

ORDINANCE

83 - 12

AN ORDINANCE relating to the closing of 1,103.99 feet of Third Street Lane between Cedar Hill Drive and Pineur Drive in Pineur Acres Subdivision.

BE IT ORDAINED BY THE FISCAL COURT OF THE COUNTY OF MADISON, COMMONWEALTH OF KENTUCKY:

- 1. Whereas the above described section or road has been found to serve no reasonable public need;
- 2. Whereas duly appointed viewers recommend the closing of said section of road, and;
- 3. Whereas, it is in the best public interest to close said road.

NOW, THEREFORE BE IT ORDAINED that 1,103.99-foot section of Third Street Lane between Cedar Hill Drive and Pienur Drive be hereby ordered closed and said section removed from the county road system.

Motion Adopted: Well

Seconded By: Combs

ROLL CALL:

| | <u>Yes</u> | <u>No</u> |
|-----------------|------------|-----------|
| Harold Botner | <u>✓</u> | — |
| Edward Chenault | <u>✓</u> | — |
| Darrell Wells | <u>✓</u> | — |
| Farris Parks | <u>✓</u> | — |
| Larry Combs | <u>✓</u> | — |

Attest: *[Signature]*

Dated: 7-18-83

City of Richmond



POST OFFICE BOX 250

RICHMOND, KENTUCKY 40475

CODES ENFORCEMENT OFFICE
January 27, 1982

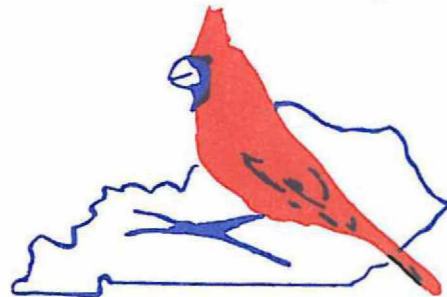
Mr. Harold Botner
County Judge Executive
Madison County Courthouse
Richmond, Kentucky 40475

Dear Mr. Botner:

The City Manager, Ed Worley, and myself had a discussion concerning the adoption of subdivision and street specifications by the Madison County Fiscal Court. The City of Richmond is very interested in the specifications adopted by the Fiscal Court due to the feasibility of annexation of subdivision into the City. Maintenance of streets annexed and accepted will be the responsibility of the City.

I am sending you the guidelines of subdivision layouts within the City of Richmond for your consideration. The following guidelines are used in the subdivision layout. The developer shall construct streets including all clearing, grading, laying of subbase, base, pavement, curbs and gutters, culverts, bridges, sidewalks, storm sewer mains and structures in accordance with current City standards. The respective legislative body is not required to accept any street until it has been inspected by the City Engineer and had been determined that such construction is in conformance with the approved plans and adopted standards. Dead end streets, other than complete cul-de-sac streets, shall only be permitted as part of a continuing street plan and only if a temporary turn-around satisfactory to the Commission is provided. Dedicated right-of-way on dead end streets shall extend to the tract boundary and reserve strips which might be used to control access to adjacent property are prohibited.

Multiple intersections involving the junction of more than two streets shall be avoided. Intersections shall be aligned opposite one another, otherwise offsets shall be greater than 125 feet between center lines. Minimum safe sight distance at an intersection shall be determined as a straight line of unobstructed view measured in each direction across the corner between points, each 50 feet back from the intersection of the centers of the pavement extended and between 2



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1/2 and ten feet above the surface of the pavement. This space shall not be blocked by bushes, trees, structures or other obstructions.

Dedication of new half-streets shall not be permitted except to complete the other half where such a street has been previously platted. Subdivisions along existing streets shall dedicate such additional right-of-way as needed to meet the standards set by the Transportation Plan. When the subdivision is located on only one side of an existing street, only one-half of the additional right-of-way shall be provided.

Streets serving multi-family areas shall connect to collector or arterial streets as to not generate large volumes of traffic on local streets. Such streets should also be of adequate width to accomodate parking on both sides of road.

Street names shall be selected which will not duplicate nor be confused with names of other existing streets of Madison County. Proposed streets, which are clearly in alignment with existing streets, shall bear the name of the existing street. Street signs conforming to local specifications shall be the responsibility of the developer and subdivisions shall have permanent street signs provided by the developer according to City standards. No street should change direction by more than 90 degrees without change in name.

Expressways are for the purpose of moving vehicles at a high speed. Access is limited to continuous flow, grade-separated interchanges with arterial streets. Directional flow is served by two or more lanes in each direction and is separated by a grass or barrier median. Parking is not permitted.

Arterial Streets are primarily for the purpose of moderate speeds. Directional flow may be separated by mountable, non-mountable or barrier medians and be served by one to three lanes in each direction. Additional lanes may be designated for left and right turns. Access from adjacent properties is controlled and where arterial streets are state highways, require an access permit from the State Road Engineer of the District Office of the Bureau of Highways. Access from adjacent residential developments should be limited to intersections with collector. Streets which are for the purpose of "collecting" traffic from local streets for distribution to arterial streets and provide access to adjacent property. Directional flow may be served by one or two lanes in each direction. Parking may be permitted.

Local (minor) Streets are for the purpose of providing vehicular access to adjacent properties. Directional flow is served by one lane in each direction. Parking is permitted and may require additional roadway width. Cul-De-Sac streets are streets with only one end open to vehicular traffic and the other end terminated by a permanent vehicular turn-around. The length of Cul-de-sac streets shall not exceed six hundred feet except where topographic conditions may require a waiver.

Frontage Roads are for the exclusive purpose of providing access to properties adjacent to arterial streets and expressways. Frontage roads provide for two way traffic at a slow speed and parallel the arterial street with access points to it not more than every four hundred feet.

Alleys are for the purpose of providing secondary vehicular access to adjacent properties along the rear or side lot lines in commercial or industrial areas and shall not be permitted for use in residential subdivision. Dead end streets that extend beyond the corner lot shall be served by temporary turn-around facilities.

| TYPE OF STREET | MINIMUM RIGHT OF WAY (FT.) | MINIMUM PAVEMENT WIDTH* (FT.) | MINIMUM LANE WIDTH (FT.) | GRADE | | NUMBER OF LANES |
|-------------------------------|----------------------------|-------------------------------|--------------------------|-------|------|-----------------|
| | | | | MAX. | MIN. | |
| FREEWAYS | Variable | 24 + 24 | 12 | 4% | 0.5% | 4 |
| ARTERIAL | 100 | 64 | 12 | 6% | 0.5% | 2-4 |
| COLLECTOR (Major) | 60 | 40 | 10 | 8% | 0.5% | 2-4 |
| LOCAL (Minor) | 50 | 27 | 10 | 12% | 0.5% | 2 |
| CUL-DE-SAC ^{a)} | 50 | 27 | 10 | 12% | 0.5% | 2 |
| FRONTAGE (Marginal Access) | 40 | 20 | 10 | 8% | 0.5% | 2 |
| ALLEY | 20 | 20 | 10 | 10% | 0.5% | 2 |

*Does not include parking on both sides.

a) Turn around diameters are 100 feet for Right-Of-Way, and 80 feet for pavement.

The area on which streets are to be constructed should be cleared of all vegetation for a depth of at least three inches and disposed of outside of the limits, of the typical section. Prior to the construction of embankments any unsuitable material, on which the embankment will be superimposed, should be removed and the area should be stabilized by conventional methods. The embankments shall be formed by placing material in successive horizontal layers of not more than twelve inches in thickness, loose depth. Each layer shall be thoroughly compacted by rolling with a ten ton three wheel roller, sheeps-foot roller, or, other approved type roller. Cut sections should be excavated to the required typical section and any unsuitable material encountered shall be removed and the area backfilled in six inch horizontal layers and thoroughly compacted before successive layers are placed.

If solid rock is encountered in connection with the grading operation, the solid rock shall be removed to a depth of six inches below subgrade elevation and back filled. Prior to the construction of either rigid or flexible type surface course construction, the subgrade shall be shaped to the required typical section and thoroughly compacted. Any subgrade found to be unstable or irregular shall be corrected ahead of the various types of base or pavement construction.

Concrete Streets shall be constructed in accordance with the guidelines developed by the Portland Cement Association and consist of Design of Concrete Pavement for City Streets, Suggested Specifications for Construction of Concrete Streets and Integral Curb Pavement Typical Sections and Details.

The macadam base on bituminous concrete shall consist of four (4) inches of #3 stone and four (4) inches of D.G.A. or eight (8) inches of D.G.A. for a total after compaction of eight (8) inches. Upon this base apply 0.35 gallons per

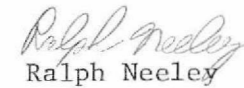
Mr. Harold Botner

Page 4

January 27, 1982

square yard of RT-2 light prime emulsion or equal. After 2 or 3 days of curing time, place two (2) inches of Bituminous Concrete Class I after compaction, hotmixed, hotlaid in one course and then compacted with a 5 to 10 ton roller.

Thank you,



Ralph Neeley
Codes Enforcement Officer

RN/ak