

APPENDIX V

ACCEPTANCE OF ROADS AND STREETS FOR CITY MAINTENANCE

As stated in Section 1-1, the purpose of these regulations is not to provide acceptance of roads into the city maintenance system, but rather to provide approval of the design and layout of a proposed subdivision as required by Code of Alabama 1975, 11-24-1.

The Smiths Station Planning Commission by adoption of these regulations, has adopted the road design standards of these Subdivision Regulations as part of their acceptance policy for roads and streets.

In addition, the roadway pavement layer shall be two hundred and twenty-five pounds per square yard (225 LBS/SY) of bituminous concrete plant mix, binder, type 424 and one hundred ten pounds per square yard (110 LBS/SY) of bituminous concrete plant mix, wearing surface, type 424, 3/8" maximum aggregate size. Wearing surface shall be placed at the end of the maintenance period.

After the Subdivision receives Final Plat Approval, all construction is complete, and the roadway pavement meets these acceptance requirements, the developer or owner may request, in writing, to the City or its Designee for the start of a maintenance period (Submission of the required surety shall be deemed a request by the developer). After Final Plat Approval, the developer shall maintain this road(s) for the maintenance period. The maintenance period shall be defined as a period of two (2) years or shall be the period of time that seventy (70) percent of home construction is complete in the subdivision, whichever is greater. At the end of this maintenance period, the City Engineer shall conduct an inspection of the roadway and any deficiencies shall be corrected by the developer. After deficiencies have been corrected to the satisfaction of the City Engineer, the developer shall be required to place one hundred ten pounds per square yard (110 LBS/SY) wearing surface.

Private subdivisions and subdivisions seeking city acceptance for infrastructure shall be required to submit an acceptable performance bond or surety in the amount of one hundred and fifty percent (150%) of the cost of any improvements not in place at the time of final plat application and an acceptable surety in the amount of five percent (5%) of the total construction costs to serve as a maintenance bond. Estimates for bond calculation shall be submitted and approved by the City Engineer prior to bond submittal.

By adoption of this policy, the City Engineer shall determine when the subdivision roads meet the City's acceptance policy and qualify for city maintenance.

ACCESS MANAGEMENT POLICY

CITY OF SMITHS STATION

The Smiths Station Planning Commission adopts the following access management policy. This policy is deemed necessary in order to accomplish the following objectives:

1. The Smiths Station Planning Commission, acting through its City Engineer and Highway Department, is charged with the responsibility to protect the traveling public in Smiths Station and maintain the public right-of-ways therein; The Smiths Station Planning Commission is also charged to protect the general welfare, health, and safety of its citizens and the traveling public using the public highways, roads, rights-of-ways and highway system within Smiths Station; and
2. It is the responsibility of the Smiths Station Planning Commission to ensure proper design, construction, maintenance, and operation of its streets, roads, utilities, driveways, highways, bridges, points of access thereto, and other associated user activities connecting to, using, and/or occurring within these public rights-of-ways; and
3. The Smiths Station Planning Commission has and does hereby find that in order to protect and provide for the general welfare and safety of the traveling public and to protect the public highway and road system within Smiths Station, it is necessary to provide criteria and conditions which must be met by any person, firm, corporation, or entity seeking to access or connect roads, streets, highways, or any part thereof to any Smiths Station public road, highway, highway system, to any part thereof: and to prohibit any access or connection to the Smiths Station highways, streets, roads or the highway system, which do not meet with and conform to proper engineering design and which do not have approval of the City Engineer or his designee:

The following guidelines are hereby set forth and adopted by the Smiths Station Planning Commission to serve as the Smiths Station Access Management policy. This policy shall be administered and interpreted by the City Engineer, or his/her designee. The policy is as follows:

- 1) No person, firm, corporation, or other entity, public or private, shall construct or cause to be constructed or allow any driveway, highway, road, alley, street, other roadway, or any aspect or part thereof, to connect to or otherwise access or allow motor vehicle traffic on or onto any part of the Smiths Station public road system including the city rights-of-ways, without first applying for and obtaining an access permit from the Smiths Station Planning Commission, acting by and through the City Engineer or his designee;
- 2) All access and access permits to city-maintained roads shall be subject to the approval by the City Engineer. No access permit will be granted or approved which does not properly address drainage, sight distance, and other safety criteria including but not limited to proper lane widths, guardrail, front and back slopes, right-of-way encroachments, or pavement buildup to support anticipated future traffic on the public highway and highway system at affected points, as established and determined to be appropriate by the City Engineer;
- 3) Compliance with all requirements of the access permit are the responsibility of the property owner, developer, or entity applying for the access. Construction and material requirements shall be consistent

with the Smiths Station Subdivision Regulations. Driveways for individual residences as well as larger developments must comply with these access procedures and requirements;

- 4) All subdivisions of real property and all developments, along, adjacent to, or accessing existing paved or unpaved Smiths Station public roads, and any person or entity seeking to connect a highway, street, alley, road, or other public or private way, thereto, shall be required to improve and upgrade such existing public road and connecting roads, and associated drainage facilities, to the extent required by the City Engineer. These improvements may include, but are not limited to, the construction of additional lanes to increase capacity, turn lanes, acceleration and/or deceleration lanes, traffic signals, guardrail, clear zones, or other improvements deemed necessary by the City Engineer or his designee. The existing road system may be required to be upgraded in order to provide for future anticipated traffic demand and/or traffic volume increases. In addition to these requirements, subdivisions located on or accessing city roadways shall have the following limitations to include frontage lots:
 - a) Residential lots shall be limited to one (1) access point and shall be subject to stopping sight distance requirements based on the design speed or posted speed of the road (whichever is greater) and site conditions. The spacing of these lot access points shall be determined by the City Engineer on a case-by-case basis;
 - b) Residential lots which are proposed denser than the requirements in 4(a) shall be allowed a shared driveway to serve a maximum of two (2) lots. These access points must still comply with all sight distance and spacing requirements listed in 4(a). All roads/ drives shall be constructed in accordance with the Smiths Station Subdivision Regulations;
 - c) Residential lots on routes classified as arterials may be required to have limited access through service roads or equivalent.
 - d) Existing lots (as of the dates of the adoption of this policy shall be grandfathered or exempt from spacing requirement of 4(a) provided the lot configuration does not change. If a subdivision of the existing lot occurs or is proposed, the new lot (s) must meet the criteria set out herein.
 - e) Turn lane requirements shall apply to residential and commercial developments. The guidelines for these turn lanes are as follows:

f) Turn lanes shall be twelve (12) feet minimum width. Right lanes constructed with no center or left turn may be required to be constructed with a minimum of six (6) feet additional width to accommodate a future need for a center turn lane. Turn lane lengths, including taper, shall be equivalent to stopping sight distance requirements based on the design speed or posted speed of the road (whichever is greater). Taper lengths shall be one-hundred (100) feet. Left-turn lanes shall also include minimum twenty-five (25) feet storage length. As determined by the City Engineer, site specific conditions may warrant exceptions to these requirements (i.e. road grade, sight distance, adjacent street/driveway location, etc.). Curb and gutter shall be the preferred method of drainage in turn lane areas;

g) Left-Turn lane requirements

i) Transition lengths to accommodate a left-turn lane shall be determined as follows: $L = \text{transition}$

length in feet

$S =$ posted or design speed (whichever is greater) $W =$ offset in feet

For speeds 45 MPH or greater use $L = WS$ For speeds 40

MPH or less use $L = WS^2/60$.

ii) Left-Turn lane warrants

Left-Turn Lane Peak-Hour Volume (veh/hr)	Three-Leg Intersection, Two-Lane Highway Peak-Hour Opposing Volume (veh/hr/ln) That Warrants a Left-Turn Lane	Four-Leg Intersection, Major Two-Lane Highway Peak-Hour Opposing Volume (veh/hr/ln) That Warrants a Left-Turn Lane
5	200	150
10	100	50
15	100	50
20 or more	50	<50

Table 1

Left-Turn Warrants at Three-Leg and Four-Leg Intersections

Source: Developed from National Cooperative Highway Research Program (NCHRP) Report 745 *Left-Turn Accommodations at Unsignalized Intersections, 2013*

Three-Leg Intersection

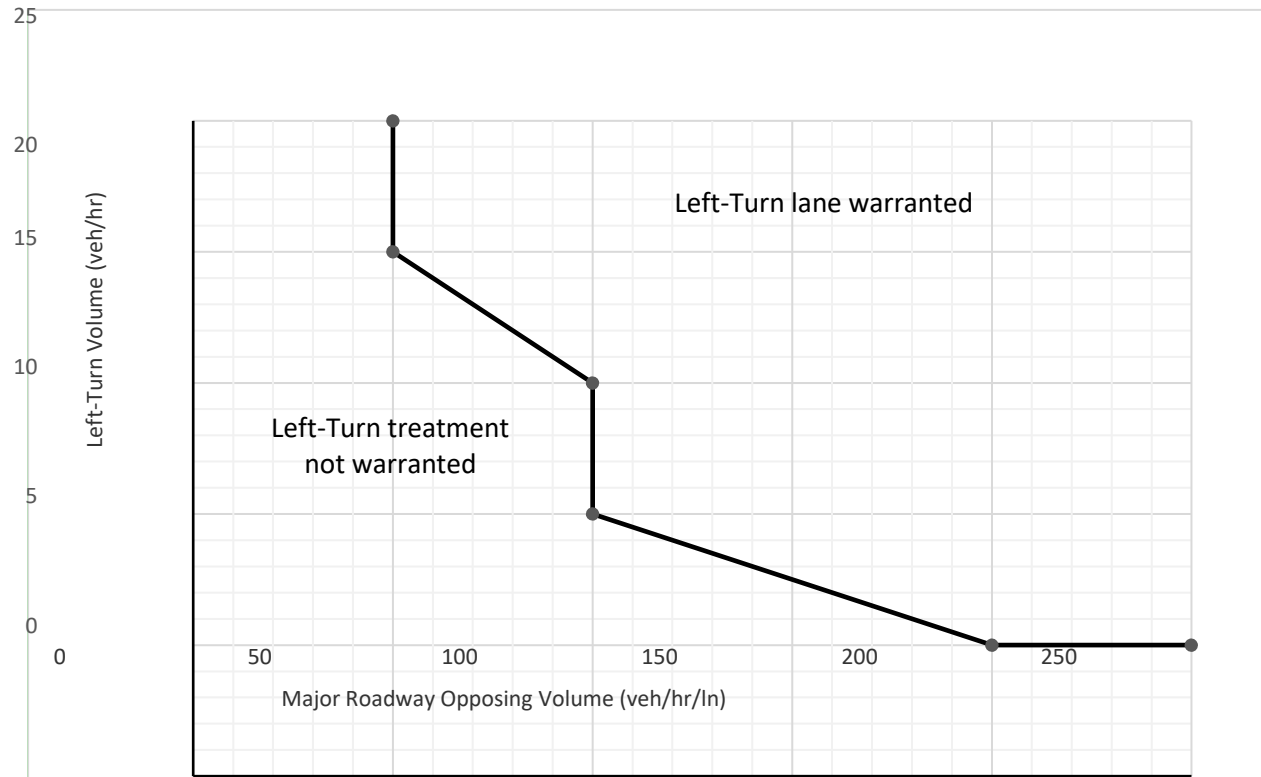


Figure 1

Left-Turn Warrants at Three-Leg Intersections

Source: Developed from National Cooperative Highway Research Program (NCHRP) Report 745 *Left-Turn Accommodations at Unsignalized Intersections*, 2013

Four-Leg Intersection

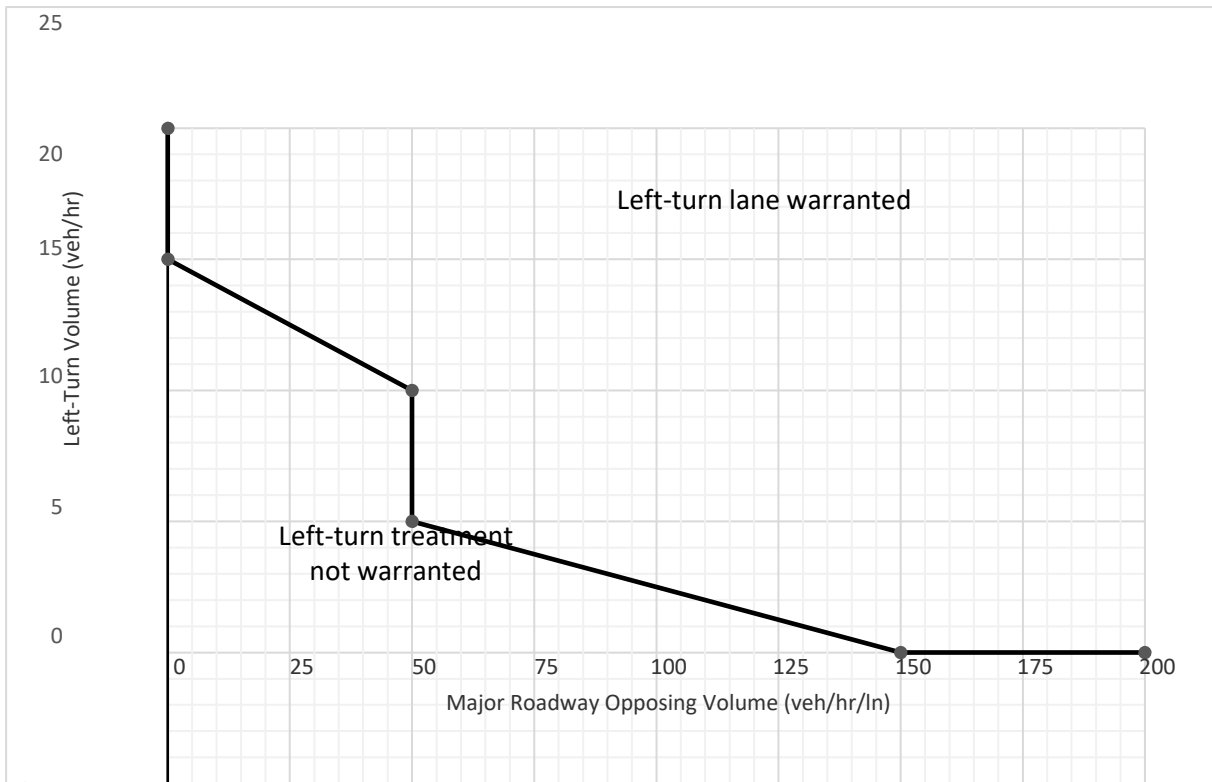


Figure 2

Left-Turn Warrants at Four-Leg Intersections

Source: Developed from National Cooperative Highway Research Program (NCHRP) Report 745 *Left-Turn Accommodations at Unsignalized Intersections*, 2013

h) Right-Turn lane requirements

i) On roadways with less than 6,000 veh/day AADT

(1) Development generating greater than 25 right-turns during the peak hour is required to construct a right-turn lane

ii) On roadways with 6,000 veh/day or more AADT

(1) Development generating greater than 20 right-turns during the peak hour is required to construct a right-turn lane

Note: AADT=annual average daily traffic

See driveway location requirements in 4(a) which applies to spacing & locations.

5) Existing drainage structures including culverts, bridges, and ditches, may be required to be upgraded or replaced as determined by the City Engineer;

- 6) Any utility installation that is required to serve the subdivision or development that must be relocated as a result of the required roadway or drainage improvement is the responsibility of the owner or developer thereof. Utility installation or relocation must be performed in accordance with the requirements of the Lee City Engineer. All costs associated with the installation or relocation of utilities must be borne by the developer or owner;
- 7) Additional right-of-way may be required by the City of Smiths Station in order to be able to properly construct the required roadway and drainage improvements or utilities. The developer, traffic generator, or applicant for an access permit is not necessarily entitled to exclusive use of any excess capacity of the existing roadway or any right-of-way that may be available and suitable for construction or any right-of-way in excess of that which is necessary to construct improvements required by the City Engineer. The developer, owner, or applicant for access permit is responsible for all costs associated with acquiring additional right-of-way;
- 8) Design and construction plans which show all of the "proposed access and improvements must be submitted to City Engineer for review and approval. All such plans shall bear the signature and seal of a professional engineer licensed to practice in the State of Alabama;
- 9) Prior to approval, an estimate of all costs of the proposed improvements shall be submitted by the applicant to the Smiths Station Highway Department for review and approval; and upon approval of the estimate by the City Engineer, a surety as defined in the City of Smiths Station Subdivision Regulations, in the amount not less than 150% of the approved cost, must be made and posted by the access permit applicant with the City of Smiths Station Highway Department to assure proper and timely completion of the improvements specified. Construction of any public improvement or any construction in the right-of-way must not commence until written approval has been granted by the City Engineer. Construction notification and inspection requirements shall be in accordance and consistent with the City of Smiths Station Subdivision Regulations;
- 10) If construction is not substantially commenced within one (1) year from the date of the issuance of an access permit, or if commenced and the applicant fails to continuously and satisfactorily work toward completion of the project according to the approved construction plans, the application and approval thereof will be void and application for an access permit must be resubmitted. Any resubmitted application for an access permit and approval or rejection thereof would take into consideration any additional improvements or change in construction or design based on conditions which the City Engineer deems necessary;
- 11) No building permits or development permits will be issued by the City of Smiths Station without access approval from the City of Smiths Station Highway Department in cases where the driveway or roadway providing ingress and egress accesses or connects to a City maintained road;
- 12) Regardless of any provisions contained herein to the contrary, an individual seeking access for the purpose of ingress and egress to only one (1) single family residence shall be required to obtain an access permit to be issued by the City Engineer allowing same, but shall not

be required to present engineering studies and detailed construction plans unless the City Engineer determines that such is necessary due to particular safety, engineering, or other concerns associated with that specific point of intended access;

- 13) In the event any person or entity shall gain, establish, allow access to or otherwise connect or allow connection of any public or private highway, street, alley or road or other public or private way I facility to any part of the city maintained road system, in violation of any part of this resolution or without first obtaining an access permit as herein provided, and without the express written permission of the City Engineer. The City Engineer, acting on behalf of the Smiths Station Planning Commission, shall have the additional right to place impassable barricades between the traveled portion of the city road or right-of-way and the point of unpermitted access, thus preventing entry onto the City of Smiths Station Highway System and ingress and egress thereto. The Smiths Station Planning Commission also realizes that the City Engineer may in some cases be required to remove items placed on the right-of-way without permission that pose a safety threat to the traveling public;
- 14) Any person, firm, corporation or entity who or. which violates any part or portion of this resolution or otherwise connects or allows the connection to any city public road or right-of-way of any portion of the City of Smiths Station Road System in violation of the aforementioned requirements, or any portion, section or aspect thereof without first obtaining a written access permit to access the same as provided herein, shall in addition to all other remedies available to the City of Smiths Station, including but not limited to injunction and assessment of damages, be subject to and liable for the payment of civil penalties and reimbursement to the City of Smiths Station in an amount equal to all costs or damages incurred by the City of Smiths Station, the Smiths Station Highway Department or the City Engineer in order to bring said access point and use of the City of Smiths Station public road system into compliance with the provisions hereof and the costs, including, but not limited to, the cost of design, construction and installation of all necessary improvements to comply with the requirements herein, and for the cost of physically preventing ingress and egress to and from the City of Smiths Station Road System. Nothing contained herein shall, however, be interpreted to limit the City of Smiths Station to anyone or more available legal remedies, and the provisions herein providing for remedies shall be cumulative to all other remedies available now or in the future;
- 15) The requirements hereof shall be cumulative to any other legally imposed conditions or requirements provided by law or by the City of Smiths Station and/or the City Engineer.
- 16) The provisions of this resolution are severable. If any portion hereof shall be declared invalid by any court of competent jurisdiction, such declaration shall not affect the remaining portions hereof;
- 17) The provisions hereof shall become effective immediately upon the adoption by the Smiths Station Planning Commission.