

## Appendix G

### Street Lighting

#### 1.100. Streetlights must be authorized and approved.

Public streetlights may only be installed upon written authorization of the City. Electric utility providers will submit plans to the City Administrator for the location of proposed new streetlights for a determination of compliance with this Sub-Chapter and this Code prior to installation. Any street light installed without prior written authorization of the City will be considered to be a private street light and all associated costs, including but not limited to, installation costs, maintenance, and utility fees, will be the responsibility of the property owner. Public streetlights shall be operated at the expense of the City.

#### 1.200. Street Lights, spacing and design

5. There shall be a street light at each street intersection and at or within one hundred feet (100') of a cul-de-sac and no closer than a distance of four hundred feet (400') nor further apart than a distance of five hundred feet (500'). All distances shall be measured along outer edge of the pavement or curb.
6. The City Administrator may authorize spacing of less than four hundred feet (400') when needed for traffic safety, such as locations of abrupt horizontal or vertical grade changes.
7. The City Administrator may grant additional lighting on the basis of high concentrations of pedestrian traffic such as downtown, schools, or similar areas or where there exist serious traffic hazards or a high incidence of crime based upon the recommendations of the Chief of Police. Nothing in this section should be construed as relieving the property owner or occupier of the duty to provide security lighting.
8. Property owners may petition the City for additional street lights closer than four hundred feet (400') apart by submitting a petition to the City Clerk signed by three (3) property owners whose property contains, adjoins or abuts the proposed location for the streetlight. For this purpose, properties divided by a public road shall be considered to be adjoining if they would be adjoining should the road be vacated. Such a petition must be accompanied by a fee (based upon present costs) equal to the first three (3) years utility fee for residential location or five years in a commercial location for a street light of the proposed type in the proposed location. In addition, the petitioners shall submit a fee equal to the estimated cost of erecting the new light as determined by the utility provider. Upon the submission of a proper petition accompanied by the proper fee, the City Administrator shall authorize the installation of the proposed streetlight as a public streetlight.

### **1.300. Subdivisions**

In addition to any other requirement provided in this Code, any developer of any subdivision shall show on the preliminary plat, the location of all streetlights. The developer shall be required to provide for the erection of such streetlights at the time that any street, which is served by the light is paved. Streetlights shall be designed and placed in accordance with the provisions of this Sub-Chapter. The costs of getting electric service to the light and the erection of the light shall be borne by the developer.

### **1.400. Removal and Moratorium**

The Board of Aldermen may, by majority vote, cause to be removed any streetlight which the Board determines in unnecessary or superfluous. The authorization of the City Administrator shall not be considered to bind the City to erect any light at its own expense. The Board may declare a moratorium on the erection of new lights if financial considerations so warrant.

### **1.500. Appeal**

Decisions of the City Administrator, as provided in this section, may be appealed to the Board of Adjustment. Any appeal not filed within ninety (90) days shall be waived. Decisions of the Board of Adjustment may be appealed to the Board of Aldermen as provided in this Code.

(Source Ord. 2002-027 7-9-02)

## LIST OF REFERENCES

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4. Chow, V. T., Open-Channel Hydraulics, McGraw-Hill, Inc., New York, N.Y., 1959.
5. Design Charts for Open Channel Flow, Hydraulic Design Series No. 3, Bureau of Public Streets, U.S. Government Printing Office, Washington, D.C., 1961.
6. Hydraulic Charts for the Selection of Highway Culverts, Bureau of Public Streets, Hyd. Eng. Circular No. 5, U.S. Government Printing Office, Washington, D.C., 1965.
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8. Taylor, E. M., "Flow Characteristics at Rectangular Open-Channel Junctions", Trans. ASCE, Vol. 109, p. 893, 1944.
9. The Design of Storm Water Inlets, John Hopkins University, Baltimore, Md., 1956.
10. Urban Storm Drainage Criteria Manual, Vol. I, Denver Regional Council of Governments, Wright-McLaughlin Engineers, Denver, Colo., 1969.
11. Design of Urban Highway Drainage, U.S. Department of Transportation, FHWA-TS-79-225; U.S. Department of Transportation, Federal Highway Administration, Washington, D.C. 20590, August 1979.

12. Design Standards for Public Improvements, City of Springfield, Missouri, January 15, 1986.
13. Drainage Criteria Manual, City of Austin, Texas, January 1979.
14. Urban Hydrology for Small Watersheds, Technical Release Number 55, U.S. Department of Conservation, Soil Conservation Service, June 1986.
15. Erosion and Sediment Control Planning and Design Manual, North Carolina Sedimentation Control Commission, September 1988.
16. Erosion and Sediment Control Handbook, City of Richmond, Virginia, Department of Public Works, November 1975.
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18. Boone County, Missouri Roadway Regulations Chapter II, Road, Bridge & Right of Way Regulations April 22, 2003