
APPENDIX A

STREET STANDARDS

| APPENDIX A | | | | | | | | | | | | | | | | | | | | | |
|--|----------------|----------------|-----------------|----------------------|----------|-------|-------|-------|------|------|------|---------------------|-----|-----|-----|-----|-----|---------------------|-----|-----|-----|
| Street Design Standards | | | | | | | | | | | | | | | | | | | | | |
| Arterial & Collector Standard | | | | Residential Standard | | | | | | | | Commercial Standard | | | | | | Industrial Standard | | | |
| Street Type/ Zoning Classification | Major Arterial | Minor Arterial | Major Collector | Minor Collector | RR | R1-A | R1-B | R1-C | RM-2 | RM-3 | RM-4 | NB | GB | CB | HB | OP | ICD | P | LI | HI | IBD |
| Right-of-Way (Minimum Feet) | 60 | 60 | 60 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 60 | 50 | 50 | 50 | 50 | 50 | 50 |
| Number of Lanes | 3 or 4 | 2 or 3 | 2 or 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Lane Pavement Width (Minimum Feet) | 12 | 11 | 11 | 10 | 10* | 10* | 10* | 10* | 10* | 10* | 10* | 10* | 10* | 10* | 10 | 10 | 10* | 10* | 10* | 12 | 12 |
| Number of Parking Lanes (Minimum) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking Lane Width (Minimum Feet) | 9 | 9 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 9 | 8 | 8 | 8 | 8 | 9 | 9 |
| Street Grade (Maximum %) | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Street Grade (Minimum %) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Stopping Sight Distance (Minimum Feet) | 250 | 250 | 250 | 250 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 250 | 250 |
| Length of Vertical Curves (Minimum Feet) | 200 | 200 | 200 | 200 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Curb & Gutter Required? **** | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Sidewalk Required? ***** | Yes | Yes | Yes | Yes | Optional | Yes** | Yes** | Yes** | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Sidewalk One or Two Sides? | Two | Two | Two | Two | Optional | Two** | Two** | Two** | Two | Two | Two | Two | Two | Two | Two | Two | Two | Two | Two | Two | Two |
| Sidewalk Width (Minimum Feet) | 6 | 6 | 6 | 5 | Optional | 5** | 5** | 5** | 5** | 5 | 5 | 5 | 5 | 5 | 8 | 5 | 5 | 5** | 5** | 5 | 5** |
| Interior Corner Radius (Minimum Feet) | 25 | 25 | 25 | 25 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 35 | 20 | 20 | 20 | 35 | 50 |
| Interior Corner Radius (Maximum Feet) | 75 | 75 | 75 | 75 | 50 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 50 | 50 | 50 | 50 | 50 | 50 | 75 | 75 |
| Design Speed (mph) | 30 | 30 | 30 | 30 | 30 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Intersection Spacing (Minimum Feet) | 250 | 250 | 250 | 250 | 250 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 250 |
| Crosswalk Length (Maximum Feet) | 30 | 30 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 30 | 25 | 25 | 25 | 25 | 30 | 30 |
| Street Lights Required?*** | Yes | Yes | Yes | Yes | Optional | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Street Light Spacing (Maximum Feet)*** | 200 | 200 | 200 | 200 | Optional | 210 | 180 | 200 | 160 | 150 | 150 | 150 | 150 | 150 | 200 | 150 | 150 | 150 | 200 | 200 | 200 |
| Pavement Markings Required? | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |

* 9' Reduced Lane Width Permitted with Dedicated Parking Lane (w Marking and/or Signage)

** 6' Concrete Sidewalk (One Side of All Thru Streets) Substitution Permitted in the Following Areas: Unincorporated Boyle County, City of Junction City and City of Perryville

*** Streetlights Required in Incorporated Areas of: Danville, Junction City and Perryville

**** City of Danville Roadside Swale Cross-Section Standard: Optional Roadside Swale Cross-Section substitutes the the Curb and Gutter requirement with Swales as the Stormwater Conveyance Method along City Streets

- Roadside Swale Cross-Section Standard shall only be used in the City of Danville on Local Streets in the following Zones: R1-A, R1-B, R1-C, MHP, RM-2, RM-3, RM-4, OP, P, LI, and IBD
- Lane Pavement Widths must be equivalent to the Lane Widths shown above
- Roadside Swale cross-section must cease, and Curb and Gutter must be utilized within 50' of intersections and when roadway grade exceeds 4%.
- Roadside Swales must be Designed using the Swale Guidelines in the City of Danville's Stormwater Manual
- Swales shall be placed between the Roadway and Sidewalk when applicable
- Each adjoining Property Owner or designated HOA shall be responsible for Vegetation Maintenance; the City of Danville Stormwater Department shall be responsible for Stormwater System Maintenance
- The Developer's Engineer shall provide Calculations and Sizing for Driveway Culverts which shall be a minimum of 12", including Headwalls

***** City of Danville Shared Street Cross-Section Standard: Optional Shared Street Cross-Section allows for the Substitution of Sidewalks by creating a Safe, Pedestrian-Friendly Environment within in City Streets

- Shared Street Cross-Sections shall only be used in Residential Zones with an ADT less than 300
- Signage shall be installed designating the Street as "Shared"
- Crosswalks at Entrance to Shared Streets shall be constructed as a Raised Crossing
- Posted Speed Limit shall be 15 MPH
- Total Pavement Width shall be greater than 20 feet for City Shared Streets
- Traffic Calming Measures shall be utilized at a Spacing no greater than 300 Feet
- Acceptable Traffic Calming Measures include but are not limited to: Chicanes, Pinchpoints, Medians, Lane Shifts, Vegetated Bump Outs, Speed Humps or Tables
- Street Trees shall be included where Practical in any Shared Street Cross Section
- Tactile Warning Strips shall be located at the Entrance to City Shared Streets