

§ 140-29. Street classification and design standards.

A. Street classification. Four functional classifications are hereby established for the streets and roads in Hilltown Township:

- (1) Expressway. This classification includes highways designed for large volumes of high-speed traffic with access limited to grade-separated intersections. Future rights-of-way shall be as determined by the Pennsylvania Department of Highways.
- (2) Arterial. This classification includes highways which provide intracounty or intermunicipal traffic of substantial volumes where the average trip lengths are usually five miles or greater. Generally, these highways should accommodate operating speeds of 35 to 55 miles per hour.
- (3) Collector. This classification is intended to include those highways which connect local access highways to arterial highways. They may serve intracounty and intramunicipal traffic. They may serve as traffic corridors connecting residential areas with industrial, shopping, and other service. They may penetrate residential areas. Generally, these highways will accommodate operating speeds of 35 to 45 miles per hour.
- (4) Local access. This classification is intended to include streets and roads that provide direct access to abutting land and connections to higher classes of roadways. Traffic volumes will be low and travel distances generally short. These streets and roads should be designed for operating speeds of 25 to 35 miles per hour or under.

B. Right-of-way widths. Minimum widths for each type of public street shall be as follows:

Type of Street	Right-of-Way Width (feet)
Expressway	Determined by PennDOT
Arterial	100
Major collector	80
Minor collector	60
Local access	50 or greater depending on development type/on-street parking requirements as determined by the Board of Supervisors

- (1) Where a proposed subdivision abuts or contains an existing public street or road having a right-of-way width less than would be required if said street or road were created under this chapter, sufficient additional width for right-of-way shall be provided and dedicated to meet the foregoing standards.
- (2) Additional right-of-way and cartway widths may be required by the Board of Supervisors to promote public safety and convenience when required by special conditions and to provide parking space in areas of intensive use.

C. Street classification. Streets within Hilltown Township are classified as follows:

- (1) Expressway: Route 309.
- (2) Arterial: Bethlehem Pike, Route 113, and Route 313.
- (3) Major collector: Callowhill Road, Route 152, Diamond Street, Hilltown Pike, and Stump Road.
- (4) Minor collector: Blooming Glen Road, Minsi Trail, Rickert Road, and Fairhill Road. **[Amended 5-10-1999 by Ord. No. 99-4]**
- (5) Local access: all other roads not classified above as arterial, major collector, or minor collector.

D. Cartway width.

- (1) Minimum width of paving on existing streets shall not be less than the following: **[Amended 5-23-2005 by Ord. No. 2005-1]**

Type	Cartway Width (feet)
Arterial	34 (or as required by PennDOT)
Major/minor collector	28 (or as required by PennDOT)
Local access	26 (28 if curb required)

- (2) Residential streets. Proposed residential streets shall be constructed in accordance with the following requirements: **[Amended 7-25-2016 by Ord. No. 2016-001]**

Minimum Requirements ¹		
Minimum Lot Size (square feet)	Row (feet)	Cartway (feet)
50,000 or greater	50	26 ³ (28 when curb required) ⁴
Less than 50,000 (parking permitted one side) ²	56	32
Less than 50,000 (parking permitted both sides) ²	60	36

NOTES:

¹The Township reserves the right to require additional cartway width.

²On-street parking requirements determined by Board of Supervisors.

³On-street parking permitted.

⁴On-street parking permitted on one side.

- (3) Nonresidential streets. Nonresidential streets shall have a minimum right-of-way width of 56 feet. Minimum cartway width shall be 34 feet.

- E. Design standards. Design of streets shall conform with PennDOT Design Manual, Part 2, Highway Design (PDT Pub. 13), and all applicable PennDOT RC standards, unless specifically modified by this chapter.
- F. Pavement design. **[Amended 2-25-2013 by Ord. No. 2013-1]**
- (1) All work and materials involved in the construction of roadways shall be designed and constructed in accordance with Pennsylvania Department of Transportation Specifications, Form 408, as amended, and shall be noted as such on the plan.
 - (2) The roadbed subgrade shall be prepared to the established subgrade elevation and compacted to not less than 100% of the determined dry-weight density as set forth in ASTM D 698. Preparation of the subgrade shall conform to PennDOT Form 408, as amended.
 - (3) Subgrade drains shall be placed along proposed roadways to drain wet areas. Subgrade drains shall be constructed in accordance with PennDOT Form 408, as amended.
 - (4) Utility trench construction (storm sewer, wastewater lines, water main, gas main, etc.) within existing streets shall be backfilled with 2A modified stone placed and compacted in eight-inch lifts. The trench shall be paved with bituminous concrete base course (five-inch compacted depth), bituminous binder course (Superpave) (two-inch compacted depth) and the entire cartway shall be paved with a full-width overlayment (edge of road to edge of road) of bituminous wearing course (Superpave) (1 1/2-inch compacted depth). Full-width cartway overlay shall extend a minimum of 10 feet beyond the edge of the utility trench. Utility trenches within proposed street shall be backfilled with clean, dry, select material and compacted in eight-inch lifts to not less than 100% of the determined dry weight density of the backfill material. Trenches within easements shall be backfilled with clean, dry, select material and compacted in 12-inch lifts to not less than 100% of the determined dry weight density of the backfill material as set forth in ASTM D 698 and PennDOT Form 1408, as amended. (Refer to Appendix A.¹)
 - (5) All roadways covered by these specifications shall be constructed in accordance with the following standards and in accordance with specifications as found in PennDOT Form 408, as amended:
 - (a) Subbase: This work consists of construction of a compacted aggregate (PennDOT No. 3A) to a depth of six inches on a prepared subgrade.
 - (b) Base course: 25 mm bituminous Superpave concrete base course to a compacted minimum depth of five inches.
 - (c) Binder course: 19 mm bituminous Superpave concrete binder course to a compacted minimum depth of two inches shall be provided for all arterial, collector, and primary streets and all nonresidential streets. A bituminous tack coat shall be applied to the binder course prior to placement of the final wearing course.
 - (d) Wearing course: 9.5 mm bituminous Superpave wearing course to a compacted

1. Editor's Note: Appendix A is included as an attachment to this chapter.

depth of 1 1/2 inches.

- (6) Bituminous paving mixtures shall not be placed when surfaces are wet or when the temperatures of either the air or the surface on which the mixture is to be placed is 40° F. or lower, or between October 31 and April 1 in any calendar year unless authorized by the Township Engineer.
- G. Roadside barriers. Roadside barriers and guide rail shall be required in accordance with PennDOT Design Manual, Part 2, Highway Design, Chapter 12. (PDT Pub. 13) Construction and materials shall be in accordance with applicable PennDOT RC standards.
- H. Traffic control. Vehicular traffic control in work zone areas on and along streets open to the public shall be in strict accordance to requirements of PennDOT Publication 203, Work Zone Traffic Control (67 Pa. Code Chapter 203).
- I. Stop, speed limit, no parking, snow emergency route, street name and advisory signs shall be installed along new development streets in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). Street name sign lettering shall conform with MUTCD and shall have white lettering with green background consistent with the design utilized by the Township Public Works Department. **[Added 2-25-2002 by Ord. No. 2002-3; amended 5-23-2005 by Ord. No. 2005-1; 7-25-2016 by Ord. No. 2016-001]**
- J. Stop line markings shall be installed at all intersections of proposed public streets with arterial and major/minor collector streets and with other existing local streets where determined necessary by the Township. Stop line markings shall be thermoplastic white lines 12 inches wide extending across the approach lane(s). Lines shall be placed four feet in advance of and parallel to the nearest crosswalk line. Where marked crosswalks do not exist, the stop line shall be placed at the desired stopping point, but no more than 30 feet or less than four feet from the nearest edge of the intersection travelway. **[Added 5-23-2005 by Ord. No. 2005-1; amended 7-25-2016 by Ord. No. 2016-001]**
- K. Crosswalk marking shall be installed (where sidewalk exists or is proposed) at all intersections of proposed public streets with arterial and major/minor collector streets and with other existing local streets where determined necessary by the Township, and where midblock pedestrian crossings are appropriate to connect trails, open space, community facilities, schools, and parking. Crosswalk markings shall consist of six-foot-long white thermoplastic longitudinal lines 24 inches wide, spaced 24 inches apart. Warning signs, flashing lights, advance stop lines (Stop Here For Crosswalk), and refuge islands must be evaluated with consideration given to site-specific issues such as roadway width, number of lanes and traffic volumes, and are required to be installed where deemed necessary by the Township. **[Added 5-23-2005 by Ord. No. 2005-1; amended 7-25-2016 by Ord. No. 2016-001]**
- L. Stamped asphalt crosswalks shall be installed on major pedestrian routes and internally on new residential streets where determined necessary by the Township due to anticipated pedestrian traffic volume and for traffic calming. Stamped crosswalks shall conform to PennDot MS-0530-0024. Pattern and color shall be subject to approval by the Township.²

2. Editor's Note: Appendixes G and H are included as attachments to this chapter.

[Added 5-23-2005 by Ord. No. 2005-1; amended 7-25-2016 by Ord. No. 2016-001]

- M. Traffic calming techniques shall be incorporated into design of all new residential streets unless, upon review of the design plan and proposed calming, it is determined by the Board of Supervisors that traffic calming is not warranted. Traffic calming measures and design guidelines shall be in accordance with Pennsylvania Department of Transportation Publication 383, dated January 2001, as amended. In particular, consideration should be given to the following traffic calming techniques:
- (1) Textured crosswalk.
 - (2) Raised crosswalk.
 - (3) Speed humps.
 - (4) Gateways.
 - (5) Curb extension/bulb outs.
- N. All new residential streets where parking is permitted on one side (only) shall be designated as snow emergency routes. **[Added 7-25-2016 by Ord. No. 2016-001]**
- O. Centralized mail delivery and cluster box units shall be designed such that same are centrally located to serve the residents of the development, while providing safe and efficient access for pedestrians and motor vehicles in the vicinity of the CBU. Provisions for off-street and/or on-street parking, and ADA compliance accessibility, shall be considered when locating the CBUs. Where possible, CBUs shall be located within publicly or privately owned open space, or on private property within an access easement in favor of a community homeowners' association. CBUs shall be in the style, color and location approved by the Board of Supervisors subject to the United States Postal Service approved specifications which are incorporated herein by reference. **[Added 12-10-2018 by Ord. No. 2018-004]**