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## Town of Lee Little but Proud

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### Subdivisions Regulations - Streets & Road Requirements

#### SECTION 5.26 STREETS.

##### 5-26.1 General Requirements.

1. The arrangements, character, extent, width, grade, and location of all streets shall conform to the Comprehensive Plan, where applicable, and shall be considered in their relations to existing and planned streets, to topographical conditions, to public convenience and safety, and in their appropriate relation to the proposed uses of land to be served by such streets. All streets within a subdivision shall be dedicated to the perpetual use of the public and shall be designed and constructed in accordance with the standards established in these land development regulations. However, the Town Council may approve private streets when constructed to the specifications of these land development regulations and when adequate provision for initial installation and future private maintenance is made for such streets.
2. All work performed under these land development regulations concerning road right-of-way clearing and grubbing, earthwork, stabilizing, and construction of a base and surface course shall meet the minimum requirements of the Florida Department of Transportation Standard Specifications for Road and Bridge Construction, latest edition and amendments, where applicable unless stated otherwise herein. These specifications are intended to govern the equipment, materials, construction methods, and quality control of the work, unless otherwise provided herein. The provisions of those specifications pertaining to basis of payment are not applicable to these land development regulations.

##### 5.26.2 Street Improvement Schedule. Street improvements shall be provided as required by the following schedule. Improvements shall conform to:

1. STANDARD A, for commercial and industrial subdivisions.
2. STANDARD B, for residential subdivisions where all lots are less than or equal to ten thousand (10,000) square feet.
3. STANDARD C, for residential subdivisions where all lots are greater than ten thousand (10,000) square feet but less than or equal to five (5) acres.
4. STANDARD D, for residential subdivisions where all lots are greater than five (5) acres.

Where the proposed subdivision includes an existing street, said street shall also be improved as required to conform to this schedule. This requirement shall not apply to any abutting street which is not connected with the proposed subdivision's street system.

### 5.26.3 Standard Improvement

A B C D 5.26.3.1 Grading and Centerline Gradients shall be a maximum of eight percent (8%) and a minimum of one percent (1%).

A B C D 5.26.3.2 Arterial Streets shall be improved as follows: Two (2) twenty-four (24) foot wearing surfaces with twenty (20) foot median. The subdivider shall be required to install the second twenty-four (24) foot wearing surface only in large subdivisions where projected average daily traffic generated on the arterial by the subdivision exceeds seven thousand (7,000) vehicles. Minimum right-of-way shall be one hundred (100) feet.

A B C D 5.26.3.3 Collector Streets shall be improved as follows:  
1. Thirty-six (36) foot wearing surface and minimum right-of-way of sixty (60) feet.

5.26.3.4 Local Streets shall be improved as follows:  
1. Thirty-six (36) foot wearing surface and minimum right-of-way of fifty (50) feet.  
2. Twenty-four (24) foot wearing surface and minimum right-of-way of fifty (50) feet.

A B C D 5.26.3.5 Marginal Access Streets shall be improved as follows:  
1. Twenty-four (24) foot wearing surface and minimum right-of-way of fifty (50) feet.  
2. Twenty (20) foot wearing surface and minimum right-of-way of fifty (50) feet.

A B C D 5.26.3.6 Curb and gutter (see Appendix A) shall be provided as follows:  
1. Type E or F curb  
' 2. Curbs not required.

A B C D 5.26.3.7 Stabilized Shoulders shall be required on both sides of all streets not having curb and gutter. Stabilized shoulders shall be four (4) feet in width and constructed as specified for the subgrade (see Section 5.26.3.9) except that they shall be constructed to a

compacted thickness of four (4) inches and have a minimum Florida Bearing Value (FBV) of fifty (50).

5.26.3.8 Roadside Swales shall have side slopes and back

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slopes no steeper than four (4) to one (1). Normal swale sections shall be a minimum of six (6) inches deep, with a maximum depth of twelve (12) inches below the outside edge of the street base. Run-off may be accumulated and carried in the swales in the right-of-way up to but not above the point where flooding of the shoulders or roadside property would occur. Water in excess of this quantity shall be diverted from the roadside swales and carried away by storm sewers or other approved means.

5.26.3.9 Subgrade shall have a compacted thickness of eight

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(8) inches, stabilized to a minimum Florida Bearing Value (FBV) of seventy-five (75) and compacted to ninety-eight percent (98#) of Standard Proctor Density (American Society for Testing Materials D1557). Also where soil classified as AASHO (American Association of State Highway Officials) soil groups A-6 or A-7 are encountered in the subgrade, such materials shall be removed to a minimum depth of eighteen (18) inches below the

pavement base and replaced with acceptable material and where soil classified as AASHO (American Association of State Highway Officials) soil group A-8 is encountered, in the subgrade, all such materials shall be removed.

5.26.3.10 Pavement Base shall be improved as follows:

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1. Arterial: Eight (8) inches of compacted limerock.
2. Collector, Local, and Marginal Access Streets:
  - a. Eight (8) inches of compacted limerock.
  - b. Six (6) inches of compacted limerock. -

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5.26.3.11 Wearing Surface shall be improved as follows:

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1. Arterials and Collectors: One and one-half (1 1/2) inches of Type I asphaltic concrete surface course.
2. Local, and Marginal Access Streets:

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- a. One and one-fourth (1 1/4) inch of Type I asphaltic concrete surface course.
- b. No asphaltic concrete wearing surface required.

5.26.3.12 Grassing shall be provided as follows:

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1. Seeding and mulching shall be performed on all areas within the right-of-way, except for that part of the right-of-way covered by a wearing surface or, where these land development regulations do not require a wearing surface, that part covered by the pavement base.
  2. Sodding may be required in areas of high erosion potential.

5.26.3-13 Concrete Sidewalks are not required unless, in the opinion of the Town Council, pedestrian traffic will justify the installation of sidewalks as a safety precaution. If sidewalks are required, they shall be installed by the subdivider, provide curb cuts for bicycles and handicapped access. Further, sidewalks shall be constructed at least five (5) feet in width and four (4) inches thick.

5.26.3.14 Quality Control. The subdivider shall be required to have a qualified soils and materials testing laboratory certify to the Town Council that all materials and improvements entering into the completed work are in compliance with these land development regulations. Costs for such certification shall be borne by the subdivider and copies of the test results shall be submitted to the Town Council with the final plat. There shall be a minimum of one ( 1 ) density test on subgrade and base for every one thousand (1,000) square yards each. In addition, there shall be a minimum of one (1) Florida Bearing Value Test (FBV) for every one-thousand (1,000) square yards of the subgrade.

5.26.4. Design Standards.

5.26.4.1 Topography and Arrangement.

1. Streets shall be related appropriately to the topography. All streets shall be arranged so-as to obtain as many as possible of the building sites at or above, the grades of the streets. Grades of streets shall conform as closely as possible to the original topography. A combination of steep grades and curves shall be avoided. ----●--"
2. Local streets shall be laid out to discourage use by through traffic, to permit efficient drainage and utility systems and to require the minimum number of streets necessary to provide convenient and safe access to property.
3. The rigid rectangular gridiron street pattern need not necessarily be adhered to, and the use of curvilinear streets, cul-de-sacs, or U-shaped streets shall be encouraged where such use will result in a

more desirable layout.

4. Proposed streets shall be extended to the boundary lines of the tract to be subdivided, unless prevented by topography or other physical conditions, or unless in the opinion of the Town Council such extension is not necessary or desirable for the coordination of the layout or the most advantageous future development of adjacent tracts.
5. In commercial and industrial development, the streets and other access way shall be planned in connection with the grouping of buildings, location of rail facilities, and the provision of alleys, truck loading and maneuvering areas, and walks and parking areas so as to minimize conflict of movement between the various types of traffic, including pedestrian traffic.

#### 5.26.4-.2 Blocks.

1. Blocks shall have sufficient width to provide for two (2) tiers of lots of appropriate depths. Exceptions to this prescribed block width shall be permitted in blocks adjacent to existing streets, railroads, or waterways.
2. The lengths, widths, and shapes of blocks shall be such as are appropriate for the locality and the type of development contemplated, but block lengths in residential areas shall not exceed one thousand (1,000) feet, nor be less than four hundred (400) feet in length.
3. In long blocks, the Town Council may require the reservation of an easement through the block to accommodate utilities, drainage facilities, or pedestrian traffic.

Pedestrian ways or crosswalks, not less than ten (10) feet wide, may be required by the Town Council through the center of blocks more than eight hundred (800) feet long where deemed essential to provide circulation or access to schools, playgrounds, shopping centers, transportation, or other community facilities.

#### 5.26.4.3 Access to Existing Streets. Where a subdivision borders on or contains an existing street, the Town Council shall require that access to such streets be limited by one (1) of the following means.

1. The subdivision of lots so as to back onto the existing street; no access shall be provided from the existing street and screening shall be provided in a strip of land along the rear property line of such lots.
2. A marginal access street separated from the existing street by a grass strip and having access thereto at suitable points.
3. A series of cul-de-sacs, or u-shaped streets, entered from and

designed generally at right angles to the existing street. Each proposed roadway or street shall be located no less than (1) thousand (1,000) feet apart where such streets connect with the existing street.

5.26.4.4 Street Names. The following standards shall be followed in establishing street names:

1. No two (2) streets shall have the same name.
2. Streets in a proposed subdivision which are extensions of existing streets shall have the same name as the existing street.
3. No street names will be used which will duplicate or be confused with the names of existing or other proposed streets.
4. All street names shall conform to the Town's -street naming and addressing system.
5. The Town Council shall have final authority to approve the names of all streets.

5.26.4.5 Road and Street Signs. \_\_\_\_\_ --~

1. Road Signs are traffic control signs such as stop signs, speed limit signs, etc. for all subdivisions, all road and street signs shall be designed in number and location to meet Florida Department of Transportation standards and shall be shown on the preliminary plat. Prior to approval of the final plat the subdivider shall install such road and street signage as approved by the Town Council and shall maintain and repair such signage as provided for in Section 5.21 herein. In lieu of installation of such signage prior to the approval of the final plat, the posting of a surety device in accordance with Section 5.40 herein shall be filed, approved and accepted by the Town Council.
2. Street name signs are signs within a subdivision which identify street names. Street name signs are to be placed at all intersections within or abutting the subdivision by the subdivider, the type and location of which to be approved by the Town Council, shall be submitted as part of the preliminary plat and shall conform to the Town's street naming and addressing system.

5.26.4.6 Street Lights. Installation of street lights is not required unless, the Town Council determines that the public's safety justifies the installation of street lights. If street lights are required, they shall be installed by the subdivider and constructed according to the standards of the Town Council.

5.26.4.7 Reserve Strips. The creation of reserve strips shall not be permitted adjacent to a proposed street in such a manner as to deny access to such street from property adjacent to the proposed subdivision.

#### 5.26.4.8 Construction of Roads and Dead-End Streets.

1. Construction of Roads. The arrangement of streets shall provide for the continuation of arterial and/or collector streets between the proposed subdivision and adjacent properties when such continuation is necessary to convenient movement of traffic, effective fire protection, for efficient provision of utilities, and where such continuation is in accordance with the Comprehensive Plan.

If the property adjacent to the proposed subdivision is undeveloped and the "street must temporarily be a stub street (a street planned for future continuation), the street right-of-way shall be extended to the property line of the proposed subdivision. All stub streets which are two hundred fifty (250) feet or less shall have a temporary T- or L-shaped turnabout, while stub streets which are greater than two hundred fifty (250) feet shall have a temporary cul-de-sac turnabout.

There shall be a notation on the final plat that land used for a temporary T- or L-shaped cul-de-sac or turnabout which is outside the normal street right-of-way shall revert to abutting land owners whenever the street is continued. The subdivider of the adjoining area shall pay the cost of restoring any stub street to its original design cross-section and extending the street. The Town Council may limit the length of temporary stub streets in accordance with the design standards of these land development regulations.

2. Dead-End Streets. Dead-end streets are not permitted in any proposed subdivision under these land development regulations. For purposes of these land development regulations, stub streets (streets planned for future continuation) are not to be considered dead-end streets.

#### 5.26.4.9 Cul-de-sac Streets. Cul-de-sacs shall be provided with a turnaround having an outside roadway diameter of at least eighty (80) feet, and a street property line diameter of at least one (1) hundred (100) feet (see Appendix A). Cul-de-sacs shall have a maximum length of eight hundred (800) including the turnaround.

#### 5-26.4.10 Intersections.

1. Streets shall be laid out so as to intersect as nearly as possible at right angles (see Appendix C). A proposed intersection of two (2) new streets at an angle of less than seventy-five (75) degrees shall not be acceptable. An oblique street should be curved approaching an intersection and should be approximately at right angles for at least one (1) hundred (100) feet there from. No more than two (2)' streets shall intersect at any one (1) point unless specifically approved by the Town Council.
2. Proposed new intersections along one (1) side of an existing street shall, wherever practicable, coincide with any existing intersections on the opposite side of such street. Street jogs with center-line offsets of less than one (1) hundred twenty-

five (125) feet shall not be permitted (see Appendix A). Where proposed streets intersect major streets, their alignment shall be continuous.

3. Minimum curb radius at the intersection of two (2) local streets shall be at least twenty (20) feet, and a minimum curb radius at an intersection involving a collector street shall be at least twenty-five (25) feet. Abrupt changes in alignment within a block shall have the corners cut off in accordance with standard engineering practice to permit safe vehicular movement.

- 5.26.4.11 Widening and Realignment of Existing Roads. Where a subdivision borders on an existing street or when the Comprehensive Plan or land development regulations of the Town, or other local, regional or State agency plan or program indicates plans for realignment or widening a road that would require use of some of the land in the subdivision, the applicant shall be required to dedicate at his or her expense such areas for widening or realignment of such roads. Such frontage roads and streets shall be dedicated by the subdivider at his or her own expense to the full width as required by these land development regulations.