

an Overview of the

TANEY COUNTY ROAD STANDARDS



Purpose for Road Standards



Taney County is considering adopting these Road Standards primarily to set forth specific, consistent road design elements for developers and other private parties

constructing or modifying road or right-of-way facilities.

In addition, these Standards are intended to support the County's goals for achieving affordable housing, providing adequate facilities for development in an efficient manner, and to balance these goals with the general safety and mobility needs of the traveling public.

In considering these Road Standards, the County has sought to encourage standardization of road design elements where necessary for consistency and to assure so far as possible that the traveling public's safety needs

are met. Considerations include safety, convenience, proper drainage, and economical maintenance. These Standards are to provide identifiable standards to guide private individuals and entities in the administrative process of procuring the necessary County approval. These Standards cannot provide for all situations. They are intended to assist but not to substitute for competent work by design professionals. It is expected that land surveyors and engineers will bring to each project the best of skills from their respective disciplines. These Standards are also not intended to limit unreasonably any innovative

or creative effort, which could result in better quality, better cost savings, or both. Any proposed departure from the Standards will be judged, however, on the likelihood that such variance will produce a comparable result, in every way adequate for the road user and County resident.



Section 1 - Key Definitions

Arterial Street (Primary). A street or highway primarily intended to provide for high volume, moderate speed, and extended trip length traffic movement between major activity centers, with some access to abutting property subordinate to major traffic movement. Corridor movement with trip length and density suitable for substantial statewide travel.

Arterial Street (Secondary). A street which interconnects with and augments the major arterial system. The secondary arterial is primarily intended to provide for moderate volume, moderate

speed, and short to moderate trip length while providing partially controlled access to abutting property. Linkage of cities, larger towns, and other traffic generators (such as major resort areas) that are capable of attracting travel over similarly long distances. Internal spacing consistent with population density, so that all developed areas of the county are within reasonable distances of arterial highways.

Collector Street. A street which collects and distributes traffic to and from local and arterial street systems. The collector is primarily intended to provide for

low to moderate volume, low speed, and short trip length trips while providing access to abutting property. These routes serve larger towns not directly served by the higher systems, and other traffic generators such as schools, shipping points and agricultural areas. These routes link these places with nearby towns or cities, or with routes of higher classifications.

Local Street. A street primarily providing direct access to abutting property and designed to accommodate low-volume, low-speed traffic.

Table of Contents of Proposed Standards

- Section 1 – Definitions
- Section 2 – Street Requirements
- Section 3 – Design Criteria and Standards
- Section 4 – Construction and Approval
- Appendix – Standard Details



ALL TEMPORARY CONSTRUCTION EASEMENTS SHALL BE RECORDED AND FILED WITH THE TANEY COUNTY RECORDER BY THE DEVELOPER PRIOR TO FINAL APPROVAL.

Section 2 - Street Requirements

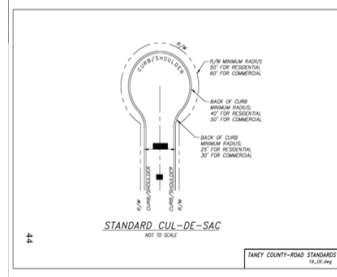
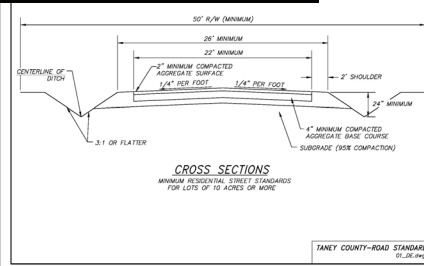
PLANS

- Street Plans shall be approved by Taney County prior to starting any construction.
- Plans must be designed by a Professional Engineer.

Lot Size	Allowable Road Type			
	Gravel	Chip Seal	Asphalt	Concrete
Less than 2 Acres			X	X
2-5 Acres		X	X	X
Greater than 5 Acres	X	X	X	X

STREET LAYOUT

- Provisions must be made for extension and continuation of streets into and from adjoining areas.



END OF STREET DETAILS

- Subdivision signs shall be located outside ROW and sight triangle.
- Streets shall end with Cul-De-Sac or Hammerhead turn around.

GATED SUBDIVISIONS

- Private streets in gated communities shall adhere to public street standards.

PRIVATE IMPROVEMENTS

- Will not be maintained by Taney County and shall be noted as such.



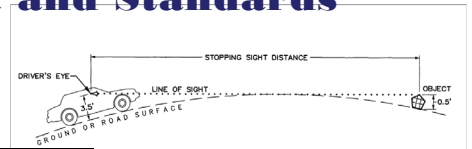
Section 3 - Design Criteria and Standards

APPROVAL OF PLANS

- Taney County must approve all plans for public roads.
- Expense for Taney County's Review Engineer fee will be paid by the Developer.

HORIZONTAL ALIGNMENT

Street Types	Minimum Curve Radius
Local	175 feet
Collector	400 feet
Arterials	600 feet



SIGHT DISTANCE

Street Types	Sight Distance
Pr. Arterial	660 feet
Sec. Arterial	300 feet
Collector	300 feet
Local	125 feet



GRADES

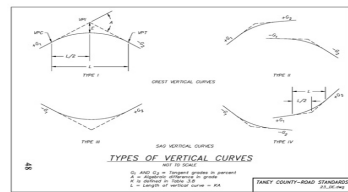
- The minimum grade on curb and gutter streets shall be one-half percent (1/2%).
- The maximum grade shall be eight percent (8%) on arterials, twelve percent (12%) on collectors and fifteen percent (15%) on local streets.



VERTICAL CURVES

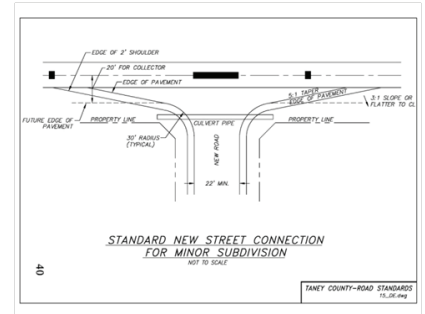
- Vertical curves shall be used in changes of grade exceeding two percent (2%).

Street Type	Crest	Sag
Local	28	35
Collector	50	50
Arterials	80	60



STREET INTERSECTIONS

- Streets shall intersect at no less than 85 degrees.
- Clear sight triangles must be indicated on the plat.



RIGHT OF WAY AND ROADWAY WIDTHS

	Type of Street	Right-of-Way	Roadway Width
Local	Residential	50'	26'
	High Density Residential	50'	31'
	Industrial/ Commercial	60'	36' - 49'
	(Provides access to industrial/commercial properties.)		
Collector	Residential	60'	31' - 49'
	Industrial/ Commercial	60'	39' - 49'
	(Typical residential collector is 31 feet. Could go up to 49 feet depending on conditions; i.e., three (3) lanes or four (4) lanes.)		
Secondary Arterial		70' - 80'+	TBD
Primary Arterial		100'+	TBD

Section 4 - Construction and Approval

SEDIMENT & EROSION CONTROL

- Sediment and Erosion Control must be in place prior to start of construction.

REFERENCES

- Reference is made to the "Missouri Standard Specifications for Highway Construction."

INSPECTIONS

- clearing and grubbing
- base & subgrade prepared
- curb construction
- all asphalt operations
- seal coating operations
- completion of all streets and utility construction
- Final inspection for approval.

The developer is responsible for all cost associated with the inspection.

Developers shall complete all public improvements required for their development before acceptance of the Final Plat.



If the work is not completed within two years, the County may complete or have work completed with the Bond or Letter of Credit (LOC), to the extent of the funding of the Bonds or LOC.

Developers may submit a bond covering the cost of incomplete items, and therefore would be allowed to record Final Plat.



ALL RIGHT-OF-WAY PINS MUST BE SET DEFINING PUBLIC RIGHT-OF-WAY

TANEY COUNTY, MISSOURI

ROAD AND BRIDGE DEPARTMENT

P.O. Box 1018
Phone: 417-546-7268
Fax: 417-546-7710
E-mail: Road@co.taney.mo.us

Frank

Insert your text or comments here.



We're on the Web at:
www.co.taney.mo.us



COMMENTS

Your comment in regards to these proposed Road Standards is greatly appreciated.

All comments and input will be received by the Taney County Road and Bridge Department and forwarded to the Taney County Commission for consideration.

Please feel free to contact the Taney County Road and Bridge Department to receive a full copy of the proposed Road Standards.

TANEY
COUNTY,
MISSOURI

ROAD
STANDARDS

[This document contains the Road Standards Adopted by the Taney County Commission on XXXXXXXX #8, 2008. These Standards have been developed to provide criteria for constructing roads in Taney County.]

