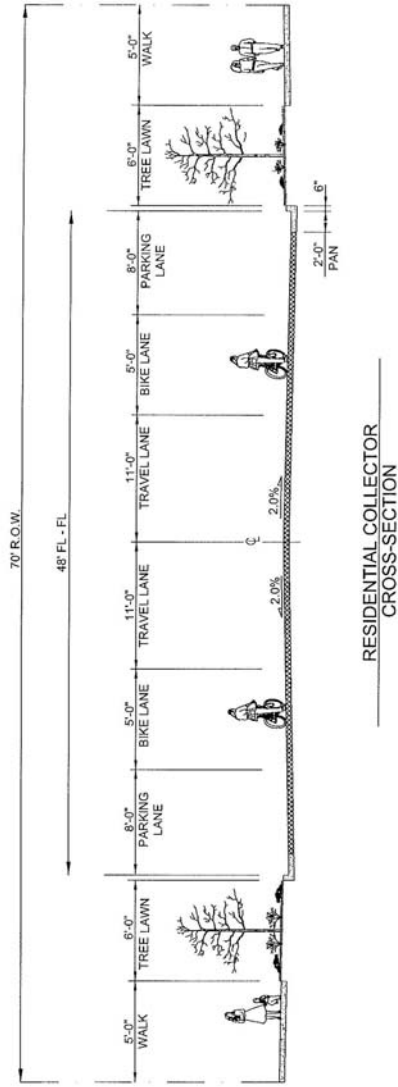


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4. THE PAVEMENT SHALL SLOPE A MINIMUM OF 2.0% FROM THE CROWN TO THE LIP OF THE PAN. WHEN FLOWLINE ELEVATIONS ARE NOT EQUAL THE PAVEMENT SHALL BE SLOPED 2.0% FROM THE HIGHER LIP OF PAN. MAXIMUM STREET CROSS SECTION SLOPE SHALL NOT EXCEED 4.0%.
5. ADDITIONAL TURN LANES MAY BE NECESSARY AT INTERSECTIONS.
6. COLLECTOR ROADWAYS MUST HAVE DETACHED WALKS TO PROVIDE A BUFFER FROM TRAFFIC.
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FIGURE 2-7

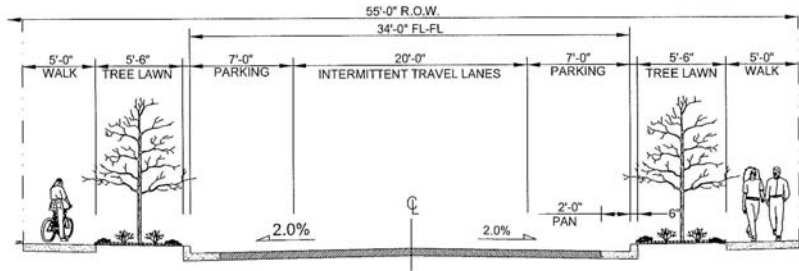


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4. THE PAVEMENT SHALL SLOPE A MINIMUM OF 2.0% FROM THE CROWN TO THE LIP OF THE PAN. WHEN FLOWLINE ELEVATIONS ARE NOT EQUAL THE PAVEMENT SHALL BE SLOPED 2.0% FROM THE HIGHER LIP OF PAN. MAXIMUM STREET CROSS SECTION SLOPE SHALL NOT EXCEED 4.0%.
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FIGURE 2-8



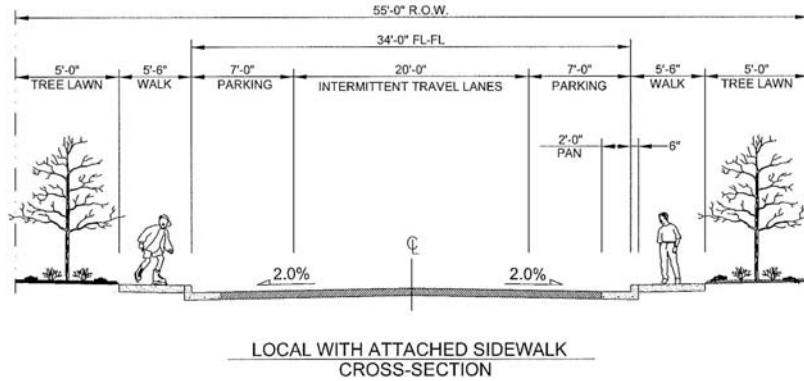
LOCAL WITH DETACHED SIDEWALK
CROSS-SECTION

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4. THE PAVEMENT SHALL SLOPE A MINIMUM OF 2.0% FROM THE CROWN TO THE LIP OF THE PAN. WHEN FLOWLINE ELEVATIONS ARE NOT EQUAL THE PAVEMENT SHALL BE SLOPED 2.0% FROM THE HIGHER LIP OF PAN. MAXIMUM STREET CROSS SECTION SLOPE SHALL NOT EXCEED 4.0%.
5. ADDITIONAL TURN LANES MAY BE NECESSARY AT INTERSECTIONS.
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FIGURE 2-9



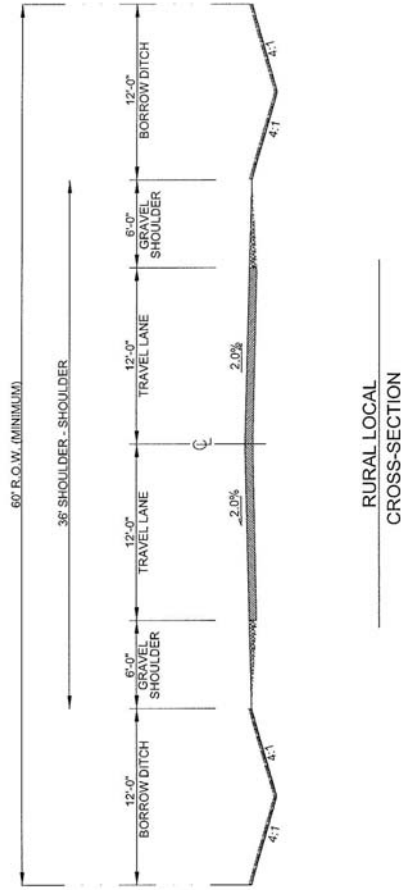
LOCAL WITH ATTACHED SIDEWALK
CROSS-SECTION

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3. TYPICAL SECTIONS SHOW MINIMUM REQUIREMENTS, ADDITIONAL ROADWAY WIDTHS AND RIGHT-OF-WAY MAY BE REQUIRED TO ACCOMMODATE TRAFFIC OR OTHER DEVELOPMENT NEEDS SUCH AS TURN LANES, ACCELERATION/DECELERATION LANES, PEDESTRIAN OR BICYCLE FACILITIES, LANDSCAPING, UTILITIES OR CONSTRUCTION REQUIREMENTS.
4. THE PAVEMENT SHALL SLOPE A MINIMUM OF 2.0% FROM THE CROWN TO THE LIP OF THE PAN. WHEN FLOWLINE ELEVATIONS ARE NOT EQUAL THE PAVEMENT SHALL BE SLOPED 2.0% FROM THE HIGHER LIP OF PAN. MAXIMUM STREET CROSS SECTION SLOPE SHALL NOT EXCEED 4.0%.
5. ADDITIONAL TURN LANES MAY BE NECESSARY AT INTERSECTIONS.
6. ALL PAVEMENT SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER UTILIZING THE DATA PROVIDED IN THE FINAL GEOTECHNICAL REPORT.



FIGURE 2-10

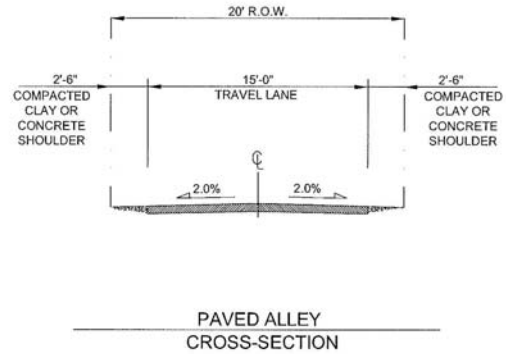


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4. THE PAVEMENT SHALL SLOPE A MINIMUM OF 2.0% FROM THE CROWN TO THE LIP OF THE PAV. WHEN FLOWLINE ELEVATIONS ARE NOT EQUAL THE PAVEMENT SHALL BE SLOPED 2.0% FROM THE HIGHER LIP OF PAV. MAXIMUM STREET CROSS SECTION SLOPE SHALL NOT EXCEED 4.0%.
5. ADDITIONAL TURN LANES MAY BE NECESSARY AT INTERSECTIONS.
6. ALL PAVEMENT SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER UTILIZING THE DATA PROVIDED IN THE FINAL GEOTECHNICAL REPORT.
7. TOWN ENGINEER SHALL DETERMINE TYPE OF TRAVEL LANE SURFACE BASE ON TRAFFIC PROJECTIONS.
8. STREET TREES SHALL BE CLUSTERED ADJACENT TO BORROW DITCH.
9. A PORTION OF THE BORROW DITCH MAY FALL OUTSIDE OF THE ROAD R.O.W. IN ORDER TO OBTAIN A CROSS-SECTION SUFFICIENT TO CONTAIN THE DESIGNED STORMWATER FLOWS AND/OR BE SUFFICIENT IN DEPTH FOR THE DRIVEWAY ACCESS CULVERT.



FIGURE 2-11



NOTES:

1. TYPICAL ROADWAY SECTIONS MAY BE MODIFIED IF APPROVED BY THE TOWN ENGINEER.
2. NO UTILITIES SHALL BE CONSTRUCTED IN THE ALLEYS.
3. TYPICAL SECTIONS SHOW MINIMUM REQUIREMENTS, ADDITIONAL ROADWAY WIDTHS AND RIGHT-OF-WAY MAY BE REQUIRED TO ACCOMMODATE TRAFFIC OR OTHER DEVELOPMENT NEEDS SUCH AS TURN LANES, PEDESTRIAN OR BICYCLE FACILITIES, LANDSCAPING, UTILITIES OR CONSTRUCTION REQUIREMENTS.
4. ADDITIONAL TURN LANES MAY BE NECESSARY AT INTERSECTIONS.
5. TRAVEL LANES OF ALL ALLEYS SHALL BE CONCRETE.
6. ALL CONCRETE SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER UTILIZING THE DATA PROVIDED IN THE FINAL GEOTECH REPORT.
7. ALLEYS MAY HAVE INVERTED CROWNS WITH 2% CROSS SLOPE TO CENTERLINE OF ALLEY. IF AN INVERTED CROWN IS USED, SAW CUT PARALLEL CONTROL JOINTS 1.5 FEET FROM CENTERLINE, BOTH SIDES.
8. ALL ALLEYS SHALL BE POSTED "NO PARKING."



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