

1228.03 STREET IMPROVEMENTS.

All streets and thoroughfares shall be graded to their full width, including side slopes, and improved in accordance with the standards outlined or referred to in these Regulations.

(a) Subgrade. The subgrade shall be free of sod, vegetation matter or other similar material. Where poor subsurface drainage conditions exist, adequate drainage shall be installed. The subgrade shall be rolled with a roller of not less than seven tons in weight. Subbase grade tolerance shall not be more than one inch in sixteen feet. Subbase construction shall be subject to the approval of the Safety-Service Director or the County Engineer, depending upon jurisdiction.

(b) Widths of Pavements and Rights-of-Way. The widths of pavement and right of way will vary depending upon the character of the development served and the amount of traffic expected to utilize the street. The following are the minimum street pavement widths, face to face of curbs and rights of way:

<u>Type of Street</u>	<u>Minimum Pavement Width (ft.)</u>	<u>Minimum Right-of-Way Width (ft.)</u>
Local road	34	60
Minor collector	40	60
Major collector	40	64
Minor arterial	50	70
Major arterial (*)	48	72
Major arterial	68	92
Major arterial (**)	80	104

- * = No on-street parking
- ** = With center lane for left turn

(c) Base Course. The base course shall be constructed in accordance with the Construction and Material Specifications of the State Department of Transportation with adequate vibration and compaction. Base courses shall consist of No. 2, 3 and 4 stone with a minimum of two inches of 46D stone choke. The thickness of the base course after compaction shall not be less than the following:

<u>Type of Street</u>	<u>Minimum Thickness of Base Course (in.)</u>
Major streets and highways	*variable
Secondary or collector streets	12

Minor or local urban streets	12
Streets serving low density suburban development	12
Alleys	10

*To be determined by the Safety-Service Director based on soil types and protected truck traffic. A primer coat is not required, unless so requested by the Director.

(Ord. 112-01. Passed 3-15-01.)

(d) Surface Course; Asphaltic Concrete. Upon the expiration of the established maintenance period for the base course, the surface course shall be constructed in accordance with the specifications for Type 404* (Chapter 400) asphaltic concrete as set forth in the Construction and Material Specifications of the State Department of Transportation. The thickness of the surface course after rolling shall not be less than the following and shall be applied in at least three lifts. The third and final lift shall be applied no earlier than a year after the original two lifts are placed. All street repairs must be completed prior to the final coat being applied.

Once seventy-five percent of all lots in a platted subdivision, or any phase thereof, have been sold or otherwise transferred by the subdivider to another party, the subdivider must complete the final coat of Asphalt in that subdivision or phase thereof.

<u>Type of Street</u>	<u>** Minimum Compacted Thickness of Surface Course (in.)</u>
Major streets and highways	*** variable
Secondary or collector streets	4 1/2
Minor or local urban streets	4
Streets serving low density suburban development	4
Alleys	2

*Type 404 is required for streets with curbs and gutters. Type 404 may be used on streets where ditches are used, provided the minimum thickness of the surface course is increased by one-half inch from the above specifications.

**For intersections and parking strips on minor or local streets, use secondary or collector street specifications.

***To be determined by the Safety-Service Director.

(Ord. 112-01. Passed 3-15-01.)

(e) Concrete Pavements and "Deep Strength" Asphaltic Concrete Pavements. A subdivider may construct a concrete pavement or "deep strength" asphaltic concrete pavement, provided that the design is based on soil types and projected truck traffic and in accordance with the Construction and Material Specifications of the State Department of Transportation.

(f) Curbs and Gutters.

(1) The requirement of curbs or curbs and gutters will vary in accordance with the character of the area and the density of development involved. In urban or suburban areas, curbs are necessary to control storm water runoff and to clearly define driving and parking areas.

(2) Curbs shall be required on all streets designed to serve areas where the existing or anticipated residential density of the area surrounding the proposed subdivision equals or exceeds three families per acre.

(3) Where residential lot frontages are less than eighty-five feet, in commercial developments or where other similar intensive urban uses exist or are anticipated, curbs shall ordinarily be required. The installation of curbs may be required on major, secondary and minor highways if such construction is deemed necessary for public safety.

(4) Where curbs exist on abutting properties, their extension will ordinarily be required throughout the proposed subdivision.

(5) Where curbs are not required, adequate gutters shall be graded and protected by seeding or appropriate surfacing.

(6) Curbs may be of the wall type or may be combined with gutters built of concrete. Curbs, combined curbs and gutters and graded gutters shall be constructed in conformance with the current edition of Construction and Material Specifications of the State Department of Transportation, as they pertain to this type of improvement.

(7) Requirements for curbs and gutters shall be determined by the Planning Commission.

(Ord. 106-83. Passed 3-3-83; Ord. 123-94. Passed 4-21-94.)

(8) A minimum four-inch diameter ADS N-12 or equivalent perforated drain tile, with full granular backfill, shall be placed under curbs with a minimum twenty-four inch depth from the top of the pavement, or in accordance with requirements of the Safety-Service Director.

