

Street Design Standards

General

Purpose and Intent - The purpose and intent of these design standards is to clarify and consolidate present design criteria in the City of Ripon.

Scope - The design standards as hereinafter specified shall be used as the basis of design for all development within the jurisdiction of the City of Ripon.

Design - The design of each development is in itself a special case and these design standards shall not be construed to be the maximum required design on all or any separate phases of the construction. Under certain conditions, any or all of the phases of the development may be required to exceed these specifications. It is also recognized that there may be development where it is impossible to meet these design standards. It is suggested that these cases be reviewed with the City Engineer early in the design process to minimize reworking plans where deviation is not permitted.

Final Authority - The City Engineer shall be the final authority on all questions which may arise as to the interpretation of these standards. The City Engineer's decision shall be final and he shall have authority to enforce and make such decisions effective.

Horizontal Alignment


Conformity - The arrangement, character, extent, width, grade, and location of all streets shall conform to the official map or general plan and shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety and in their appropriate relation to the proposed uses of the land to be served by such streets. Where not shown on the official map or general plan, the arrangement and other design standards of streets shall conform to the provisions found herein.

Relation to Adjoining Street System - The arrangement of streets in new subdivisions shall make provisions for the continuation of the existing streets in adjoining areas.

Projection of Streets - Where adjoining areas are not subdivided, the arrangement of streets in new subdivisions shall make provisions for the proper projection of streets to the subdivision boundary line.

Street Offsets Prohibited - Centerline offsets of less than 260 feet shall be avoided unless approved by the City Engineer.

Dead-End Streets or Cul-De-Sacs - Dead-end streets or cul-de-sacs, destined to be so permanently shall not be longer than 300 feet and shall be provided at the closed end with a turn-around having a street property line diameter in conformity with the standard specifications.

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Frontage Streets - Where a subdivision abuts or contains an existing or proposed limited access street, the City Planning Commission may require frontage streets or other such treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

Residential Streets - Residential streets shall be designed so that their use by through traffic will be discouraged. (curvilinear)

Street Widths - Street right-of-way widths shall be established in accordance with the City of Ripon's Standard Specifications and Standard Details.

Intersections - The intersection of more than two streets at one point shall be avoided except where it is impractical to secure a reasonable street system otherwise. Streets shall intersect at an angle as near to a right angle as possible, and no intersections of streets at angles less than 75 degrees shall be approved. Street intersections shall be designed with a snipe in accordance with the City of Ripon's Standard Specifications and Standard Details.

Curvature - The minimum centerline radius of curvature shall be 750 feet on thoroughfares and arterials and 500 feet on collectors. Minimum centerline radius on other streets shall be 250 feet.

Reverse Curves - A tangent at least 100 feet long shall be introduced between reverse curves on streets if the radii of such curves are less than 1000 feet.

Reserve Strips - Reserve strips controlling access to streets shall be prohibited except under conditions approved by the Planning Commission.

Street Grades - All street grades shall conform to the requirement of the City Engineer. All elevations shall be based on U.S.G.S. datum.

Half-Streets, and Part-Width Streets Prohibited - Half-streets and part-width streets shall be prohibited unless approved by the City Engineer.

Street Names and Numbers - Names of new streets shall not duplicate existing or platted street names unless a new street is a continuation of, or in alignment with the existing or platted street house numbers shall be assigned in accordance with the house numbering system in effect. All street names and numbers shall be in compliance with City regulations.

Access to Streets Across Ditches or Drainage Canals - (1) The subdivider shall provide right-of-way and make provisions for improvements of all streets and structures that cross ditches or drainage canals lying within the subdivision or portion thereof. (2) Said ditches and canals shall be crossed in a manner approved by the City Engineer, South San Joaquin Irrigation District, and The Ripon Fire Department if necessary.

Lane Widths - Minimum lane width shall be 12 foot unless otherwise approved by City Engineer

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Private Streets - Private streets shall not be platted or mapped in a subdivision.

Avoidance of Hardship to Adjoining Property Owners - The street arrangements shall not be such as to cause hardship to owners of adjoining property in platting their own land and providing convenient access to it.

Alleys - Alleys shall not be permitted in residential areas, unless approved by the City Engineer. Alleys shall be provided in commercial and industrial districts, except that the City Planning Commission may waive this requirement where other definite and assured provisions are made for service access, such as off-street loading, unloading, and parking consistent with and adequate for the uses proposed.

The minimum right-of-way width of an alley shall be 25 feet. Dead-end alleys shall not be permitted.

Vertical Alignment

Top of Curb Grades - Grades shall not be less than 0.33 percent and not greater than 6 percent. Where matching existing controls, the minimum grade may be reduced with the approval of the City Engineer.

The minimum top of curb elevation shall be 1 foot above the design water surface of the master plan storm drainage basin to which the proposed improvement is tributary. This minimum elevation may be obtained from the City Engineer.

A minimum top of curb elevation of 1 foot above the hydraulic grade line shall be maintained. The design parameter shall be a 25 year storm with a free outfall condition.

Grades on opposite sides of the street shall be the same wherever practical. The centerline grade of the pavement surface through an intersection shall not be more than 2 percent.

Vertical Curves - Where the algebraic difference in slope exceeds 1 percent, a vertical curve shall be used. The minimum length of vertical curve shall be $1.2 AV$, where "A" equals the algebraic difference in grades in percent / 100 and "V" is the design speed in miles per hour.

Maximum Street Cut - The maximum cut to top of curb from existing ground elevation shall be no greater than two (2) feet, unless approved by the City Engineer.

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