

**Article 16-9**

**DESIGN CRITERIA**

**Sections:**

- 16-901 Street Standards.**
- 16-902 Curb and Gutter.**
- 16-903 Sidewalks.**
- 16-904 Construction Standards.**
- 16-905 Miscellaneous Standards.**

**16-901 Street Standards.**

(A) Official Street Map.

The arrangement, character, extent, width, grade, and location of all streets shall be in conformity with the Official Map of the City of Rock Springs, these regulations and any further plans adopted by the City.

(B) Rights-of-Way Widths.

For all rights-of-way, the widths shall not be less than the following minimum design standards:

<u>Street Classification</u>	<u>Right-of-Way Width</u>
Arterial	100 feet
Major Collector	80 feet
Minor Collector	80 feet
Minor and Residential	60 feet
Cul-de-sacs, Residential	122 feet
	61 foot radius

(Ord. 2018-16, 1/2/19)

(c) Roadway Widths.

The minimum travel lane widths and number of travel lanes, and the minimum parking lane widths and number of parking lanes shall be as follows:

	<u>Travel Lane Width</u>	<u>No. Lanes</u>	<u>Parking Lane Width</u>	<u>No. Lanes</u>
Arterial	12	5	5-1/2*	2
Major Collector	12	3	8	2
Minor Collector	12	3	8	2
Minor and				

Residential	11	2	8	2
Cul-de-sacs	11	2	8	2

\*Emergency Lanes Only

(Ord. No. 92-18, 8-4-92).

**16-902 Curb and Gutter.**

The following design criteria for curbs and gutters shall be required:

	<u>Curb &amp; Gutter Width</u>	<u>Type</u>
Arterial	2.5	"L"
Major Collector	2.5	"L"
Minor Collector	N/A	N/A
Minor Residential	2.5	Rolled Curb
Cul-de-sac, Residential	2.5	Rolled Curb

(Ord. No. 92-18, 8-4-92).

**16-903 Sidewalks.**

The following design criteria for sidewalks shall be required:

	<u>Width</u>	<u>Side</u>	<u>Location</u>
Arterial	5	As directed by Engineer	
Major Collector	4	Both	Adjacent
Minor Collector	N/A	N/A	N/A
Residential & Minor	4	Both	Adjacent to Curb
Cul-de-sac	4	Both	Adjacent to Curb

Public sidewalks intersecting public roadways or non-residential roadway accesses, where pedestrians are intended to cross the roadway or access, shall be transitioned to meet the roadway with an ADA compliant sidewalk ramp. Construction of the ADA ramp shall comply with the USDOT ADA standards and City of Rock Springs requirements.

(Ord. No. 92-18, 8-4-92, Ord. 2018-16, 1/2/19).

**16-904 Construction Standards.**

All construction shall conform to the

Wyoming Public Works Standard Specifications and the City of Rock Springs requirements.

All existing broken, damaged, or deficient public infrastructure (i.e., curb & gutter, sidewalk, and ADA ramps) bordering or within the subdivision shall be replaced at the subdivider's expense.

The following pavement section standards only represent the minimum acceptable pavement sections for each street classification. Additional construction requirements may be necessary due to specific site conditions.

	<u>Asphalt</u>	<u>Base Course</u>	<u>Sub-base</u>	<u>Sub-grade Prep.</u>
Residential Streets	3"	6"	---	6"
Collector Streets	4"	8"	---	6"
Arterial Streets	4"	12"	---	6"
Industrial Streets	3"	10"	8"	6"

**(B) Inspections and Test Requirements.**

The subdivider shall provide an Engineering Inspector to conduct inspections and Field Tests for all construction and improvements included and required by this Section. The Engineering Inspector shall work under the direction of a Professional Engineer, licensed in the State of Wyoming. All reports shall be certified by the Professional Engineer. All inspections and tests shall be conducted and noted in an orderly manner as construction occurs. Following completion of asphalt paving operations, the Engineering Inspector shall conduct pavement cores at locations determined by the City Engineer.

Following completion of the improvements, the subdivider shall provide to the City Engineer a report certified by the Professional Engineer. The report shall certify the following criteria:

1. The test results required by Section 16-904(B) of this Ordinance. All test results must meet requirements of the

Ordinance.

2. Size, location, and slope of sanitary sewer lines.
3. Location and elevation of manholes.
4. Size, location, tie-in elevations, and slope of storm drainage lines and catch basin.
5. Size and location of water lines, valves, and fire hydrants.
6. Construction of all streets, including sub-grade preparation, road base, asphalt paving, concrete curb-gutter-sidewalk, and street grades.

**(C) Dust Control.**

A dust control plan must be submitted to the City Engineer for approval before any construction begins.

**(D) Manholes.**

The maximum allowable distance between manholes is 350 feet. (Ord. No. 84-9, 7-84) (97-01, Amended, 02/04/1997; Ord. 2018-16, 1/2/19)

**16-905 Miscellaneous Standards.**

**(A) Street name signs.**

Height: 7.0' mounting height  
 Corner: NE corner, sign clearance - two feet behind sidewalk, or as directed by City Engineer. Sign sheeting material shall be at a minimum Type IV 3M Series 3930 or approved equal. Design of sign shall comply with City of Rock Springs Streets Department and MUTCD standards.

**(B) Street traffic signs.**

Height: 7.0' mounting height  
 Sign sheeting material shall be at a minimum Type IV 3M Series 3930 or approved equal. Signs shall comply with MUTCD standards.

**(C) Fire Hydrants.**

Height: Center of pumper outlet, 16"-20" above grade facing the roadway.  
 Etc.: (2) 2 1/2" outlets; (1) 4 1/2" pumper outlet; with National Standard threads. Fire hydrant brand and model shall comply with City of Rock Springs and Joint Powers Water Board standards.

**(D) Street Light Standards.**

All street light standards shall be of

wood or steel construction. (Ord. No. 92-18, 8-4-92).

(E) Discouraging Residential Through Traffic. Minor residential streets shall be arranged so that their use by through traffic will be discouraged.

(F) Block Depths.

No block shall be less than twice the normal lot depth unless it abuts a railroad right-of-way, a limited access highway, an arterial or collector street, a river, a creek, a park, or an exterior boundary line of a subdivision.

(G) Block Lengths.

(1) Blocks shall be approximately four hundred (400) feet in length or increments thereof.

(2) In blocks exceeding eight hundred (800) feet in length a twenty (20) foot wide easement throughout the block to provide for utilities and pedestrian traffic. A five foot wide paved sidewalk may also be required.

(H) Street Alignment, Center Lines.

(1) Street jogs shall have a minimum centerline off-set of one hundred seventy-five (175) feet when applied to minor residential streets, in all other cases they shall be prohibited.

(2) All streets shall join each other so that for a distance of at least one hundred (100) feet the street is approximately at right angles to the street it joins.

(3) When connecting street center lines deflect from each other at any one point by more than ten (10) degrees, they shall be connected by a curve with a radius of not less than one hundred fifty (150) feet.

(I) Access Requirements for Subdivisions.

Subdivisions shall be required to provide adequate street access to ensure the health, safety, and welfare of the residents and/or the public. In addition, subdivisions shall be required to provide adequate street access to allow development of adjacent property. When 20 lots or more are served by a single access, a second access should be considered.

(J) Dead End Streets.

(1) The creation of dead-end or loop

residential streets will be encouraged wherever the Commission finds that such type of development will not interfere with normal traffic circulation in the area. In the case of dead-end streets, where needed or desirable, the Commission may require the reservations of a twenty (20) foot wide easement to provide for continuation of pedestrian traffic and utilities to the next street.

(2) Where dead-end streets are designed they shall not exceed eight hundred (800) feet in length or contain more than twenty (20) lots, whichever creates the shorter street, and shall terminate in a circular turn-around having a minimum right-of-way radius of sixty one (61) feet and a pavement radius of fifty (50) feet (Cul-de-sac). Corners at the entrances to the turn-around portions of cul-de-sacs shall have a radius of not less than fifteen (15) feet.

(K) Treatment Along Major Streets.

When a subdivision abuts or contains an existing or proposed arterial or collector street, the Commission shall require marginal access streets, reverse frontage with screen planting contained in a non-access reservation along the rear property line, deep lots with rear service alleys, or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

(L) Service Streets.

Where a subdivision borders on or contains a railroad right-of-way or limited access highway right-of-way, existing or planned, the Commission may require a street approximately parallel to and on each side of such right-of-way, at a distance suitable for the appropriate use of the intervening land. Service streets shall intersect other streets in such a way that sufficient intersection stacking distance is provided without interfering with through traffic.

(M) Street Grades.

Grades of all streets shall conform in general to the terrain and shall not be less than 0.5 percent nor more than five (5) percent for arterial or major streets, or seven

(7) percent for collector streets, or eight (8) percent for minor streets in residential zones, eight (8) percent for access streets, but in no case more than three (3) percent within fifty (50) feet of any intersection.

(N) Street Visibility.

A combination of steep grades and curves shall be avoided. In order to provide visibility for traffic safety, that portion of any corner lot (whether at an intersection entirely within the subdivision or of a new street with an existing street) shall be cleared of all growth (except isolated trees) and obstructions above the level three (3) feet higher than the center line of the street for a distance of at least thirty (30) feet from the right-of-way line. If directed, ground shall be excavated to achieve visibility. Trees and hedges over four (4) feet high shall not be permitted within six (6) feet of the street right-of-way.

(O) Street Radii.

(1) Curves: Street lines within a block, deflecting from each other at any one point by more than ten (10) degrees, shall be connected with a curve, the radius of which for the centerline of street shall not be less than four hundred (400) feet on arterial and major streets, two hundred (200) feet on minor streets, and in no case shall the connecting tangent of two curves be less than one hundred (100) feet.

(2) Corners: All roadways at intersections shall be rounded by curves of at least twenty (20) feet radius. Roadways of alley-street intersections shall be rounded by a radius of not less than six (6) feet. The center line of the intersecting streets shall be as near to ninety (90) degrees as possible and in no case shall the intersection be less than seventy-five (75) degrees.

(P) Commercial Areas.

In front of areas designed for commercial use, or where a change of zoning to a zone which permits commercial use is contemplated, the street width shall be increased by such amount on each side as may be deemed necessary by the Commission to assure the free flow of through traffic without interference by parked or parking vehicles, and to provide

adequate and safe parking space for such commercial or business districts.

(Q) Street Names.

All street names shall be approved by the Commission and shall conform to an established numbering and naming system if such a system exists.

Proposed street names shall be substantially different so as not to be confused in sound or spelling with present names except that streets that join or are in alignment with streets of an abutting or neighboring subdivision shall bear the same name.

No street shall change direction by more than ninety (90) degrees without a change in street name.

The subdivider shall install street signs as required and approved by the Engineer.

(R) Prohibited Plans.

The following are prohibited and shall not be approved:

Half Streets:

1. Private streets unless part of an approved Planned Unit Development, in which case the streets shall conform to the approved design criteria of the City.

2. Reserve strips controlling access to streets.

3. Intersections with more than four (4) corners.

(S) Public Land Dedication, Parks, Open-Space.

1. Where a proposed park, playground, or open-space shown on the Comprehensive Plan is located in whole or in part in a subdivision, the Commission shall require that such area or areas be shown on plats in accordance with the requirements specified in this Section. Such area or areas shall be dedicated to the City by the subdivider if the City Council approves such dedication.

2. The Commission shall require that plats show sites of a character, extent and location suitable for the development of a park, playground, or other recreation purposes.

3. In all new residential subdivisions, seven (7) percent of the gross area shall be dedicated for public recreation space, school sites or other public use with such

percentage being in addition to property dedicated for streets, alleys, easements, or other public ways. When a subdivision is too small for the practical dedication of public land, when no land in the subdivision is suitable for such use, or when the proposed park for the area is not to be located within the proposed subdivision, the subdivider shall be required to pay a fee of ten (10) percent of the land value prior to its subdivision (the market value shall be determined by utilization of assessment records and formulas that apply thereto).

(T) Easements.

1. Easements centered on rear and other lot lines as required shall be provided for utilities where and of the size necessary.

2. Easements shall be provided along each side of the center line of any water course or drainage channel whether or not shown in the Comprehensive Plan, to a sufficient width to provide proper maintenance and protection and to provide for water run-off and installation and maintenance of storm sewer.

3. Where a subdivision is traversed by a water course, drainageway, channel or stream, there shall be provided a storm water easement or drainage right-of-way as required by the Engineer.

4. Easements shall be dedicated for the required use.

(U) Lots, Design, and Location.

1. The lot arrangement shall be such that in constructing a building in compliance with the Zoning Ordinance, there will be no foreseeable difficulties for reasons of topography or other natural conditions. Lots should not be of such depth as to encourage the later creation of a second building lot at the front or rear.

2. All side lines of a lot shall be at right angles to straight street lines and radial to curved street lines, unless a variance from this rule will give a better street or lot plan.

3. The lot dimensions shall not be less than the minimum required to secure the minimum lot area specified in the Zoning Ordinance. Through lots, when permitted, shall have additional depth of ten (10) feet for screen planting along the rear line.

Remnants of lots below the minimum required size shall not be allowed but must be added to adjacent lots.

4. Lots abutting upon a watercourse, drainageway, channel, stream or water body shall have additional depth or width, as required to assure that house sites are not located in the one hundred (100) year floodplain.

5. In the subdividing of any land, regard shall be shown for all natural features, such as trees, watercourses and bodies, which, if preserved, will add attractiveness to the proposed development.

6. Where a proposed residential lot is adjacent to a limited access highway, major highway or arterial street, or collector street, there shall be no direct vehicular access from individual lots to such roads. A temporary entrance may be granted for single tracts until neighboring land is subdivided and the required access can be feasibly provided. (Ord. No. 1980, 1-17-72; Rev. Ord. 1979; Ord. No. 83-6, 4-19-83).

V. Street Improvements To Be Designated. No subdivision plat shall be approved unless the subdivider has designated street improvements for the entire front of all interior lots, and the entire front and side of all corner lots. (Ord. No. 93-10, 7-20-93).

(97-01, Amended, 02/04/1997; Ord. 2018-16, 1/2/19)