

DIVISION 6 - PAVING DESIGN REQUIREMENTS

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6.1 General

- 6.1.1 All paving plans and construction shall be approved by City Webster for all streets within the jurisdictional limits of City of Webster.
- 6.1.2 All streets shall be concrete curb and gutter.
- 6.1.3 Street design should conform to all applicable planning tools, such as the City of Webster Subdivision Ordinance, the Texas Manual on Uniform Traffic Control Devices, major thoroughfare plans, master plans, etc. Other considerations for design should include street function, street capacity, service levels, traffic safety, pedestrian safety, and utility locations. These additional considerations may effect the minimum requirements set forth herein. Refer to the City of Webster Major Thoroughfare Plan.
- 6.1.4 Design shall conform to the City of Webster Construction Details.

6.2 Roadway Types

A Standard hierarchy of roadways in City of Webster ranges from Freeways, Highways, Major Arterials, Minor Arterials, Major Collectors, Minor Collectors and Local Roads.

Freeways: Freeways are State roads, which generally are suitable for substantial statewide, or interstate travel, with access controlled and restricted to certain area via on and off ramps. An example of a limited access highway in the City of Webster is IH-45

Highways: Highways are State roads, which generally are suitable for substantial statewide travel, but allow less restrictive access. These are generally heavily traveled routes with multiple lanes and signalized control at key intersections. An example of a limited access highway in the City of Webster is SH 3, FM 270.

Major Arterials (PA): Major Arterial roads accommodate trips of moderate length and distribute travel to smaller geographic areas than the freeways of highways. Arterials place more emphasis on land access and offer lower traffic mobility than highways. These facilities generally do not penetrate neighborhoods. An example of a limited access highway in the City of Webster is NASA Parkway.

Minor Arterials (MA): Minor Arterial roads accommodate trips of moderate length and distribute travel to smaller geographic areas than the Major Arterials. Unlike Major Arterials, the length of the trips and degree of access management is less restrictive. An

example of a limited access highway in the City of Webster is Texas Avenue.

Major Collectors (PC): Major Collectors are roads that serve to collect traffic from smaller local roads and commercial area and link these areas to locally important traffic generators and larger roads. Major Collectors shown in the City of Webster thoroughfare plan are generally two lanes, are undivided by esplanades. Unlike arterials, their operation is not always dominated by traffic signals. An example of a limited access highway in the City of Webster is Kobayashi Road.

Minor Collector (MC): Minor collector roads serve to collect traffic from smaller local and residential areas and link these areas to locally important traffic generators and large roads. Minor collectors shown in the City of Webster thoroughfare plan are generally two lanes, undivided and provide direct access to residential driveways. An example of a minor collector in the City of Webster is Blossom Street.

Local Roads (LR): The primary functions of these roads are to provide access to abutting land and connection to the collector roads. Through traffic is deliberately discouraged on these roads. They are generally neighborhood streets.

- 6.2.1 PA6D – Principal Arterial, Six (6) Lanes, Divided, may be used for major thoroughfare streets.
- 6.2.2 PA4D – Principal Arterial, Four (4) Lanes, Divided, shall be used for major thoroughfare streets.
- 6.2.3 MA4D – Minor Arterial, Four (4) Lanes, Divided, shall be used for minor thoroughfare commercial or industrial streets.
- 6.2.4 MA4U – Minor Arterial, Four (4) Lanes, Undivided, shall be used minor thoroughfare commercial or industrial streets.
- 6.2.5 PC4D – Major Collector, Four (4) Lanes, Divided, shall be used for major collector multi-family, commercial, or industrial streets and secondary streets.
- 6.2.6 PC4U - Major Collector, Four (4) Lanes, Undivided, shall be used for major collector multi family, commercial or industrial streets and secondary streets.
- 6.2.7 PC2U - Minor Collector, Two (2) Lanes, Undivided, shall be used for minor collector single-family residential streets or local multi-family residential, commercial, or industrial streets and secondary streets.
- 6.2.8 LR2U – Residential, Two (2) Lanes, Undivided, shall be used for local single-family residential streets.

6.3 **Geometric Street Design Standards**

- 6.3.1 Minimum geometric street design standards for number of lanes, lane widths, right-of-way widths, median widths, and parkway widths shall conform to Appendices F-5 and F-6 of the Design Standards.
- 6.3.2 The design speeds shall conform to Appendix F-5 of the Design Standards. The design speed does not necessarily indicate the posted speed.

- 6.3.3 The maximum grade refers to the vertical slope of the street and shall conform to Appendix F-5 of the Design Standards.
- 6.3.4 Vertical curves shall be designed when algebraic difference in grades exceeds one percent (1%). Elevations shall be shown on the construction plans at ten-foot (10') intervals through vertical curves. The gradient for tangents to vertical curves at railroad crossings shall be a maximum of three and one-half percent (3.5%). All crest vertical curves shall be determined by sight distance requirements for the design speed. The minimum design speed on any vertical curve shall be based on the street classification.
- 6.3.5 Intersections and curves shall be evaluated for adequate sight distances.
- A. Minimum sight distances shall conform to Appendix F-5 of the Design Standards.
 - B. Right-of-way clips shall be established at all intersections. Unless larger clips are indicated at a particular intersection, a fifteen-foot by fifteen-foot (15' X 15') triangular public open space corner clip, measured at the property line, is required on corner lots at the intersection of two streets.
 - C. Sight distance triangles shall be shown in the plans.
- 6.3.6 Horizontal curvature is defined as the centerline radius of the street right-of-way.
- A. Horizontal curvature shall conform to Appendix F-5 of the Design Standards. Horizontal curvature may be reduced with specific approval from the Public Works and Engineering Department.
 - B. Major thoroughfares with a centerline radius of the right-of-way less than two thousand feet (2,000') shall be designed considering recommendations for super elevation in accordance with the American Association of State Highway and Transportation Officials, "A Policy on Geometric Design of Highways and Streets", 1984. Signage and design speed shall be considered for all curved thoroughfares. A maximum rate of super elevation should be 0.04 for urban conditions.
 - C. Collector and local street horizontal curves shall be designed without super elevation.
 - D. The minimum curvature for a local street less than two thousand feet (2,000') long shall be three hundred feet (300'). The minimum curvature for a local street two thousand feet (2,000') long or longer shall be four hundred and fifty feet (450'). Lengths shall be measured along the centerline of the road right-of-way between the centerline of the collector or thoroughfare pavement, the center of the right angle intersection, and/or the center of the cul-de-sac.
 - E. The minimum centerline radius shall be fifty feet (50') and the angle of intersection shall be ninety degrees (90°) plus or minus ten degrees (10°).

- 6.3.7 Each street shall be evaluated for adequate clearances from obstructions. Such obstructions could include retaining walls, abutments or bridge columns, signposts, large trees, or head walls. Refer to Appendix F-5 for minimum vertical and horizontal clearance requirements. Vertical clearances down to two feet (2') from the face of curb or two feet (2') beyond the edge of the paved shoulder may be considered for landscaping with specific approval.
- 6.3.8 Tangent length is defined as the distance between the point of tangency and the point of curvature of two adjacent curves along the centerline of the street right-of-way. The minimum tangent length between reverse curves shall be one hundred feet (100').
- 6.3.9 Intersections:
- A. Curb radii, measured from the face of curb, shall be twenty-five feet (25') minimum on local residential streets and thirty feet (30') minimum on residential major thoroughfares. The minimum curb radii shall be fifty feet (50') or more, depending on an evaluation of vehicular types and volumes in commercial or industrial areas. Minimums should be increased at skewed intersections.
 - B. Streets and traffic lanes shall be properly aligned across an intersection. Proposed streets shall be aligned with existing streets.
 - C. When turnouts are provided at an existing street, the ultimate cross section is required to the end of curb return. Pavement transition is required to reduce the pavement width to the existing cross section.
 - D. Intersections should be designed as a high point in the drainage system, when possible.
 - E. Streets intersecting major thoroughfares shall maintain a minimum of three hundred feet (300') of separation. Separation is defined as the distance from pavement face of curb to face of curb. Streets intersecting collector streets shall maintain a minimum of two hundred and fifty feet (250') of clearance. Local streets shall maintain a minimum separation of two hundred and forty feet (240'). Collector and local street separation may be reduced with specific approval from the City Engineer.
 - F. Offset intersections are not permitted on any arterial if the offset distance (or clearance between streets) is less than three hundred feet (300'). The minimal allowable offset shall be two hundred and fifty feet (250') on collector streets and eighty feet (80') on local streets.
 - G. Lane drop tapers shall extend 50 feet (50') to 100 feet (100') beyond the intersection.
 - H. Except where existing conditions will not permit, all streets, major and minor, shall intersect at a ninety-degree (90°) angle. Variations of more than ten degrees (10°) on secondary and local streets and more than five degrees (5°) on arterials may be allowed with specific approval from the City Engineer.

- I. Right turn lanes at arterial and collector intersections shall be designed and built in accordance with Appendices F-5 and F-6.
 - J. Where local streets intersect arterial streets, the local street must have a minimum radius of 35 feet and a minimum width of 37 feet, measured from the back of each curb or as specifically by the City Engineer.
- 6.3.10 Pavement width transitions shall conform to Appendix F-4 of the Design Standards. Minimum transition lengths shall meet or exceed requirements of the Texas Manual of Uniform Traffic Control Devices.
- 6.3.11 Left turn lanes must conform to Appendices F-2, F-3, and F-4 of the Design Standards. The City may require that the specified minimum bay storage lengths be increased based on traffic analysis. Middle block median openings to serve private driveways shall include left turn lanes in accordance with Appendices F-2 and F-3.
- 6.3.12 Median openings shall conform to Appendices F-2, F-3, and F-4 of the Design Standards. On major thoroughfares, when areas adjoining the right-of-way are not planned for immediate development, esplanade openings may be spaced one thousand feet (1,000') apart when specifically approved by the City Engineer. Entrance medians on local roads used for landscaping purposes only may be modified with specific approval by the Public Works and Engineering Department.
- 6.3.13 Cul-de-sac pavement
- A. Single family residential - pavement radius measured to the face of curb shall be fifty feet (50').
 - B. Multi-family residential, commercial, and industrial – pavement radius measured to the face of curb shall be fifty feet (50').
 - C. The minimum pavement width for the cul-de-sac bulb without a median shall be fifty feet (50') for single family residential areas and fifty feet (50') for multi-family residential, commercial, and industrial areas. Right-of-way radius shall be clear of permanent obstructions.
 - D. The distance from the face of curb of a cul-de-sac to the right-of-way line shall be a minimum of ten feet (10').
 - E. Curb radii at the transition to the cul-de-sac shall have a minimum radius of twenty-five feet (25') in single-family residential areas and thirty-five feet (35') in other areas, measured at the face of curb.
 - F. The length of a cul-de-sac street is defined as the distance from the centerline of the intersecting pavement to the center of the cul-de-sac bulb measured along the centerline of the street right-of-way. Maximum length of cul-de-sac streets for residential subdivision shall be one thousand feet (1,000') or serve a maximum of twenty-four (24) residential lots, whichever is less. Maximum length of cul-de-sac streets for commercial or industrial developments shall be six hundred feet (600'). A traffic analysis may be required in commercial or industrial areas to determine high traffic volumes that may be generated from the development, thereby reducing the maximum length of cul-de-sac allowed.

- G. Alternative cul-de-sac design compliance may be considered with the approval of the City Engineer and the City Fire Marshal.

6.3.14 Guidelines for permitting on-street parking are given in Appendix F-5.

6.3.15 Traffic Circles or Roundabouts

- A. Traffic circles or roundabouts conform to the Federal Highway Administration document FHWA-RD-00-067. The City Engineer may approve non-conforming roundabout design on a project-specific basis.

6.4 Pavement Structure Requirements

- 6.4.1 Local residential streets shall have a minimum of six inches (6") of 3,500 psi concrete with number four (#4) rebar spaced at eighteen inches (18") measured center to center of the rebar or as approved by the City Engineer.
- 6.4.2 Residential, collector streets and all streets in multi-family residential, commercial, or industrial areas shall have a minimum thickness of seven inches (7") of 3,500 psi concrete with number four (#4) rebar spaced at eighteen inches (18") measured center to center of the rebar.
- 6.4.3 Major thoroughfares shall have a minimum thickness of eight inches (8") of 3,500 psi concrete with number four (#4) rebar spaced at eighteen inches (18") measured center to center of the rebar.
- 6.4.4 The pavement structure for each roadway shall be designed based on soil data from the site and based on the anticipated traffic volume, loading and service life of the proposed pavement structure. The design engineer is responsible to insure that the pavement structure is designed to withstand the anticipated loads that are expected on the roadway.
- 6.4.5 Hot-mix asphaltic concrete pavement shall be designed for each individual project based on a geotechnical analysis prepared by a registered engineer. Minimum requirements shall include two inches (2") of surface course, six inches (6") of base, and six inches (6") of lime stabilized sub grade.
- 6.4.6 Sub grade shall be stabilized with a minimum six percent (6%) lime by weight, six inches (6") thick and compacted to ninety-five percent (95%) standard proctor density. Alternative sub grade stabilization shall be substituted when specific recommendations are made by the geotechnical engineer for the project and when specifically approved by the City Engineer, but not less than above minimums.
- 6.4.7 Concrete pavement thickness design is required for all pavements within industrial areas and on major thoroughfares. Concrete pavement thickness design shall be based on American Association of State Highway and Transportation Officials design procedures for rigid pavements.
- 6.4.8 Horizontal dowels or saw cutting to expose existing steel are required to create a minimum ten-inch (10") overlap of reinforcing steel when making a connection of a proposed street to an existing concrete street or drive. When the existing concrete street has no exposed steel the following shall

apply:

- A. Dowels should be number four (#4) bars, twenty-four inches (24") long, embedded twelve inches (12") and epoxied, and spaced in accordance with this section.
- 6.4.9 Dead-end streets or ends of concrete slabs designed to be extended in the future shall have paving headers and fifteen inches (15") of reinforcing steel exposed beyond the pavement, coated with asphalt and wrapped with burlap or paving headers and Dowel type expansion joint for future pavement tie.
- 6.4.10 Pavement extensions shall connect to the existing pavement with a pavement undercut and a minimum steel overlap of ten inches (10"). Refer to City of Webster Construction Details.
- 6.4.11 All concrete to be removed shall be removed either to an existing joint or a sawed joint. Sawed joints shall meet the requirements set out in Section 6.4.8 A.
- 6.4.12 Materials:
- A. Concrete – Minimum 5.5 sacks cement per cubic yard concrete; 3,500 psi, unconfined compressive strength at twenty-eight (28) days.
 - B. Reinforcing steel - Grade 60, ASTM A615, current.
 - C. All materials and workmanship shall conform to the Texas State Department of Highways and Public Transportation Standard Specifications, 2004, and the Texas Manual on Uniform Traffic Control Devices, 2006, and any revisions thereto.
 - D. All special, non-standard materials, such as bomanite or concrete pavers, and special signage that are installed by the developer shall be specifically approved by the City Engineer and shall be maintained by the developer or his assigns. Any maintenance of non-standard items by the City of Webster will be done using standard materials and methods.
 - E. All striping shall be thermoplastic and conform to TxDOT's latest standard specification.

6.5 Grading and Layout Requirements

- 6.5.1 Minimum gradient on gutter shall be 0.30 percent. For special conditions where the gutter must be placed at a flatter grade, the minimum grade may be 0.25 percent with specific approval of the City Engineer.
- 6.5.2 Inlet spacing as defined in Section 5.6.2.
- 6.5.3 Maximum cut measured from finished grade at the right-of-way line to top of curb shall be 1.75 feet. The recommended maximum slope for driveways shall be ten (10) to one (1) slope. Variation of this requirement may be allowed with specific approval of the Public Works and Engineering Department.

- 6.5.4 Minimum grade shall be one percent (1%) fall around intersection turnout for a minimum radius of twenty-five feet (25'). Grade for larger radius shall be determined on an individual basis.
- 6.5.5 All streets must have at least a six-inch (6") high concrete curb.
- 6.5.6 Minimum slope for the gutter of a cul-de-sac or of the long radius of an L-type street shall be 0.60 percent.
- 6.5.7 The amount of cross slope over the pavement section should be shown on the plans. The usual cross slope is one-fourth inch (1/4") per foot.
- 6.5.8 When connecting to an existing curbed street, the gutter lines for the proposed and existing streets shall be matched.
- 6.5.9 Proposed top of curb elevations should be designed to match the top of the curb at an existing inlet.
- 6.5.10 Top of curb elevations shall be shown on the construction plans.
- 6.5.11 Gutter elevations are required for vertical curves where a railroad track is being crossed.
- 6.5.12 Where railroad crossings are not at right angles to the pavement slab, vertical curves should be calculated for each curb line and should be posted at ten-foot (10') intervals in the profile.
- 6.5.13 Roadway connections to existing roadways shall be accomplished using a "Metropolitan Intersection", except as specifically approved by the Public Works and Engineering Department. Refer to detail in the Design Standards.

6.6 Traffic Control Devices

- 6.6.1 Type III barricades must be permanently installed at the end of all dead-end streets not terminating in a cul-de-sac and at all turnouts. Barricades must meet the requirements of the Texas Manual of Uniform Traffic Control Devices for Type III barricades. Type III barricades must be Scotchlite brand (or approved equal) high intensity sheeting on a nominal two-by-eight inch (2" x 8") non-pressure treated #2 pine wood, painted white with latex enamel paint.
- 6.6.2 Traffic and street signage locations shall be shown on the paving site plan in the construction plans. Traffic signs shall conform to the requirements of the Texas Manual of Uniform Traffic Control Devices as adopted by the City of Webster. Prior to final approval of a construction project, all signage shall be installed in accordance with the approved construction plans.
- 6.6.3 Traffic Signs
 - A. Standard sign blanks must be aluminum conforming to ASTM B209; alloy 5052-H38. Preparation of aluminum sign blanks must conform to specification MIL-C-5541C. The coating material must be included on the OPL-81706-10 list or subsequent additions thereto. Sheeting for signs must be Scotchlite (or approved equal). Visual Impact Performance (VIP) Diamond Grade Sheeting must be used on all signs on all roadways classified as Arterial or

greater. Scotchlite brand (or approved equal) High Intensity Sheeting is required on all other road signs. Signs must be mounted on 2-3/8 inch diameter by twelve-foot (12') long galvanized tubular posts with vandal-proof mounting brackets.

- B. Street name signs must be at least nine-inches (9") in length. The sign sheeting color type must be white, electrocut film #1175. The sign sheeting must be Scotchlite brand sheeting (or approved equal). Visual Impact Performance (VIP) Diamond Grade must be used on all street names for arterial streets. High Intensity sheeting is required on all other roads. All signs must include three-inch (3") size hundred blocks and abbreviated roadway classifications. All three-inch numbers and letters must be 7/16" stroke width. "No Outlets" signs, where required or used, must be incorporated into street name signs and the yellow background with black three-inch (3") size lettering must be at the end of the sign pointing towards the "No Outlet".

The nine-inch (9") street name sign blanks must be aluminum conforming to ASTM B209; alloy 5052-H38 or 5154-H38. Preparation of aluminum sign blanks must conform to specification MIL-C-5541C. The coating material must be included on the QPL-81706-10 list or subsequent additions thereto. The sign blanks must be extruded aluminum and must be installed on tubular sign supports with a minimum sign length of thirty inches (30") and a maximum length of forty-eight inches (48"). When a "No Outlet" is included, the maximum length sign is fifty-four (54"). Letters must be white six inch (6") upper and four inch (4") lower case with Helvetica medium, font #H0907 letter style. The six-inch (6") upper case letters must have a stroke width of 1-1/4 inch and the lower case four-inch (4") letters must have a stroke width of 1-1/16 inch. To accommodate longer street names, alternative stroke widths may be approved.

Overhead street name signs are required on all traffic signals. Overhead street name signs must be fourteen inch (14") with white electrocut film #1175. Signs must be Scotchlite brand (or approved equal) VIP sheeting and the aluminum must be 0.125 gauge with radius corners. Preparation of aluminum sign blanks must conform to specification MIL-C-5541C. The coating material must be included on the QPL-81706-10 list or subsequent additions thereto. All signs must include four-inch (4") size hundred blocks and abbreviated roadway classifications. All four-inch numbers and letters must be 13/16-inch stroke width. The 14" signs must include a 3/4 inch white border on the outside edge of sign. Letter sizes must be eight-inch (8") upper case with a 1-11/16 inch stroke width and six-inch (6") lower case with a 1-1/2 inch stroke width. All street signs must have the City of Webster's logo in the upper right corner of the sign. The City of Webster logo decals may be obtained through the City Engineering or Public Works department.

- C. All permanent and temporary (construction zone) traffic control devices must conform to the MUTCD, TMUTCD and TX DOT standards (where applicable), latest revision.
- D. All posts must be mounted in concrete eighteen inches (18") deep with a minimum of six inches (6") in diameter of concrete surrounding the post. All sign poles and signs must remain in their

natural condition with no painting or coating allowed.

E. All references to roadway classifications are based on the City of Webster Major Thoroughfare Plan, latest revision.

6.6.4 Pavement markings must be shown on the approved construction plans. All pavement markings must be retro-reflective material applied to the road surface in a molten state by screed/extrusion, suspended extrusion or spray means, with a surface application of glass beads. For lane delineation, reflectors must be used on all roadways classified as a Collector Street or greater. The Department may approve variations of types of materials due to phasing, temporary construction, etc. All pavement markings must comply with the MUTCD and TMUTCD, latest revision and meet TXDOT standards. .

6.6.5 No multi-way stop signs shall be warranted in new developments, unless specifically approved by the City Engineer.

6.6.6 Developer shall install traffic control devices as warranted by a traffic study.

6.6.7 Traffic Signal hardware for mast arms and other appurtenances must be designed to meet Texas Department of Transportation (TX DOT) load requirements. Traffic signals, hardware/software and other appurtenances must conform to and be compatible with the City's existing Traffic Management System. For acceptable mast arm style, hardware/software equipment and appurtenances refer to the City of Houston Approved Products List or as approved by the City Engineer.

6.7 Sidewalks

6.7.1 Sidewalks not less than four feet in width are required on each side of all local streets abutting residential zoning districts and on each side of all major thoroughfares abutting nonresidential zoning districts. Construction of a sidewalk across a lot may be deferred until a lot is improved if specifically approved by the City Engineer.

6.7.2 All sidewalks must meet the Americans With Disabilities Act requirements. Sidewalk wheelchair ramps shall be required at all intersections and driveways. Sidewalks and ramps shall be located within the right-of-way at the crosswalk area.

6.7.3 Sidewalk construction in an esplanade: Transverse concrete sidewalk, six inches (6") thick with black or dark colored finish, shall be constructed in all esplanades as a pedestrian stacking area. All concrete sidewalks in esplanades shall be a minimum of six feet (6') wide as measured from the esplanade nose. Patterned concrete or brick may be used with specific approval of the City Engineer.

6.7.4 All sidewalks are to be constructed in accordance with the City of Webster Construction Details.

6.7.5 Sidewalks shall be located one foot (1') within the street right-of-way or in adjacent dedicated easement as approved by the City.

6.8 Driveways

- 6.8.1 The location and the width of all non-residential driveways that will connect to a public street must be reviewed and approved by the Public Works and Engineering Department prior to construction. All driveways, residential and non-residential, must be installed in compliance with the City of Webster Construction Details.
- 6.8.2 Driveways serving non-residential and multi-family tracts that connect to a street classified as an arterial, highway, or freeway must be 35 feet wide. Other non-residential driveways must be 25 to 35 feet wide. Single-family residential driveways shall be a minimum of ten feet (10') wide at the right-of-way line.
- 6.8.3 It is the City's policy to minimize whenever practicable the number of non-single family residential driveways on all arterial and collector streets in order to reduce the number of conflict points and facilitate traffic flow. To facilitate that policy, driveways shall be placed no closer than the following distances from adjacent streets and driveways (measured from the projected curb line of the existing intersecting street or driveway to the projected curb line of the proposed driveway). More than one driveway is allowed as long as it meets the following criteria:

<u>Roadway Classification</u>	<u>Minimum Separation</u>
Highways/Freeways Intersecting Highways/Freeways	200', or greater as determined by Traffic Impact Analysis
<u>Highways:</u> S.H. 3, FM 270	200'
<u>Arterial:</u> As indicated on Thoroughfare Plan	150'
<u>Major Collector:</u> As indicated on Thoroughfare Plan	150'
<u>Minor Collector:</u> As indicated on Thoroughfare Plan	150'
<u>Local Street</u>	75'
<u>Cul-de-sac</u>	50'

- 6.8.4 If the separation requirements for non-single family residential driveways cannot be met because of the location of existing driveways on adjoining tracts, joint access driveways or access easements across adjoining tracts should be used. When minimum separation requirements cannot be met with the existing private driveway on the adjacent property and joint access cannot be obtained, the controlling factor shall be to maximize the distance between the subject property's private driveway and the public cross street.

- 6.8.5 On streets classified as collectors, arterials, and highways that do not contain medians, non-residential driveways must align with driveways on the opposite side of the street or meet the minimum separation requirements.
- 6.8.6 At a signalized intersection in which one public street terminates at the intersection of a connecting cross street, a driveway shall not be placed on the cross street as to be in alignment with the terminating street. If the requirements for driveways otherwise allow the placement of a driveway at that location, the driveway width must match the cross-section of the intersecting public street. All driveway connections to the public street shall be approved and inspected by the City of Webster.
- 6.8.7 Single access driveway radii shall not extend beyond the projection of a property corner to the back of curb.
- 6.8.8 Driveways shall be located and designed so as to have adequate sight distances along the intersecting street.
- 6.8.9 Non-residential minimum driveway radii shall have a minimum radius of 35 feet (35'). Refer to City of Webster Construction Details for further information.

Note: 6.8.9 Revised 04/2011