

**High Point Street Design Standards Manual**

Effective Date: April 4, 2017

**Section 1.1 Purpose**

- (a) The purpose of the *High Point Street Design Standards Manual* is to establish flexible design guidelines by which individual modes of transportation function as an integrated system, thus providing connectivity within the transportation system and choices for citizens to move about High Point and the region.
- (b) High Point's transportation system is one of the most visible components of the city's public infrastructure. The City of High Point has the responsibility to ensure that the transportation system is designed in a manner that is safe, efficient, and contextually consistent with the needs of the community, within reasonable and prudent expectations. These street design standards have been developed in a manner that balances the rights and interests of property owners and the needs of the traveling public for safe and efficient streets. The standards included herein meet the following objectives:
  - (1) To provide street designs that enhance the safety of vehicles and pedestrians;
  - (2) To provide street designs that are consistent with the context of the surrounding environment;
  - (3) To provide street design and construction criteria that accommodate not only motor vehicle traffic, but pedestrian, bicycle, and transit activities as well; and
  - (4) To provide access management to and from streets in a manner consistent with their classification.

**Section 1.2 Public Street Design Criteria**

(a) General

- (1) Street design, right-of-way dedication, and paving of streets in and adjacent to a subdivision shall conform with the requirements of Table 1.2.

TABLE 1.2. PUBLIC STREET DESIGN STANDARDS

STREET CLASSIFICATION	ROW (FT) [1]	PAVEMENT WIDTH (FT) [1] [2]	SIGHT DISTANCE (FT)	CENTERLINE RADIUS (FT)	TURN-AROUND RADIUS: ROW / PAVEMENT (FT)
Major Thoroughfare	90—100	64—68	650	1530	n/a
Minor Thoroughfare					
5-lane	80	60	550	1240	n/a
4-lane	68	48	475	955	n/a
Collector	60	40	400	765	n/a
Subcollector	56	32	250	440	n/a
Local Residential					
w/ribbon [3]	60	22	200	300	n/a
w/curb and gutter	50	26	200	300	n/a
Residential Cul-De-Sac					
w/ribbon [3]	60	22	200	300	50/40
w/curb and gutter	50	26	200	300	50/40
Local Industrial	60	40	325	575	60/50
Industrial Cul-De-Sac	60	40	325	575	60/50
Alley	28	18	80	80	n/a

NOTES:

- [1] Additional width may be required as provided by the City's *Development Ordinance*.
- [2] Dimensions in this column are from face-of-curb to face-of-curb, except for ribbon pavement
- [3] Ribbon pavement allowed subject to the provisions of the City of High Point's *Standard Specifications and Details for Roads, Structures and Utilities*

(2) These streets shall be designed in accordance with the *City's Standard Specifications and Details for Roads, Structures, and Utilities*, or the NCDOT's *Subdivision Roads: Minimum Construction Standards*, as applicable.

(3) Ribbon pavement streets may be allowed for local residential cul-de-sac streets in accordance with the general public street design standards in the *City's Standard Specifications and Details for Roads, Structures, and Utilities*.

(b) Streets Crossing Natural Areas

A street crossing a natural area, wetlands, or stream buffers shall cross at or as near to 90 degrees as possible, within topographic limits.

(c) Spacing Between Intersections

(1) Offset intersections are not desirable and should be avoided.

(2) Intersections that cannot be aligned should be separated in accordance with the design standards established by street classification.

(3) The higher classification street shall determine the distance between intersections along that street.

(4) In the event of unusual topography, a distance less than the design standard, but in no case less than 150 feet, may be approved by the TRC.

(d) Maximum Cul-de-sac Length

The maximum distance from an intersecting through street to the end of a cul-de-sac shall be 1,200 feet, except that a distance up to 1,600 feet may be approved in the WCA.

(e) Temporary Turnarounds

A street stubbed to adjoining land or to phase lines may be required to have temporary turnarounds at the end of the street sufficient to permit sanitation vehicles to turn around.

(f) Grades at Intersections

The grade on stop streets approaching an intersection shall not exceed 5 percent for a distance of 100 feet from the centerline of the intersection.

### **Section 1.3 Street and Traffic Control Sign**

(a) Street Sign

(1) The City shall erect a street name sign that complies with the Manual on Uniform Traffic Control Devices (MUTCD) standards at each of the following locations:

(i) Intersection of public streets; and

(ii) Intersection of a named private street or private drive with a public street. The developer shall pay a fee to the City for each sign required.

- (2) The developer shall erect a sign fabricated with retro reflective material in compliance with the MUTCD standards at each intersection along a private street or private drive. Nonstandard background and letter colors may be allowed for internal private street intersections, if approved by the Transportation Director.

(b) Street Names

Street names, prefixes, suffixes and addresses shall conform to the guidelines and policies set forth in the City's *Street Name and Address Assignment Guidelines and Policies* located in the *Development Guide*.

(c) Traffic Control Signs

The developer shall provide traffic control signs that comply with the MUTCD standards, in locations designated by the City.

(d) Maintenance

Maintenance of a sign on a private street or drive is the responsibility of the owner or owners' association, as appropriate.

**Section 1.4 Block Length**

A block shall not exceed a perimeter length of 6,000 feet, except that a perimeter length of up to 12,000 feet may be approved in the WCA. For the purposes of this section perimeter length is defined as the shortest perimeter measurement along the abutting street right-of-way lines.

**Section 1.5 Modifications to Street Standards**

- (a) The City of High Point recognizes that not all streets will be able to conform to every standard set forth in this Manual. Modifications to these standards maybe granted by the Transportation Director upon evidence that such modifications are in the public interest, are based on sound engineering judgement, and are consistent with the objectives in Section 1.1 of this Manual.
- (b) Requests for modifications must be submitted in writing to the Planning and Development Department in reference to a submitted plan. The request must specify the standard that needs to be modified and the reason that the modification is requested.

**Section 1.6 Amendments to the Manual**

- (a) This manual may be amended from time to time to address new or prevailing standards of practice, changes to the Development Ordinance and other relevant policy documents, grammatical or typographical errors, redundancies, and other general inconsistencies as they may be found. Such changes, when recommended by staff and endorsed by the Directors of Transportation, Engineering Services, and Planning and Development, shall be advertised for public comment for a period of not less than 30 calendar days.

- (b) Advertisement and postings shall be consistent with other City policies pertaining to the solicitation of comments for public documents.

**Section 1.7 Appeals**

- (a) Appeals of any decision made in accordance with this manual shall be made in writing and submitted to the Transportation Director within 30 calendar days of the decision. The appeal shall state the reason for the appeal.
- (b) The Transportation Director shall forward the appeal to the City Manager, who will decide on the appeal within 15 calendar days.
- (c) All decisions of the City Manager shall be considered final.