

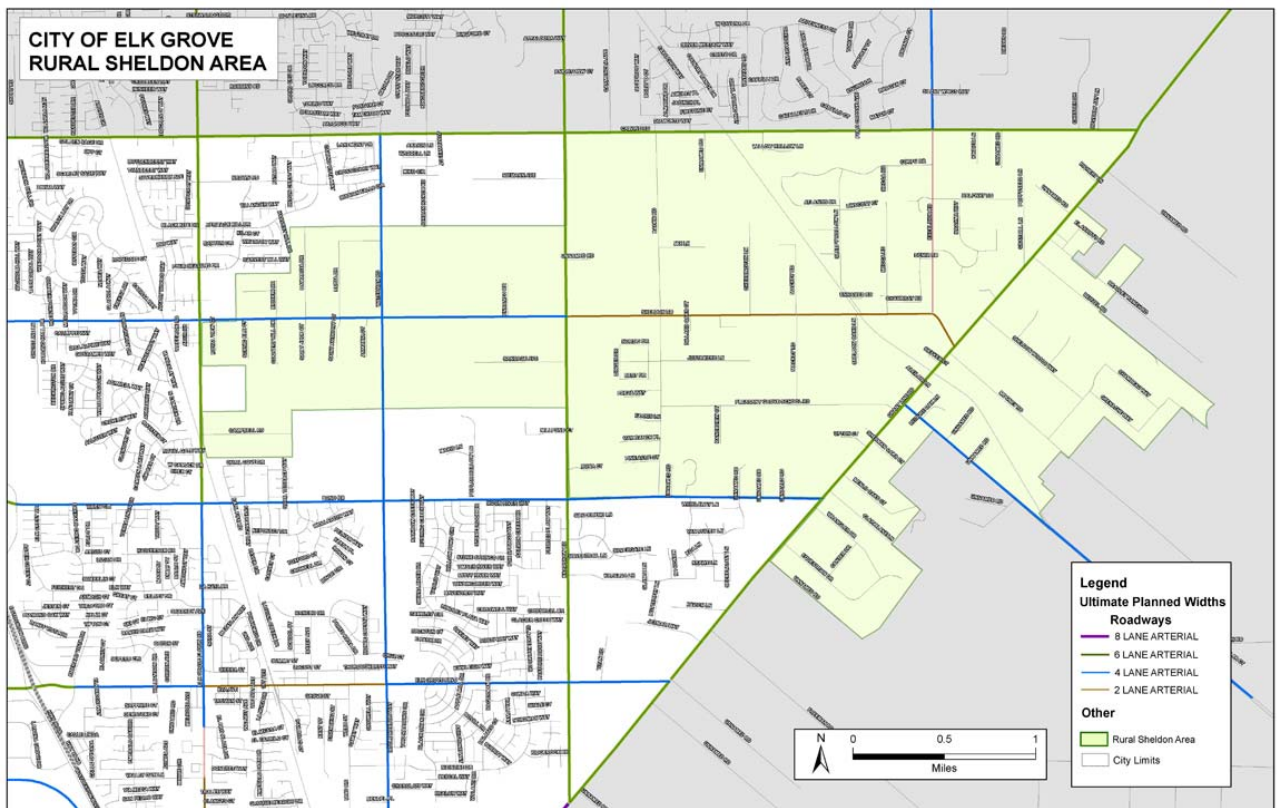
I. PURPOSE AND APPLICABILITY

A. Purpose

- To establish unique road improvement design standards that are rural (rather than urban) in character for future road improvements in this designated rural area of the City.
- To preserve and enhance the existing rural character of the Rural Sheldon/Rural Residential Area consistent with the policy direction in the General Plan.
- It is not the intent of these new design standards to change the planned roadway improvements outlined in the adopted General Plan, but rather to affect the design of those future improvements to be more rural in character.

B. Project Area

- The project area subject to the Rural Road Improvement Standards is the existing Rural Sheldon/Rural Residential Area as outlined in the General Plan.



C. Applicability

- The Rural Road Improvement Standards will apply to all future road improvements within the project area, including all new road widening and intersection improvements, as well as new road construction.
- These design standards may also apply to previously approved road improvement projects within the project area that are not yet constructed or otherwise vested.

D. Relationship to Other City-Adopted Plans and Policies

General Plan

- The Rural Road Improvement Standards implement the General Plan goals, policies, and actions. Specifically, these standards implement the provisions of the Land Use and Circulation Elements regarding the maintenance of features that provide the rural character.

Zoning Ordinance

- The Rural Road Improvement Standards supplement the allowed use and development standards in the City's adopted Zoning Code.

City Wide Improvement Standards

- The Rural Road Improvement Standard document replaces the Citywide Improvement Standards for design details associated with road improvements for the City's designated rural area.

Rural Road Improvement Policy

- The Rural Road Improvement Policy was developed in conjunction with these standards to create a unique process for determining the need for road improvements and for incremental phasing of such road improvements within the project area.
- The new policy is a value based approach to plan incremental road improvements that solve specific traffic issues identified through periodic evaluations of traffic conditions in the City's designated rural area.
- Under this policy, roads are not simply built to the projected ultimate improvement unless the actual demand exists.

City of Elk Grove Trails Master Plan

- The Trails Master Plan identifies an off-street multi-use trail system for citywide and regional connectivity.

Bicycle and Pedestrian Master Plan

- This Bicycle and Pedestrian Master Plan identifies existing facilities, opportunities, constraints, and destination points for cyclists and pedestrians.

Drainage Master Plan

- Include performance standards that have been recommended by members of the public as it relates to design of improvements.

II. DEFINITIONS

- This section will include definitions unique to this project including (but not limited to) such terms as rural area, four-lane arterial, natural landscaping, rural road, traffic circle, roundabout.

III. GENERAL REQUIREMENTS

A. Process

- This section will explain the process for review and approval improvements consistent with the Citywide Improvement Standards and these Rural Road Improvement Standards.

B. Improvement Plan Requirements

- This section will include detailed submittal requirements for improvement plan documents including digital submittals, title sheet, and plan details.

IV. STREET DESIGN

A. Street Sections

This section will include basic street typologies and corresponding street sections for the designated project area. Applicability will be determined through the Rural Road Improvement Policy process.

Local Residential Street

- This section will include a general description and corresponding cross section for local residential streets including two travel lanes, unmarked on-street parking, no curb or gutter or sidewalk, and open drainage.

Two-lane Collector Roads

- This section will include general descriptions and corresponding cross sections for three types of two-lane collector roads as listed below. All roads will have 11-foot-wide travel lanes and medians/center turn lanes, no curb, gutter, or sidewalk, open drainage, and native landscape. Will include references to variations in median width for tree preservation, etc on a case-by-case basis.
 1. Two-lane Collector Road without median/center turn lane or bike lane
 2. Two-lane Collector Road with median/center turn lane (no bike lane)
 3. Two-lane Collector Road with median/center turn lane and bike lane

Four-lane Arterial Roads

- This section will include general descriptions and corresponding cross sections for three types of four lane arterial roads as listed below. All roads will have 11-foot-wide travel lanes and medians/center turn lane, no curb, gutter, or sidewalk, open drainage, and native landscape. Will include references to variations in median width for tree preservation, etc on a case-by-case basis.
 1. Four-lane Arterial Road without median/center turn lane or bike lane
 2. Four-lane Arterial Road with median/center turn lane (no bike lane)
 3. Four-lane Arterial Road with median/center turn lane and bike lane

Six-lane Arterial Road (with median/center turn lane)

- This section will include a general description and corresponding cross section for six-lane arterial roads. Recognizing limited applicability in the project area, standards for this roadway may deviate slightly from four-lane arterials, but will maintain no curb, gutter, or sidewalk, open drainage, and native landscape similar to other roadways in the project area.

B. Vehicle Travel Lanes and Edge Treatments

- Vehicle travel lane width for two-, four- and six-lane roadways can be a minimum of 11-feet-wide.
- Streets will not include curbs, gutters or sidewalks
- Shoulder width may vary from 3 to 5 feet

C. Paths/Bikeways

- Formal sidewalks and bike lanes will not be included on roadways within the project area. However, there may be places where informal paths or signed bike routes are necessary or desired (e.g., proximity to schools, access to community or regional trail system). If included within the project area, paths will be constructed with decomposed granite surface.

D. Medians and Center Turn Lanes

- Where medians are required, they shall be a minimum of 11-feet wide with native landscape.
- Medians will not be designed to include curb and gutters, except where curbs are used to protect existing trees (e.g., Bond Road).

E. Landscape

- Rural roadway shall have native landscaping.
- Landscaping will not be irrigated.
- Healthy, viable trees shall be saved wherever possible.

IV. INTERSECTION DESIGN

A. Intersection Improvements

- Intersections should have a rural feel in design and scale that minimizes pavement and multiple turn lanes.

B. Intersection Phasing

- Roundabouts
- Other Traffic Calming Improvements

C. Driveway Separation

- Distance between driveways.
- Distance between driveways and the intersection.

VI. STREET LIGHTING STANDARDS AND DESIGN

A. Street Lighting Limited to Roadway Intersections

- Lighting will only be used at intersections and will not be placed along rural roadways.
- At intersections, only the minimum lighting needed for safety will be used.

B. Light Standard (Fixture) Design

- Specific light fixture design will be identified for use throughout the project area. Fixtures will be shielded downward and will not utilize colored lights.

VII. SPECIAL SIGNAGE

- Agricultural Vehicle, Livestock, and Horse Crossing Signs will be used in meaningful ways and appropriate locations in the rural area.
- Community Character/Branding Signs will be incorporated in the rural area consistent with City Council policy.

C. Special Speed Limit Signs

- Speed/radar signs to be incorporated into speed limit signs on major roadways.

VIII. STORM DRAINAGE DESIGN

- Open ditches shall be used along the rural roadways.
- Natural vegetation will be allowed to grow within the open ditch.
- Open ditch may be designed with a slope ranging from 3:1 to 5:1 depending upon particular roadway safety conditions.

IX. SCREENING AND NOISE ATTENUATION DESIGN OPTIONS

- Earthen berms
- Landscaping/foilage/ walls