

ORDINANCE NO. 03-20-2017

AN ORDINANCE REPEALING AND AMENDING THE SPECIFICATIONS FOR ROADS REQUIRED FOR ACCEPTANCE AND MAINTENANCE BY THE CITY OF RAINSVILLE—ESTABLISHING MINIMUM STANDARDS FOR CITY STREETS AND ROADS

BE IT ORDAINED BY THE CITY COUNCIL OF RAINSVILLE, ALABAMA, as follows:

Section 1—Purpose and Reasons. It is the City’s desire to repeal and amend the specifications for the minimum standards for city streets and roads. The longevity of asphalt vs. tar and gravel is a tremendous span; approximately twenty (20) years vs. six (6) years. Asphalt also increases the over-all value of the subdivision within the City. The Amendment of the minimum specifications will help to lessen the burden put on the City for maintenance and upgrades, as well as, increase the value of the subdivisions within the City.

Section 2—Road and Driveway Specifications. In order to be accepted by the City of Rainsville for maintenance, all Subdivision Street and roads and adjoining driveways must meet the following requirements and specifications:

Dwelling Density: All such street and roads must have a minimum of (2) permanent dwellings located adjacent to the subdivision street or road.

Right of Way: A minimum right-of-way width of sixty feet (60’) must be dedicated to the City of Rainsville. Upon the acceptance by the City of Rainsville of such road or street, the developer or other petitioner for acceptance will be required to furnish, at his or her own expense, a copy of the recorded deed or subdivision plat showing the proper right-of-way dedication. All cul-de-sacs shall be designed with a minimum right-of-way radius of sixty (60) feet and a minimum transition radius of twenty-five (25) feet. The pavement within the cul-de-sac shall have a radius of fifty (50) feet.

Grading: Only suitable material shall be used in the construction of embankments. No brush, roots, stumps, heavy vegetation or other unsuitable materials shall be placed in embankments. All unsuitable materials shall be disposed of and the entire right-of-way brought to a suitable and pleasing appearance to the eye. Embankments shall be constructed in uniform layers of not more than eight (8) inch depth loose measurements and be compacted to ninety-five percent (95%) standard density. Appropriate equipment will be required to keep each layer of embankment properly shaped and compacted with proper moisture content.

Cut sections will be graded to a depth free of stumps, roots, and unsuitable soil before placing the road or street base. The roadbed and embankments shall be constructed in keeping with the Typical Section drawing attached hereto as Exhibit “A” and specifically as follows:

Subgrade width: 26 feet minimum

Depth of ditch
from finished shoulder grade: 1.0 feet minimum

Slopes of cuts, fills, and
backslopes: 4:1 ratio minimum

Paved surface width: 20 feet minimum

Slope of paved surface
from center: 3% grade

Drainage: All drainage shall be approved by the City Engineer or a Licensed Professional Engineer acceptable to, or chosen by the City of Rainsville. Such approval shall be sought by the developer or petitioner prior to the beginning of construction of the street or road.

It is recommended that all drainage pipe be reinforced concrete (class 3 or better). High density polyethylene pipe meeting the requirements of ASTM D 335D cell classification 3244230C or ASTM D1248 Type III, Class C, Cat. 4 Grade P33 may also be used. All structures having twenty (20) square feet or more of end area must be approved by the City Engineer or a Licensed Professional Engineer acceptable to or chosen by the City of Rainsville prior to installation.

Base Course: The top twelve (12) inches of subgrade shall be shaped and rolled to ninety-five percent (95%) density prior to placement of the base material. Base material shall consist of a minimum of six (6) inches of pit mixed chert or a minimum of five (5) inches of compacted crushed aggregate base. Base materials are to be approved by the City Engineer or a Licensed Professional Engineer acceptable to or chosen by the City of Rainsville prior to placement on the roadway. The base is to fully cover the width of the roadway and slopes to conform with front roadway slopes.

Pavement: Paving the driving surfaces of all city roads and city subdivision streets shall be completed in two (2) courses.

First Course: A primer coat applied in accordance with Section 401 of the current Alabama Department of Transportation Standard Specifications, as amended, but in no instance at a greater or lesser density than 0.22 to 0.25 gallons per square yard.

Second Course: Hot mix asphalt pavement applied in accordance with Section 424 of the current Alabama Department of Transportation Standard Specifications, as amended, but in no instance at a lesser density than two hundred twenty pounds (220 lbs.) per square yard or two inches (2") or more in thickness, after compacting and placed on top of the First Course.

Driveways: The property owner or the developer shall connect all driveways from the existing city road to the property line of each sub-division lot or parcel. If a drain tile and/or excavation of a ditch are needed, the City Engineer must be notified in advance of such work or installation being performed. The City Engineer will then determine the proper size of such needed drain tile, the proper grade of such ditch and other matters regarding this work. When a tile is placed and backfilled, a headwall shall be constructed according to Alabama Department of Transportation Special Drawing No. HW-614-3P at each end of the tile for safety reasons and to prevent washing or erosion of fill into the ditch, as directed by the City Engineer.

Concrete Driveways: Concrete surfacing of driveways must be a minimum depth (thickness) of four inches (4") on the 60 feet (60') right-of-way for streets. The concrete driveway shall begin two feet (2') from the edge of pavement to allow for transition between the edge of pavement and driveway in the future as the street receives additional layers of asphalt pavement. Such driveway surfacing must be performed without causing damage or interruption to the existing paving surface of the City Street. All such driveways shall be level with, on grade with, or at an elevated grade up from the grade of the pavement surface of the existing road or street, except where the driveway has an overall downward grade from the road or street and toward the house. When the overall grade of such a driveway from the road or street and toward the house is downward, a minimum rise or slope of six inches (6") will be required where the concrete pour crosses the drain tile or between the property owners's line and the City road or street. A break or expansion joint shall be installed in the poured concrete at the drain tile and at the owner's property line.

Utilities: All underground utilities shall be installed under the roadbed and stubbed out to the right-of-way line of the road at each and every lot of a sub-division or other development prior to placement of the base and pavement for a street or road. All pipe lines shall be buried and covered to a minimum depth of thirty inches (30"). All excavations within the right-of-way of a street or road shall be backfilled by tamping and compacting such backfill in six inch (6") layer intervals. All surplus material shall be removed from the street or road right-of-way and the finished excavation lay flush and level with the surrounding ground.

SECTION 2- REPEALER. Resolution No. 09-20-2010(A) and all other Resolutions or Ordinances or parts of Resolutions or Ordinances, in conflict with this ordinance, are hereby repealed.

SECTION 3-Effective Date. This Ordinance shall become effective on the date of first publication as shown by the Clerk's Certificate below.

Adopted this ____ day of _____, 2017.

[SIGNATURES AND CLERKS CERTIFICATE FOLLOW]

RODGER LINGERFELT, MAYOR

Attest:

KELLY FRAZIER, CITY CLERK

CLERK'S CERTIFICATE

I hereby certify that Ordinance No. _____ was published on the _____ day of _____, 2017, by publication of the same in the Mountain Valley News, a newspaper of general circulation in the City of Rainsville.

KELLY FRAZIER, CITY CLERK