

TOWN OF SIGNAL MOUNTAIN

CRITERIA FOR NEW STREETS

Revised 01/14/2013

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100 GENERAL PRINCIPLES

100.1 Design with the land

New streets shall be designed to take advantage of the natural topography of the land to economize in the construction of drainage facilities, to reduce the amount of grading, to minimize the destruction of top soil and trees, and to preserve such natural features as water courses, unusual rock formations, large trees, sites of historical significance, and other assets which, if preserved, will add attractiveness and value to subdivisions and the community.

100.2 Limiting factors of the land

Physical characteristics of land can inhibit development. The Public Works Director shall not approve a street design if it has been determined from adequate investigations that said street would be detrimental to the public welfare. Such inhibiting factors may include, but are not limited to, flooding, adverse drainage problems, unsuitable soil, excessive slope of the land, surface or sub-surface rock formations, and other features which may endanger health, life, or property, aggravate erosion, increase flooding potential, or necessitate the excessive expenditure of public funds for supply and maintenance of services.

200 STREETS

200.1 Procedure

Each new street to be offered for dedication to the Town of Signal Mountain as a public thoroughfare shall be constructed according to the procedures and standards set forth herein and each phase of construction must be completed and approved by the Public Works Director prior to starting the next phase.

A pre-construction conference with the Street Department must be held prior to approval of the preliminary plat by the Planning Commission.

The "Construction Check List" (see sample in Appendix A-1) will be issued with the "Grading Permit" and must be completed with all required signatures prior to acceptance of the offer of dedication by the Town government.

200.2 Conformity to official plans

When a tract of land to be subdivided includes any part of a proposed road or street shown on the General Plan, Land Use Plan, or any other plan adopted by the Planning Commission or the Town of Signal Mountain such street right-of-way shall be platted by the subdivider in the location so designated, and at the width specified in these regulations.

200.3 Construction plans and specifications

Construction/engineering working drawings of proposed new streets shall be submitted to the Town of Signal Mountain and approved by the Town before work is commenced and shall provide the following minimum information:

1. **PLAN** of new street on 1" = 100' scale minimum detailing the following:
 - A. Alignment and curve data for all rights-of-way lines and center lines with topographic contours. Curve data shall include: radius, arc length, delta & tangent.
 - B. Drainage structures, culverts, storm sewers, headwalls, spillways, ditches and all other drainage appurtenances.

2. **PROFILE** of new street on 1" = 100' horizontal scale and 1" = 10' vertical scale (minimum).
 - A. Profile of original ground at the center line.

 - B. Profile of finished new street surface at the center line with grades, vertical curve data and stations given on key points.

3. **DETAILED PLANS** for all drainage structures (i.e. catch basins, spillways, headwalls, culverts, etc.).

4. **TYPICAL CROSS-SECTION** of entire width of the R.O.W.

200.4 Soil testing and evaluation

Soils which are proposed for use as roadway subgrade material shall be tested by an approved testing laboratory prior to construction and submitted to the Public Works Director. This includes in situ soils as well as any borrow material to be used as fill.

200.5 Street construction

A grading permit shall be obtained from the Town prior to commencement of any street construction. Streets shall be constructed in accordance with the specifications in this document and its appendices.

200.6 Grading

The minimum graded width of the roadway shall be 37 feet. Before grading begins, the areas between the proposed slopes shall be cleared of all trees, stumps, roots, weeds, logs, heavy vegetation, and other objectionable matter, and shall be grubbed to a depth below the proposed grade in cuts and the natural ground in fills so as to expose suitable subgrade. The objectionable matter shall be removed from within the right-of-way limits and disposed of in such a manner that it will not become incorporated within the fills, nor in any manner hinder proper operation of the storm drainage system.

Inorganic soil with a soaked CBR greater than 3 may be used in the construction of embankments. If rock is encountered, it shall be removed to a depth of not less than 12" below the subgrade of the roadbed. Where boulders are encountered, they shall be removed to a similar depth.

Prior to road construction, all underground work that is to be within the roadway shall be completed. This includes all drainage, sewage, water, telephone, electrical, and other utility mains so that the completed roadway will not be disturbed for the installation of any utility. Utilities under paved areas shall be backfilled with base stone and compacted. Gas and water mains shall be placed on opposite sides of the roadway and excavation for these lines shall be a minimum of 14' from the center line of the roadway.

200.7 Subgrade

The subgrade shall be prepared to the lines and grades as designed and staked by the subdivision engineer/surveyor to correspond to the cross section of the bottom of the base as indicated on the typical cross section approved by the Public Works Director. The center line of the right-of-way and the center line of the roadway shall correspond and be one and the same line.

The subgrade shall be compacted to a density of 93 percent of modified Proctor (ASTM D1557). The Town Public Works Director shall require a minimum of one (1) compaction test each 500 feet by an independent commercial soils laboratory. All soft yielding material shall be removed, and filled with acceptable material and recompacted until stable and to specified density.

The subgrade shall be rolled and graded within ±one (1) inch of the design grade.

200.8 Embankments

The area upon which an embankment is to be constructed, having more than a 3 to 1 slope, shall be plowed or scarified completely and thoroughly rolled. Each layer of embankment formation shall be compacted before the formation of the next layer is begun.

Each layer of embankment is to be constructed with a thickness not to exceed 8", and shall be compacted at optimum moisture content to 93 percent modified Proctor (ASTM D1557).

If, in the event any section of embankment appears unsatisfactory with respect to compaction, testing shall be required and the repair work carried out as directed by this analysis.

200.9 Base

Before the base operation is begun, the Town Inspector shall make an inspection of the subgrade. Approval of the subgrade is required prior to the placing of any base material. The base shall be constructed of crushed stone, TN DOT 33 p.

The crushed stone shall be applied at the rate of 110 pounds per square yard per inch of thickness. Compaction shall be attained with a vibratory roller. The minimum compacted thickness shall be as shown in Table 200.11A

Weight tickets shall be furnished to the Town Inspector. The crushed stone shall be placed with an approved spreader box or approved method at the discretion of the Town Inspector. Then the stone shall be laid out to the lines and grades of the roadway and compacted to 93 percent modified Proctor (ASTM D1557).

200.10 Prime

The application of prime shall be at the option of the Public Works Director.

200.11 Tack Coat

Tack coat application rate shall not exceed 0.05 gallons per square yard. Tack coat application on milled surface shall not exceed 0.20 gallons per square yard (obtained from TDOT Division of Materials and Tests).

200.12 Pavement

Asphalt - Asphalt pavement shall be constructed according to the design standards set forth in Table 200.11A. The surface asphalt shall be placed over the binder asphalt as soon as possible, but no more than 10 days after placing binder to avoid rainwater infiltration and to prevent damage from truck traffic.

Concrete - Concrete pavement shall be constructed according to the design standards set forth in Table 200.11B. Joint details and spacing shall be according to the latest recommendation of the Portland Cement Association. Fine aggregate shall be siliceous material.

TABLE 200.11-A
ASPHALT PAVEMENT

| Classification | CBR Upgrade | Base ¹ Thickness, Inches | Binder ² Inches | Surface Inches |
|-------------------|-------------|-------------------------------------|----------------------------|------------------|
| Major | 3-6 | 15 | 4 | 1.5 ⁴ |
| | 7-above | 10 | 4 | 1.5 ⁴ |
| Collector | 3-6 | 10 | 3 | 1.5 ³ |
| | 7-above | 8 | 3 | 1.5 ³ |
| Local Residential | 3-6 | 10 | 2 | 1.5 ³ |
| | 7-above | 6 | 2 | 1.5 ³ |

¹TN DOT 33p crushed stone base

²TN DOT binder

³TN DOT 411E – for grades greater than 8 percent

⁴TN DOT 411D

**TABLE 200.11-B
CONCRETE PAVEMENT**

| Classification | CBR Upgrade | Base Thickness, Inches | Concrete – Class A Inches |
|----------------------|-------------|---------------------------|------------------------------|
| Major | 3-6 | 2 | 10 |
| | 7-above | 2 | 9 |
| Collector | 3-6 | 2 | 8 |
| | 7-above | 2 | 7 |
| Local Residential | 3-6 | 2 | 6 |
| | 7-above | 2 | 6 |

200.12.1 Seasonal limitations of asphalt

The outside temperature away from artificial heat and in the shade shall be 45° and rising for plant mix. Plant mix roads shall meet the design standards set forth in Table 200.11- A. Weight tickets shall be furnished to the Town Inspector.

200.13 Street classification, right-of-way widths, and pavement width

200.13.1 Classification

Streets are classified as major roads, collector roads, local residential roads, and cul-de-sacs.

200.13.2 Right-of-way

The right-of-way for a street is the area between facing lots and offered to the local government for use by the public.

200.13.3 Pavement width

The pavement width shall be measured from the inside face of the curb to the inside face of the curb.

Streets proposed by the developer shall be built to the standards specified in the chart below.

| Classification | Right-of-Way Width in Feet | Pavement Width in Feet |
|-------------------------|----------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| Major roads | 80' | With no driveways – 48' With driveways on one side – 56' With driveways on both sides – 64' With left turn lane – add 12' |
| Collector roads | 60' | With no driveways – 30' With driveways on one side – 36' With driveways on both sides – 44' |
| Local Residential Roads | 50' | 25' back of curb to back of curb |
| Cul-de-Sacs | | See below |

200.14 Cul-de-Sacs

200.14.1 Cul-de-sac turnarounds (see appendix A-4)

Cul-de-sac turnarounds shall be designed and built according to the following standards:

Cul-de-sacs without a planted median:

| | Right-of-Way Radius, in Feet | Pavement Radius, in Feet |
|-----------------------------------------------------------|------------------------------|--------------------------|
| Regular cul-de-sacs | 50' | 40' |
| Cul-de-sacs where school buses must turn around (See A-4) | 60' | 50' |

200.14.2 Temporary cul-de-sacs

A cul-de-sac of a temporary nature and a further extension into adjacent land (owned by the developer) are planned, the turnaround shall be constructed to the same size and structural standards as set forth in Section 200.12 and Section 200.14.1. The property in the turnaround right-of-way outside the normal right-of-way width shall be a dedicated to the Town. When the road is extended, the right-of-way in the turnaround, outside the normal right-of-way width can be abandoned. The resulting new road and right of way shall meet all current street and drainage criteria.

200.15 Width of existing streets

On existing Town streets, property lines shall be located with iron pins at the corners of all lots at least 25 feet from the center line of roadway

If the subdivision is located on both sides of the existing road, at least fifty (50) feet shall be dedicated and the drainage facilities in the street shall be improved to the point that the increased runoff water caused by the development of the subdivision will be accommodated to the satisfaction of the Public Works Director.

If the subdivision is located on only one side of an existing road, twenty-five (25) feet measured from the center line of the existing right-of-way shall be dedicated and the drainage facilities in the street shall be improved to the point that the increased runoff water caused by the development of the subdivision will be accommodated to the satisfaction of the Public Works Director.

200.16 Street extensions

200.16.1 Extensions of existing platted streets

Where feasible, the arrangements of streets in new subdivisions shall provide for the continuation of existing proposed or platted streets in adjoining areas as determined by the Planning Commission.

200.16.2 Future or proposed street right-of-way

Street rights-of-way marked "future street", "future right-of -way", "proposed street", or "proposed right-of-way", etc. shall not be considered to be dedicated to the government. Ownership of these rights-of-way is retained by the developer. The developer of adjacent land who wishes to gain access through a future or proposed street shall negotiate to purchase the proposed street or right-of-way from the current property owner and shall construct said street.

200.16.3 Half streets

Dedication of one-half (1/2) of the rights-of-way (half streets) for streets proposed along the boundaries of a subdivision shall be prohibited.

200.17 Curves and sight distances

200.17.1 Horizontal curves

The maximum degree of curvature (d) for horizontal curves shall be in accordance with the latest edition of the American Association of State Highway Officials Policy on Geometric Design of Urban Highways.

200.17.2 Vertical curves

Every change in grade shall be connected by a vertical curve designed and constructed in accordance with the A.A.S.H.O. book referred to above. Sight distance shall be at least 200 ft. on vertical curves.

200.18 Street intersections

200.18.1 Angle of intersection

The center line of all streets shall intersect at as nearly a ninety-degree angle as possible, but the angle of intersection shall not be less than seventy-five (75) degrees nor greater than one hundred five (105) degrees unless approved by the Public Works Director.

200.18.2 Center line offset of adjacent intersections

The use of four-way intersections of local streets with local streets shall be discouraged where possible, and the use of T-intersections shall be encouraged. Minimum center line offset of adjacent intersections shall be 125 feet.

200.18.3 Corner radii

Right-of-way radii at street intersections shall not be less than twenty-five (25) feet. If, because of exceptional conditions, a modification is granted permitting an angle of intersection less or greater than the standards of Section 200.18.1, then the minimum radii shall be increased or decreased to afford good design and safety.

200.18.4 Grades approaching intersections

Street grades approaching intersections shall not exceed four (4) percent for a distance not less than that shown in the following table, measured from the edge of pavement of the intersecting street:

| Types of Intersecting Streets | Distance in Feet |
|--------------------------------------------------------------------|------------------|
| On local at local, includes all other street types not given below | 30' |
| On local at secondary | 35' |
| On local at major | 35' |
| On secondary at local | 35' |
| On secondary at secondary | 60' |
| On secondary at major | 60' |

200.19 Street grades

In general, roads shall be planned to conform to existing topographic conditions. Grades on major roads shall not exceed eight (8) percent. Grades on local roads may be no greater than 12%, but may be from 12% - 15% for a distance no greater than 400'. Anything over 15 % shall require special consideration. The minimum grade shall be one (1) percent.

200.20 Street pattern

Subdivision street pattern shall provide convenient access and circulation. No lot in each unit or phase of a subdivision may be more than one thousand three hundred (1300) feet from a potential school bus route that does not require school buses to back up. This shall be accomplished by one or more of the following:

- (a) Looped street patterns
- (b) Turnarounds designed for school buses at "midpoints" in long cul-de-sacs, or
- (c) Cul-de-sac turnarounds designed for school buses (See Appendix A-4)

200.21 Street names

200.21.1 Continuation of streets

New streets that are in, or essentially in, alignment with an existing street shall be given the name of the existing street.

200.21.2 Duplication

The name of a new street shall not duplicate or approximate, by means of spelling, pronunciation, or by use of alternate suffixes or prefixes (such as North, South, Lane, Way, Drive, Court, Avenue, or Street) any existing or platted street name in Signal Mountain, or any other street name in the subdivision.

200.21.3 Approval of street names

No street names shall be used unless approved by the Hamilton County GIS Department.

200.21.4 Street signs

Street and name signs shall be of a type approved by the Public Works Director and in conformance with current MUTCD code. Signs shall be purchased and installed by the developer.

200.22 Curbs

200.22.1 Concrete curbs

Concrete curbs shall be installed by the developer in accordance with the specifications in Appendix A-3. Asphalt curbs may not be used.

200.22.2 Backfill

The developer shall backfill with top soil on both sides of the street to the top of the curb and the area shall be seeded and covered with straw.

200.23 Sidewalks

In residential and non-residential subdivisions, sidewalks shall be required and shall meet the following requirements:

- A. Sidewalks shall be constructed pursuant to the following specifications:
 1. Sidewalks shall be located in the street right-of-way in accordance with appendix A2 Typical Street Cross-section.
 2. Sidewalks shall be constructed of high quality, durable Portland cement concrete.
 3. Sidewalks shall be 5 feet wide.
 4. Sidewalks shall have a minimum thickness of 4 inches.
 5. Sidewalks shall have a minimum 2 inches of compacted stone prepared base in subgrade.
 6. Sidewalks shall be constructed of Class A concrete that meets the following requirements:
 - a. Minimum 564 lb./cy cement;
 - b. 6% +/- 1% entrained air;
 - c. Minimum 3,500 P.S.I. compression strength within 28 days after being poured; and
 - d. Maximum 5-inch slump.
 7. Sidewalks shall be reinforced with fibermesh.
 8. Expansion joints in the sidewalks shall be troweled at 8 foot intervals.
 9. Sidewalks shall have a slope of 1/4 inch per foot towards adjacent street.
 10. Forms used to construct sidewalks shall be: (a) made of wood or metal; (b) straight and free from warp; and (c) of sufficient strength when in place to hold the concrete true to line and grade without springing or distortions.
11. After finishing operations have been completed, the entire surface of the sidewalks shall be covered with wetted burlap or other approved material and kept continuously damp for a period of not less than 5 days to permit the concrete to cure properly and to prevent it from drying too rapidly.
12. After the concrete has set sufficiently and in no event less than 24 hours after a sidewalk has been poured, the side forms shall be removed, all excess materials

(other than the materials described in paragraph 11 above) and debris shall be left in a neat and workmanlike condition.

13. A driveway may have an ornamental surface where the driveway crosses the sidewalk, so long as that portion of the driveway that crosses the sidewalk meets or exceeds the above specifications.
- B. Sidewalks shall be considered as part of the required improvements for subdivisions within the Town that must be bonded.
 - C. As construction of each house within the subdivision is completed, the builder or the developer, as the case may be, shall construct the sidewalk(s) for the entire street frontage(s) of the lot on which such house is located. Notwithstanding the provisions of the immediately preceding sentence, at the time the surface coat construction of each street is completed and in no event later than one year after construction of the streets within the development commences, the developer shall complete all remaining portions of sidewalk construction in the subdivision. As driveways are built, they must conform to the existing sidewalks in an acceptable manner.
 - D. In no event shall any utilities be located under the sidewalk, other than to cross under it perpendicularly for the purpose of providing utilities to the lot adjacent to the street. A vegetated strip must be located between the sidewalk edge and the curb or the edge of the street pavement, as the case may be, for future planting purposes or street lighting purposes if deemed appropriate by the Planning Commission.

300 DRAINAGE

300.1 Responsibility of the Public Works Director

The Public Works Director will determine if a subdivision meets the drainage provisions of these regulations. The developer must submit the drainage plan to the Public Works Director prior to final design approval.

300.2 General

The design of the storm water drainage system for the subdivision shall include the entire watershed affecting the subdivision, and shall be extended to a watercourse or ditch which is adequate to receive the drainage of surface water.

The developer may choose to accommodate any additional runoff or increased rate of runoff caused by his development by limiting the rate of runoff with ponding or other methods approved by the Public Works Director, or by specified improvements to downstream off-site drainage ways, easements, or structures.

300.3 Responsibility for construction

The developer of the subdivision shall be responsible for the construction of all improvements to the drainage system shown on the plat. Detailed plans for all drainage structures (i.e. catch basins, spillways, headwalls, etc.) shall be submitted with the preliminary plat.

It shall further be the responsibility of the developer and/or his contractor to make every effort to control all surface or subsurface water so as to prevent it from infiltrating into the roadway subgrade. Curtain drains, French drains or other generally accepted methods for controlling sub-surface water shall be used by the contractor wherever necessary. These structures shall be properly installed according to generally accepted engineering practices and must be approved by the Town Inspector.

300.4 Design and construction

The "Rational Method" shall be used for determining the amount of runoff from a drainage area. The "Manning Formula", or other method approved by the Public Works Director shall be used to determine tile (pipe) sizes. A "ten-year storm" shall be used with the above. See Appendix A-5. Calculations for all drainage pipes to be installed by the developer shall be submitted with the preliminary plat.

In no case shall a cross drain be less than eighteen (18) inches in inside diameter. Pipe shall be laid with the spigot end pointing downstream and with the ends fitted and matched to provide tight joints and a smooth uniform invert. Concrete pipe (RCP) must be used under the roadway. The top of all culverts shall be at least six (6) inches below subgrade surface.

In the event that rock is encountered in the trench, the rock shall be removed at least four (4) inches below the grade of the bottom of the pipe and replaced with crushed rock or other suitable material approved by the Public Works Director.

Where drainage structures with stormwater flows in excess of the capacity of a 42" diameter concrete pipe or equivalent, as determined by the above design method, are to be placed, these facilities shall be designed and the plat stamped by a registered engineer licensed to practice in the State of Tennessee. These structures shall be considered individually and must receive separate approval by the Town prior to construction. An H-20 highway loading shall be the minimum pipe structural requirement.

300.5 Storm drainage in streets

All streets shall be provided with an adequate storm drainage system, which shall serve as a part of the total storm drainage system. This system shall be designed to carry roadway, adjacent land, and building stormwater drainage. The system shall include any necessary open or covered ditches, pipes, culverts, intersectional drains, drop inlets, catch basins, bridges, head walls, etc., to permit the proper drainage of all surface water. This system shall be used for storm drainage only. Where there are long grades on the street, inlets, spillways, etc. shall be provided at intervals of 400 feet or less in order to prevent the spread of run-off from interfering with the passage of traffic. Steep terrain *may* necessitate shorter intervals to be determined by the Engineer of Record. The design of drainage facilities shall be in accordance with accepted engineering practices.

300.6 Off-street storm drainage systems

When the drainage system is outside of the road right-of-way, the subdivider shall provide and prepare a drainage easement according to accepted engineering practices.

The developer shall protect all drainage ways from erosion and sedimentation. Swales shall be seeded or sodded. All open channels or ditches shall be lined with rock and mortar, concrete, or other materials approved by the Public Works Director when the grade of the channel or ditch is less than one (1) percent or *more* than six (6) percent, or when deemed necessary by the Public Works Director

300.7 Drainage easements

A five (5) foot drainage easement, otherwise specifically required, shall be reserved along the inside of all side and rear lot lines, except that a ten (10) foot drainage easement shall be reserved along the lot lines that are the exterior boundaries of the subdivision plat. The drainage easement shall not apply in cases where the zoning regulations do not require setbacks from the property lines.

In the event that two or more lots are combined or used as one lot, the drainage easements adjacent to the interior lot line(s) are considered to be eliminated, unless the drainage easement is shown on the plat.

All platted drainage easements shall be twenty (20) feet wide for drainage ways that will carry five (5) cfs or more, and fifteen (15) feet for all remaining easements. Drainage easements shall be maintained by the developer until sold and from that time on maintained by the property owner.

300.8 Other easements

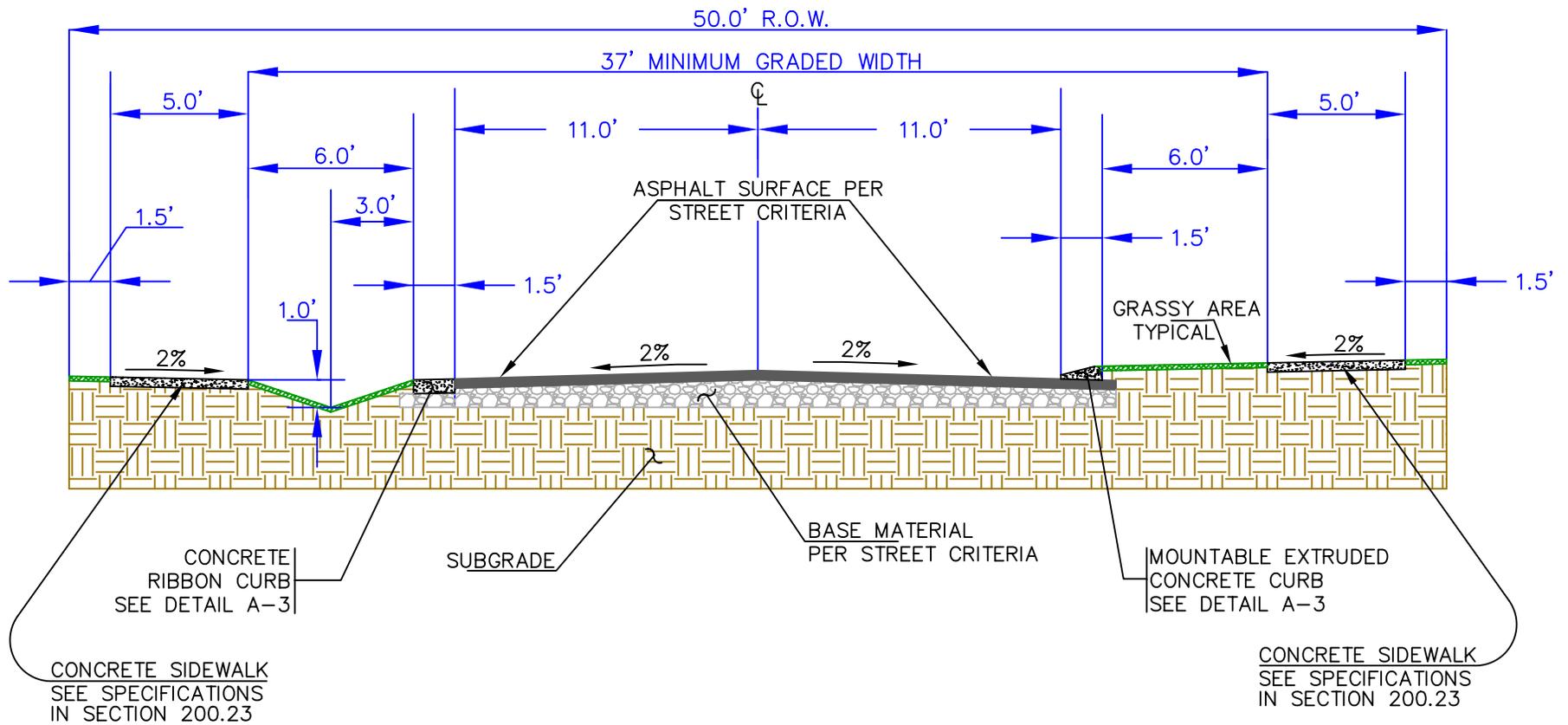
The Planning Commission may require other easements to be shown on the plat, where necessary.

APPENDIX

NEW STREET CONSTRUCTION CHECK LIST

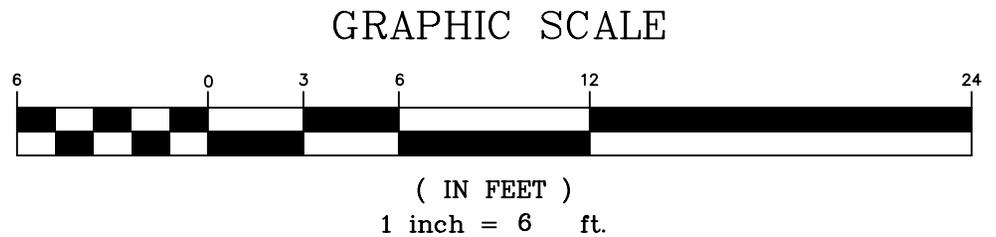
Each of the following phases of construction must be approved by the Public Works Director or their representative prior to beginning the next phase. No road construction shall be done without a Town inspector present. Town inspectors shall be available during the hours of 8 am – 4 pm, Monday through Friday (except holidays), and as needed after 4pm on weekdays and on Saturdays. However, if inspectors are not available after normal working hours Monday through Friday, NO ROAD CONSTRUCTION SHALL TAKE PLACE.

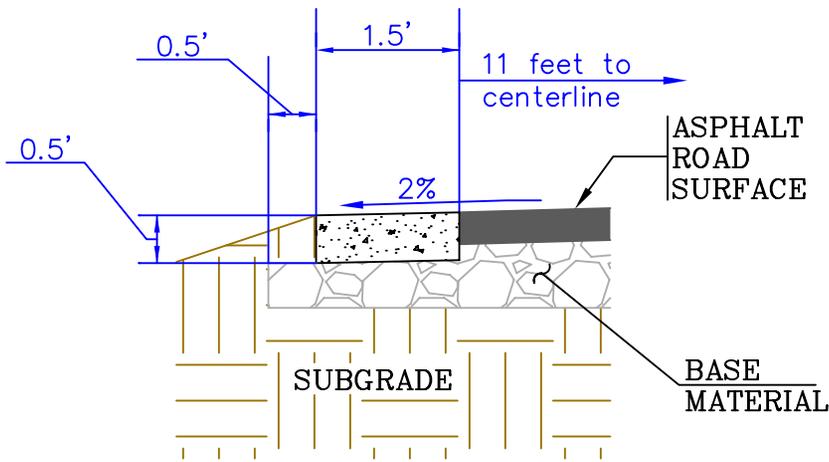
| Construction Phase | Date Completed | Approved |
|---------------------------------------|----------------|----------|
| Clearing & grubbing | _____ | _____ |
| Subgrade | _____ | _____ |
| Drainage Structures | _____ | _____ |
| Blue Tops | _____ | _____ |
| Base | _____ | _____ |
| Paving | _____ | _____ |
| Curbing | _____ | _____ |
| Recommended acceptance by the Town | _____ | _____ |



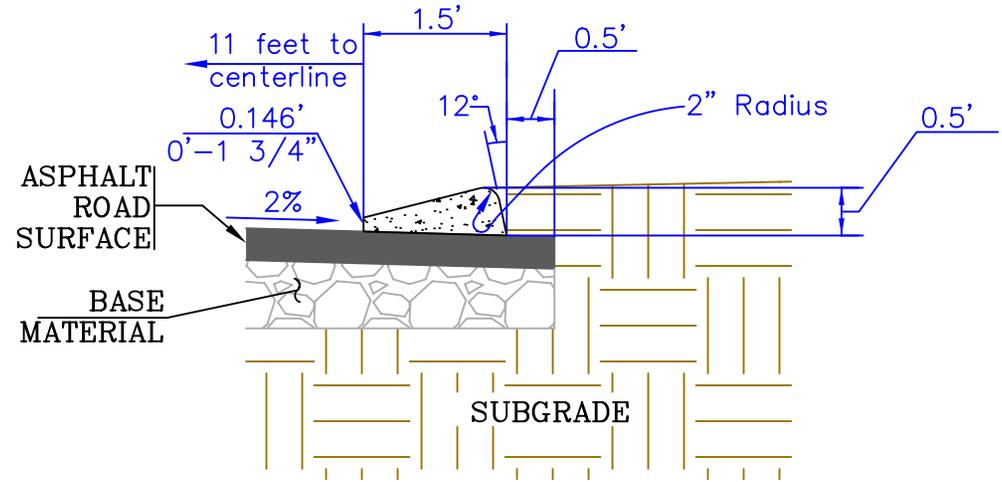
NOTE:
Sidewalks are required on one side of the road only. See sidewalk requirements in the Subdivision Regulations.

TOWN OF SIGNAL MOUNTAIN
TYPICAL CROSS SECTION FOR
LOCAL RESIDENTIAL STREETS





RIBBON CURB
DETAIL



MOUNTABLE EXTRUDED
CONCRETE CURB
DETAIL

NOTE:

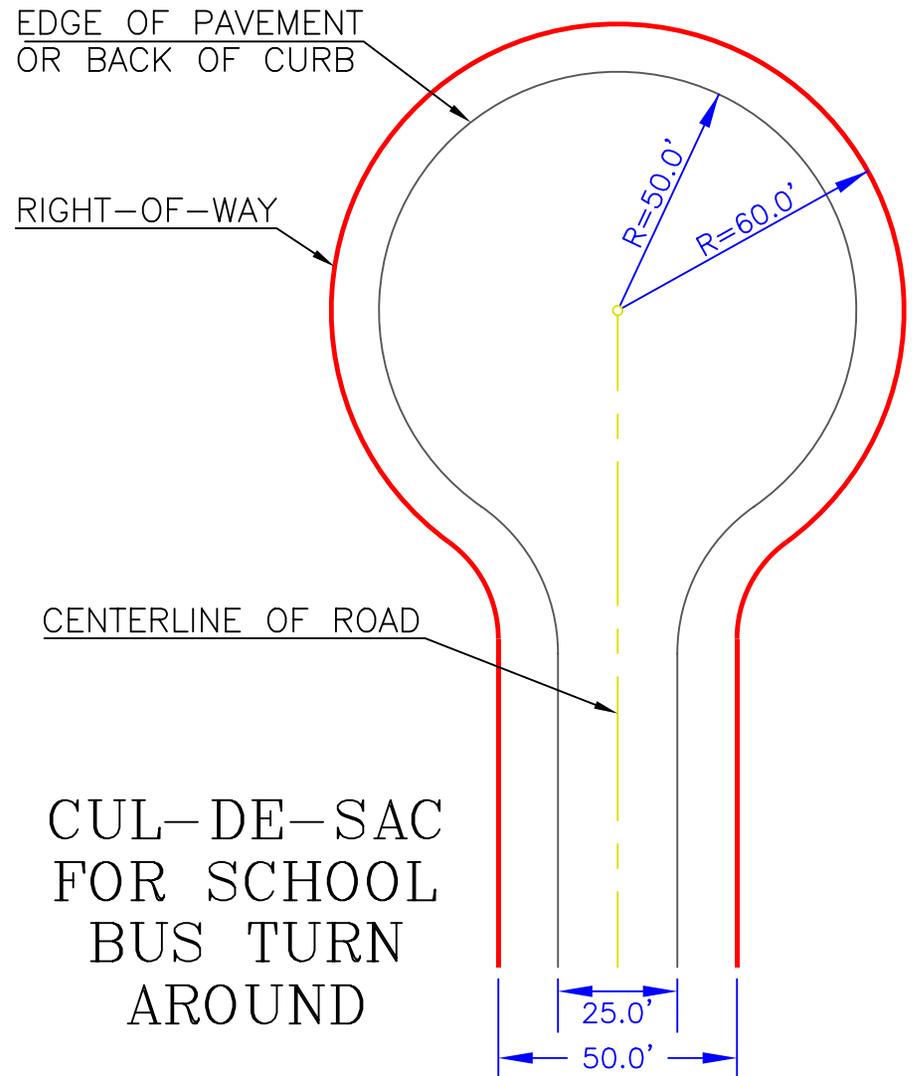
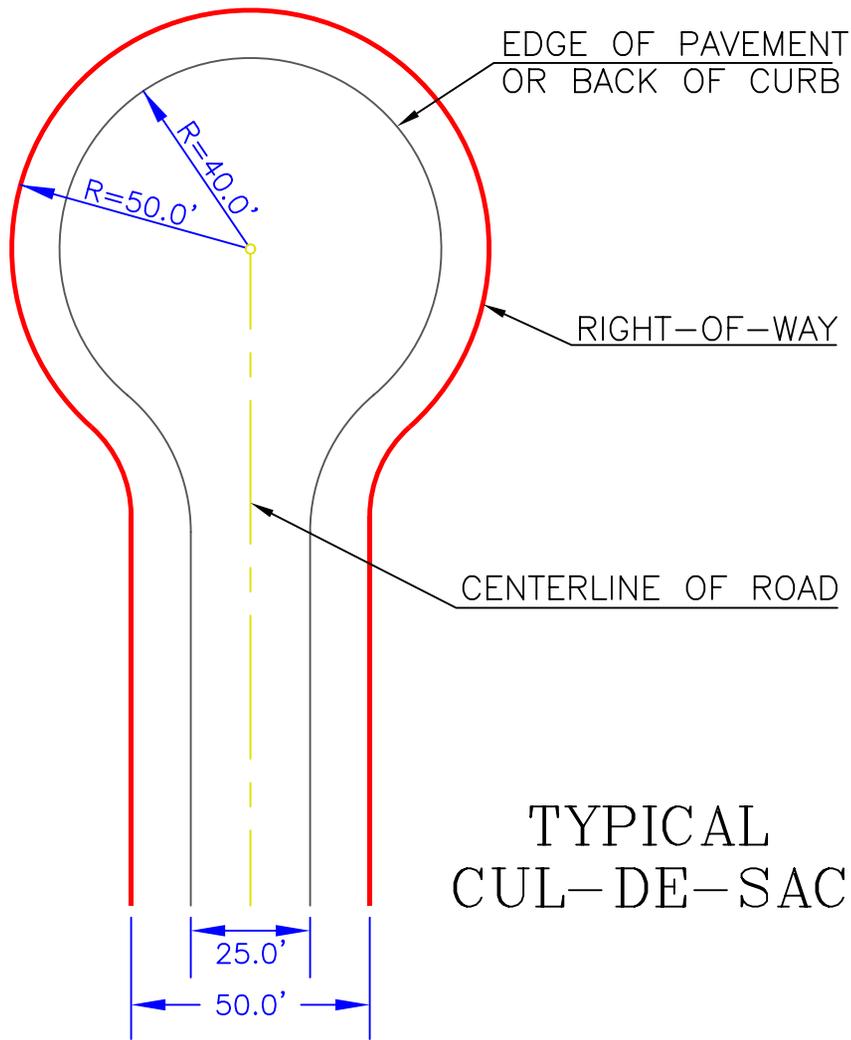
The mountable extruded concrete curb may be used only with prior permission of the Public Works Director.

TOWN OF SIGNAL MOUNTAIN
PUBLIC WORKS DEPT
CONCRETE CURB DETAILS

GRAPHIC SCALE



(IN FEET)
1 inch = 2 ft.



TOWN OF SIGNAL MOUNTAIN
PUBLIC WORKS DEPT
CUL-DE-SAC DETAILS

GRAPHIC SCALE



(IN FEET)
1 inch = 40 ft.

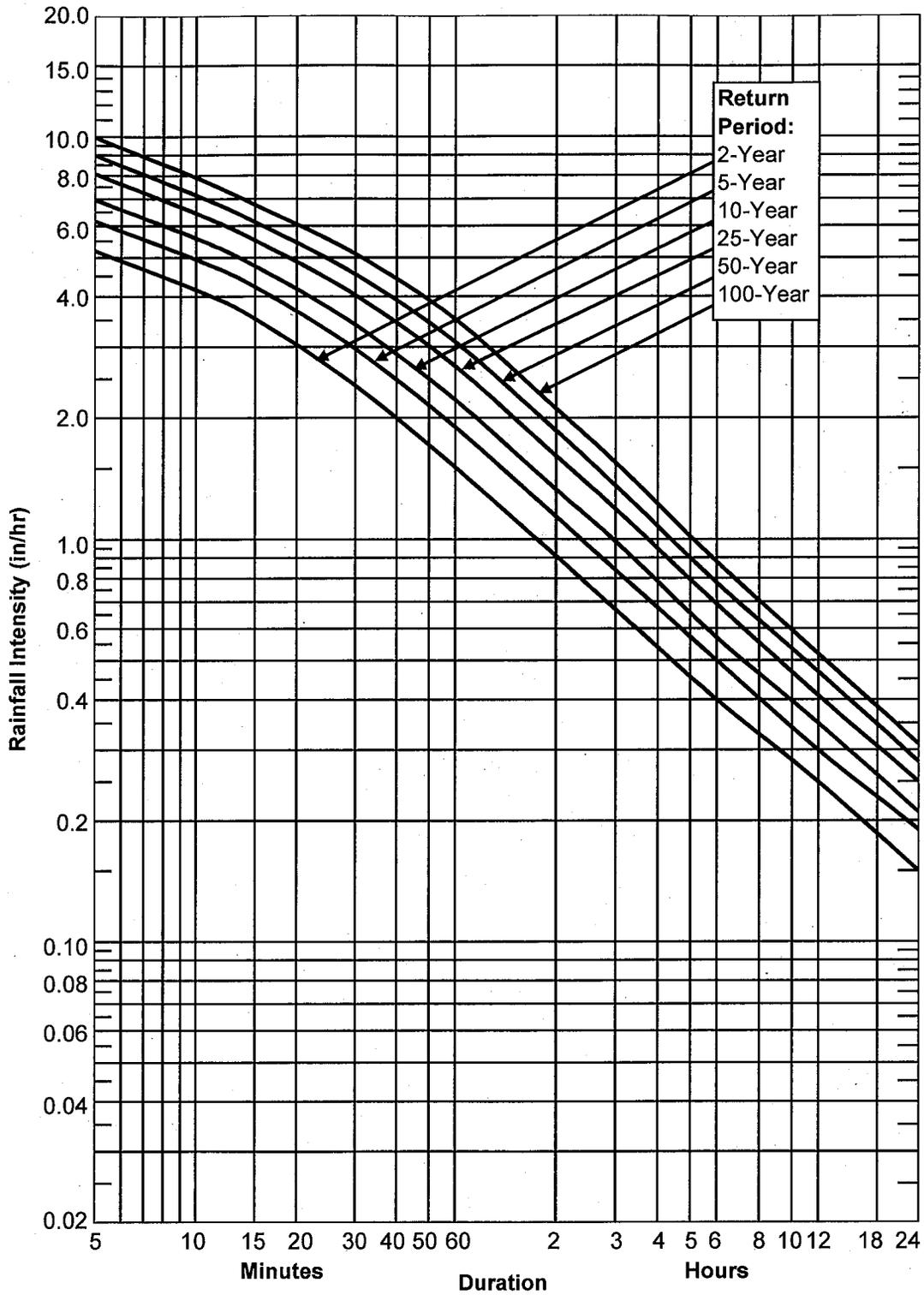


Figure 4A-2
Chattanooga IDF Curve

NOTE: $T_c = 5$ minutes is a minimum value to use in all cases
Reference: National Weather Service, NOAA Atlas 14, Volume 2 (2004)