

**Appendix A -
Minimum Standards for Street Design**

	Major Thorough- fares	Secondary and Collector Thoroughfares and Multifamily Thoroughfares	Local Residential Streets	Cul-de-sac	In Business District	In Industrial Districts
Right -of-way width	80-100 ft	80 ft	66 ft	45 ft radius	80-100 ft	80-100 ft
Pavement width with curb and gutter (back to back of curb)	48-72 ft	40 ft	30 ft	30 ft radius	40 ft	40 ft
Minimum radius of horizontal curves (road center line dimension)	500 ft	400 ft	100 ft	100 ft	500 ft	500 ft
Vertical curves (minimum sight distances measured a point 3.5 feet above the center line of the roadways to a point above 0.5ft	80-100 ft	400 ft	200 ft	200 ft	500 ft	500 ft
Minimum tangents between reverse curves (road center line dimension)	250 ft	100 ft	100 ft	0 ft	200 ft	200 ft
Maximum gradient	6 %	6 %	8 %	8 %	6 %	6 %
Minimum gradient	0.5 %	0.5 %	0.5 %	0.5 %	0.5 %	0.5 %
Minimum curb radius at street intersections	35 ft	30 ft	25ft	25ft	30 ft	50 ft
Without curb and gutter pavement width	36-72 ft	30 ft	24ft	24ft	N/A	30 ft
Shoulder type and width	agg/8 ft	agg/6 ft	earth/6 ft	earth/4 ft	N/A	agg/8 ft

Footnotes:

- #1. Where a proposed subdivision is to be constructed adjacent to an existing “Major Highway,” the Planning Commission may require a sidewalk along such major travelway.
- #2. The Planning Commission may waive sidewalk requirements adjacent to Collector Streets in industrial subdivisions.
- #3. The Village Board of Trustees, after recommendation from the Planning Commission, shall determine the classification of a Travelway.