

SECTION 02501 - STANDARDS OF ROADWAY GEOMETRIC DESIGN

PART 1 - GENERAL

1.1 Secondary Plats shall conform to the following requirements and standards:

A. Minimum Pavement Width

1. Minimum pavement widths, to be installed at the subdivider's expense, shall be as follows:
 - a. Primary Arterials: Four (4) lanes at 12 feet, 16 feet center turn lane, plus two (2) feet curb and gutter.
 - b. Secondary Arterials: Four (4) lanes at 12 feet, or two (2) lanes at 12 feet plus two (2) parking lanes at ten (10) feet, plus two (2) feet curb and gutter.
 - c. Collector Streets: 36 feet back of curb to back of curb (2 feet curb and gutter).
 - d. Local Streets: 31 feet back of curb to back of curb (2 feet curb and gutter).
 - e. Subdivision Streets: Per standard drawings G-1, G-2, G-5 through G-9.
 - f. The pavement of a turning circle at the end of cul-de-sacs shall have a minimum outside diameter of 76 feet for local cul-de-sacs and 100 feet for all others.
 - g. Alleys: Per standard drawing G-10.
 - h. In all commercial areas, the minimum pavement width shall be 36 feet back of curb to back of curb or as approved by variance by the WPWD Engineer.
2. In all industrial areas, the minimum pavement width shall be 24 feet with 8 feet of shoulder on each side of the pavement with "No Parking" on the shoulders.

B. Street Grades, Curves, and Sight Distances

1. The minimum vertical grade for all streets shall be 0.5%.
2. Maximum Vertical Grades
 - a. The maximum vertical grade for Primary Arterials and Secondary Arterials shall be 5.0%.
 - b. The maximum vertical grade for Collectors shall be 8%.
 - c. The maximum vertical grade for Local Roads or Streets shall be 8%.
 - d. The first 25 feet of an intersecting roadway, from the outer edge of a through roadway, shall be designed with a two percent (2%) downward grade. With a sag vertical curve

situation, the two percent grade shall connect with the remaining street profile grade using a minimum vertical curve length of 50 feet. This sag vertical curve may start at the edge of the through roadway. With a crest vertical curve at the approach to an intersection, the two percent downward grade shall extend 25 feet from the edge of the through roadway and the crest vertical curve can begin at that point. The length of the crest vertical curve shall meet the requirements of the 1990 AASHTO Standards for crest vertical curves.

3. Vertical curves shall be designed to meet or exceed 1990 AASHTO Standards for sag and crest vertical curves as shown in Tables III-40 and III-42.
 - a. Local Roads or Streets shall have a design speed of 30 mph.
 - b. Collectors shall have a design speed of 30 mph.
 - c. Primary Arterials and Secondary Arterials shall have a minimum design speed of 40 mph.
4. Horizontal centerline curve radius shall meet or exceed 1990 AASHTO Standards and shall correspond to the following design speeds:
 - a. Subdivision Roads shall have a design speed of 30 mph and require a 150 foot minimum centerline radius. Any variances to this standard must be requested in writing and approved by the WPWD Engineer.
 - b. Local Roads or Streets and Collectors shall have a design speed of 30 mph and require a 300 foot minimum centerline radius.
 - c. Primary Arterials and Secondary Arterials shall have a design speed of 40 mph and require a 675 foot minimum centerline radius.
 - d. Tangent distance between reverse curves shall be 100 feet.
5. The maximum length cul-de-sac length shall be 600 feet measured along the centerline from the intersection at the origin to the center of circle. Each cul-de-sac shall have a terminus of circular shape with minimum right-of way diameter of 100 feet for residential use and 120 feet for industrial use. Reference Figure P-12.

C. Intersections

1. At street and alley intersections, property line corners shall be rounded by an arc, the minimum radius of which shall be 20 and

ten (10) feet respectively. In business districts, a chord may be substituted for such arc.

2. Street curb intersections shall be rounded by radii of at least 25 feet. A radius of 40 feet shall be used at the intersection with a Primary Arterial, Secondary Arterial or Collector street.
3. The above minimum radii shall be increased when the angle of street intersection is less than 90 degrees.
4. Intersections of more than two (2) streets at one point will not be allowed.
5. Street jogs with centerline offsets of less than 125 feet shall not be permitted.
6. All streets shall intersect at 90 degrees whenever possible for a minimum distance of 100 feet; however, in no instance shall they intersect at less than 80 degrees onto Primary Arterials, Secondary Arterials, or Collectors; or at less than 70 degrees onto Local Roads or Streets.
7. The following paragraphs shall be required as provisions of restrictive covenants of all Secondary Plats to which they apply:
 - a. No fence, wall, hedge, tree or shrub planting which obstructs sight lines and elevations between three (3) and nine (9) feet above the street shall be placed or permitted to remain on any corner lot within the triangular area formed by the street right-of-way lines and a line connecting points 40 feet from the intersection of said street lines 40 feet for Collectors and Local Roads and Streets; and 75 feet for Primary Arterials and Secondary Arterials, or in the case of a rounded property corner, from the intersection of the street right-of-way lines extended.
 - b. The same sight line limitations shall apply to any lot within ten (10) feet of the intersection of a street right-of-way line with the edge of the driveway pavement or alley line. No driveway shall be located within 75 feet of the intersection of two streets.
8. At the intersection of any proposed Subdivision Road or Local Road or Street with a Primary Arterial, Secondary Arterial, or Collector, acceleration and deceleration lanes, passing blisters or left turn lanes shall be provided on the Primary Arterial, Secondary Arterial, or Collector. Reference Figure G-13.

D. Easements

1. Where alleys are not provided, easements for utilities shall be provided. Such easements shall have minimum widths of 20 feet, and where located along lot lines, one-half the width shall be taken from each lot.

2. Where a subdivision is traversed by a watercourse, drainage ditch, channel, or stream, adequate areas for storm water or drainage easements shall be allocated for the purpose of widening, deepening, sloping, improving or protecting said watercourses in accordance with the requirements of the Hamilton County Drainage Board and/or the Westfield Utilities Department.
3. The subdivider shall be encouraged to design for the placement of utility lines underground, following the required standards and specifications established by each utility company. The location of each underground utility system shall be shown by appropriate easement lines on the proposed plat.

E. Obstruction Free Zones

The obstruction free zone is defined as the roadside area next to the travelway which should be free from hazards and obstructions. Obstacles within the obstruction free zone limits should be removed, made breakaway, or shielded with guardrail. The obstruction free zone values given below are minimums and should be extended where accident experience indicates a wider zone would further enhance safety.

The following obstruction free zones apply to roadway projects:

1. Rural and Urban Arterials with Shoulders. Where the design speed is 50 mph or greater and the design ADT is over 1500, the minimum obstruction free zone is 20 ft from the edge of the through traffic lanes or to the right-of-way line, whichever is less. For roadways where the design speed is less than 50 mph, and the design ADT is less than 1500, the minimum obstruction free zone from the edge of through traffic lanes is 10 ft plus the usable shoulder width provided, or to the right-of-way line, whichever is less.
2. Rural and Urban Collectors with Shoulders. Where the design speed is 50 mph or greater and the design ADT is over 1500, the minimum obstruction free zone from the edge of the through traffic lanes is 10 ft plus the usable shoulder width provided, or to the right-of-way line, whichever is less. For Roadways where the design speed is less than 50 mph and design ADT is less than 1500, the minimum obstruction free zone from the edge of through traffic lanes is 6.5 ft, plus the usable shoulder width provided, or to the right-of-way line, whichever is less.
3. Rural and Urban Local Roads and Streets with Shoulders. The minimum obstruction free zone from the edge of the through

traffic lane is 6.5 ft plus the usable shoulder width provided, or to the right-of-way line, whichever is less.

4. Curbed Roadways. Where curbs are 6 in. or higher and the posted speed limit is less than 50 mph, the minimum obstruction free zone from the face of the curb should be 1.6 ft. However, for traffic signal supports the minimum obstruction free zone should be 2.6 ft. Where the curbs are less than 6 in. in height or the posted speed limit is 50 mph or greater regardless of curb height, the minimum obstruction free zone will be the same as defined in Items A, B, or C above.
5. Appurtenance-Free Area. Roadways for all functional classifications should have a 1.6 ft appurtenance-free area from the face of curb or from the edge of the travel lane if there is no curb. For traffic signal supports, a 2.6 ft clearance should be provided. The appurtenance free area is defined as a space in which nothing, including breakaway safety appurtenances, should protrude above the paved or earth surface. The objective is to provide a clear area adjacent to the roadway in which nothing will interfere with extended side-mirrors on trucks, with the opening of vehicular doors, etc.
6. On-Street Parking. The following obstruction-free zone requirements will apply to facilities with on-street parking.
 - a. Continuous 24-Hour Parking. No obstruction-free zone is required on facilities where there is continuous 24-hour parking, except that the appurtenance-free area as shown in Figure 55-5A should be provided from the face of the curb or edge of the parking lane if there is no curb.
 - b. Parking Lane Used as a Travel Lane. The obstruction-free zone should be determined assuming the edge of the parking lane as the right edge of the farthest right travel lane.
7. Application
 - a. The designer should eliminate or modify the following hazards, according to the above treatments, if they are within the obstruction free zone:
 - b. Tree Removal. Trees that will mature to a diameter of 4 in. or more should be removed from the obstruction free zone, unless shielded by a protective device required for other purposes. Trees on back slopes may generally

remain if they are unlikely to be impacted by errant vehicles.

- c. Obstructions. Obstructions within the obstruction free zone, such as rough rock cuts, boulders, headwalls, foundations, etc., with projections that extend more than 4 in. above the ground line should be removed, relocated, made breakaway or shielded with guardrail as appropriate. A rough rock cut is one that presents a potential vehicular snagging problem.
- d. Sign and Light Supports. Sign posts and light poles to remain within the obstruction free zone will be made breakaway. In urban areas where pedestrian traffic is prevalent, breakaway light supports should not be used. However, these supports should, as a minimum, be offset beyond the obstruction free zone value as presented in Section 02501 – 1.1 – E or desirably behind the sidewalk. In other areas where pedestrian traffic is prevalent, the use of breakaway supports will be considered on a case-by-case basis by the field review team.
- e. Traffic Signals. Traffic signal supports should be placed to provide the obstruction-free zone through the area where the traffic signal supports are located. However, the following exceptions will apply:
- f. Channelized Islands. Installation of signal supports in channelizing islands should be avoided, if practical, however, if a signal support must be located in a channelizing island, a minimum clearance of 30 ft should be provided from all travel lanes (including turn lanes) in rural areas and in urban areas where the posted speed is greater than 45 mph. In urban areas where the island is bordered by a barrier curb and the posted speed is 45 mph or less, a minimum clearance of 10 ft should be provided from all travel lanes (including turn lanes).
- g. Non-Curbed Facilities (Posted Speeds \geq 50 mph and ADT $>$ 1500). Where conflicts exist such that the placement of the signal supports outside of the obstruction-free zone is impractical (e.g., conflicts with buried or utility cables), the signal supports should be located at least 10 ft beyond the outside edge of the shoulder.
- h. Non-Curbed Facilities (Posted Speeds $<$ 50 mph or ADT \leq 1500). Where conflicts exist such that the placement of the signal supports outside of the obstruction-free zone is impractical (e.g., conflicts with buried or utility cables), the signal supports should be

located at least 6.5 ft beyond the outside edge of the shoulder.

- i. Culverts. Culvert ends are considered to be within the obstruction free zone if the point at which the top of the culvert protrudes from the slope is within the obstruction free zone. Transverse Slopes on Side Roads and Private Drives. Steep transverse slopes on side roads and private entrances should be considered for flattening, if practical. Desirably these slopes should be 6:1 or flatter, but in no case should they be steeper than 4:1. Transverse slopes on median crossovers will be 10:1 or flatter.
- j. Curbs. Curbs should generally be removed on rural highways where posted speeds are greater than 45 mph. The proper placement of traffic control devices must be considered in reviewing the removal of corner island curbs where such devices are located. This item is not intended to cover divisional (channelizing) islands separating two-way traffic or curbs at the edge of shoulder for drainage. In the latter two cases, sloping curbs should be used on highways with posted speeds greater than 45 mph. Curbs higher than 4 in. should not be used in conjunction with guardrail. The face of curbs, used in conjunction with guardrail, should desirably be behind the face of the rail. If this cannot be achieved, the face of the curb may be located flush with the face of the rail.
- k. Utility Poles. Utility poles within the obstruction free zone which are not owned by the Town of Westfield or INDOT often constitute a significant hazard and should be removed or relocated. Utility companies should be requested to relocate utility poles that are located in high vulnerability areas such as channelizing islands, or where the accident history indicates there has been a utility pole accident problem. The Development Construction Division, based on their judgment, will determine where such work is warranted.
- l. Non-Traversable Hazards. Fill slopes steeper than 1:1 with a height greater than 2 ft within the obstruction-free zone should be flattened to the extent practical. If any part of a drainage ditch appears within the obstruction-free zone, it should be relocated.

PART 2 - PRODUCTS

Not Applicable

PART 3 - EXECUTION

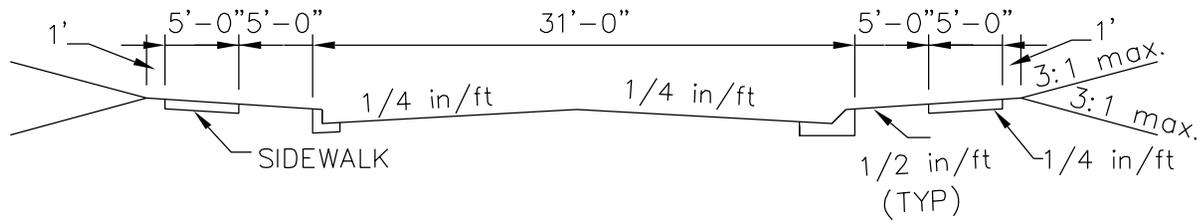
Not Applicable

PART 4 – FIGURES

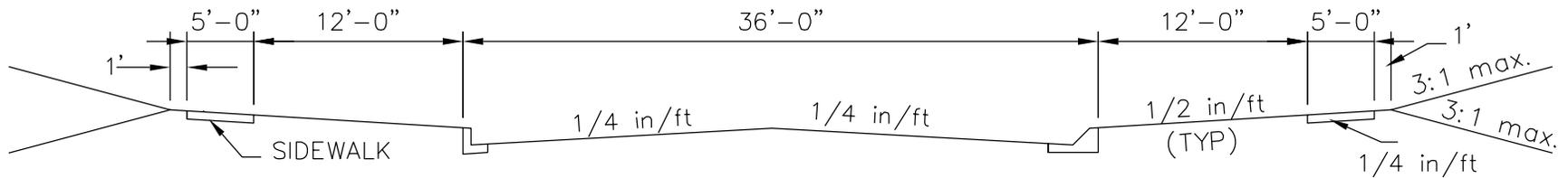
4.1 STANDARD GENERAL DETAILS

<u>FIGURE</u>	<u>DESCRIPTION</u>
G-1	Typical Cross Section – Collector and Local Streets
G-2	Typical Cross Section – Local Street With Type A Trees
G-3	Typical Cross Section – Secondary Arterial
G-4	Typical Cross Section – Local Street With Type B Trees
G-5	Typical Cross Section – Boulevard Entrance With Type A Trees and Parking
G-6	Typical Cross Section – Boulevard Entrance With Type A Trees
G-7	Typical Cross Section – Local Street With Type A Trees and Parking on Both Sides
G-8	Typical Cross Section – Local Street With Type A Trees and Parking on One Side
G-9	Typical Cross Section – Local Street With Type A Trees and No Parking
G-10	Typical Cross Section – Alley
G-11	List of Acceptable Trees – Type A
G-12	List of Acceptable Trees – Type B
G-13	Minimum Subdivision Entrance
G-14	Adopted Thoroughfare Plan
G-14.1	Adopted Thoroughfare Plan
G-15	Residential Driveway Standard

END OF SECTION 02501

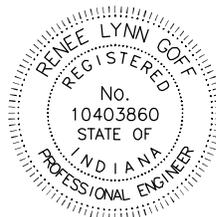


TYPICAL SECTION – LOCAL STREET



TYPICAL SECTION – COLLECTOR STREET

- NOTES:
1. The curb & gutter shall be Type I or Type II as shown on the Curb & Gutter standard sheets. Type II curb & gutter shall be used adjacent to, and in, non-residential or multi-family residential areas and on entrances of residential development along thoroughfares.
 2. For curb and gutter detail, see figure P-8
 3. For minimum required Right of Way, see figures G-14 and G-14.1

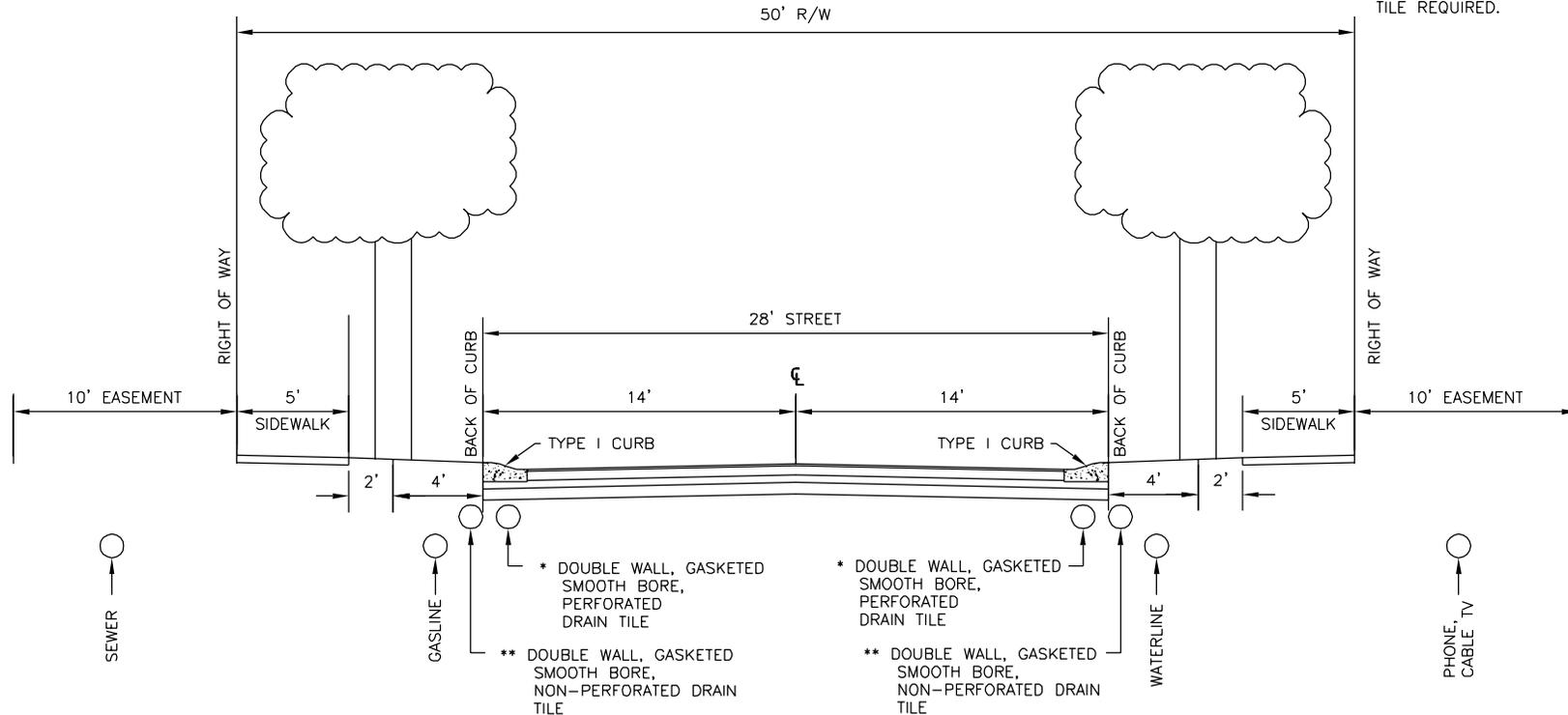


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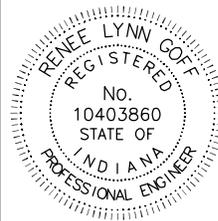
FIGURE G-01

- NOTES:
1. FOR 31' STREETS, 54' R/W WILL BE REQUIRED.
 2. ONLY TREE SPECIES APPROVED BY WESTFIELD PUBLIC WORKS MAY BE USED.
- * DOUBLE WALL, SMOOTH BORE, GASKETED, PERFORATED DRAIN TILE REQUIRED.
 - ** DOUBLE WALL, SMOOTH BORE, GASKETED, NON-PERFORATED DRAIN TILE REQUIRED.



1/8" = 1'-0"

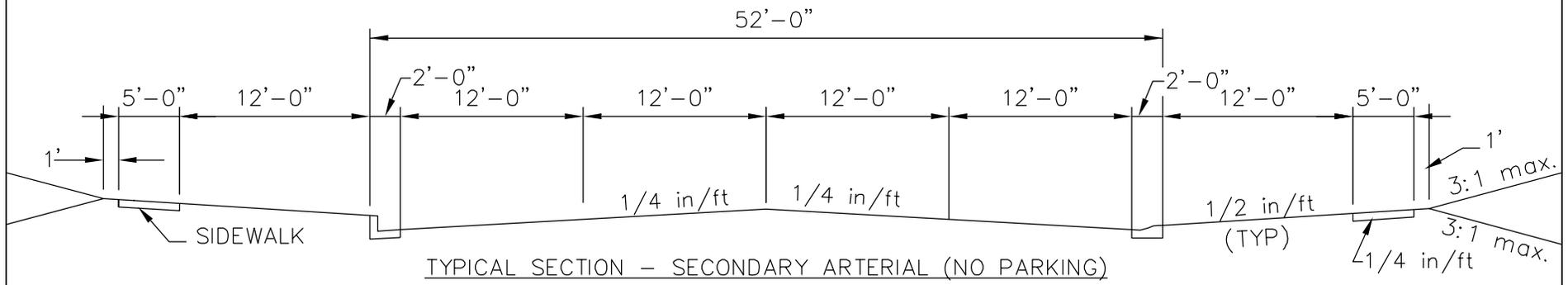
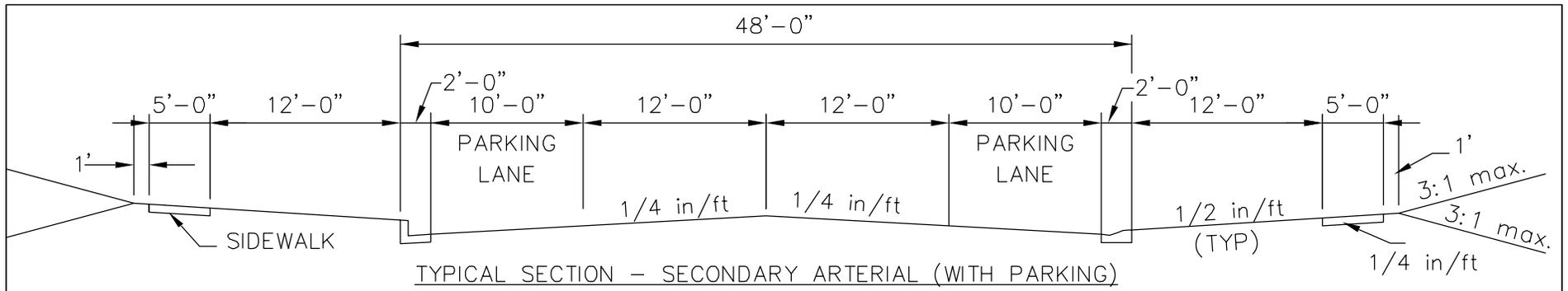
TYPICAL CROSS SECTION: LOCAL STREETS TYPE A TREES



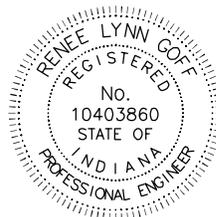
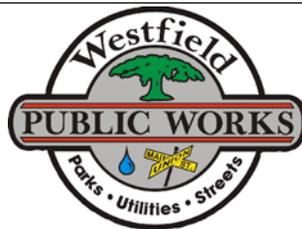
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FIGURE G-02



- NOTES:
1. The curb & gutter shall be Type I or Type II as shown on the Curb & Gutter standard sheets. Type II curb & gutter shall be used adjacent to, and in, non-residential or multi-family residential areas and on entrances of residential development along thoroughfares.
 2. For curb and gutter detail, see figure P-8
 3. For minimum Right of Way requirements, see figures G-14 and G-14.1

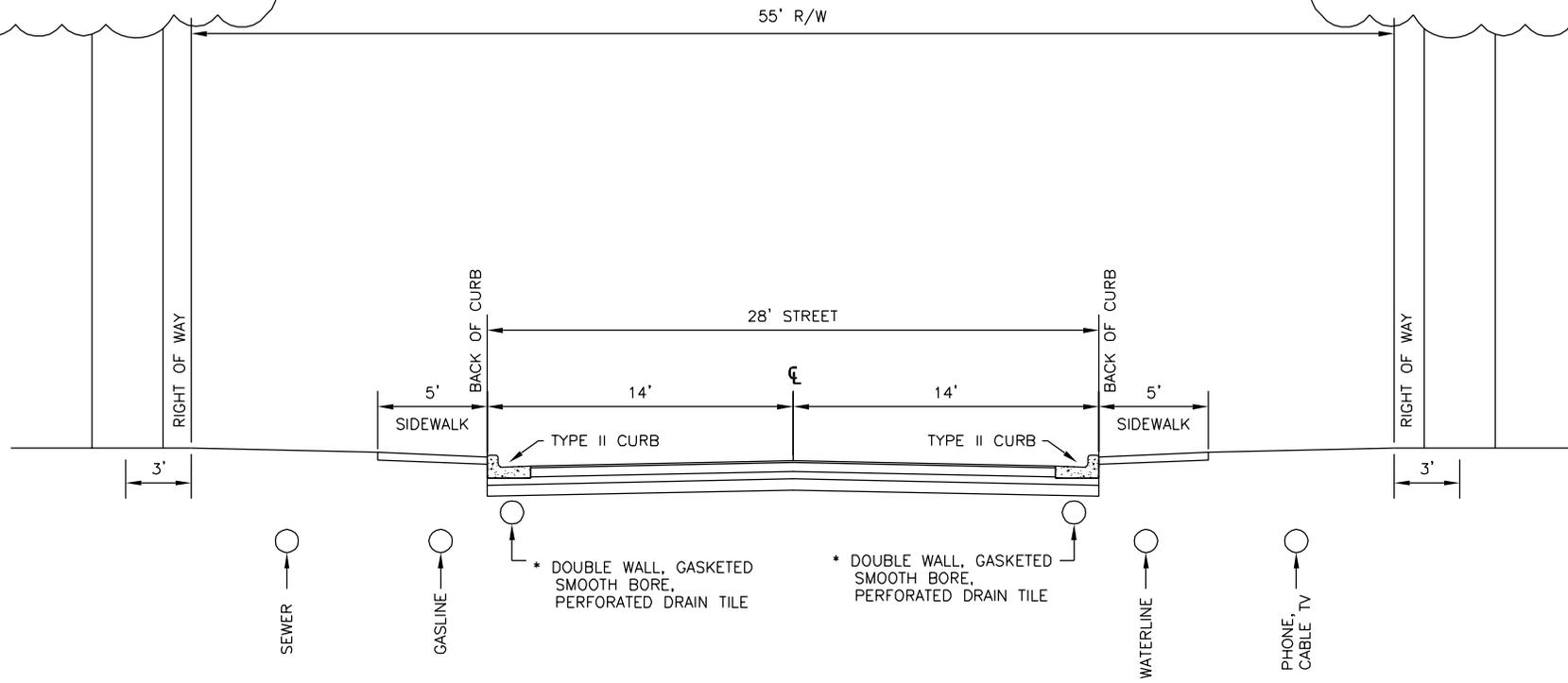


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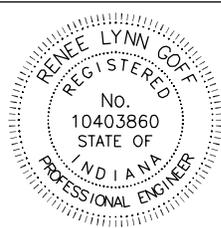
FIGURE G-03

- NOTES:
1. FOR 31' STREETS, 59' R/W WILL BE REQUIRED.
 2. ONLY TREE SPECIES APPROVED BY WESTFIELD PUBLIC WORKS MAY BE USED.
- * DOUBLE WALL, GASKETED, SMOOTH BORE, PERFORATED DRAIN TILE REQUIRED.



1/8" = 1'-0"

TYPICAL CROSS SECTION: LOCAL STREETS TYPE B TREES



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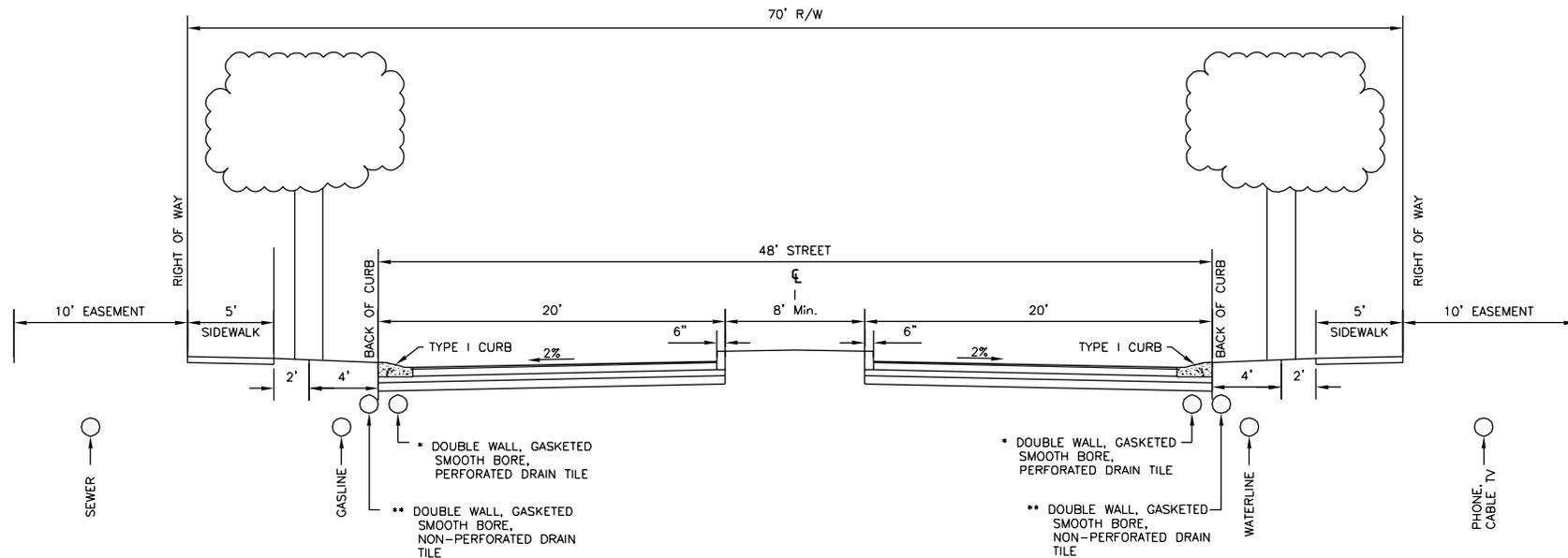
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FIGURE G-04

NOTES:
 1. ONLY TREE SPECIES APPROVED BY WESTFIELD PUBLIC WORKS MAY BE USED.

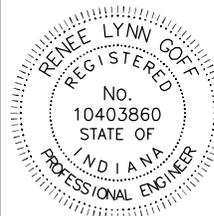
* DOUBLE WALL, GASKETED SMOOTH BORE, PERFORATED DRAIN TILE REQUIRED.

** DOUBLE WALL, GASKETED, SMOOTH BORE, NON-PERFORATED DRAIN TILE REQUIRED.



Not to Scale

TYPICAL CROSS SECTION: LOCAL STREETS TYPE A TREES
 BOULEVARD SECTION WITH PARKING



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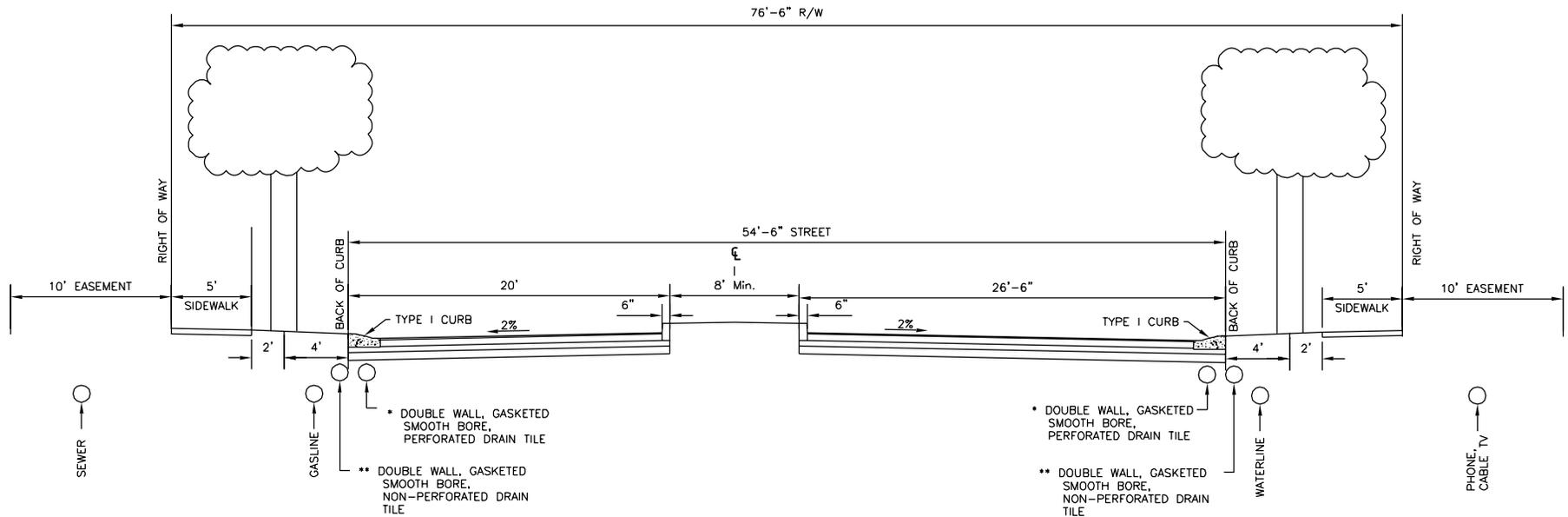
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FIGURE G-05

NOTES:
 1. ONLY TREE SPECIES APPROVED BY WESTFIELD PUBLIC WORKS MAY BE USED.

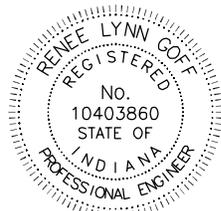
* DOUBLE WALL, GASKETED, SMOOTH BORE, PERFORATED DRAIN TILE

** DOUBLE WALL, GASKETED, SMOOTH BORE, NON-PERFORATED DRAIN TILE REQUIRED.



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TYPICAL CROSS SECTION: LOCAL STREETS TYPE A TREES
 BOULEVARD SECTION AT SUBDIVISION ENTRANCE



TOWN OF WESTFIELD, INDIANA

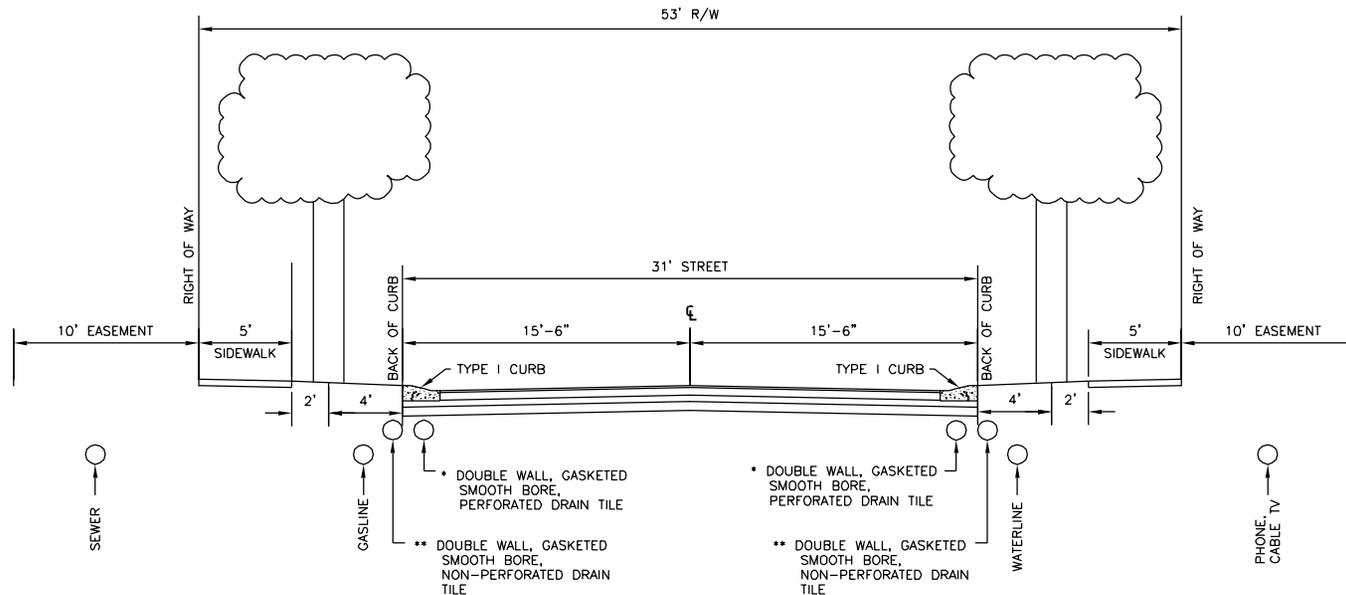
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FIGURE G-06

NOTES:
 1. ONLY TREE SPECIES APPROVED BY WESTFIELD PUBLIC WORKS MAY BE USED.

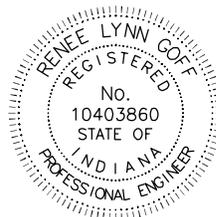
* DOUBLE WALL, GASKETED, SMOOTH BORE, PERFORATED DRAIN TILE

** DOUBLE WALL, GASKETED, SMOOTH BORE, NON-PERFORATED DRAIN TILE REQUIRED.



Not to Scale

TYPICAL CROSS SECTION: LOCAL STREETS TYPE A TREES
 MAIN SUBDIVISION ROADWAY WITH PARKING BOTH SIDES



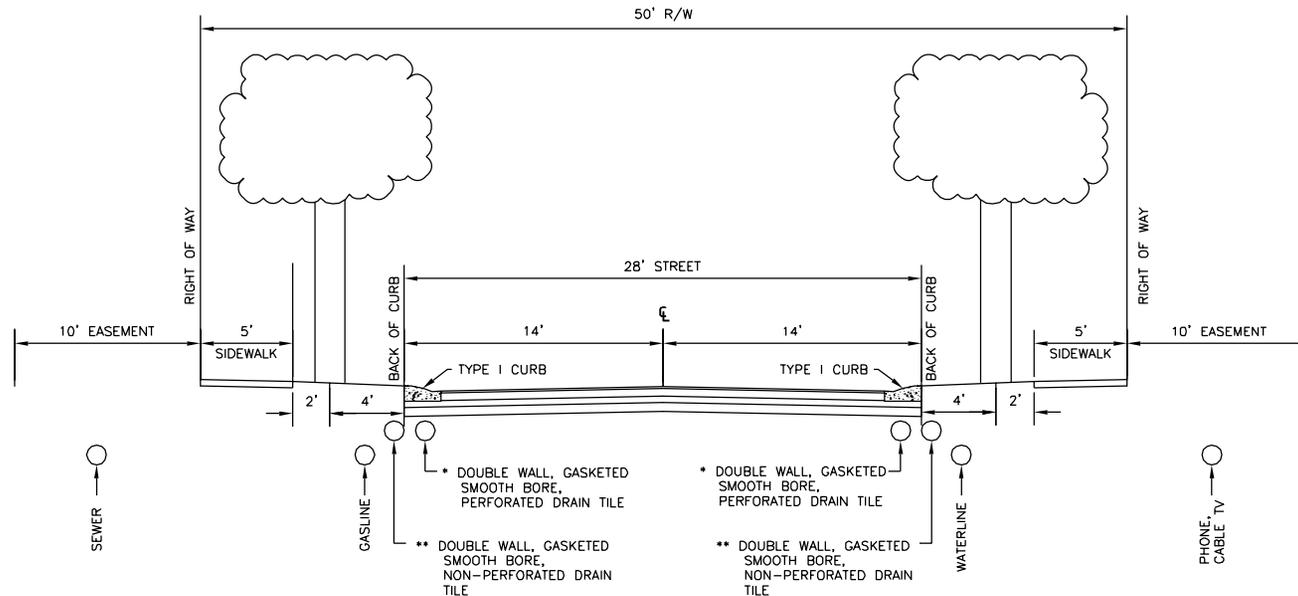
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FIGURE G-07

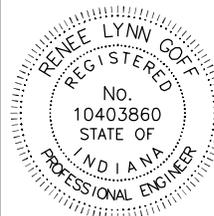
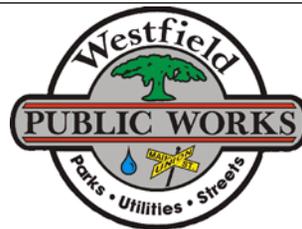
NOTES:
 1. ONLY TREE SPECIES APPROVED BY WESTFIELD PUBLIC WORKS MAY BE USED.

- * DOUBLE WALL, GASKETED SMOOTH BORE, PERFORATED DRAIN TILE
- ** DOUBLE WALL, GASKETED, SMOOTH BORE, NON-PERFORATED DRAIN TILE REQUIRED.



Not to Scale

TYPICAL CROSS SECTION: LOCAL STREETS TYPE A TREES WITH PARKING ONE SIDE



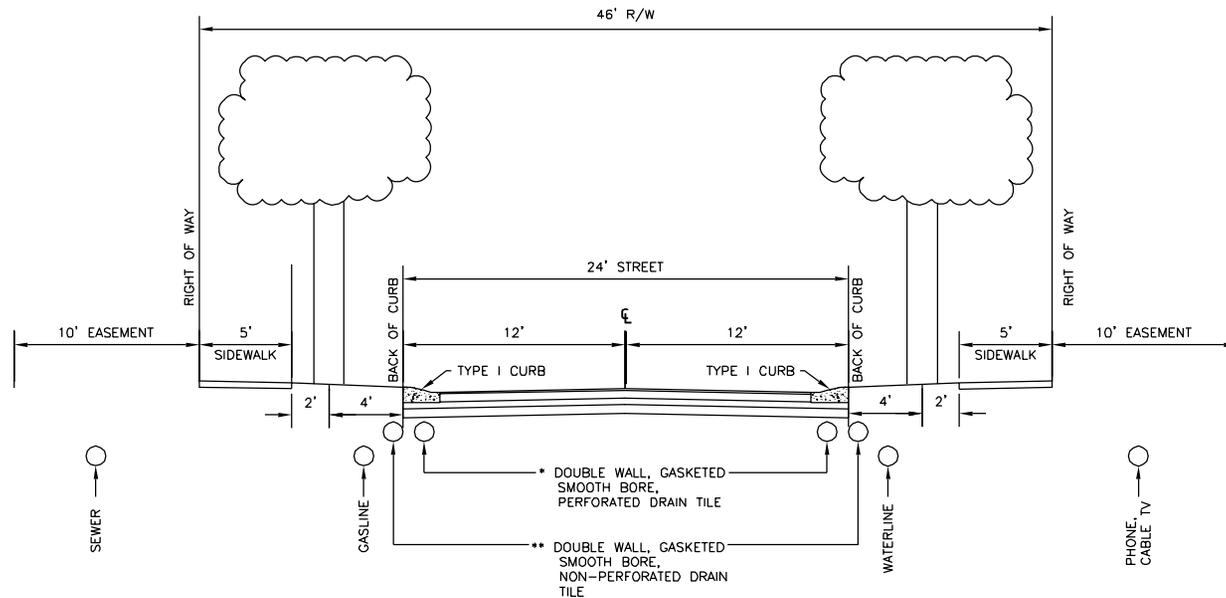
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FIGURE G-08

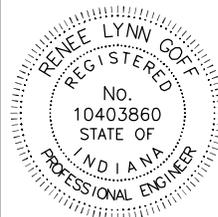
NOTES:
 1. ONLY TREE SPECIES APPROVED BY WESTFIELD PUBLIC WORKS MAY BE USED.

- * DOUBLE WALL, GASKETED SMOOTH BORE, PERFORATED DRAIN TILE
- ** DOUBLE WALL, GASKETED, SMOOTH BORE, NON-PERFORATED DRAIN TILE REQUIRED.



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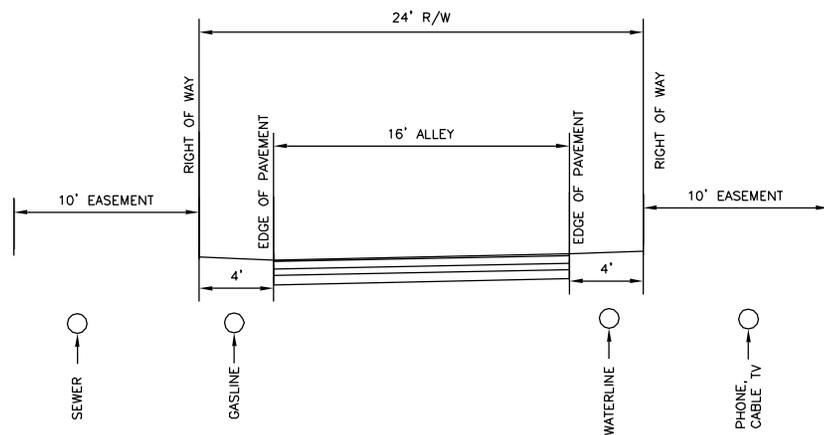
TYPICAL CROSS SECTION: LOCAL STREETS TYPE A TREES WITH NO ON STREET PARKING



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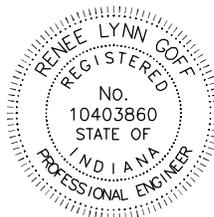
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FIGURE G-09



Not to Scale

TYPICAL CROSS SECTION: LOCAL ALLEY



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FIGURE G-10

TYPE "A" TREES*

Genus	Species	Common Name.
Aesculus	hippocastanum	Horse Chestnut
Fagus	grandifolia	American Beech
Fagus	sylvatica	European Beech
Fraxinus	americana	White Ash
Fraxinus	excelsior	European Ash
Fraxinus	pennsylvanica	Green Ash
Fraxinus	quandrangulata	Blue Ash
Ginkgo	biloba	Ginkgo (Male only)
Gleditsia	triacanthos	Honeylocust
Gymnocladus	dioicus	Kentucky Coffee Tree
Metasequoia	glyptostrobooides	Dawn Redwood
Quercus	rubra (borealis)	Nothern Red Oak
Tilia	cordata	Littleleaf Linden
Tilia	tomentosa	Silver Linden
Tilia	x euchiora	Crimean Linden
Zelkova	serrata	Japanese Zelkova
Acer	triflorum	Three-Flowered Maple
Crataegus	crus-galli	Cockspur Hawthorn
Eucommia	ulmoides	Hardy Rubber Tree
Maackia	amurensis	Amur Maackia
Pyrus	calleryana	Callery Pear (Aristocrat, Cleveland, & Redspire)
Robinia	x ambigua	Purple Robe Locust
Acer	ginnala	Amur Maple
Cercis	canadensis	Eastern Redbud
Cornus	kousa	Kousa Dogwood
Syringa	reticulata	Japanese Tree Lilac

* NOTE: ONLY TREES APPROVED BY WESTFIELD PUBLIC WORKS MAY BE USED.

IF OTHER SPECIES ARE DESIRED, THEY MAY BE SUBMITTED IN WRITING TO WESTFIELD PUBLIC WORKS FOR REVIEW.

THE PLACEMENT OF ALL TREES MUST COMPLY WITH SECTION 02501 OF THE WESTFIELD STANDARDS FOR GEOMETRIC DESIGN AS STATED IN PART 1.1-C-7-a.

LIST OF ACCEPTABLE TYPE "A" TREES



TOWN OF WESTFIELD, INDIANA

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DATE

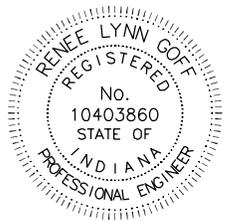
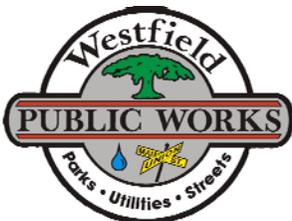
FIGURE G-11

TYPE "B" TREES*

Genus	Species	Common Name.
Acer	nigrum	Black Maple
Acer	rubrum	Red Maple
Acer	saccharum	Sugar Maple
Acer	x freemanii	Freeman Maple
Aesculus	x carnea	Red Horse Chestnut
Alnus	glutinosa	Black Alder
Betula	nigra	River Birch
Carya	cordiformis	Bitternut Hickory
Carya	glabra	Pignut Hickory
Carya	laciniosa	Shellbark Hickory
Carya	ovata	Shagbark Hickory
Carya	tomentosa	Mockernut Hickory
Celtis	laevigata	Sugar Hackberry
Celtis	occidentalis	Common Hackberry
Liquidambar	styraciflura	Sweetgum
Liriodendron	tulipifera	Tulip Tree
Nyssa	sylvatica	Black Gum
Platanus	occidentalis	Sycamore
Platanus	x acerifolia	London Planetree
Quercus	acutissima	Sawtooth Oak
Quercus	alba	White Oak
Quercus	bicolor	Swamp White Oak
Quercus	imbricaria	Shingle Oak
Quercus	macrocarpa	Bur Oak
Quercus	robur	English Oak
Quercus	shumardii	Schumard Oak
Taxodium	distichum	Bald Cypress
Acer	campestre	Hedge Maple
Acer	maximowiczianum	Nikko Maple
Amelanchier	species	Serviceberry
Carpinus	betulus	European Hornbeam
Carpinus	caroliniana	American Hornbeam
Cercidiphyllum	japonicum	Katsura Tree
Cladrastis	kentukea (lutea)	Yellowwood
Corylus	colurna	Turkish Filbert
Crataegus	phaenopyrum	Washington Hawthorn
Crataegus	viridis	Winter King Green Hawthorn
Magnolia	species	Magnolia
Ostrya	virginiana	Hop Hornbeam
Phellodendron	amurense	Amur Corktree
Acer	griseum	Paperbark Maple
Acer	tartaricum	Tartarian Maple
Cornus	alternifolia	Pagoda Dogwood
Cornus	mas	Cornelian Cherry
Malus	species	Crabapples
Prunus	species	Cherries
Viburnum	lantana	Wayfaring Tree
Viburnum	lentago	Nannyberry Viburnum
Viburnum	plicatum tomentosum	Doublefile Viburnum
Viburnum	prunifolium	Blackhaw Viburnum

*REFER TO NOTES ON FIGURE G-1J.

LIST OF ACCEPTABLE TYPE "B" TREES



TOWN OF WESTFIELD, INDIANA

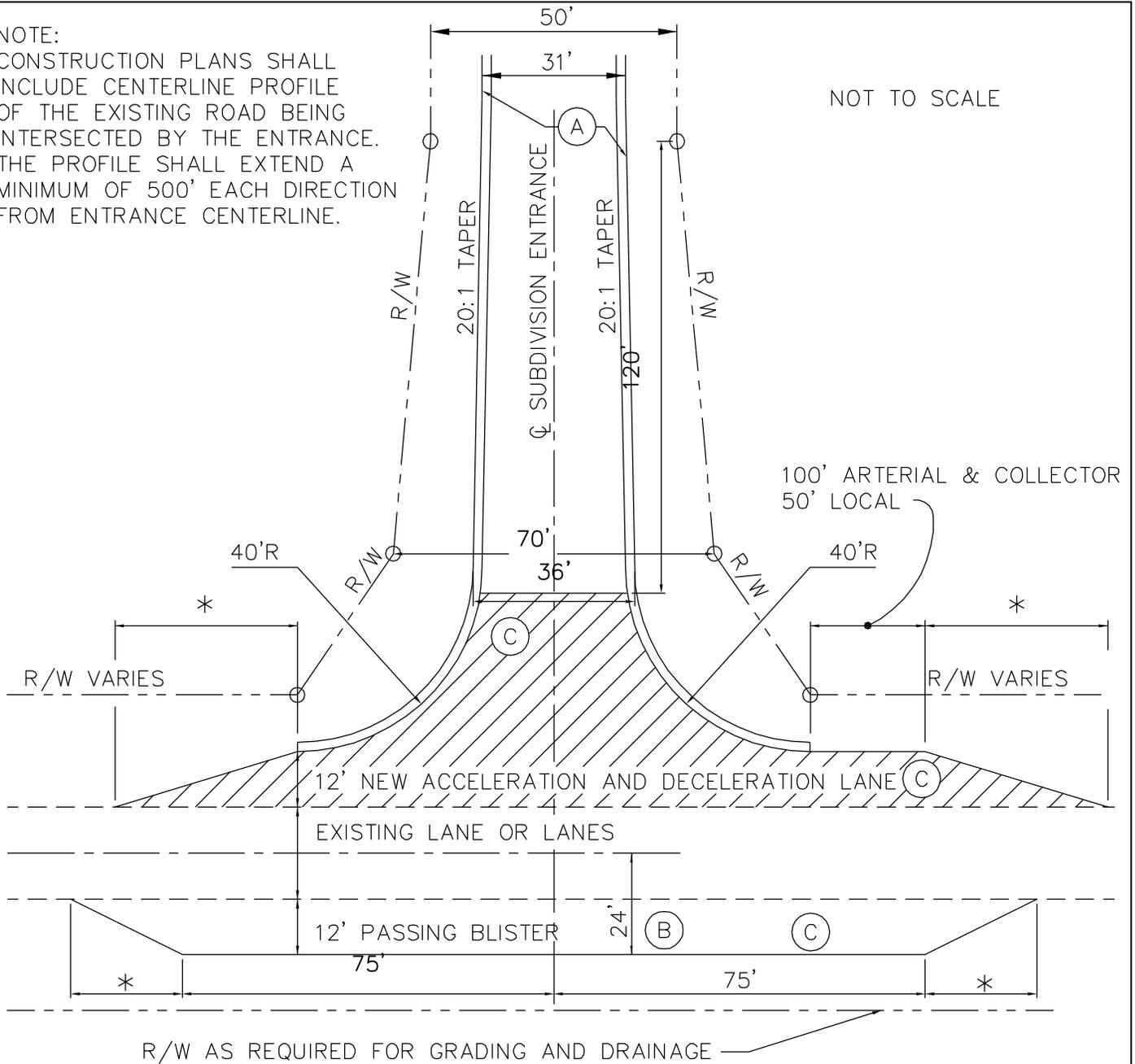
Renee Lynn Goff

10/9/06
DATE

FIGURE G-12

NOTE:
 CONSTRUCTION PLANS SHALL
 INCLUDE CENTERLINE PROFILE
 OF THE EXISTING ROAD BEING
 INTERSECTED BY THE ENTRANCE.
 THE PROFILE SHALL EXTEND A
 MINIMUM OF 500' EACH DIRECTION
 FROM ENTRANCE CENTERLINE.

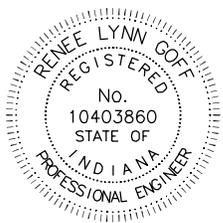
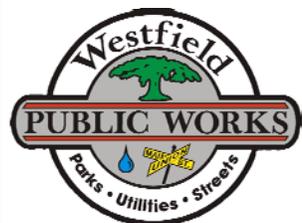
NOT TO SCALE



- (A) 2' CURB & GUTTER
- (B) PASSING BLISTER WHEN REQUIRED
- (C) LANE WIDENING SHALL MATCH EXIST. PAVEMENT SURFACE TYPE

* 150' ARTERIAL
 100' COLLECTOR
 75' LOCAL

MINIMUM SUBDIVISION ENTRANCE FROM A THOROUGHFARE

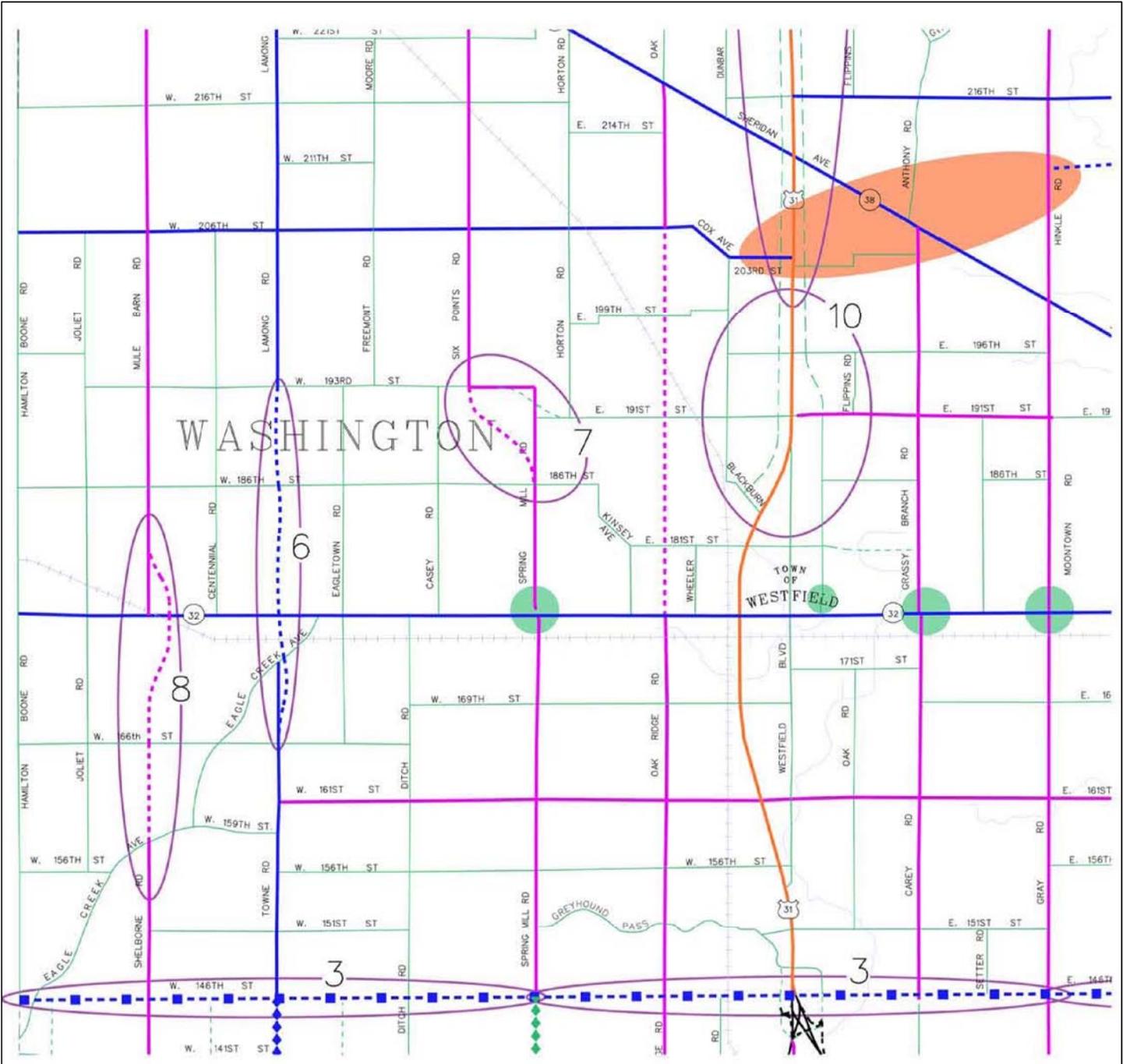


TOWN OF WESTFIELD, INDIANA

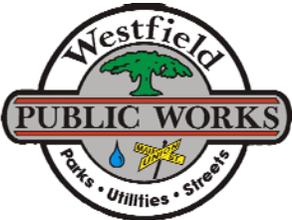
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 DATE

FIGURE G-13



HAMILTON COUNTY THOROUGHFARE PLAN
Hamilton County, Indiana

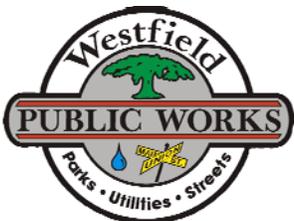


TOWN OF WESTFIELD, INDIANA

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DATE

		INTERSTATE
		EXPRESSWAY
		PRIMARY PARKWAY
		SECONDARY PARKWAY
		RESIDENTIAL PARKWAY
		PRIMARY ARTERIAL "A"
		PRIMARY ARTERIAL "B"
		SECONDARY ARTERIAL
		COLLECTOR

CLASSIFICATION		MINIMUM RIGHT OF WAY	
		AT ITNERSECTION	AT THOUGH LANES
INTERSTATE		VARIES	VARIES
EXPRESSWAY		VARIES	VARIES
PRIMARY PARKWAY	WITH PATHS	160'	140'
SECONDARY PARKWAY	WITH PATHS	150'	120'
RESIDENTIAL PARKWAY	WITH PATHS	130'	100'
PRIMARY ARTERIAL "A"	WITH PATHS	170'	150'
PRIMARY ARTERIAL "B"	WITH MULTI-USE PATHS WITH FULL SEPERATION	150'	130'
	WITHOUT MULTI-USE PATHS	140'	120'
SECONDARY ARTERIAL	WITH MULTI-USE PATHS WITH FULL SEPERATION	150'	120'
	WITHOUT MULTI-USE PATHS	120'	90'
COLLECTOR	WITH MULTI-USE PATHS WITH FULL SEPERATION	130'	100'
	WITHOUT MULTI-USE PATHS	120'	80'



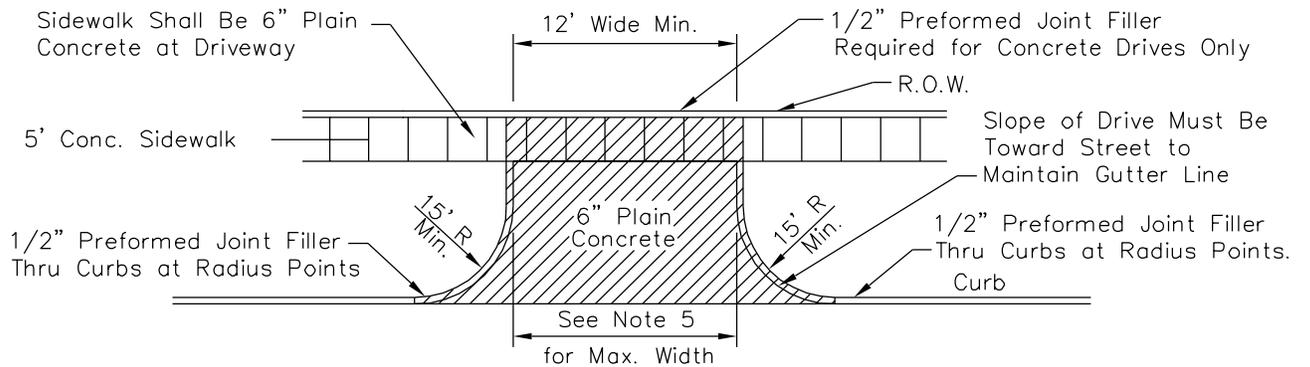
TOWN OF WESTFIELD, INDIANA

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10/9/06
DATE

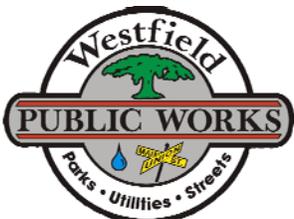
FIGURE G-14.1

PRIVATE DRIVE WITH OPEN DITCHES



RESIDENTIAL DRIVEWAYS

TOWN OF WESTFIELD, INDIANA



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FIGURE G-15