

SECTION 1
DESIGN PARAMETERS

SECTION 1.1 - DESIGN PARAMETERS FOR STREETS

1.01.01 GENERAL

- A. Where a Developer proposes to construct public streets in the Town of Easton, such streets shall be designed to the Standards defined herein. Streets shall be designed and constructed to Town Standards and conveyed to the Town upon acceptance.
- B. Talbot County Soil Conservation District as applicable shall issue permits required for erosion control. Their requirements are in addition to those defined herein.
- C. Submit stormwater calculations demonstrating that stormwater systems will convey a 10-year storm without surcharging inlets beyond 8 feet of an inlet.
- D. Inlets shall be installed a maximum of 400 feet apart or the length of one block.

1.01.02 PROJECT DRAWINGS

A. TITLE SHEET

- 1. Title of Project and Address.
- 2. Phase of Project, if necessary.
- 3. Developer's Name and Address.
- 4. Design Engineer's Name and Address.
- 5. Drawing Index.
- 6. Approval block for Town Engineer's signature and date.
- 7. Vicinity Map showing location of Project within the Town of Easton. Typical scale shall be 1 inch equals 1000 feet.
- 8. Location Map if drawings are for one phase of the development.
- 9. Design Engineer's Seal and Signature.
- 10. Certification by the Design Engineer to the accuracy of the drawings.
- 11. Certification by the Developer approving the drawings.
- 12. Certification by a Professional Wetland Scientist for wetland determination if hydric soils are present.

B. HORIZONTAL PLAN

- 1. The scale shall be 1 inch equals 20 feet for small projects up to a maximum of 1 inch equals 50 feet for large projects.
- 2. North Arrow shall be shown.
- 3. The existing and proposed legend.
- 4. All necessary utility notes.
- 5. Location, elevation and description of all Project Bench Marks referenced to, and using, NAVD 88 monuments. Contact the Town Surveyor for the required

Benchmarks to be utilized.

6. Property lines, lot lines, lot numbers and easements.
7. Location of all existing and proposed structures and buildings with unit numbers.
8. Beginning and end of proposed construction, including phase limits.
9. Existing and proposed street names.
10. Drainage pipe, culverts, swales with inverts, slopes and spot elevation and pipe material.
11. Existing and proposed contours (minimum 1 foot vertical intervals) with major vegetation noted, within the areas of development and extending to off-site areas impacted by construction and related activities.
12. Stationing of roads with curve data, points of tangent and curve.
13. Curbing locations with type denoted plus top and bottom elevations at all elevation changes and minimum 50 foot intervals.
14. Spot elevations and expanded views for all intersections, cul-de-sacs, valley gutter and street reconstruction areas. The scale shall be 1 inch equals 20 feet at intersections with handicap ramps.
15. Light fixture locations.
16. Sign locations.

C. PROFILE

1. Scale shall match plan horizontally. Vertical scale shall be one-tenth (1/10) of the horizontal scale.
2. Drainage pipe and outfall data.
3. All utility crossings.
4. Vertical curve information.
5. Street Names.
6. Stationing, with centerline grades for existing and proposed. Stationing should be at 50 foot intervals and shall include highs, lows and transition points.

D. DETAILS

1. Street cross section.
2. Curbing type.
3. Entrance plan.
4. Storm drainage details.
5. Storm drain profiles.
6. Intersection details (Including spot elevations at corners and changes in slope for the centerline, gutter pan and changes in curb height)
7. Handicapped Ramps (Provide spot elevations at each change of slope & define the cross slopes and running slopes.)
8. Sidewalks
9. Landscaping
10. Lighting

1.01.03 LAYOUT, RIGHT-OF-WAY AND STREET DESIGN

- A. The arrangements of the streets shall be such as to provide for the appropriate extension of existing streets.
- B. Residential Access Street: This is the lowest order street in the hierarchy. It is intended to carry the least amount of traffic at the lowest speed. Developments should be designed so that all, or the maximum number possible, of the homes will front on this class of street.
- C. Residential Sub-collector Street: This is the middle order street in the hierarchy. It will carry more traffic than the residential access street. It should provide an acceptable if not optimum environment for a residential neighborhood.
- D. Residential Collector Street: This is the highest order street that could be classed as residential. It will carry the largest volume of traffic at higher speeds. In large residential developments, this class of street may be necessary to carry traffic from one neighborhood to another or from the neighborhood to streets connecting to other areas in the community. This level of street is unsuitable for providing direct access to homes and such access should be avoided.
- E. Commercial streets shall be determined by usage.
- F. The minimum right-of-way width shall be measured from lot line to lot line and shall be in accordance with the following schedule:
 - 1. Commercial Streets: 60'
 - 2. Residential Collectors: 60'
 - 3. Residential Access Streets: 50'
 - 4. Alleys: 20'
 - 5. Internal roads, alleys, driveways, aisles and parking area in business and industrial developments shall be designed and built to satisfy the requirements of the Town of Easton.
- G. Grades of arterial and collector streets shall not exceed four percent (4%). Grades on other streets shall not exceed five percent (5%). No street shall have a minimum grade of less than five tenths of one percent (0.5%).
- H. Street intersections shall be as nearly at right angles as is possible and in no case shall be less than seventy (70) degrees. All street realignments to meet this regulation shall start a minimum of 100 feet from the intersection.
- I. The block corners at intersections shall be rounded at the curb line with a curve having a radius of not less than twenty feet (20') for Access Streets and not less than twenty-five feet (25') for Collector Streets. Larger radii may be required depending upon usage.

- J. Street jogs with center line offsets of less than one hundred twenty-five feet (125') shall be prohibited.
- K. A tangent, at least one hundred feet (100') along, shall be introduced between reverse curves on arterial and Collector Streets.
- L. When connecting street lines deflect from each other at any point by more than ten (10) degrees they shall be connected by a curve with a radius of not less than one hundred thirty feet (130') for Access Streets and three hundred feet (300') for Collector Streets.
- M. All changes in grade, totaling 1% or greater, shall be connected by vertical curves of sufficient length to provide a smooth transition and proper sight distance.
- N. Dead-end streets shall not be permitted except to permit future extensions to adjoining tracts. If a dead-end street is of a temporary nature, a temporary turn around shall be provided and provisions made for future extension of the street and reversion of the excess right-of-way, to the adjoining properties. A barricade shall be utilized for all dead end streets.
- O. Cul-de-sacs of a permanent nature, if approved, shall not be longer than four hundred (400') feet and shall provide a turn around at the end with a minimum radius of forty (40') feet of pavement and fifty-two (52') feet of right of way.
- P. Alleys shall not be longer than six hundred (600') feet.
- Q. No street shall have a name which will duplicate or so nearly duplicate as to be confused with the names of existing streets in the Town or within 1 mile of the Town boundary. The continuation of an existing street shall bear the name of the existing street. Street names are subject to Town approval.
- R. Street widths shall meet the following standards:
 - 1. Residential Access Streets: 26 feet Flowline to Flowline
 - 2. Residential Sub Collector Streets: 36 feet Flowline to Flowline
 - 3. Residential Collector Streets: 26 feet Flowline to Flowline
 - 4. Commercial Local Streets 36 feet Flowline to Flowline
 - 5. Commercial Collector Streets 44 feet Flowline to Flowline
 - 6. Alley: 20 feet Edge of Paving to Edge of Paving
- R. Concrete right-of-way monuments shall be set at each change in direction along the approved right-of-ways and at all intersections.

END OF SECTION