

DIVISION 3 – CONCRETE AND PAVEMENT

SECTION 03240 - CURB, GUTTER, SIDEWALKS & STREETS MINIMUM DESIGN STANDARDS

1. General

All curb, gutter, sidewalk, and street construction design, rights of way widths and street widths shall conform to the minimum requirements enumerated on the Town typical drawings and the requirements of the Subdivision Regulations of the Town of Ridgway. Care shall be taken to ensure continuity of grades, widths, etc, of proposed, existing, and future installations. Deviations from these standards and specifications may be permitted, when in the opinion of the Town, the quality of the finished work would not vary materially from the intent of these requirements.

2. Gravel Street Construction

Gravel streets shall only be accepted on residential, low traffic volume and low load streets when specifically approved by the Town.

3. Paved Street Construction

Minor residential streets shall have a minimum of six (6") of Class 6 base course with prime coat and a three (3") asphaltic concrete surface. Other residential and collector streets shall have a minimum of six (6") of Class 6 base course with prime and four (4") of asphaltic concrete surface. Base and surface treatment for arterial streets shall be designed by an engineer based on traffic load and soils conditions.

All paved streets shall have curb, gutter, or valley pan and sidewalk on both sides. The curb, gutter, and sidewalk shall conform with Town standard drawings and specifications for that work.

4. Street Layout

Street, Alleys and Lots shall be designed in accordance with RMC 7.5.4 and the following. Street widths shall conform to Town of Ridgway standard drawings for the type of street being designed. Gravel streets shall have a cross slope of 3% and paved streets shall have at least 2% cross slope. The maximum slope on both surfaces is 3.5%.

The minimum profile for all streets is 0.5 percent. The maximum slope of local streets shall not exceed 7% and not exceed 5% for other streets. Driveway approaches shall not exceed 7% within the right of way. The minimum length of vertical curves for all streets shall be 300 ft except that where the algebraic change in grade is less than two percent, vertical curves may be omitted. On local streets the minimum radius of horizontal curves shall be 100 ft and 150 ft for all over streets.

Roads shall be designed with connectivity to other roads. Intersections shall be at approximate right angles. Street design shall take into account both sides of the street and all intersections to ensure all designs fit not only

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with current development but also with any existing development and potential future development, public and private. Road and right of way shall be extended to end of the development to facilitate future extensions unless the Town determines that future extension is impractical.

Where justified to the Town, dead end roads shall terminate in a cul de sac with a minimum radius of 100 ft and a length of 500 ft or less as measured from the center of the intersection of the cross road and the center of cul de sac.

In special topographic conditions, the Town may allow deviations from these requirements in order to provide the Town with better drainage or a better intersection design.

Offset tee intersections shall have those legs at least 125' apart centerline to centerline to facilitate a reasonable line of sight between the intersections.

All designs shall at minimum meet all standards of the Americans with Disabilities Act, 42 U.S.C. § 12101, *et seq.*, as amended. Design guidance is available in the Public Right-of Way Accessibility Guidelines (PROWAG). Designs are encouraged to not design to the limits in the PROWAG to allow for a little deviations during construction.

5. Service Line Installation

All service lines shall be installed (accordance with the appropriate Town standards) prior to paving any street.

6. Drainage

All streets shall be designed to provide continuous surface drainage directed to storm drain inlets and drainage courses. Grade shall permit flow without ponding. Use of drainage swales along the roadway are encouraged. Drainage shall be designed in accordance with the Town's Storm Water Standards.

A check shall be made to be sure of continuity of drainage design between the proposed construction and existing or future construction. In no case shall surface drainage be permitted to flow onto private property. The responsible party shall accommodate any run on water and remedy any problems which are created by the addition of the Responsible Party's facilities and/or development to any existing drainage.

Culverts shall only be installed where V-ditches, gutters, and/or valley pans will not carry the necessary flow. Diameter and slope shall be based on design flow per the Storm Water Standard. Minimum diameter in roadways shall be 18" and minimum in driveways shall be 12".

7. Monumentation

Centerline monuments shall be set at each street intersection upon completion of the street construction. If an existing road is resurfaced, the monuments shall be restored or set as necessary. Monuments shall be set in accordance with the Town typical details for centerline monuments.