CITY OF HUEYTOWN

SUBDIVISION REGULATIONS

April 30, 1981

BIRMINGHAM REGIONAL PLANNING COMMISSION
2112 11th Avenue South
Suite 220
Birmingham, Alabama 35256

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ARTICLE I

PURPOSE AND TITLE

SECTION 1 - PURPOSE

It is with the intent of creating a climate conducive to the orderly and progressive growth of the City of Hueytown, Alabama, a climate of mutual and reasonable understanding, with prompt and just consideration to the various interests involved in subdivision work, that these procedures and requirements have been established.

Also, community interest requires the regulation and control of development to insure reasonable protection of property value, and to promote a healthy environment for the citizens of Hueytown.

The regulations are designed, intended, and should be administered in a manner to:

1. Implement the City Development Plan and Zoning Regulations;

2. Provide neighborhood conservation, by preventing the development of slums and blight;

3. Harmoniously relate the development of the various tracts of land to the existing community and facilitate the future development of adjoining tracts;

4. Provide that the cost of improvements which primarily benefit the tract of land being developed be borne by the owners or developers of the tract, and that the cost of improvements which primarily benefit the whole community be borne by the whole community;

5. Provide the best possible design for each tract of land being subdivided.

6. Establish adequate and accurate records of all land subdivision.

The regulations contained herein have been formulated and adopted for the purpose of promoting the health, safety and the general welfare of the people of the City of Hueytown, Alabama.

SECTION 2 - TITLE

The regulations shall be known as the "Official Subdivision Regulations of the City of Hueytown, Alabama 1980, and may be so cited.

ARTICLE II

AUTHORITY AND JURISDICTION

SECTION 1 - AUTHORITY

Pursuant to Title 11, Chapter 52, Article 2, 1975 Code of Alabama which provisions are hereby made a part of these regulations, the following regulations are hereby adopted by the Planning and Zoning Commission for the City of Hueytown, Alabama, at its meeting on _____. These regulations amend, not repeal, those regulations previously adopted by the Planning Commission. A copy of these Subdivision Regulations shall be certified to the probate Judge of Jefferson County, Alabama.

SECTION 2 - JURISDICTION

From and after the effective date hereof, these regulations shall govern the subdivision of all land located in the City of Hueytown.

Any owner of land within the limits of said subdivision jurisdiction wishing to subdivide land shall submit to the Planning Commission a plat of the subdivision which shall conform to the minimum requirements set forth in these regulations. No plat of a subdivision lying within such territory or part thereof shall be filed or recorded in the office of the Probate Judge, and no subdivider may proceed with improvement or sale of lots in a subdivision until such subdivision plat shall have been approved by the Planning Commission, or by a duly authorized agent and the City Engineer or his duly authorized agent. Said plat shall be filed for record in the office of the Judge of Probate of Jefferson County, Alabama.

SECTION 3 - SCOPE

Any owner of land lying within the area of jurisdiction of these regulations who wishes to divide such land into two (2) or more lots, sites, or divisions, for the purpose, whether

immediate or future, of sale or building development, or who wishes to resubdivide for this purpose, shall submit a plan of such proposed subdivision to the Hueytown Planning Commission for approval, and shall obtain such approval prior to the filing of this subdivision plat for record. Any such plat or subdivision shall conform to the minimum standards of design for the subdivision of land as set forth in this ordinance, and shall be presented in the manner specified in the following sections of this article. No plat of a subdivision of land within the area of planning jurisdiction of the City of Hueytown shall be filed or recorded by the Probate Judge without the prior approval of the Planning Commission as specified herein.

In order to secure review and approval of a proposed subdivider by the Planning Commission, the prospective subdivider shall, prior to making any street improvements or installations of utilities, submit to the Planning Commission a preliminary plat, he may proceed with the preparation of the final plat and other documents required in connection therewith as specified in Article VI.

SECTION 4 - ADMINISTRATION

The Hueytown Planning Commission is hereby authorized and directed to administer and coordinate these regulations. Final approval of plats and other data shall be the responsibility of the Planning Commission as prescribed by law. The City Engineer is hereby authorized and directed to enforce all provisions of these subdivision regulations.

ARTICLE III

DEFINITIONS

SECTION 1 - GENERAL

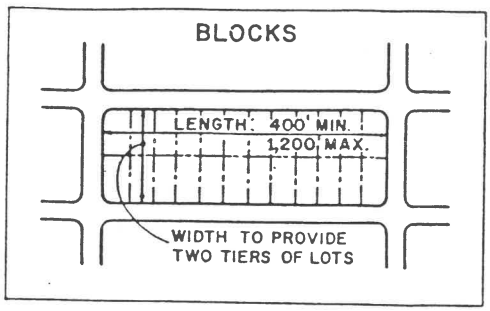
Except as otherwise provided herein, all words shall have the customary dictionary meaning. The present tense includes the future tense. The singular number includes the plural, and the plural includes the singular. The word "person" includes partnership. The word "Lot" includes "Plot" or "Parcel". The word "Building" includes "Structure", and the word "Shall" is mandatory. The word "May" is permissive.

SECTION 2 - SPECIFIC DEFINITIONS

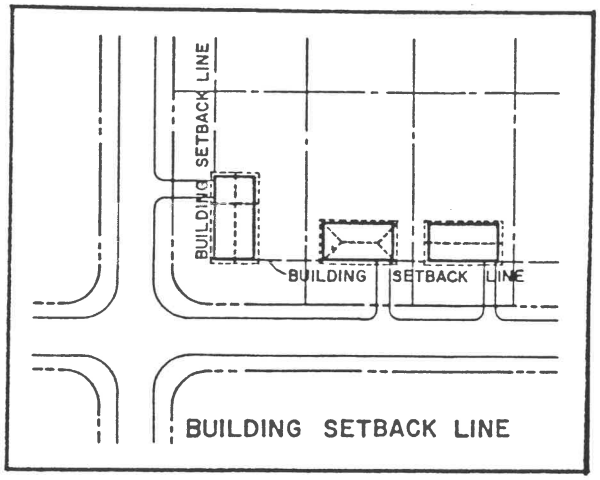
When used in these regulations, the following words and phrases shall have the meaning given in this section.

ALLEY shall mean a minor public way having a narrow right-of-way and affording a secondary means of access to service abutting properties.

BLOCK shall be a tract or parcel of land entirely surrounded by Public highways or streets, other than alleys.



BUILDING SETBACK LINE shall mean a line parallel to the property line in front of which no structure may be erected.



CITY shall mean the City of Hueytown, Alabama.

CITY CLERK shall mean the duly designated Clerk of the City of Hueytown, Alabama.

CITY COUNCIL shall mean the City Council of the City of Hueytown, Alabama.

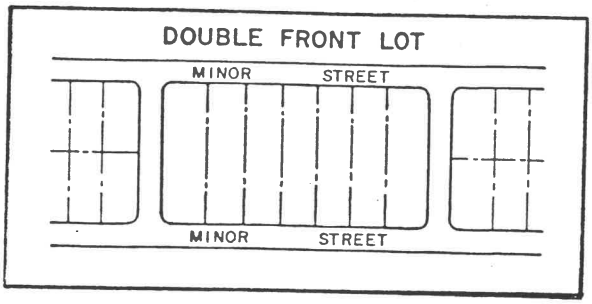
CITY ENGINEER shall mean the duly designated Engineer of the City of Hueytown, Alabama.

CITY SPECIFICATIONS shall mean all construction specifications which have been adopted by the City Council or as required by the City Planning Commission and all utility departments.

CITY DEVELOPMENT PLAN shall mean any part or element of the Hueytown City Development Plan or its environs.

Corner lots shall be a lot abutting upon two (2) or more streets at their intersections.

DOUBLE FRONT LOT shall be a lot having frontage on two (2) non-intersecting streets as distinguished from a corner lot.



EASEMENT shall mean a grant of rights by the property owner for use of a strip of land for specified purposes.

FINAL PLAT shall mean a plat of a tract of land which meets the requirements of these regulations and is in form for recording in the office of the Probate Judge of Jefferson County, Alabama.

GROUP DEVELOPMENT shall mean a development comprising two (2) or more structures, built on a single lot, tract, or parcel of land, and designed for occupancy by separate families, firms, or other enterprises.

GOVERNING BODY shall mean the Mayor and City Council of The City of Hueytown, Alabama.

HARDSHIP shall be an unusual situation on the part of an individual property owner which will not permit him to enjoy the full utilization of his property which is given to others within the city. A hardship exists only when it is not self-created, or when it is not economic in nature.

HEALTH DEPARTMENT shall mean the Jefferson County Department of Health and the State of Alabama Health Department.

LOT shall mean a pracel of land intended for transfer of ownership or for building development.

MONUMENT shall mean any permanent object serving to indicate a limit or mark a boundary.

OPEN SPACE shall be any land either publicly or privately owned which is designated as being permanently undeveloped and used for recreation, conservation, or preservation.

OWNER'S ENGINEER shall mean the engineer or land surveyor registered and in good standing with the State Board of Registration of Alabama who is the agent in his professional capacity of the owner of land which is proposed to be subdivided or which is in the process of being subdivided.

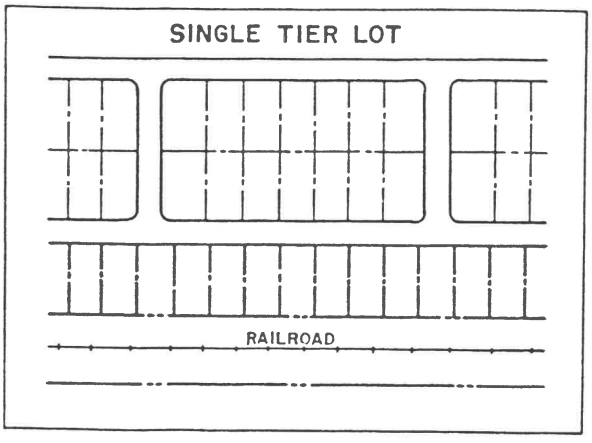
PLANNING COMMISSION shall mean the Planning Commission of the City of Hueytown, Alabama.

PRELIMINARY PLAT shall mean a tentative plan of proposed subdivision submitted to the Hueytown Planning Commission for its consideration.

PROBATE JUDGE shall mean the Judge of Probate of Jefferson County, Alabama.

SIDEWALK shall mean a walkway constructed for use by pedestrians.

SINGLE TIER LOT shall mean a lot which backs upon an arterial street, a railroad, a physical barrier, or a residential or non-residential use, and to which access from the rear of the lot is usually prohibited.



STREET PLAN, MAJOR, shall mean the major street plan, City of Hueytown, Alabama, prepared as an element of the City Development Plan.

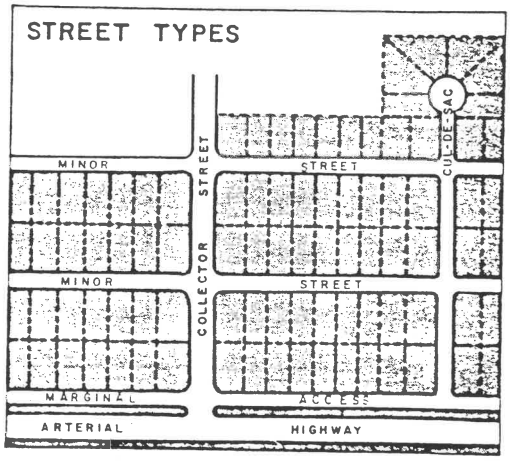
STREETS, ARTERIAL, are those which are used primarily for moving fast or heavy traffic as shown on the Major Street Plan.

STREETS, COLLECTOR AND SECONDARY, shall mean a street which carries traffic from minor streets to the system of major streets.

STREETS, CUL-DE-SAC, shall mean a short street designed to have one end permanently closed; the closed end terminated by a vehicular turn-around.

STREETS, MARGINAL ACCESS, shall be a street which is parallel with and adjacent to an arterial street and which provides access to abutting properties and protection from through traffic.

STREETS MINOR, are used primarily to provide access from abutting properties to collector streets.



SUBDIVIDER shall mean the person(s), firm(s) or corporation(s) engaged in the process of creating a subdivision or having completed a subdivision of said land.

SUBDIVISION shall mean the division of a lot, tract, or parcel of land into two (2) or more lots, plats, sites, or other divisions of land for the purpose, whether immediate or future, of subdividing or resubdividing. Also, when appropriate to the context, this term relates to the process of subdividing or to the land or territory being subdivided, including changing of lot size, private or public streets and alleys, and extension of major utility locations.

ZONING ORDINANCE shall mean the Official Zoning Ordinance of the City of Hueytown, Alabama.

ARTICLE IV

PROCEDURE FOR PLAT APPROVAL

SECTION 1 - GENERAL

The procedure for review and approval of a subdivision plat consists of two (2) separate steps. The initial step is the preparation and submission to the Planning Commission of a preliminary plat of the proposed subdivision. The second step is the preparation and submission to the Planning Commission of the final plat, together with the required certificates. (See appendix for suggested forms) This final plat becomes the instrument to be recorded in the office of the Judge of Probate, when duly signed by the Chairman of the Planning Commission or by his duly authorized agent and by the City Engineer or his duly authorized agent.

SECTION 2 - PRE-APPLICATION

Prior to formal application for subdivision approval, the subdivider or his agent is encouraged to consult early and informally with the Planning Commission to obtain advice and assistance. This should be done before he begins to prepare the preliminary plat. This early consultation will enable the subdivider to become familiar with the major street plan and other official plans and city ordinances which might affect the area, and to address potential problems.

SECTION 3 - PRELIMINARY PLAT APPROVAL

Following the pre-application consultation, the subdivider shall seek approval of the preliminary plan. The application for preliminary plat approval, including eight (8) prints of the subdivision plan, shall be submitted to the Planning Commission at its regularly scheduled meeting. A fee of twenty-five (25) dollars, plus one, (1) dollar per lot proposed shall be required. In addition, the developer shall be responsible for payment of any additional engineering expenses incurred by the City related to the proposed subdivision. Fee is payable at the time of submission.

The Planning Commission, before its review, shall transmit prints of the preliminary plat to the City Engineer, Street Department, Building Inspector, and any other pertinent city or county department for review and recommenations.

Prior to approval of the preliminary plat, the Planning Commission shall hold a public hearing. Notice of such hearing

shall be sent to all adjoining property owners as their names appear upon the plats in the Jefferson County tax accessor's office. Notice of the public hearing shall be sent at least five (5) days prior to the date of the hearing.

The preliminary plat, which shall meet the minimum requirements and standards of design for the construction of public improvements set forth in these regulations, shall show:

a. subdivision name, owner name and designer of plat, date, northpoint, and graphic scale of drawing;

b. the proposed street and lot layout for the subdivision with approximate grades of streets;

c. the names and locations of all existing and proposed streets; in or adjoining the subdivision;

d. the location of existing utility lines and structures in the subdivision.

c. the location of existing parks, public spaces, easements, drainage areas, railroads, buildings or governmental boundaries in the subdivision.

f. proposed parks, public spaces, easements, drainage areas for the subdivision.

g. special easements shall be defined as to location, width and purpose.

h. features on adjacent property which might affect the design of the subdivision.

i. the boundaries of the proposed subdivision including the location and description of all adjoining property and the location and names of all adjoining streets and easements. All boundaries shall be tied to quarter-quarter section corners and/or, if deemed necessary, tied to adjoining existing surveys.

j. existing contours at intervals of not more than five (5) feet based on field data refined to USGS sea level datum in sufficient detail to show the general character of the land.

k. areas which are subject to periodic flooding inundation;

l. the proposed use of the land in the subdivision, including reserved areas and any acreages;

m. a key map showing the relative location of the nearest public street system;

n. a complete drainage plan including pipe sizes, drainage areas, velocities, "Q" (cfs) discharges and a cross section view of any special ditches. Drainage plans shall include the location and size of all adjacent drainage structures. Plans shall bear a registered engineer's seal and shall be accompanied by a letter signed by the same concerning the effect of drainage from the project onto the surrounding area. Special drawings of culverts shall be submitted with the preliminary plat.

o. the developers estimate of the amount of traffic flow that will be generated by the proposed subdivision/development.

p. names and addresses of record owners of adjoining parcels of land as they appear on current tax records.

Within thirty (30) days after the first regularly scheduled meeting of the Planning Commission which is held twenty (20) or more days after the submission of the preliminary plat, the Planning Commission shall review the plat and indicate its approval subject to any required modifications. If a plat is disapproved, the reasons for such disapproval shall be stated in writing. If approved subject to modifications, the nature of the required modifications shall also be indicated in writing. Failure of the Planning Commission to consider any preliminary plat within these thirty (30) days shall be considered as approval of same as submitted.

One (1) copy of the preliminary plat shall be retained in the Planning Commission files, and one (1) copy shall be returned to the subdivider at the time of approval or disapproval, with the specific notations of any changes or modifications required.

Approval of the preliminary plat by the Planning Commission shall not constitute acceptance of the final plat, except when the final plat is completed during the specified time in substantial accordance with the layout shown on the preliminary plat.

Approval of the preliminary plat shall lapse unless a final plat in substantial conformance therewith is submitted within twelve (12) months from the date of such approval, unless an extension of time is specifically applied for by the subdivider and expressly granted by the Planning Commission.

SECTION 4 - FINAL PLAT

The final plat shall conform substantially to the preliminary plat as approved, if desired by the subdivider, it may constitute only that portion of the approved preliminary plat which he proposed to record and develop at that time; provided, however, that such portion conforms to all of the requirements of these standards.

The final plat shall be drawn to a minimum scale of one (1) inch equals one hundred (100) feet on paper, cloth or plastic film on standard engraved sheet not larger than twenty-two (22) inches by thirty-six (36) inches.

This final plat shall conform substantially to the preliminary plat as approved; and, if desired by the subdivider, it may constitute only that portion of the approved preliminary plat which he proposed to record and develop at that time; provided, however, that such portion conforms to all of the requirements and standards set forth in these regulations. At least twenty (20) days prior to the Planning Commission meeting, at which the final plat is to be considered, the subdivider shall submit the original drawing, along with three (3) copies to the Planning Commission, together with any other plans and/or drawings which may be deemed necessary. Additionally, the following certificates shall be presented along with the final plat: (See appendix for suggested forms).

a. certification showing that the applicant is the legal owner of the land, and that he formally dedicates all streets, easements and rights-of-way, and any other sites for public use;

b. certification by a registered land surveyor of the State of Alabama of the accuracy of the survey and plat, and the placement of all required monuments.

c. certification of approval by the Jefferson County Department of Health;

d. certification by the designated representative of the City of Hueytown that the subdivider has complied with one of the following alternatives.

    1. Installed all improvements according to the requirements and standards set forth in these regulations; or

    2. Posted a surety bond in the amount of 125 percent of the cost of required improvements.

e. certification of approval to be signed by the Secretary of the Planning Commission and the City Engineer.

f. A certification by the City Engineer indicating that sufficient bond has been posted.

When the plat has been approved by the Planning Commission, one (1) copy with the approval of the Planning Commission certified thereon shall be returned to the subdivider to be used for filing with the Probate Judge as the official plat of record. The original tracing containing all required certifications shall be returned to the subdivider for his records, and three (3) copies shall be retained in the records of the Planning Commission. The Planning Commission must consider a final plat within thirty (30) days after its first regularly scheduled meeting which is held ten or more days after the submission of the final plat. Failure of the Planning Commission to act on a final plat submission within thirty (30) days shall be considered as approval of same. If the plat is disapproved, grounds for such disapproval shall be stated in writing in the official minutes of the Planning Commission.

The final plat shall give the following information:

a. name and location of subdivision, names and addresses of owner and designer, north point, graphic scale, and date.

b. names, location and width of all streets and other areas to be dedicated for public use and all easements to be dedicated for the installation and maintenance of utilities, all fully dimensioned, showing the angle of intersection of streets and the radii chords, point of tangency, sub-tangent lengths and centered angles for all curvilinear streets, and the radii of all rounded corners, and shall also contain notations concerning the dedication, reservation and use of such public areas and easements and reference to the status of such areas adjacent to the subdivision.

c. the boundaries of the property proposed for subdivision, including all bearings and dimensions as determined by an accurate survey in the field.

d. location and description of all adjoining property, and the location, names and width of all adjoining streets and easements.

e. lot numbers, lot lines, and building lines, all fully dimensioned, angles or bearings and distances of non-parallel lot lines.

f. the location and description of all permanent monuments, set at such critical points and so interconnected and dimensioned that any registered land surveyor can lay out lots or streets in the subdivision correctly by referring to the plat above without any additional information and a notation designating that all such monuments have been set and are donated by small open circles shown on the map.

g. all required certificates and assurances.

ARTICLE V

COMMERCIAL AND INDUSTRIAL DEVELOPMENT

SECTION 1 - PROCEDURE

When applying to the Hueytown Planning Commission for plat approval for the development of any tract of land other than a single family residential subdivision, the following shall be followed:

a. Major Development - is any proposed new structure or addition to any existing structure which constitutes a change in the topography of the proposed site, paving or parking areas, or the installation of storm drainage structures, open ditches or swales to remove storm water from the site or where the possibility exists of an adverse affect to adjacent properties.

b. Minor Development - is any new structure on an existing site with other existing buildings or an addition to an existing structure to be erected on the site with no alterations to the surrounding topography or existing improvements such as driveways, drainage ditches, parking areas; etc., except for the excavation of the foundation itself.

c. Industrial and Commercial - subdivisions shall conform to all sections of these regulations pertaining to the development of land.

d. Condominiums and Multiple-Family Dwellings - not to be owned by one family must comply with the procedure for a major development under this article.

SECTION 2 - APPLICATION FOR APPROVAL

No person, firm or corporation shall develop, alter or modify any tract of land within the corporate limits of the City of Hueytown without first securing the approval of the improvement plans required by these subdivision regulations, nor shall any person, firm, or corporation undertake such work or cause the same to be undertaken without first obtaining the required approval or permits from the Hueytown Planning Commission, Building Inspector, and City Engineer.

SECTION 3 - EASEMENTS

Where development or construction will require easements and right-of-way dedications, no approval of single lot developments will be granted until guarantee of or verification of the recording of all easements and right-of-way dedications has been received.

SECTION 4 - IMPROVEMENT PLAN REQUIREMENTS

Improvement plans for all aspects of the site development shall be prepared by a registered, professional engineer and such number of copies as may be required, shall be submitted for review to the Hueytown Planning Commission, City Engineer, and other pertinent departments as required. The improvement plans shall be drawn at a minimum scale of one (1) inch equals one hundred (100) feet, on sheets not larger than twenty-four (24) by thirty-six (36) inches. When more than one (1) sheet is required, an index sheet of the same size shall be filed as a key, showing the entire development, with the sheets filed in alphabetical order. The plan itself shall consist of the following.

a. the site plan
b. complete drainage plan
c. grading plan
d. traffic control plan

SECTION 5 - SITE PLAN

The site plan shall be used as a cover sheet for all improvement plans submitted for approval under this section pertaining to industrial and commercial development. Specific details shall be included, but not limited to the following:

a. title block;

b. legal tie, quarter-quarter section, township and range;

c. scale;

d. vicinity map and north arrow;

e. boundary and dimension of property;

f. location of existing and proposed structures in relation to all property lines;

g. off-street parking as per Article III, sections 3:14 and 3:15 of the Hueytown Zoning Ordinance;

h. name and location of adjacent roads and/or streets;

i. sight distance at the intersection of a driveway with an existing roadway.

SECTION 6 - ROADWAY CONSTRUCTION DETAIL SHEETS

All construction details pertaining to the roadway improvements (e.g., pavement widening, curbing, siedwalks, unpaved areas, entrances, etc.) shall be shown on typical section and in plan and profile in accordance with those shown in the appendix.

SECTION 7 - DRAINAGE PLAN

All drainage, existing and proposed, shall be prepared in accordance with Article X of these regulations. Specific details shall include, but not be limited to the following:

a. topography extended onto adjacent property;

b. drainage structures (size, drainage areas, "Q" (cfs), velocities (fps).

c. location and size of adjacent drainage structures;

d. location of channels, swales, surface drainage and direction of flow;

e. differential runoff calculation and details of storm water detention facilities when required.

f. letter or report from an Alabama Registered Engineer as to the effect of drainage onto adjacent property;

g. engineer's seal.

SECTION 8 - GRADING

All grading details pertaining to the site development shall be shown in plan or cross section sheets. Specific details shall

be included, but not limited to the following:

a. Existing and proposed contours,
b. Existing and finish grades

SECTION 9 - CERTIFICATE OF OCCUPANCY

Occupancy permits shall not be issued until site has been constructed as shown on the site plan or an adequate surety has been posted with the city to assume the same.

SECTION 10 - TRAFFIC CONTROL PLAN

The traffic control plan shall include the subdivider/developer's plan for handling anticipated traffic through highway and street work zones associated with commercial and industrial development. The degree of detail of the traffic control plan will depend on the project complexity and the relationship of traffic with the construction activity. The control plan will consider, but not necessarily be limited to:

a. Flagging;
b. Signing;
c. Construction schedule and work hours;
d. Methods and devices for delineation and channelization;
e. Placement and design of barriers and barricades;
f. Storage of equipment and materials;
g. Geometrics of detours;
h. Roadway lighting;
i. Movement of equipment;
j. Length of project;
k. Speed limit and enforcement;
l. Surveillance and inspection.

ARTICLE VI

DESIGN - GENERAL REQUIREMENTS

The following standards of design shall apply to the subdivision of land hereafter proposed, unless deviations shall be expressly granted to the subdivider/developer by the Hueytown Planning Commission because of topographical considerations or sound engineering practices.

SECTION 1 - STREETS

1. LOCATION

New streets shall be so related to the topography and to existing streets so as to promote the public convenience and safety

and to facilitate the proper use of the land they are constructed to serve. Street jogs with centerline offset of less than one hundred fifty (150) feet should be avoided. New minor streets shall be so located to discourage their use by through traffic.

2. NAMES

A street which is obviously a continuation of an existing street shall bear its name. No street name shall duplicate or closely approximate the name of an existing street in the City. Whenever possible, postal department review of proposed street names should be obtained to prevent duplication and confusion.

3. ALIGNMENT

The alignment of all streets shall be related to the centerline and shall be as follows (unless a different alignment is required by the Planning Commission and/or City Engineer due to special topographical considerations or sound engineering practices. (See article VII).

a. Primary and Secondary Arterials - The radius of all horizontal curves shall be at least five hundred and seventy-five (575) feet, and the radius of all horizontal curves shall have a minimum stopping distance of two hundred and seventy-five (275) feet.

b. Collectors - The radius of all horizontal curves shall be at least five hundred (500) feet and horizontal curves shall have a minimum stopping distance of one hundred and seventy-five (175) feet.

c. Minor Streets - All minor streets shall be related to the topography of the subdivision and shall generally tend to discourage fast or through traffic.

d. Ending Streets - No street shall end no more than one thousand (1,000) feet beyond the nearest intersection or immediate turnaround. Except in the case of marginal access streets having no lots fronting on them, all streets shall end in an intersection with another street or in a cul-de-sac or stub at the property line of the subdivision.

e. Vertical Curves - shall be used at all changes or grade exceeding one percent (1%).

4. GRADE

The grades for all streets shall not exceed 15 percent (15%) maximum and 1 percent (1%) minimum unless approved by the City Engineer.

STREET CLASSIFICATION	MAXIMUM STREET GRADE
Arterial Street	8%
Collector Street	12%
Minor Street	15%
Marginal Access Street	15%

a. Minor deviations from the above grades shall be permitted only after written approval is received from the Planning Commission and City Engineer.

b. The minimum vertical slope shall not be less than 0.3% in order to provide adequate drainage.

c. Proper drainage shall be provided at the low point in vertical curves.

d. Vertical curves shall generally be designed with equal tangents.

5. MINIMUM ROADWAY WIDTHS

The minimum widths for the various classifications of streets shall be as follows unless othewise determined by the City Engineer.

STREET TYPE	MINIMUM PAVEMENT WIDTH
Arterial Street	31
Collector Street	31
Minor Street	31
Marginal Access Street	31
Alley	31
Cul-de-sac	31

6. ADDITIONAL WIDTH ON EXISTING ROADS

Subdivisions that adjoin existing roads shall dedicate additional right-of-way to meet above minimum road width requirements.

a. the entire right-of-way shall be provided where any part of the subdivision is on both sides of the existing road.

b. when the subdivision is located on only one side of an existing road, one-half (½) of the required right-of-way, measured from the centerline of the existing road shall be provided.

7. SIDEWALKS

Sidewalks shall be placed on both sides of all streets in a commercial subdivision and may be required in residential subdivisions

in the vicinity of schools and other community facilities, or as deemed necessary by the Hueytown Planning Commission. Sidewalks, when required shall be a minimum of four (4) feet wide in residential areas and seven (7) feet wide in business areas, and shall be constructed according to city design specifications.

8. SIGNS

The subdivider/developer shall furnish material and erect street signs and approved traffic control devices to meet the needs identified by the traffic control plan. These street signs and traffic control devices shall meet with standards set forth by the Planning Commission and the Alabama State Highway Department.

9. CURBS AND GUTTERS

Standard approved type curbs and gutters shall be placed on both sides of all new streets within the area of jurisdiction of these regulations in accordance with the city specifications.(See appendix C).

10. WATER MAINS

The design and specifications of the distribution system shall meet the water system requirements. Water mains shall be extended the full length or width of the street pavement. Water mains shall meet the requirements of the Hueytown Fire Department and the Bessemer Water service.

11. FIRE PLUGS

Fire plugs shall be installed in such a manner to insure that each residence is located within one thousand (1,000) feet of a fire plug. The water supply and pressure shall be sufficient to adequately serve the potential needs of the intended land use. In business districts, fire plugs shall be installed a minimum of every three hundred (300) feet.

12. SANITARY SEWERS

(See article X)

13. STORM SEWERS AND DRAINAGE

(See article X)

14. INTERSECTIONS

All new street intersections located in or adjoining any major subdivision of land hereafter proposed shall conform

with the following design standards for street intersections:

a. Number of Approaches - Intersections involving more than four (4) basic legs or approaches shall be prohibited. Merging lanes, deceleration lanes, "Y" intersections, and traffic circles are not included in this prohibition but are considered as being parts of one street leg or approach.

b. Deceleration and/or Acceleration Lanes - These may be required by the Planning Board upon recommendation of the City Engineer when deemed necessary to maintain a safe flow of traffic on existing or proposed new streets.

c. Angle of Intersection - For a tangent distance of at least one hundred (100) feet, measured from the intersection of right-of-way lines, all streets shall intersect at an angle of ninety (90) degrees, where practical, but in no case shall the angle be less than seventy-five (75) degrees.

d. Intersection Offset - Streets entering opposite sides of another street should be laid out either directly opposite one another or with a minimum offset of one hundred and fifty (150) feet between their centerlines.

e. Intersection Spacing - All minor streets intersecting with, and entering the same side of other collector, local and minor streets, should be located at least two hundred (200) feet apart, measured from the centerline. All other streets intersecting with and entering the same side of any other street shall be located at least five hundred (500) feet apart, measured from centerline to centerline, unless a closer spacing is expressly approved by the Planning Board upon recommendation of the City Engineer.

f. Grades at Intersection - Where the grade of any street at the approach to an intersection exceeds three (3) percent, a leveling area shall be provided, have not greater than a three (3) percent grade for a distance of fifty (50) feet from the intersection of the street centerline. Any deviation from this requirement must be approved by the Planning Commission.

g. Corner Radii - The minimum radii at the pavement edge, on the back of the curb where required, shall be twenty (20) feet for all street intersections unless a different figure is expressly approved by the Planning Commission and/or City Engineer because of special topographical considerations or sound engineering practices.

The minimum radii as the property line shall be fifteen (15) feet for all street intersections, unless a different figure is expressly granted by the Planning Commission and/or City Engineer due to special topographical considerations or sound engineering practices.

15 ALLEYS

a. Alleys may be required in commercial and industrial districts, except that the Planning Commission may waive this requirement where other definite and assured provision is made for service access, such as off-street loading, unloading, and parking facilities are consistent with zoning requirements.

b. Alleys are not permitted in residential districts, except when the Planning Commission determines special conditions warrant a secondary means of access.

SECTION 2 - BLOCKS

All new blocks created by any major subdivision of land hereafter proposed shall conform to the following standards of design:

a. Residential Blocks - Intersecting streets, which determine the length and width of blocks, shall conform to City requirements and shall be provided at such intervals as are necessary to facilitate safe and convenient vehicular and pedestrian traffic. Except in the case of superblocks of more than two (2) tiers of lots, all residential blocks shall be not less than four hundred (400) feet and no more than twelve hundred (1,200) feet in length and shall be sufficiently wide to allow two (2) tiers of lots of appropriate depth under the applicable zoning regulations, unless another length or width is expressly granted by the Planning Commission and/or City Engineer because of special topographical considerations or sound engineering practices.

b. Non-Residential Blocks - Pedestrian mid-block sidewalks may be required within blocks, where necessary to improve pedestrian circulation by providing a more convenient access to schools, shopping centers, etc., than is possible with sidewalks shall have a right-of way width of at least ten (10) feet.

c. Mid-Block Walkways - When blocks are over one thousand (1,000) feet in length, a mid-block walkway dedicated to public use not less than ten (10) feet wide may be required by the Planning Commission to provide proper access to schools, playgrounds, shopping areas, and other facilities.

SECTION 3 - LOTS

All new lots created by any subdivision of land hereafter proposed shall conform to the minimum requirements of the Hueytown Zoning Ordinance and shall also conform to the following design standards.

a. Shape of Lots - Excessive depth in relation to width should be avoided, with a proportion of 2 to 1 normally being considered as a desirable maximum for lot widths of sixty (60) feet or greater. Pointed or very irregular shaped lots should be avoided whenever possible. Additional depth may be required on lots which back up to railroads, major streets, or conflicting land uses.

b. Access- All lots for detached houses shall abut a public street and comply with the Hueytown Zoning Ordinance.

SECTION 4 - GENERAL REQUIREMENTS

1. Frontage on Improved Roads/Streets - No subdivision shall be approved unless the area to be subdivided shall have frontage on and access from an existing street on the Official Map, or, if there be no Official Map, unless such street is:

   An existing state, county, or municipal street shown upon a plat approved by the Planning Commission/City Engineer and recorded in the County Judge of Probate office. Such street or highway must be suitably improved as required by the development rules, regulations, specifications, or orders, or be secured by a surety as required under these subdivision regulations.

   Wherever the area to be subdivided is to utilize existing road/street frontage, such road/street shall be suitably improved as provided hereinabove.

2. Grading and Improvement Plan - Roads/streets shall be graded and improved and conform to Hueytown construction

standards and specifications and shall be approved as to design and specifications by the City Engineer, in accordance with the construction plans required to be submitted prior to final plat approval.

3. ARRANGEMENT

   a. Minor streets shall be laid out to conform as much as possible to the topography, to discourage use by through traffic, to permit efficient drainage and utility systems, and to require the minimum number of streets necessary to provide convenient and safe access to property.

   b. The rigid rectangular gridiron street pattern need not necessarily be adhered to, and the use of curvilinear streets, cul-de-sacs, or U-shaped streets shall be encouraged where such use will result in a more desirable layout.

   c. Proposed streets shall be extended to the boundary lines of the tract to be subdivided, unless prevented by topography or other physical conditions, or unless in the opinion of the Planning Commission/City Engineer such extension is not necessary or desirable for the coordination of the layout of the subdivision with the existing layout or for the most advantageous future development of adjacent tracts.

   d. In business and industrial developments, the streets and other accessways shall be planned in connection with the grouping of buildings, location of rail facilities, the provision of alleys, of required truck loading and maneuvering areas, walks, and parking areas so as to minimize conflict of movement between the various types of traffic, including pedestrian.

4. Access to Primary Arterials. Where a subdivision borders on or contains an existing or proposed arterial, the Planning Commission/City Engineer may require that access to such streets be limited by one of the following means:

   a. The subdivision of lots, so as to back onto the primary arterial and front onto a parallel local street; no access shall be provided from the primary arterial, and screening, when deemed necessary, shall be provided by a strip of land along the rear property line of such lots.

   b. A series of cul-de-sacs, U-shaped streets, or short loops entered from and designed generally

at right angles to such a parallel street, with the rear lines of their terminal lots backing onto the major arterial.

c. A marginal access or service road (separated from the primary arterial by a planting or grass strip and having access thereto at suitable points).

d. Reserve Strips. The creation of reserve strips shall not be permitted adjacent to a proposed street in such a manner as to deny access from adjacent property such street.

5. Construction of Roads and Dead-End Roads

a. Construction of Roads - The arrangement of streets shall provide for the continuation of principal streets between adjacent properties, when such continuation is necessary for the convenient movement of traffic, effective fire protection, for the efficient provision of utilities, or where such continuation is in accordance with the Master Plan. If the adjacent property is undeveloped and the street must be a dead-end street temporarily, the right-of-way shall be extended to the property line. A temporary T-or L-shaped turnabout shall be provided on all temporary dead-end streets, with the notation on the subdivision plat that land outside the normal street right-of-way shall revert to abuttors whenever the street is continued. The Planning Commission/City Engineer may limit the length of temporary dead-end streets in accordance with the design standards of these regulations.

b. Dead-End Roads/Streets (Permanent) - Where a road/street does not extend to the boundary of the subdivision and its continuation is not required by the Planning Commission/City Engineer for access to adjoining property, its terminus shall normally not be nearer to such boundary than fifty (50) feet. However, the Planning Commission/City Engineer may require the reservation of an appropriate easement to accommodate drainage facilities, pedestrian traffic, or utilities. A cul-de-sac turnaround shall be provided at the end of a permanent dead-end road/street in accordance with city construction standards and specifications. For greater convenience to traffic and more effective police and fire protection, permanent dead-end roads/streets shall, in general, be limited in length in accordance with the design standards of these regulations.

6. Design Standards

a. Road/Street Surfacing and Improvements - After sewer, water, or other underground utilities have been installed by the developer, the applicant shall construct curbs and gutters and/or valley gutters where applicable and shall base and surface or cause to be based and surfaced, all pertinent roadways/streets to the width prescribed in these regulations or as approved by the City Engineer. Said surfacing shall be of such character as is suitable for the expected traffic and in harmony with similar improvements in the surrounding areas. Types of pavement shall be as determined by the City Engineer. Adequate provision shall be made for culverts, drains, and bridges for proper protection of the roadway or street.

b. All roadway pavement, shoulders, drainage improvements and structures, curbs, turnarounds, and sidewalks shall conform to all construction standards and specifications adopted by the City of Hueytown and shall be incorporated into the construction plans required to be submitted by the developer for approval.

c. Excess Right-of-Way - Right-of-way widths in excess of the standards designated in these regulations shall be required whenever, due to topography, additional width is necessary to provide adequate earth slopes. Such slopes shall not be in excess of three to one.

7. Railroads and Limited Access Highways - Railroads right-of-way and limited access highways where so located as to affect the subdivision of adjoining lands shall be treated as follows:

a. In residential districts a buffer strip at least 25 feet in depth in addition to the normal depth of the lot required in the district should be provided adjacent to the railroad right-of-way or limited access highway. This strip shall be part of the platted lots and shall be designated on the plat: "This strip is reserved for screening. The placement of a residential structure thereon is prohibited".

b. In districts zoned for business, commercial, or industrial uses the nearest street extending parallel or approximately parallel to the railroad shall, wherever practicable, be at a sufficient distance therefrom to ensure suitable depth for commercial or industrial sites.

c. Streets parallel to the railroad when intersecting a street which crosses the railroad at grade shall, to the extent practicable, be at a distance of at least 150 feet from the railroad right-of-way. Such distance required for future separation of grades by means of appropriate approach gradients.

8. Road Dedications and Reservations

a. New Perimeter Streets - Street systems in new subdivisions shall be laid out so as to eliminate or avoid new perimeter half-streets. When an existing half-street is adjacent to a new subdivision, the other half of the street shall be improved and dedicated by the subdivider. The Planning Commission/City Engineer may authorize a new perimeter street where the subdivider improves and dedicates the entire required street right-of-way width within his own subdivision boundaries.

b. Widening and Realignment of Existing Roads - Where a subdivision borders an existing narrow road or when the Master Plan, Official Map, or zoning setback regulations indicate plans for realignment or widening a road that would require use of some of the land in the subdivision, the applicant shall be required to improve and dedicate at his expense such areas for widening or realignment of such roads. Such frontage roads and streets shall be improved and dedicated by the applicant at his own expense to the full width as required by these subdivision regulations.

9. Road and Street Inspection

a. It shall be the duty and responsibility of the developer or contractor to give notification to the City Engineer, or his authorized agent, 24 hours prior to starting each phase of construction, grading, sub-base, base, surfacing and drainage or any other pertinent work that pertains to the development of the subdivision.

b. The purpose of this notification is to provide adequate inspection of each phase of the work.

c. All subdivision improvements must be inspected by the building Inspector/City Engineer.

d. In all cases in which the City Engineer has reasonable doubt concerning the stability or proper construction of any street he may require that after installation of the one inch binder course that the one inch seal course of bituminous pavement be delayed for a period of a minimum of six (6) months.

e. The building inspector or his authorized agent, shall provide a copy of each inspection to the contractor of any unacceptable work. Failure of the contractor or developer to notify the Street Superintendent/City Engineer or his authorized agent of the start of each phase of the construction may be grounds for non-acceptance of the work.

f. The developer shall be required to make all necessary tests required by the City of Hueytown to assure compliance with the specifications. Said tests shall be made by an Alabama registered engineer and all cost associated with the test shall be paid for by the developer. The city shall be provided with a certified copy of all tests.

10. Road and Street Acceptance Procedure

a. The developer or contractor shall notify the Street Superintendent/City Engineer in writing when all work has been completed and shall request that inspection be made of the completed work. The developer or contractor shall indicate in writing what streets or roads are to be inspected.

b. If the roads are rejected by the Street Superintendent/ City Engineer, a detailed report of the reasons for rejection shall be sent to the developer and contractor.

c. If the work is found to be acceptable, the Street Superintendent/City Engineer shall direct that a partial maintenance letter be sent to the developer for the completed work.

Partial maintenance is defined as the acceptance by The City of Hueytown for all maintenance of the streets, or roads, except for the actual repair of the street or road, curbs, gutters, sidewalks, drainage, surfacing, base, and other maintenance which the contractor or developer is directly responsible for. The period of partial maintenance will be one (1) year.

d. The Street Superintendent/City Engineer, or his authorized agent, shall again inspect those streets, approximately nine (9) months after the partial maintenance inspection and shall notify the developer or contractor in writing of any deficiency. After the deficiencies have been corrected, at the developer's and/or contractor's expense, another inspection shall be made, and, if the streets or roads are satisfactory, the Street Superintendent/ City Engineer shall notify the Planning Commission

in writing that the streets or roads have been accepted for full street or road maintenance.

e. Full street or road maintenance is defined as acceptance by the City of Hueytown for all repair and maintenance to the street or road.

f. The City of Hueytown will not accept any street or road for full maintenance after the one (1) year period if the deficiencies in the street and/or road which were detected and were reported to the developer or contractor, were not corrected during this one (1) year period.

11. Closing of Streets and Roads

a. All road closures, both temporary and permanent, must be approved and authorized by resolution by the City Council prior to clsoing.

b. The developer or contractor shall make proper application to the City of Hueytown stating what public road is to be closed, the period of closure, and the reason for the closure.

c. The developer or contractor shall notify the appropriate fire protection district, police department, and local ambulance service of the exact location of closure and period of closure.

d. The developer or contractor shall properly sign and barricade said road/street, at his own expense, in accordance with the Alabama Manual of Uniform Traffic Control Devices.

e. The developer or contractor shall submit to the city, detailed Traffic Control Plan of the road closure showing barricades and signing to the City Engineer for approval prior to the road closure.

ARTICLE VII

RIGHTS-OF-WAY AND EASEMENTS

1. Width - All rights-of-way shall be of adequate dedication width for the classified street and shall adhere to the general provisions, requirements and design standards for streets as stated in Article V these Regulations and shall conform to the typical design standards as outlined in the Appendix of these regulations.

2. Accessibility - Where a proposed subdivision has no frontage on an existing public road, or right-of-way, the subdivider must provide, and dedicate a suitable right-of-way for ingress and egress. This connecting road becomes part of the street system of the proposed subdivision and is subject to all regulations regarding streets.

3. Improvements - Before a subdivider or developer commences to grade or pave streets or roads within a subdivision, he shall consult the City Engineer and obtain his approval of the proposed grades, type of paving, size of drainage structures, and any or all other engineering problems involved therein. This information shall be submitted in adherence to Article IV hereof.

4. Easements - Easements shall be provided throughout the subdivision and shall be of a sufficient width for egress and ingress for public utilities, sanitary sewer, storm ditches and shall be for such purposes to serve property both within and without the subdivision.

ARTICLE VIII

GEOMETRIC DESIGN REQUIREMENTS AND CONSTRUCTION PROCEDURES

1. Horizontal Alignment

   a. The safety of the traveling public depends on the proper selection of horizontal alignment of roads. The selection of the horizontal alignment should depend on the amount of traffic, natural terrain features, design speed and type of road.

   b. In general roads/streets are to intersect at right angles. The maximum deviation from a right angle shall not exceed 15 degrees and any deviation from a right angle intersection must be approved by the Planning Commission/City Engineer.

   c. Opposing intersections shall be placed opposite each other where practical or placed at a minimum of 150 feet apart. Not more than two (2) new roads shall intersect at any one point.

2. Sight Distance

a. The horizontal alignment shall provide for the minimum sight distance for the design speed at all points including curves.

b. The minimum sight distance is the distance required by the driver of the vehicle traveling at a given speed to bring his vehicle to a complete stop after an object in the road ahead becomes visible. Stopping sight distance is measured from the driver's eyes, whcih are assumed to be 3.75 feet above the road surface ahead.

c. The following are minimum stopping sight distances for design of all two-lane roads:

DESIGN SPEED	MINIMUM STOPPING SIGHT DISTANCE
25	175
30	200
35	230
40	275
45	310
50	350
55	415

d. Where any road/street intersection will involve earth banks or existing vegetation inside any lot corner that would create a traffic hazard by limiting visibility, the developer shall cut such ground and/or vegetation (including trees) inconnection with the grading of the public right-of-way to the extent deemed necessary to provide adequate sight distance.

3. Passing Sight Distance

a. Passing sight distance is the minimum sight distance that enables a driver to safely pass another vehicle without interfering with oncoming traffic traveling at the designed speed. The sight distance available for passing is the longest distance at which a driver whose eyes are 3.75 feet above the roadway can see the top of an object 4.5 feet above the roadway surface ahead.

b. The following passing sight distance shall be used for design of all two lane roads:

DESIGN SPEED IN MPH	SIGHT DISTANCE IN FEET
25	900
30	1,100
35	1,300
40	1,500
50	1,800
55	1,900

4. Curvature

a. All roads shall be designed to provide the following minimum radius of curvature. Larger curvature radius should be provided where economically feasible.

DESIGN SPEED IN MPH	MINIMUM RADIUS IN FEET
25	175
30	250
35	375
40	550
50	850
55	1,000

b. The proposed design speed of the road shall be approved by the Planning Commission/City Engineer.

c. A design speed of less than 25 mph is not desirable and should be avoided if possible.

d. It is not desirable to end curves at bridges and this should be avoided if possible.

e. Cul-de-sac streets must be provided with a minimum pavement radius of 40 feet or more and shall not exceed 750 feet length.

5. Vertical Alignment

a. Vertical curves shall be used at all changes of grade exceeding one percent (1%).

b. The grades for all roads shall not exceed 15% maximum and 1% minimum unless approved by the Planning Commission/City Engineer.

Street Classification	Maximum Street Grade
Arterial	8%
Collector	12%
Minor	15%

c. Minor deviations from the above shall be permitted only after written approval is received from the Planning Commission/City Engineer.

d. The minimum vertical slope shall not be less than 0.3% in order to provide adequate drainage.

e. Proper drainage shall be provided at the low point in vertical curves.

f. Vertical curves shall generally be designed with equal tangents.

6. Geometric Cross Sections

The geometric cross sections shall conform to those shown on the typical sections in the Appendix contained herein.

7. Roadway Cross Slope

a. On roads in tangent alignment the high point of the road shall be at the center of the pavement.

b. On Portland cement concrete surfaced roads the cross slope from the center shall be 1.5%, on asphalt concrete roads the cross slope from the center shall be 2.0%, and on asphaltic treated seal coats the cross slope from the center of slopes or crown shall be 2.5%, and on all other roads the cross slope from the center shall be 3.0%.

8. Superelevation

Superelevation shall normally be used on curves to aid the vehicle in negotiating the curve. The maximum rate of superlevation cross slope shall not exceed 8%. The centerline of the road shall normally be used for the axis of rotation. Care shall be taken to avoid drainage pockets in the low points of the superelevation. The transition from a crown slope to superelevation shall be determined by standard engineering practice.

9. Typical Design Standards are found in the Appendix hereof.

ARTICLE IX

GRADING, EXCAVATION, BASE AND PAVING

1. Clearing and Grubbing

a. All areas, which will receive fill material, shall have all vegetation, trees, tree stumps, large rocks, and other objectional material removed within the limits of the fill prior to placing the fill. All unsuitable material shall be removed to a minimum depth of 12 inches below the original ground surface.

b. Material not suitable for embankment purposes shall be disposed of off the street rights-of-way.

c. The City Engineer or his designated agent shall determine what material is suitable for embankment.

2. Embankment

a. The natural ground area over which the embankment shall be placed shall be thoroughly compacted prior to placing the embankment. Sheep foot rollers, vibratory rollers, or other types of acceptable rollers shall be used to compact the natural ground.

b. Embankment material shall be placed in loose uniform lifts of 10 inches or less and shall be compacted by an acceptable type of roller.

c. The moisture content of the embankment material shall normally be within 3%, more or less, of optimum moisture.

d. The finished grade shall be maintained in a smooth and compacted condition and shall be properly sloped to drain.

e. Frozen or other unsuitable material shall not be used for embankment nor shall any embankment be placed on frozen or soft ground.

f. Areas which become soft due to excess moisture, traffic conditions, or other causes shall be removed and replaced with suitable compacted material.

g. The grading operations shall be conducted in such a manner that will minimize dust conditions. Wetting of haul roads and the embankment area shall be necessary if adverse dust conditions exist.

h. The developer or contractor shall take all proper precautions for the protection of utilities or other private and public installations. It shall be the responsibility of the developer or contractor for locating and safeguarding utilities and other public and private facilities.

i. The embankment shall be placed to the lines and grades as shown on the plans unless permission is acquired in writing from the Planning Commission/City Engineer or his authorized agent.

3. Excavation

a. Prior to start of excavation the ground shall be properly cleared and grubbed.

b. Excavated areas under the roadway shall be thoroughly compacted to a depth of 6 inches. Wet or unsuitable material shall be removed and replaced with suitable compacted material.

4. Subdrains

a. In areas of high water table or in steep areas, it may be necessary to place subdrains to properly control the moisture under the roadway. The developer or contractor shall submit detailed subdrain plans to the Planning Commission/City Engineer for review and approval prior to start any roadway work.

b. The City Engineer or his authorized agent shall determine if a subdrain system is required.

5. Subgrade

a. Finish grade shall conform to the lines, grades and cross-section as shown on the plans approved by the City Engineer.

b. Excavation and/or embankment shall follow the procedures as delineated in Sections 2 and 3 of this Article.

6. Base

a. Base material shall conform to the lines, grades, cross sections and thicknesses as shown on the plans as approved by the Planning Commission/City Engineer and prior to placing any base the subgrade shall have been prepared and approved.

b. Base material shall consist of hard, durable particles of stone, gravel, or crushed rock or other approved material and shall contain a filler of sand or other fine mineral matter. Base material shall be free from vegetation or other unsuitable matter and when placed and compacted shall produce a firm unyielding foundation. The testing of any material used as a base material may be required on the construction site or at its origin as deemed necessary by the City Engineer.

c. Base material shall be spread without segregation in a loose maximum 6 inch lift and shall be compacted by vibratory, steel wheel rollers or other approved rollers to a maximum density of 95% or relative density.

d. Wetting of the base may be required to achieve the proper mixing and density.

e. Base material shall not be placed on soft or frozen material.

f. The minimum thickness of base shall be 6 inches or as designated by the City Engineer.

g. The developer, contractor, or other responsible party, when required, shall submit to the Planning Commission/ City Engineer for review and approval detailed computation concerning the required base thickness prior to starting any base construction. These detailed computations shall be based on material test of the proposed base.

h. The base shall be inspected and installed under the supervision of the street superintendent and no paving shall be installed until the base course is approved by the City Engineer or his authorized agent.

7. Surfacing

A permanent type paving shall be applied to all streets in a proposed or recognized subdivion by the subdivider or developer. The type of paving shall be approved by the street superintendent/city engineer before any work is started.

8. Types of Surfacing

a. The following shall be held as the minimum requirements for paving of subdivisions streets and shall in no way limit the street superintendent/City Engineer from requiring that a more stringent design be adhered to when deemed necessary.

b. Before any type of surfacing is placed on an approved base, a prime coat shall be applied.

1. Plant Mix

a. Binder:

1. A minimum of a 1 inch hot bituminous plant mixed binder layer shall be placed on a prepared base only after approval to do so by the City Engineer or his authorized agent.

b. At any time when the Streets Superintendent/City Engineer has reasonable doubt concerning the materials used for surfacing the developer and/or contractor shall furnish the Street Superintendent/City Engineer with all test results that are deemed necessary before approval of the roadway or street.

9. Curb & Gutter, Valley Gutter and Sidewalks

10. Location

Curb & gutter, valley gutter, and sidewalk, where applicable, shall be provided on both sides of a street or road where specified by the City Engineer and shall conform to the line and grade as shown on the approved plans.

11. Construction

a. Curb & gutter, valley gutter, and sidewalk shall be constructed of Portland Cement concrete and shall have an entrained air content of between 4% and 7%. The concrete used shall contain at least six bags of cement per cubic yard of mix and shall have a maximum slump of four inches. All concrete must be discharged or used within one hour from the time that the initial water was added to the conrete mix.

b. The surface finish of the concrete shall have a light broomed or burlap drag effect. Edges shall be smoothed with a radius type tool.

c. Contraction joints shall be placed at maximum intervals of 60 feet in curbs and gutters, valley gutters and at 5 foot maximum intervals in sidewalks.

d. Curbs and gutters shall be cut at 10 foot intervals and valley gutter shall be marked every 30 feet.

e. After the concrete has set sufficiently spaces along the back sides of the gutter shall be backfilled to the required elevation with suitable material. This work shall be completed before any base material is placed on roadway. An approved type curing compound shall be used on all curb and gutter and valley gutter.

f. No curb and gutter, valley gutter or sidewalk shall be placed on frozen or soft ground. The subgrade shall be firmly compacted prior to placing concrete.

b. Seal:

1. A minimum of a 1 inch hot bituminous wearing surface shall be placed on the approved binder layer after approval of same by street superintendent/City Engineer or his authorized agent.

2. The street superintendent/City Engineer may require that a slag-type bituminous wearing surface plant mix be used instead of the regular stone-type plant mix, when deemed necessary for safety reasons.

3. In all cases in which the street superintendent/City Engineer has reasonable doubt concerning the stability or proper construction of any streets, he may require that after installation of the one inch binder course that the one inch seal course of bituminous pavement be delayed for a period of a minimum of six months.

2. Bituminous Surface Treatment

a. A triple surface treatment type paving may be used when approved by the street superintendent/ City Engineer in lieu of plant mix binder and seal.

b. This type surfacing shall consist of and be placed according to the following procedure: First a prime coat shall be applied to the approved base, then a seal coat followed by the aggregate, followed by a second application of seal and aggregate which shall be followed by the third application of seal and aggregate.

c. After each application of aggregate the surface shall be rolled with a steel roller and broomed or swept clean of excess loose aggregate.

d. The type and rate of application for the prime, seal and aggregate shall be approved by the Street Superintendent/City Engineer and shall conform to the latest edition of Alabama State Highway Department Regulations and Specifications.

12. Materials/Sources

a. All materials shall be of an approved type and shall be from an approved plant that has been designated as such by the Street Superintendent/City Engineer.

b. Concrete placed during periods of low temperatures shall be properly protected from freezing for a period of seven days after placement. The City Engineer or his authorized agent shall approve the method and materials for protection of concrete during cold weather.

c. No concrete shall be placed when the temperature is 32 degrees or lower.

d. All concrete shall be cured for seven days after placement by curing compound or other method approved by the City Engineer or his authorized agent.

e. The geometric cross section shall conform to the typical section shown in the Appendix.

f. Curb and gutter shall be constructed on grades over 12 percent, or on long unbroken grades, where no cross drains are feasible to divert the flow of water from the street, at the discretion of the City Engineer.

13. Traffic Control

a. Prior to the issuance of a permit by Jefferson County, a Traffic Control Plan must have been submitted by the contractor/developer and approved. The Traffic Control Plan will consider those items as stated in Section 10 of Article V.

b. Traffic Control devices shall conform to Alabama Statutes and to the latest Alabama Manual on Uniform Traffic Control Devices.

c. All necessary signs and barricades shall be in place prior to starting any work, and shall be removed when work is completed.

d. Flagmen shall be provided at all sites when necessary for the safety of the traveling public.

14. Driveway Access

15. General Requirements - Application for all new accesses to streets/roads within the corporate limits of Hueytown that are maintained by the city, shall be made to the City Engineer. The proposed locatin, width, drainage structure, traffic condition, site distance, and surfacing shall be included with the access application. The City Engineer may field check each new access site to determine it the location is acceptable.

16. Residential Entrances - Entrances shall be located at points affording maximum sight distances and minimum grades. Entrance shall not be less than ten (10) feet nor more than twenty (20) feet in width, measured at the right-of-way line. Entrances shall be so located that the curb openings are a minimum of five (5) feet from the nearest edge of a street drainage inlet and 50 feet from the corner radius.

17. Commercial and Industrial Entrances

a. Entrances shall be located in accordance with the site plan requirements of Article V, Section 6. Entrances shall not be more than thirty-five (35) feet nor less than twenty-four (24) feet in width measured at the right-of-way line. The radius to increase the opening shall not be less than fifteen (15) but not more than twenty-five (25) feet. Larger radius to accommodate truck traffic may be required by the Planning Commission.

b. The number of entrances for each site shall be limited on the basis of street frontage as follows:

Frontage (feet)	Maximum No. of Entrances
Less than 300	two (2)
300 - 500	three (3)
500 - 1000	four (4)
More than 1000	five (5)

c. Property which has frontage on two or more streets may be allowed entrances on each street in accordance with the above criteria.

d. The distance between openings shall be 150 feet or as approved by the Street Superintendent/City Engineer.

e. The distance from openings from corner radius shall be 50 feet.

f. Pavement widening at approaches to the entrances to provide safe turning movements may be required at the expense of the developer if deemed necessary by the Street Superintendent/City Engineer.

18. Roadway/Street Damage

a. Any homeowner firm, corporation, developer, home building contractor, or general contractor who, through willful negligence, causes or directs to be caused, the destruction or damage of an accepted and/or maintained street or roadway shall be held duly responsible and shall repair or pay for such repair as may be needed to restore the damaged roadway or street. This is to include but not limited to mud, limbs, or any other debris or objectional material.

b. No cleated or metal tracted machinery shall be permitted on the paved roads or streets unless properly moved on mats or street pads.

c. The responsible party whose name appears on the permit for any lot shall be duly responsible to see that the portion of public ways in front of the lot are free from any obstruction which would or may cause damage to the traveling public.

d. Continued negligence and/or failure to correct and repair the damaged roadway or street shall be held as grounds to refuse a certificate of occupancy, revocation of the respective permit and/or denial of future permits until said repairs have been completed.

ARTICLE X

DRAINAGE

1. General Policy

The main objective of drainage design shall be the safety of the traveling public with the protection of County and private property consistent with good engineering practice as determined by the Planning Commission/City Engineer and within economic boundaries set by the City of Hueytown.

2. Drainage and Storm Sewers

a. General Requirements - The Planning Commission shall not approve any plat of subdivision which does not appear to make adequate provision for storm or flood water runoff channels or basins. The storm water drainage system shall be separate and independent of any sanitary sewer system. Storm sewers, where required, shall be designed by the Rational Method, or other methods as approved by the City Engineer, and a copy of basic design computations shall be submitted to the

Planning Commission along with plans. Inlets shall be provided so that surface water is not carried across or around any intersections, nor for a distance of more than 600 feet in the gutter unless approved by the City Engineer or his authorized agent. When calculations indicate that curb capacities are exceeded at a point, catch basins shall be used to intercept flow at that point.

b. Nature of Storm Water Facilities.

1. Location - The applicant may be required by the Planning Commission/City Engineer to carry away by pipe or open ditch any spring or surface water that may exist either previously to, or as a result of, the subdivision. Such drainage facilities shall be located in the road right-of-way where feasible, or in perpetual unobstructed easements of appropriate width, and shall be constructed in accordance with the construction standards and specifications.

2. Accessibility to Public Storm Sewers

a. Where a public storm sewer is accessible, the applicant may be required to install storm sewer facilities, or, if no outlets are within a reasonable distance, adequate provision shall be made for the disposal of storm waters, subject to the specifications to the City of Hueytown.

b. If a connection to a public storm sewer will be provided eventually, as determined by the Planning Commission/City Engineer, the developer shall make arrangements for future storm water disposal by a public utility system at the time the plat receives final approval. Provision for such connection shall be incorporated by inclusion in the performance surety required for the subdivision plat.

3. Accommodation of Upstream Drainage Areas - A culvert or other drainage facility shall in each case be large enough to accommodate potential runoff from its entire upstream drainage area, whether inside or outside the subdivision. The City Engineer or his authorized agent will review the necessary size of the facility, based on the provisions of the construction standards and specifications.

4. Effect on Downstream Drainage Areas - The Planning Commission/City Engineer or his authorized agent shall also review the effect of each subdivision on existing downstream drainage facilities outside the

area of the subdivision. These drainage studies, together with such other studies as shall be appropriate, shall serve as a guide to needed improvements. Where it is anticipated that the additional runoff incident to the development of the subdivision will overload an existing downstream drainage facility, the Planning Commission may withhold approval of the subdivision until provision has been made for the improvement of said potential condition in such sum as the Planning Commission/ City Engineer shall determine. No subdivision shall be approved unless adequate drainage will be provided to the natural drainage watercourse or an existing facility.

5. Areas of Poor Drainage - Whenever a plat is submitted for an area which is subject to flooding, the Planning Commission may approve such subdivision to an elevation sufficient to place the elevation of streets and lots at a minimum of two feet above the 100 year floodway and conforms with FIA guidelines. Such information as shall be deemed necessary for this review, shall be provided by the Engineer for the development. The plat of such subdivision shall provide for an overflow zone along the bank of any stream or watercourse, in a width which shall be sufficient in times of high water to contain or move the water, and no fill shall be placed in the 100 year floodway nor shall any structure be erected or placed therein. The boundaries of the floodway district will be those defined by FIA.

6. Flood Plain District - The Planning Commission may, upon recommendation of City Engineer, when he deems it necessary for the health, safety, or welfare of the present and future population of the area and when necessary to the conservation of water, drainage, and sanitary facilities, prohibit the subdivision of any portion of the property which lies within the flood plain of any stream or drainage course. These flood plain areas shall be preserved from any and all destruction or damage resulting from clearing, grading, or dumping of earth, waste material, or stumps, except at the discretion of the Planning Commission/City Engineer.

3. Dedication of Drainage Easements

a. General Requirements - Where a subdivision or development of land is traversed by a watercourse, drainage, way, channel, or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially to the lines of such watercourse, and of such width and construction or both as will be adequate for the purpose.

b. Drainage Easements

1. Where topography or other conditions are such as to make impractical the inclusion of drainage facilities within road right-of-way, perpetual unobstructed easements at least fifteen (15) feet in width for such drainage facilities shall be provided across property outside the road lines and with satisfactory access to the road. Easements shall be indicated on the record plat. Drainage easements shall be carried from the road to the natural water course of to other drainage facilities.

2. The applicant may be required to dedicate, either in fee or by drainage or conservation easement of land, on both sides of existing watercourses to a distance to be determined by the Planning Commission/City Engineer.

4. Drainage: General Provisions

a. All subdivisions, commercial and industrial developments shall be provided with adequate storm drainage facilities. Any areas subject to periodic flooding caused by poor drainage facilities will not be approved by the Planning Commission unless the developer or subdivider makes necessary provisions to eliminate such flooding.

b. A complete drainage plan and contour map showing the pipe sizes, their locations and the areas to be drained, shall be submitted along with the profile grades and typical roadway section for approval.

c. All existing drainage structures shall be shown on the preliminary plat and contour map.

d. All off project drainage, draining onto the subdivision, shall be shown on contour maps showing the areas in acres that the subdivision will have to accommodate.

e. In subdivisions all proposed pipes shall extend past the building set back line of the proposed residences and/or to the extent deemed necessary by the Planning Commission/City Engineer to tie said system to the natural system.

f. On any single drainage structure requiring 20 square feet or more of end area, a special drawing will be required for approval.

g. Masonry and/or reinforced concrete drainage structures shall be constructed in accordance with standard drawings and specifications and shall be inspected and approved

by the City Engineer prior to placement of back-fill material.

h. No oil drums or unacceptable pipe shall be used. Only pipe that meets specifications equaling Alabama State Highway Department Specifications shall be acceptable. These specifications are as follows:

1. Driveway and side drain pipe - Non-reinforced concrete pipe or 14 gauge uncoated galvanized corrugated metal pipe. Reinforced concrete and stronger metal pipe may be required when deemed necessary by the City Engineer.

2. Cross drain and culvert pipe - Reinforced concrete pipe or 14 gauge bituminous coated corrugated metal for pipe up through 36 (12 gauge for pipe through 60" pipe). Heavier gauges may be required where deemed necessary by the City Engineer.

3. Storm drains and culvert pipe - Non-reinforced concrete pipe through 24 and 14 gauge uncoated metal pipe may be used outside roadway through 60 inches.

i. Where the subdivider has open ditches a minimum of 1½ to 1 front slope and flat bottom ditch is required; the width of the ditch shall be determined by existing conditions and approved by the City Engineer or his authorized agent. V-bottom ditches will be permitted in special cases and only by written permission.

j. These provisions apply to all developers or sub-dividers. (For the purpose of these regulations, a subdivision shall be as specifically stated in Article III.

5. Engineering Plans

The developer or contractor shall submit detailed drainage plans to the Planning Commission/City Engineer for review and approval. Said plans shall be prepared by a Professional Engineer registered in the State of Alabama and shall contain the following information.

a. Topography map of proposed developed areas.

b. Existing and proposed contours at sufficient intervals, usually 2 feet if not over 5%.

c. Existing drainage system.

d. Proposed drainage system, including onsite and offsite drainage areas.

e. Structure location, type and size, and slope.

f. Discharge quantities, existing and proposed cfs.

g. Other pertinent information necessary for review of the drainage plans as may be required by the Planning Commission/City Engineer or his authorized agent.

6. Culverts

a. Culverts under arterials shall normally accommodate a minimum of 25 year frequency design storm.

b. Culverts under all other shall normally accommodate a minimum of a 10 year storm.

c. Culverts Specifications.

1. Bituminous coated, corrugated steel pipe and pipe arch, aluminum pipe and reinforced concrete pipe are acceptable material for culverts within the rights-of-way of public roads. All other types of culvert material must be approved by the Planning Commission/City Engineer.

2. However corrugated steel pipe and aliminum pipe, pipe arch and non-reinforced concrete pipe may be used to extend drainage systems in easements.

d. Bituminous coated corrugated steel pipe, aluminum pipe and pipe arches shall conform to the requirements of AAS14 and AASHTO M-196 respectively, and comply with the Alabama Highway Department standards and Specifications.

e. Reinforced concrete Pipes shall conform to the requirements of AASHTO M-170 for circular pipe and AASHTO M-206 for arch pipe.

f. Culverts shall be placed in excavated trench to the line and grade shown on the plan. The maximum width of the excavated trench shall not exceed the outside diameter of the pipe by more than 1.5 feet.

g. Material used for backfilling culvert trenches shall consist of small diameter uniform material and shall be free of large rock or frozen material or other unsuitable material. The backfill material shall be placed in uniform 8 inch lifts and mechanically compacted to 95 percent of relative density. The backfill shall be placed uniformally on each side of the pipe and pipe shall be laid in the presence of the Planning Commission/City Engineer or his authorized agent and shall not be covered until approved.

h. A minimum of 12 inches cover shall be placed over each culvert on pipes 48 inches or less than 24 inches of cover shall be placed on all larger diameter pipes.

i. When a battery of pipes are used, a clear spacing of 1/2 the pipe diameter shall be provided between adjacent pipes.

j. The maximum cover allowed, pipe gauge, and stregnth requirement shall be in accordance with the manufacturer's recommendation and shall be approved by the City Engineer.

k. The velocity of the flow in culverts shall be calculated using acceptable engineering standards. When Mannings formula is used, the following "n" values are suggested or recommended.

Materials Manning's "n"

Corrugated Steel Pipe	0.027
RCP	0.013
Concrete	0.013 to 0.020

l. The minimum size culvert permitted in 18 inches in diameter under public roadways or streets.

7. Open Channels and Ditches

a. Open channels and ditches shall be designed so as not to create a traffic hazard or create hazardous erosion.

b. The minimum flow line slope for paved ditches shall be .3% and shall be 1% for unpaved ditches.

c. The following are recommended maximum velocities:

THE FINAL PLAT SHALL SHOW:

Close conformity with the preliminary plat.

Name, location and widths of all streets, alleys, and easements in subdivision.

Boundaries of property included in subdivision, including all bearings and dimensions as determined by an accurate survey in the field.

Location and description of all adjoining property, and the location, names and widths of all adjoining streets, alleys and easements.

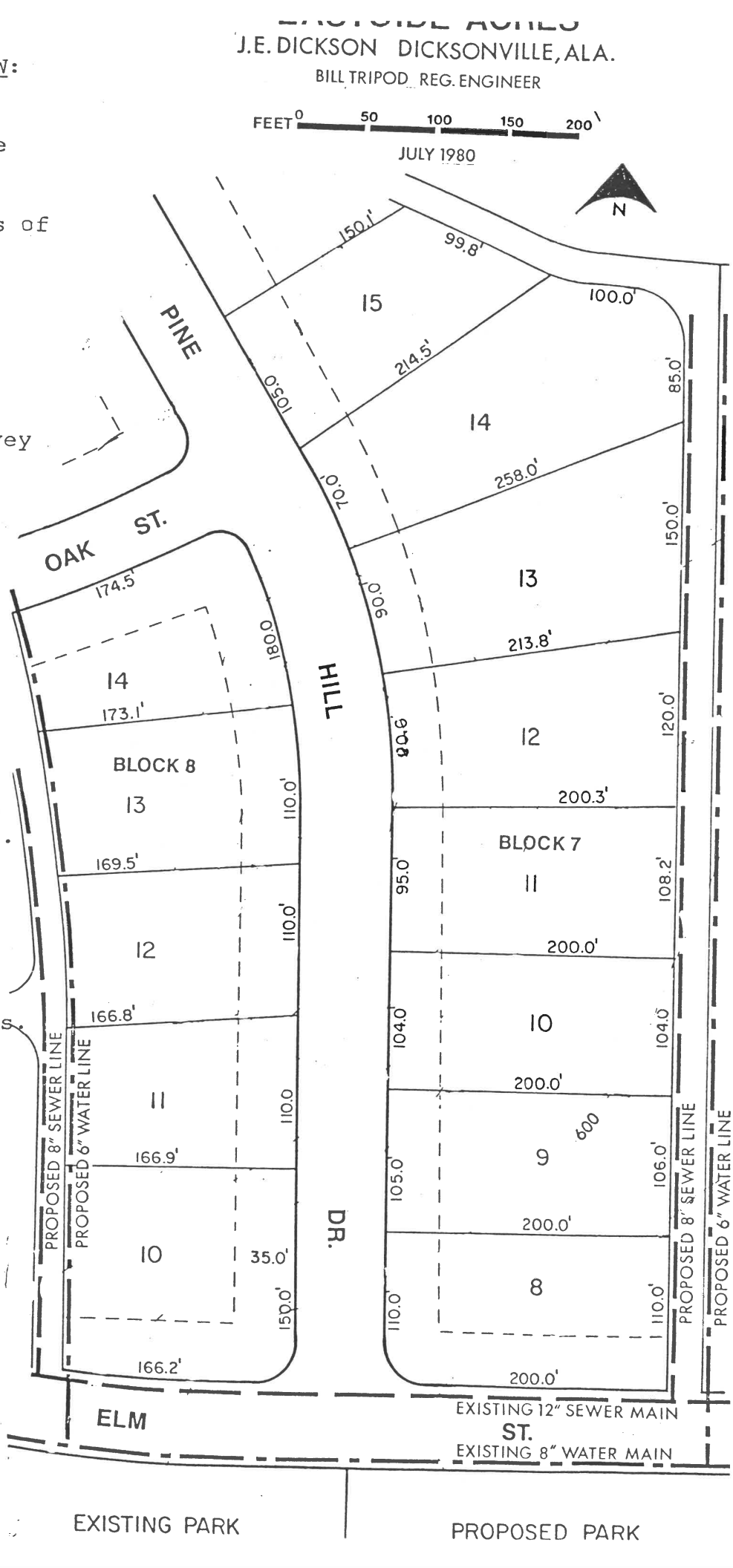
Lot numbers, lot lines and building lines, all fully dimensioned, angles or bearings and distances of non-parallel lot lines.

Provisions for proper drainage and erosion control.

Location and description of all permanent monuments.

Other requirements as set forth in Article IV.

All required certificates and assurances.



THE PRELIMINARY PLAT SHALL SHOW:

Subdivision name, owner and designer of plat, date, north-point, and graphic scale

Names, locations and widths of proposed streets, alleys and easements. Dimension and purpose of easements.

Property lines, lot and block numbers, building setback lines.

Purpose for which site is to be used, other than residential use.

Names of adjacent sub-divisions and owners of adjoining unplatted properties.

Contours where required.

Acerage of tract and existing zoning.

Primary control points, permanent monuments, dimensions, angles and bearings.

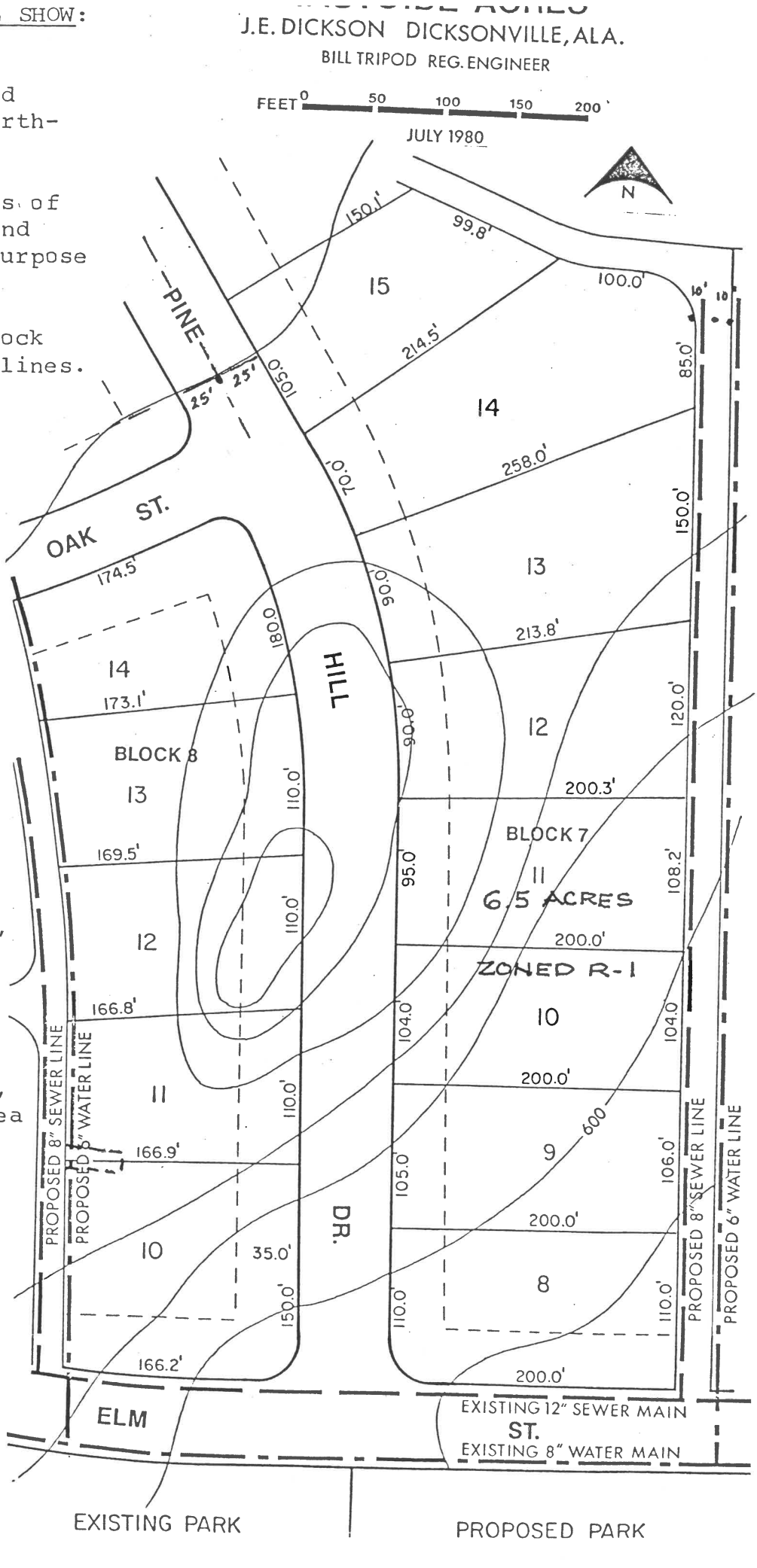
Location of existing parks, public spaces, easements, drainage areas, railroads, buildings, or governmental boundaries in subdivision.

Location of proposed parks, public spaces, drainage area for the subdivision.

Certificates as required.

Existing and proposed utility lines in the sub-division.

Other requirements as set forth in Article IV.



CHANNEL MATERIAL	MANNING'S MAXIMUM PERMISSIBLE "n"	VELOCITY IN-FEET PER-SECOND
Silt	.025	2.0
Smooth, Stiff clay	.025	4.0
Fine Gravel	.035	3.5
Coarse gravel	.040	4.5
Small, sharp-edged rocks	.070	6.0
Cobbles and shingles	.060	6.0
Shales and hardpans	.030	6.0

d. Manning's equation ($V=\frac{1.486}{n}R2/3SI/2$) or an acceptable hydraulic formula shall be used to estimate flow velocity.

e. Clean out accesses shall be provided at least every 200 feet for continuous pipes of 24 inches in diameter or less and at least every 300 feet for larger continuous pipes if required by the City Engineer. Clean out accesses may also be required at each angle point and at each change in grade.

8. Storm Runoff Estimates

a. The developer, contractor, or other responsible party shall submit detailed drainage calculations to the City Engineer.

b. The method of determining storm runoff shall be approved by the City Engineer and shall be based on acceptable engineering.

c. For small basins, up to 200 acres, the Rational Method (Q=cia) may be used

Q=estimated peak discharge in cubic feet per second

c=runoff coefficient (to be taken from the table)

i=rainfall intensity in inches per hour for a storm during equal to the time of concentration.

a=runoff area in acres

Recommended "C" Values

FLAT ROLLING TERRAIN	c
Farmland	0.20 to 0.40
Barren	0.40 to 0.60
Irrigated	0.60 to 0.70

STREETS AND PARKING LOTS	c
Unpaved	0.60 to 0.80
Paved	0.70 to 1.0
IMPROVEMENTS	
Buildings	0.75 to 0.95
Lawns	0.10 to 0.40

SPECIAL CONSTRUCTION

9. Concrete Box Culverts

Concrete box culverts used as culverts shall be designed and constructed according to the latest edition of the Standards and Specifications for road and bridge constructions, Alabama State Division of Highways.

10. Headwalls and Riprap

a. Culvert headwalls shall be required on pipe culverts and shall be placed and constructed where and when directed by the Planning Commission/City Engineer.

b. Special types of headwalls may be required by the Planning Commission/City Engineer or his authorized agent when deemed necessary for erosion control.

c. Riprap may be required at the upstream and downstream ends of culverts and shall be placed at these locations based on the velocities at these locations and/or when directed to do so by the Planning Commission/City Engineer.

ARTICLE XI

EROSION AND SEDIMENTATION

Section 1 - General

a. Erosion and sedimentation can be somewhat effective controlled, but cannot be completely eliminated, either during active construction or after stabilization, from both a technical and an economic standpoint.

b. Natural erosion during storm water runoff has always occurred and will continue at low rates from well stabilized areas. It may cause stream turbidity, scour and sedimentation regardless of the control measures applied. During construction accelerated erosion will occur during storm water runoff with a proportionate

increase in visible erosion, scour and siltation both within and outside of the construction site.

c. The following provisions impose requirements on persons engaged in land disturbing activities which require planning and implementation of effective sedimentation controls for subdivision development sites.

Section 2 Construction Requirements

a. Plan Requirement

An erosion and sedimentation control plan shall be a part of the construction plans and filed with the Planning Commission prior to the commencement of any land-disturbing activity whenever the proposed activity is to be undertaken on a tract comprising more than one acre, if more than one contiguous acre is to be uncovered.

b. Protection of Property

Persons engaged in land-disturbing activities shall take all reasonable measures to protect all public and private property, including roadways, from damage by such activities.

c. More Restrictive Rules Shall Apply

Whenever there is a conflict between Federal, State, or Local Laws, Ordinances, Rules and Regulations, Orders, and Decrees the more restrictive provision shall apply.

Section 3 - Basic Control Objectives

The basic control objectives which should be considered in developing and implementing an erosion and sedimentation control plan are to:

a. Identify Critical Areas

On-site areas which are subject to severe erosion, and off-site areas which are especially vulnerable to damage from erosion and/or sedimentation, are to be identified and receive special attention.

b. Limit Exposed Areas

All land-disturbing activities should be planned and conducted to minimize the size of the area to be exposed at any one time.

c. Limit Time of Exposure

All land-disturbing activities should be planned and conducted to limit exposure to the shortest feasible time.

d. Control Surface Water

Surface water runoff originating upgrade of exposed areas should be controlled to reduce erosion and sediment loss during the period of exposure.

e. Control Sedimentation

All land-disturbing activities should be planned and conducted so as to minimize off-site sedimentation damage

f. Manage Storm Water Runoff

When the increase in the peak rates and velocity of storm water runoff resulting from a land-disturbing activity is sufficient to cause damaging accelerated erosion of the receiving ditch or channel stream, plans are to include measures to control both the velocity and rate of release so as to minimize accelerated erosion and increased sedimentation of the ditch or stream channel.

Section 4 - Mandatory Standards

No land-disturbing activity subject to these provisions and guidelines shall be undertaken except in accordance with the following mandatory requirements.

a. No land-disturbing activity shall be permitted in proximity to a lake, natural watercourse, or adjacent property where applicable unless a buffer zone is provided along the boundary of sufficient width to confine visible siltation and/or prevent erosion, provided that the land-disturbing activity is not in connection with the construction of facilities to be located on, over, or under a lake, natural watercourse, or adjacent property.

b. The angle for graded slopes and fills shall be no greater than the angle which can be retained by vegetative cover or other adequate erosion control devices or structures. In any event, slopes left exposed will, within 30 working days of completion of final grading, be planted or otherwise provided with ground cover, devices, or structures sufficient to restrain erosion.

c. Whenever land-disturbing activity is undertaken on a tract comprising more than one acre, if more than one contiguous acre is uncovered, a ground cover sufficient

to restrain erosion must be planted or otherwise provided within 30 working days on that portion of the tract upon which further active construction is not being undertaken, provided, that this activity shall not apply to cleared land forming the basin of a reservoir later to be inundated.

Section 5 - Design and Performance Standards and Guidelines

Erosion and sedimentation control measures, structures, and devices shall be so planned, designed, and constructed as to provide control from the calculated peak rates of runoff from a ten-year frequency storm. Runoff rates may be calculated using the procedures in the USDA, Soil Conservation Service's "National Engineering Field Manual for Conservation Practices", or other acceptable calculation procedures. Runoff computations shall be based on rainfall data published by the National Weather Service for the area.

Section 6 - Permanent Downstream Protection of Stream Banks and Channels

Provision shall be made for the permanent protection of off-site stream banks and channels from the erosive effects of increased velocity and volume of storm water runoff resulting from certain land-disturbing activities.

a. A combination of storage and controlled release of storm water runoff may be required for highway construction; commercial, industrial, educational, and institutional developments of one area or more; for multi-family residential developments of five acres or more; and, for single-family developments of ten acres or more.

b. Detention storage and controlled release will not be required in those instances where the person planning to conduct the activity can demonstrate that the storm water release will not cause an increase in accelerated erosion or sedimentation of the receiving ditch, stream channel, or other drainage facility, taking into consideration any anticipated development of the watershed in question.

Section 7 - Borrow and Waste Areas

When the person conducting the land-disturbing activity is also the person conducting the borrow or waste disposal activity, areas from which borrow is obtained shall be considered as part of the land-disturbing activity where the borrow material is being used or from which the waster material originated. When the person conducting the land-disturbing activity is not the person obtaining the borrow and/or disposing of the waste, these areas shall be considered a separate land-disturbing activity.

8. Access and Haul Roads

Temporary access and haul roads, other than public roads, constructed or used in connection with any land-disturbing activity shall be considered a part of such activity.

9. Operations in Lakes or Natural Watercourses

Land-disturbing activity in connection with construction, in, over, or under a lake or natural watercourse shall be planned and conducted in such a manner as to minimze the extent and duration of disturbance of the stream channel. The relocation of a stream, where relocation is an essential part of the proposed activity, shall be planned and executed so as to minimize changes in the stream flow characteristics, except when justification for significant alternation to flow characteristic is provided.

10. Responsibility for Maintenance

The person engaged in or conducting the land-disturbing activity shall be responsible for maintaining all temporary and permanent erosion and sedimentation measures and facilities during the development of a site. The responsibility for maintaining all permanent erosion and sedimentation control measures and facilities, after site development is completed, shall lie with the landowner.

11. Guidelines for Erosion and Sediment Control Practices

Persons engaged in planning, designing, installing and maintaining sedimentation control measures may use generally accepted references on the subject following standard engineering and/or agricultural practices. All plans will be subject to review by the Planning Commission.

12. Additional Measures

Whenever the Planning Commission determines that significant sedimentation is occurring as a result of a land-disturbing activity, despite application and maintenance of protective practices, the person conducting the land-disturbing activity or the person responsible for maintenance will be required to take additional protective action.

13. Plan Requirement

a. Whenever the area to be disturbed comprises more than one acre, a copy of the plan shall be filed with the Planning Commission a minimum of 30 days prior to beginning any land-disturbing activity. A copy of the plans shall also be on file at the job site.

If the Planning Commission, either upon review of such plan or on inspection of the job site, determines that a significant risk of off-site sedimentation or erosion exists, it will require a revised plan be prepared. Pending the preparation of the revised plan, the work shall be either suspended or continued under conditions outlined by the Planning Commission.

b. Erosion and sediment control plans shall contain architectural and engineering drawings, maps, assumptions, calculations, and narrative statements as needed to describe adequately the proposed development of the site and the measures planned to meet the Basic Control Objectives. Plan content may vary to meet the needs of specific site conditions.

ARTICLE XII

GUARANTEE OF COMPLETION OF IMPROVEMENTS

Section 1 - GENERAL

The subdivider shall be responsible for the provision of all required improvements to the subdivision. This may be accomplished by either the full installation of all required improvements by the developer at the time that the final plat is to be submitted to the Planning Commission or by the provision of a financial guarantee of performance.

1. Subdivision Improvement Bond - The guarantee of performance by the subdivider/developer shall be in the form of a Subdivision Improvement Bond and shall meet the following requirement.

   a. Acceptance of Bond - Bond must be approved by building inspector and/or Mayor.

   b. Value of Bond - Bond must be in an amount not less than 125% of the cost of the improvement.

2. Failure to Complete Work - If within twelve (12) months after filing said bond the subdivider/developer has not completed all necessary improvements, or if the opinion of the Planning Commission said improvements have not been satisfactorily installed, the bond shall be used by the City of Hueytown to complete the improvements in satisfactory fashion, or the City may take steps as may be necessary to require performance under the bond.

ARTICLE XIII

GUARANTEE AGAINST FAULTY MATERIAL

SECTION 1 - GENERAL

Final approval of street improvements shall be granted and streets accepted for maintenance by the City of Hueytown in accordance with one of the following provisions:

1. In any case in which the Planning Commission and/or the City Engineer may have reasonable doubt concerning the stability or proper construction of any improvement required herein, the City may require a maintenance bond for five (5) years for street construction maintenance and one (1) year for sewer lines and facilities. This bond shall be in cash or made by a surety company authorized to do business in the State of Alabama.

2. The City Clerk shall secure from all developers a letter or statement in which said developer shall agree to maintain backfill to the level of finished grade and to maintain improvements located thereon or therein of an excavation or fill which has been made in connection with the installation of improvements; and such letter or statement shall be binding on the developer for a period of one (1) year after the acceptance of such improvements by the City of Hueytown.

ARTICLE XIV

VARIANCES

SECTION 1 - HARDSHIP

Where the Planning Commission finds that extraordinary hardships may result from strict compliance with these regulations due to unusual topographic or other conditions beyond the control of the subdivider, it may vary the regulations so that substantial justice may be done and the public interest secured, provided, however, that such variation will not have the effect of nullifying the intent or purpose of the Subdivision Regulations, Zoning Ordinance, Major Street Plan, or other elements of the Hueytown Comprehensive Plan. Any variance thus authorized is required to be entered in writing in the minutes of the Planning Commission and the reason which justified the departure to be set forth. (See Article III, for definition).

ARTICLE XV

PENALITIES FOR TRANSFERRING LOT IN UNAPPROVED SUBDIVISIONS

Whoever, being the owner or agent of the owner of any land located within a subdivision, transfers or sells any land by reference to or exhibition of or by other use of a plat of a subdivision, before such plat has been approved by the Planning Commission and recorded or filed in the office of the appropriate county probate office, shall forfeit and pay a penalty of five (500) hundred dollars for each lot or parcel so transferred or sold; and the description of such lot or parcel by metes and bounds in the instrument of transfer or other documents used in the process of selling or transferring shall not exempt the transaction from such penalties or from the remedies herein provided. The municipal corporation may enjoin such transfer or sale or agreement by action for injunction brought in any court of equity jurisdiction or may recover the same penalty by a civil action in any court of competent jurisdiction.

ARTICLE XVI

SEVERABILITY AND SEPERABILITY

Should any article, section, sub-section, or provision of these Subdivision Regulations be declared by a court of competent jurisdiction to be invalid or unconstitutional, such decision shall not affect the validity or constitutionality of the Subdivision Regulations as a whole, or any part thereof other than the part so declared to be invalid or unconstitutional.

ARTICLE XVII

AMENDING REGULATIONS

Any article, section, sub-section, or provision of these Subdivision Regulations proposed for amending shall be published as provided by law for the publication of ordinances. Before adoption, a public hearing, as described by law, shall be held thereon. Following its adoption, a copy of the amendment shall be certified by the Planning Commission to the Probate Judge of Jefferson County.

These Subdivision Regulations shall supersede all previous Subdivision Regulations and shall take effect and be in force from and after the date of their adoption.

APPENDIX A - CERTIFICATES

FORM 1 - OWNER'S CERTIFICATES

OWNER'S CERTIFICATE AND DEDICATION. We, the undersigned (name of owner) do hereby certify that we are the owners of and the only person having any right, title, or interest in the land shown on the Plat of (name of subdivision), and that the Plat represents a correct survey of the above described property made with our consent, and that we hereby dedicate to the public use all the streets as shown on said plat. The easements as shown on the plat are created for the installation and maintenance of public utilities. We hereby guarantee a clear title to all lands so dedicated from ourselves and our heirs or assigns forever, and have caused the same to be released from all encumbrances so that the title is clear, except as shown in the abstractor's certificate.

Witness:_____hand_____this_____

day of_____, 19___.

Witness_____

FORM 2 - SURVEYOR'S CERTIFICATE

SURVEYOR'S CERTIFICATE

SURVEYOR'S CERTIFICATE. I,_____the undersigned, do hereby certify that I am a professional land surveyor and/or Civil Engineer and that the annexed map of (name of subdivision) consisting of_____sheets, currently represents a survey made under my supervision on the_____day of_____, 19____; and that all of the monuments shwon hereon actually exist and their positions are correctly shown.

Signature_____

Witness_____

FORM 3 - CERTIFICTION OF THE APPROVAL OF WATER AND SEWERAGE SYSTEMS

I hereby certify that the water supply and sewage disposal utility systems installed or proposed for installation in the subdivision plat entitled_____fully meet the requirements of the Alabama State Health Department, and are hereby approved as shown.

_____, 19_____.

_____
Jefferson County Department of Health

FORM 4 - CERTIFICATE OF APPROVAL FOR RECORDING

I hereby certify that the subdivision plat for_____ subdivision has been found to comply with the Subdivision Regulations for Hueytown, Alabama, with the exception of such variances, if any, as are notd in the minutes of the Planning Commission, that it has been approved for recording in the Office of the Probate Judge of Jefferson County, Alabama.

_____,19____.

_____
Secretary, Hueytown Planning Commission

_____
City Clerk, City of Hueytown

FORM 5 - PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS:

That we,_____as principal and undersigned Surety, are held and firmly bonded unto the City of Hueytown, Alabama, hereafter called City, in the full sum_____DOLLARS ($_____), for the payment of which, well and truly to be made, we, and each of us, bind ourselves jointly and severally, by these presents.

Dated this_____day of_____,A.D., 19_____.

The condition of this obligation are such that, WHEREAS, PRINCIPAL has submitted to the Planning Commission a preliminary plat for subdivision of a tract of land described as follows_____

Approved by the City Council of the City of Hueytown, this_____ day of_____ A.D. 19_____.

_____ _____
City Clerk Mayor

FORM 6 - MORTGAGE RELEASE

RELEASE OF MORTGAGE: In consideration of the platting of the property shown on the annexed map of (name of subdivision), and other good and valuable considerations, receipt of which is hereby acknowledged_____ do hereby release, relinquish and forever discharge a certain mortgage made by_____ and dated the_____day of_____ 19_____, to_____which is recorded in Book_____ _____or Mortgages at Page_____of the records of Jefferson County, State of Alabama, insofar as the same covers all property dedicated for streets, alleys, parks, boulevards, easements or other public use, as shown on said map.

WITNESS_____hand_____this____ day of_____ 19_____.

Signature:_____

Witness:_____

FORM 7 - CITY COUNCIL ACCEPTANCE OF PUBLIC DEDICATION

Be it resolved by the City Council of the City of Hueytown, Alabama, that the dedications shown on the attached plat of (name of subdivision) are hereby accepted.

Adopted by the City Council of the City of Hueytown, Alabama this_____day of_____19,_____.

_____
Mayor

ATTEST:

_____
City Clerk

FORM 8 - CERTIFICATE OF CITY CLERK

CERTIFICATE OF CITY CLERK: I,_____, Clerk of the City of Hueytown, State of Alabama, hereby certify that I have examined the records of the said City and find that all deferred payments or unmatured installments upon special assessments have been paid in full, and that there is no special assessment procedure now pending against the land as shown on the plat of (name of the subdivision)._____.

Date this_____day of_____, 19____.

_____
City Clerk

_____
Witness

AND, WHEREAS, PRINCIPAL has, pursuant to the Subdivision Regulations of the City of Hueytown, Alabama, elected to file this bond in lieu of actual completion of improvements and utilities in the above subdivision.

NOW, THEREFORE, if the PRINCIPAL shall, within one (1) year from the date of approval of the final plat of the subdivision faithfully install complete improvements and utilities in the subdivision according to requirements or ordinances, approved plans, specifications, subdivision rules and regulations of the City and pay all bills for contractors, subcontractors, labor and materials incurred in completion thereof; and shall hold harmless and indemnify the City and all interested property owners against liability, loss or damage by reason of failure of PRINCIPAL to faithfully perform the conditions hereof, then this obligation shall be null and void, otherwise to remain in full force and effect; PROVIDED, however, that actions upon this bond by contractors, subcontractors, laborers, or materialmen shall be limited to six (6) months from and after completion of the improvements and utilities above referred to.

Signed, sealed and delivered the day and year first above written.

_____
Principal

ATTEST:

_____ By: _____

_____

_____

ATTEST:

_____ By: _____

Approved as to form and legality this_____day of_____A.D., 19_____.

_____
Attorney

APPENDIX B

PRELIMINARY AND FINAL PLAT REVIEW AND APPROVAL FORM

GENERAL REQUIREMENTS

Name of Subdivision _____

Name of Owner(s) _____

Date Submitted _____ Check by _____

Required Number of Copies of Plat Submitted _____

Topographic Map Required: _____ Yes _____ No _____

Location of Subdivision (Section, Township, Range) _____

_____

Has Plat Been Prepared at the Appropriate Scale: Yes _____ No ____

Present Zoning Classification of Area _____

GENERAL PLATTING REQUIREMENTS	Preliminary Plat Yes	Preliminary Plat No	Final Plat Yes	Final Plat No
1. Is the Subdivision laid out to conform with the approved master plan of the area?	___	___	___	___
2. Does the street pattern discourage through traffic?	___	___	___	___
3. Do the streets intersect at as nearly 90^{o} angles as possible?	___	___	___	___
4. Are the number of streets converting at one point kept to a minimum?	___	___	___	___
5. Have provisions been made for principal local streets to be continued in adjacent subdivisions without creating hazardous jobs or angles in the thoroughfare pattern?	___	___	___	___
6. If cul-de-sacs are shown, do they	___	___	___	___

		Yes	No	Yes	No
a.	Have adequate turn around facilities? (100 feet diameter minimum)	___	___	___	___
b.	Remain a conventional length of more than 600 feet?	___	___	___	___
7.	Are blocks a normal size (approximately 1,000 feet in length)?	___	___	___	___
8.	If a block is excessively long (1200'), has a pedestrian crossing been provided in the middle of the block?	___	___	___	___

	Preliminary Plat		Final Plat	
	Yes	No	Yes	No
REQUIRED PHYSICAL IMPROVEMENTS				
1. Had due consideration been given by the subdivider regarding dedication of that portion of land necessary for public use? (school sites, park sites, etc.)	___	___	___	___
2. Have all necessary easements for utilities been checked to determine whether they meet the requirements of the utility company?	___	___	___	___
3. Have the locations, widths, and other dimensions of proposed streets, alleys, lots, easements, and other open spaces been clearly shown?	___	___	___	___
4. Are all blocks and lots property numbered?	___	___	___	___
5. Do all streets and courts shown on the plat bear tentative names?	___	___	___	___
6. List of names of streets, courts, or boulevards shown on the plat				
a. _____				
b. _____				
c. _____				
d. _____				
Do any of the tentative names listed conflict with any existing street names?	___	___	___	___
7. Is the accurate location and description of all monuments clearly shown? (Permanent monuments of natural stone or concrete should be set to finish grade at such critical points as will enable any skilled surveyor to lay out correctly any lot in the subdivision).	___	___	___	___

	Preliminary Plat		Final Plat	
	Yes	No	Yes	No
8. Has the length of lines of all lots, the length and bearing of the lines of all streets, alleys, and easements, the length of all arcs, and radii, the points of curvature, and the tangent bearings in the case of curved lines been checked by the Street Superintendent?	___	___	___	___
9. Do all necessary signatures appear on the plat?	___	___	___	___
10. Is the north point, date, scale, and name of the firm which designated the plat clearly shown?	___	___	___	___

ZONING ORDINANCE REQUIREMENTS

1. Does the zoning classification of all parcels of land appear on the plat?	___	___	___	___
2. Are all lots delineated of adequate size to meet the requirements of the appropriate zoning classifications?	___	___	___	___
3. Will a performance bond (to run to the city) be required?	___	___	___	___

4. Performance bond set at $_____.

APPROVAL GRANTED

1. Preliminary Plat:	___	___		
2. Final Plat:			___	___

LIST OF ALL SUGGESTED REVISIONS OR CHANGES

1._____

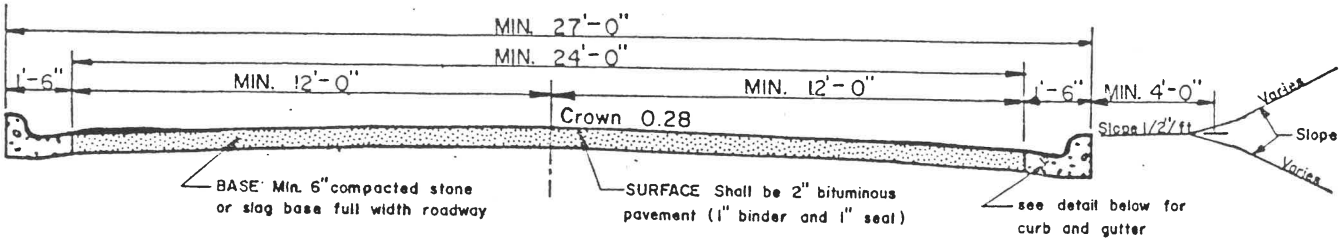
2._____

3._____

4._____

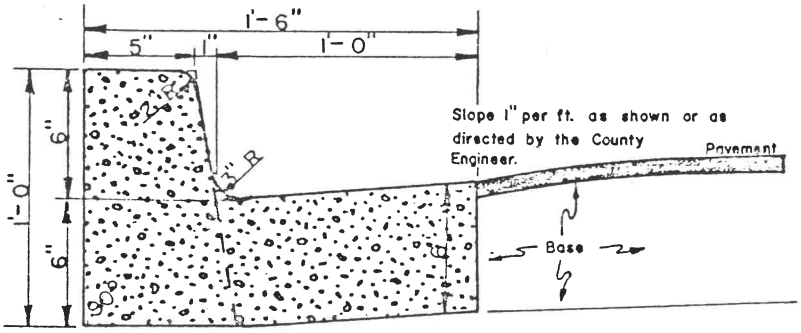
APPENDIX C

RESIDENTIAL STREET
CURB AND GUTTER SECTION

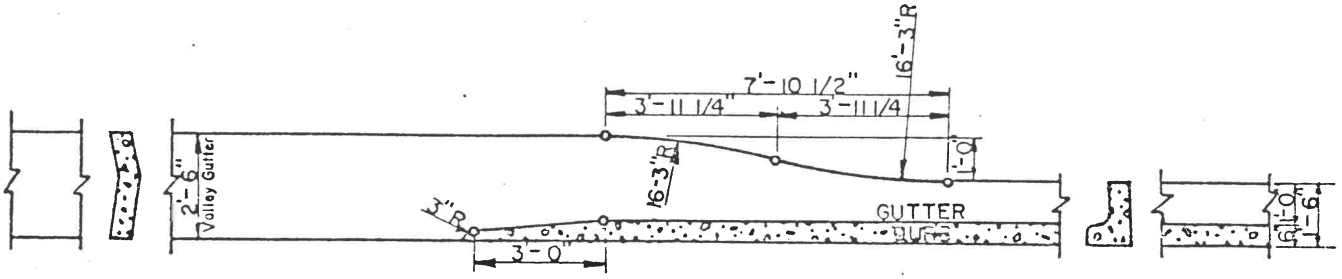


TYPICAL SECTION WITH CURB AND GUTTER

Slope as flat as practicable



DETAIL OF CONCRETE CURB AND GUTTER

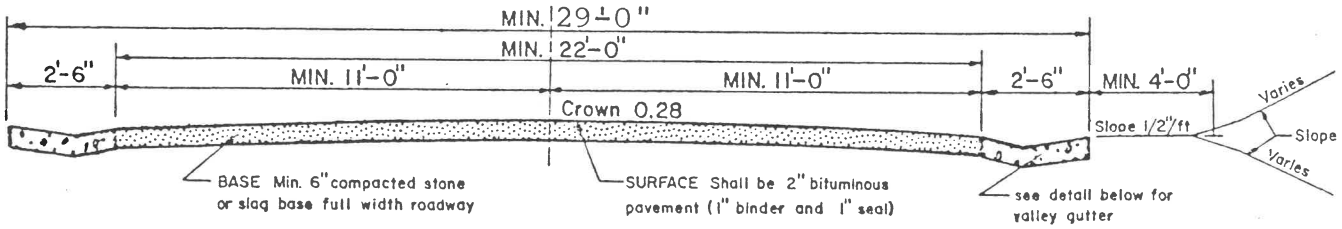


TRANSITION FROM 2'-6" VALLEY GUTTER TO 1'-6" CURB AND GUTTER

NOTE:

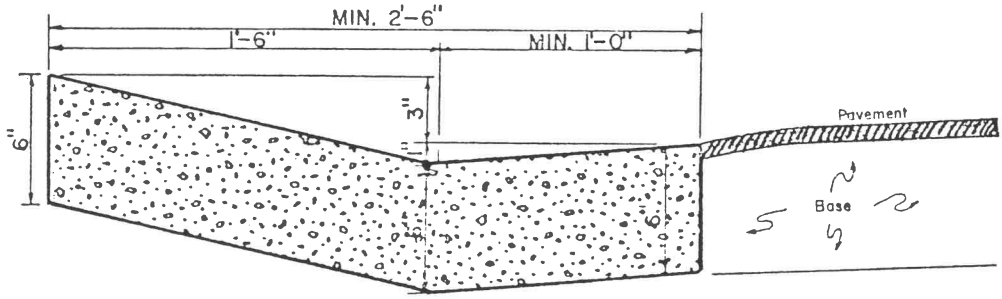
1. Subgrade shall be compacted and shaped, total roadway width prior to application of base materials.
2. Any deviation from this shall be with written permission of the P.W.O/C.E.

RESIDENTIAL STREET
VALLEY GUTTER SECTION

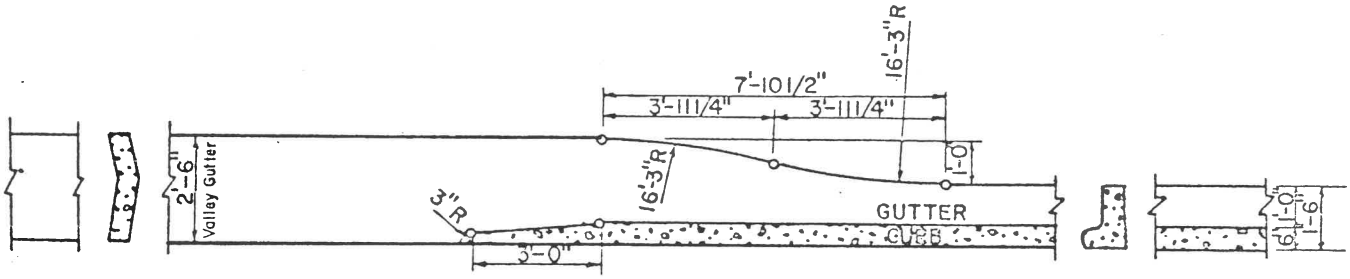


TYPICAL SECTION WITH VALLEY GUTTER

Slope as flat as practicable



DETAIL OF CONCRETE VALLEY GUTTER

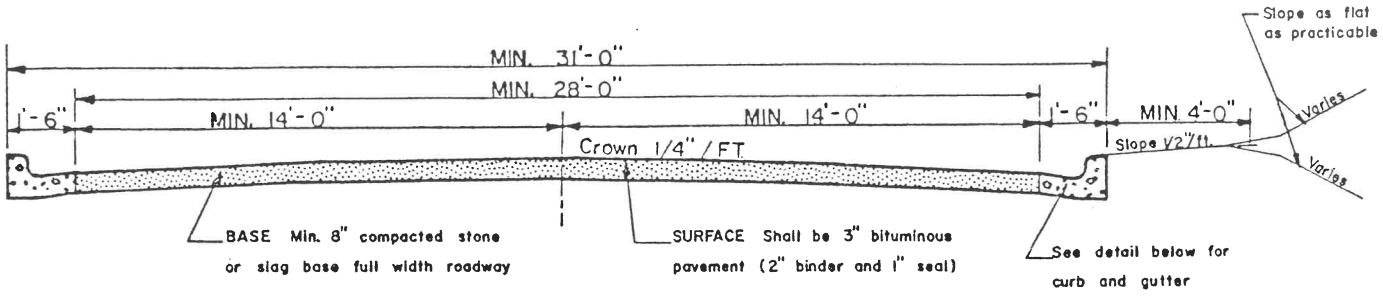


TRANSITION FROM 2'-6" VALLEY GUTTER TO 1'-6" CURB AND GUTTER

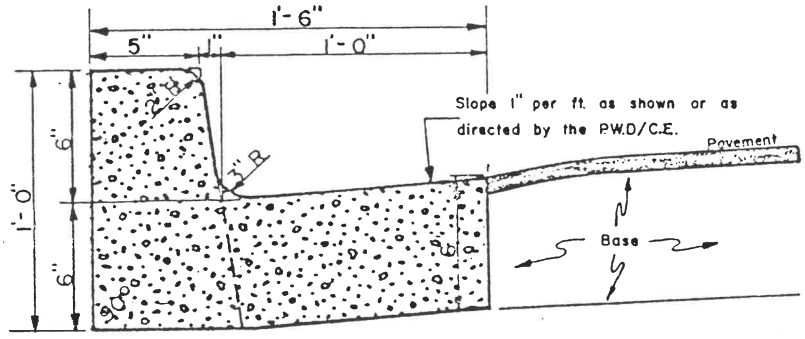
NOTE:

1. Subgrade shall be compacted and shaped, total roadway width prior to application of base materials.
2. Any deviation from this shall be with written permission of the P.W.D./C.E.

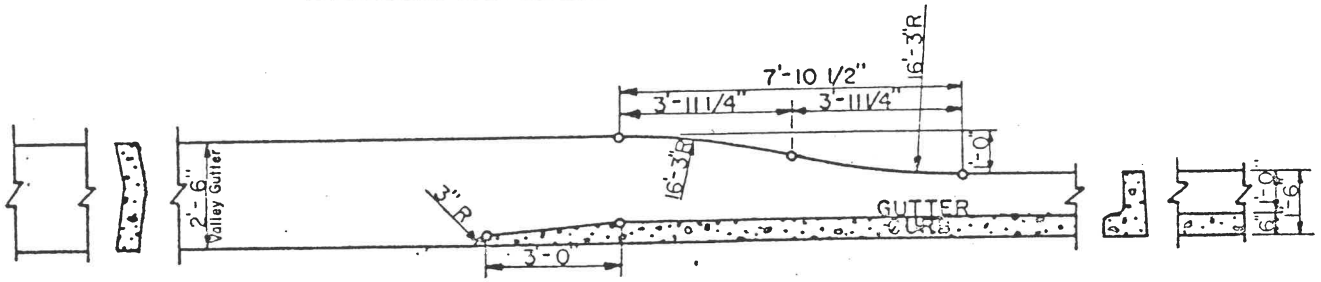
INDUSTRIAL STREETS AND MAIN THOROUGHFARES



TYPICAL SECTION WITH CURB AND GUTTER



DETAIL OF CONCRETE CURB AND GUTTER

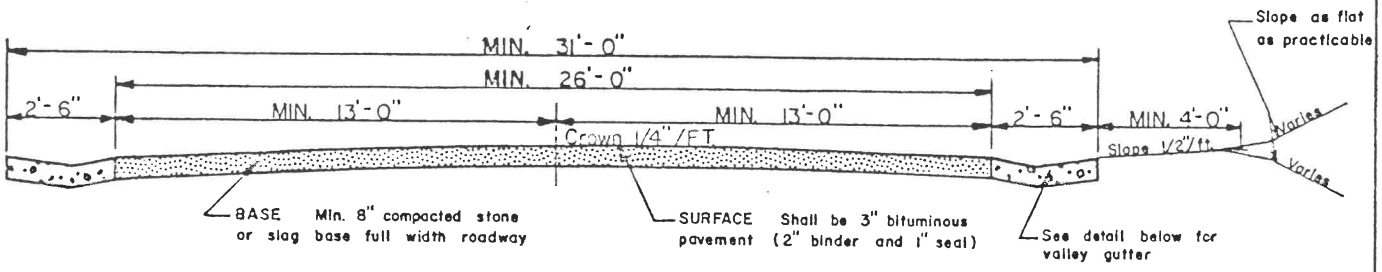


TRANSITION FROM 2'-6" VALLEY GUTTER TO 1'-6" CURB AND GUTTER

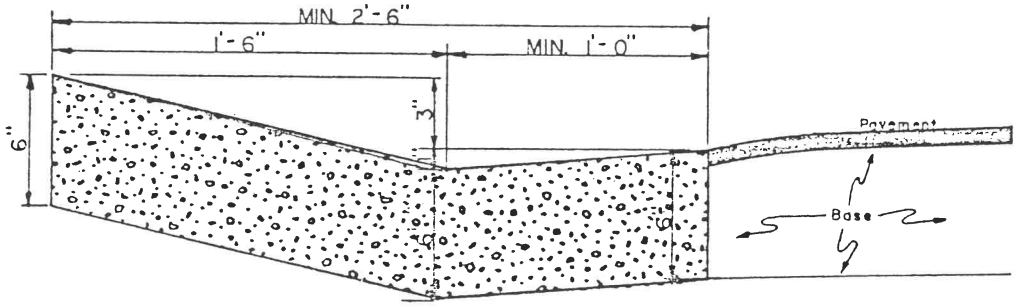
NOTE:

1. Subgrade shall be compacted and shaped, total roadway width prior to application of base
2. Any deviation from this shall be with written permission of the P.W.D./C.E.

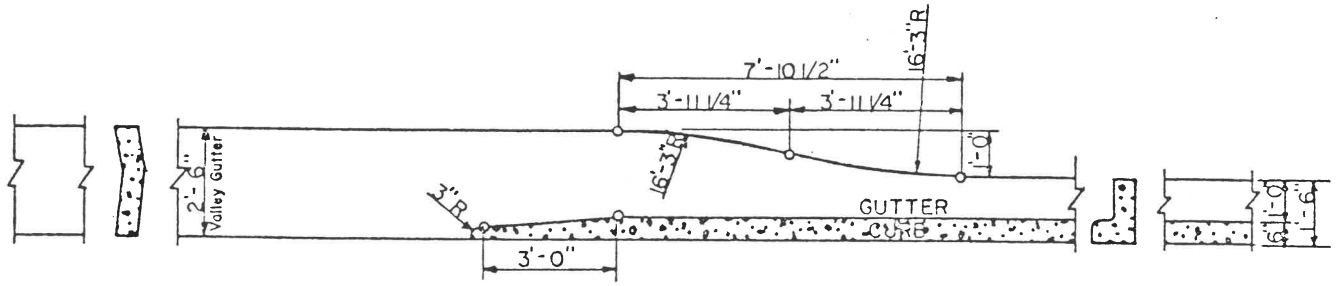
INDUSTRIAL STREETS AND MAIN THOROUGHFARES



TYPICAL SECTION WITH VALLEY GUTTER



DETAIL OF CONCRETE VALLEY GUTTER



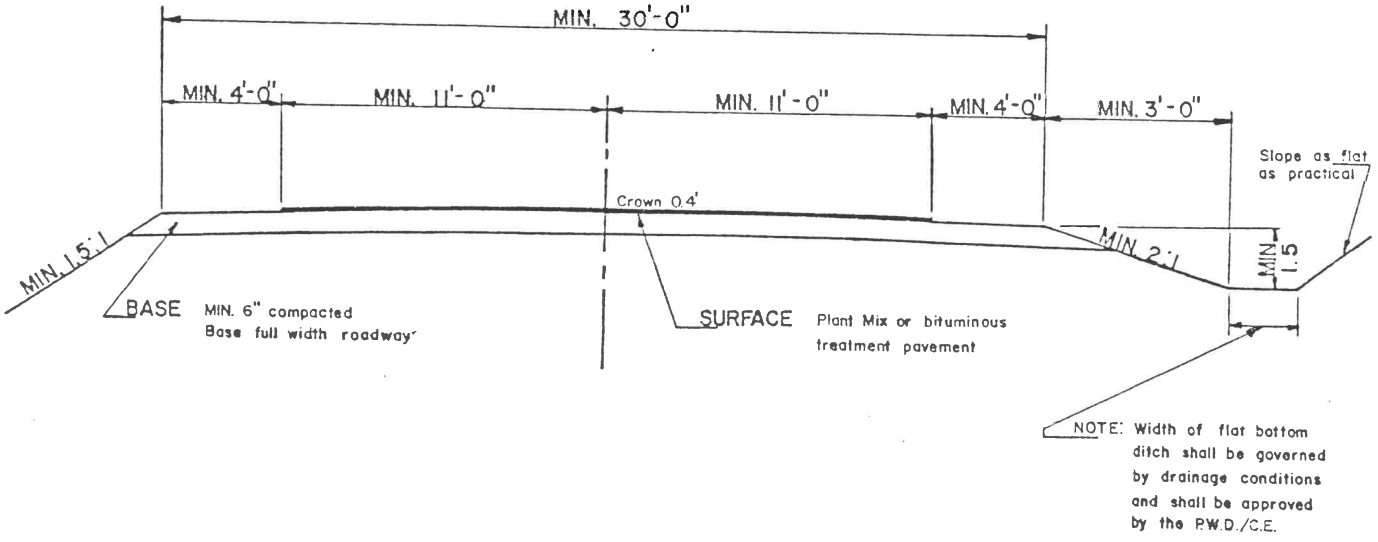
TRANSITION FROM 2'-6" VALLEY GUTTER TO 1'-6" CURB AND GUTTER

NOTE:

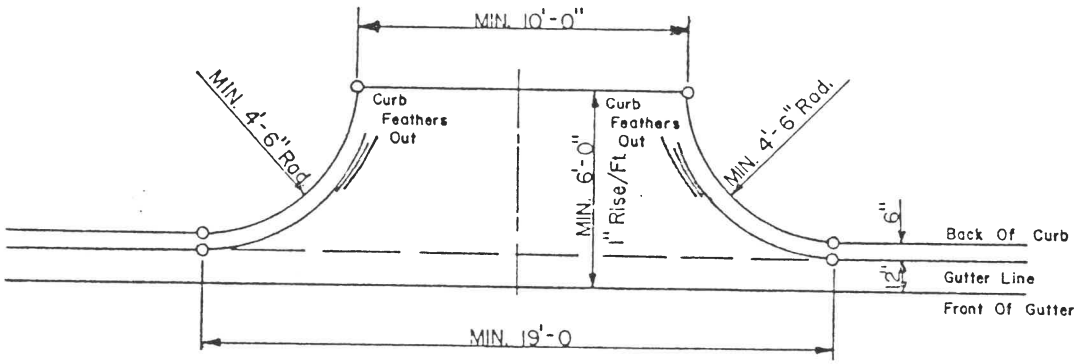
1. Subgrade shall be compacted and shaped, total roadway width prior to application of base

2. Any deviation from this shall be with written permission of the P.W.D. /C.E.

SERVICE AND RURAL
DEVELOPEMENT
SUBDIVISION ROADS



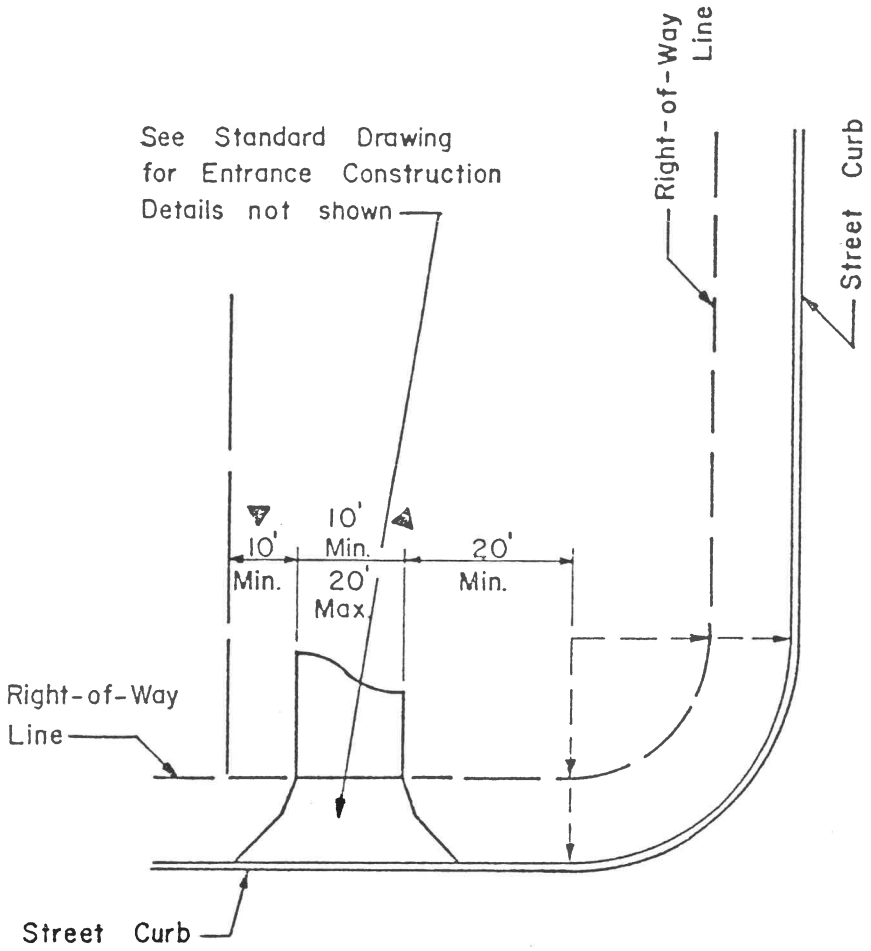
NOTE: Any deviation from this shall be with written permission of the P.W.D./C.E.



STANDARD DRIVEWAY

NOTE:

All Driveways To Be Constructed With 3,000 Lb. Concrete, Min. 6 Thick. For Heavy Truck Traffic 8" Thick Is Recommended.



▶ May be varied to conform to type of entrance construction in approved subdivisions.

TYPE 1 PRIVATE ENTRANCES

PARKING TABLE

A	B	C	D	E	F	G
45°	10'-0"	20.5'	13.0'	14.1'	54.0'	46.9'
60°	10'-0"	21.5'	18.0'	11.5'	61.0'	56.0'
90°	10'-0"	20.0'	22.0' ▶	10.0'	62.0'	—

PARALLEL PARKING

On site parallel parking stalls shall be 9.0' x 22.0' adjacent to a 22' two way lane or 15' one way lane.

Curbed islands are required at ends of aisles where necessary for traffic control and/or drainage.

A Parking Angle

B Stall Width

C 20' Min. Stall to Curb

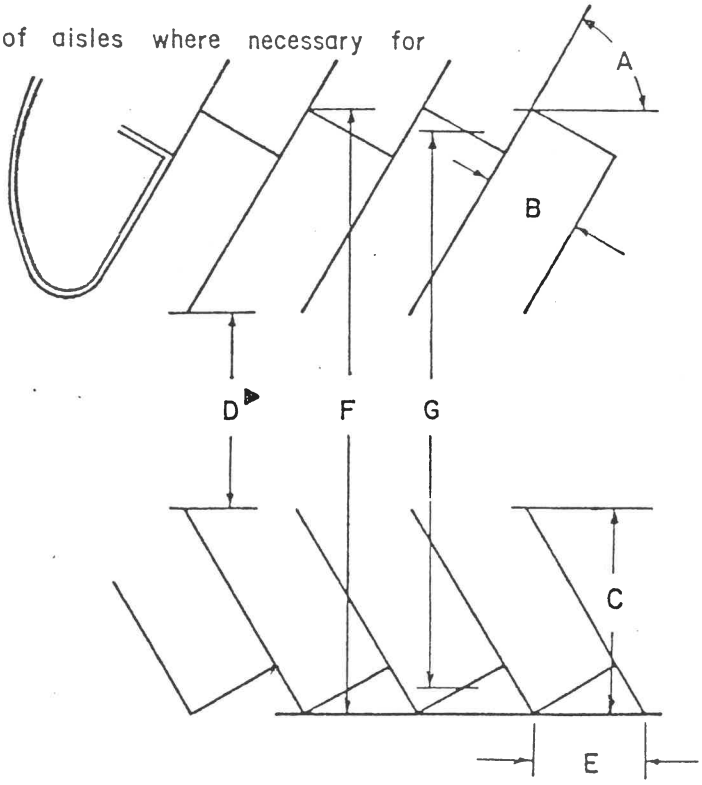
D Aisle Width

E Curb Length Per Car

F, G Center to Center Width of Double Row with Aisle Between

F Curb to Curb

G Stall Center



▶ Additional width may be required where the aisle serves as the principal means of access to on site buildings or structures.

PARKING TABLE

A	B	C	D	E	F	G
45°	10'-0"	20.5'	13.0'	14.1'	54.0'	46.9'
60°	10'-0"	21.5'	18.0'	11.5'	61.0'	56.0'
90°	10'-0"	20.0'	22.0' ▶	10.0'	62.0'	—

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On site parallel parking stalls shall be 9.0' x 22.0' adjacent to a 22' two way lane or 15' one way lane.

Curbed islands are required at ends of aisles where necessary for traffic control and/or drainage.

A Parking Angle

B Stall Width

C 20' Min. Stall to Curb

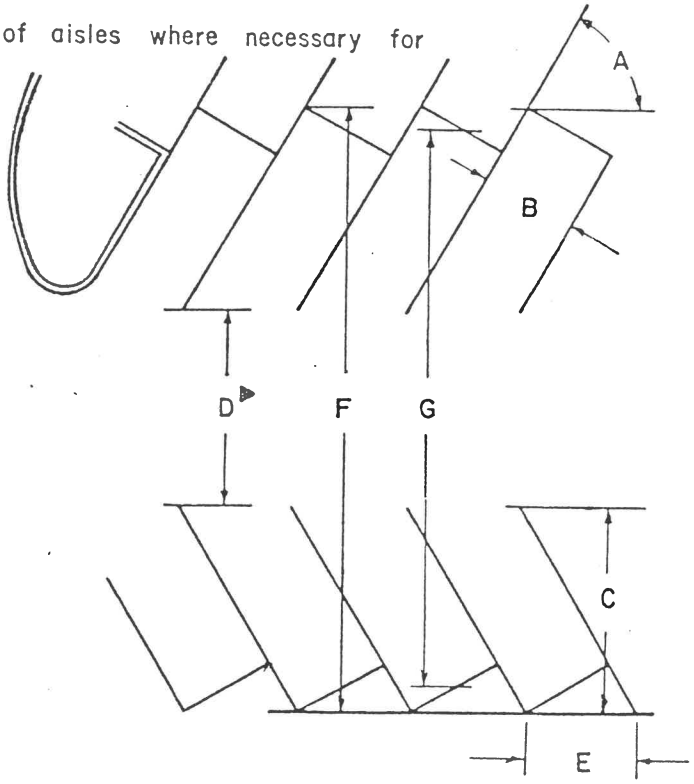
D Aisle Width

E Curb Length Per Car

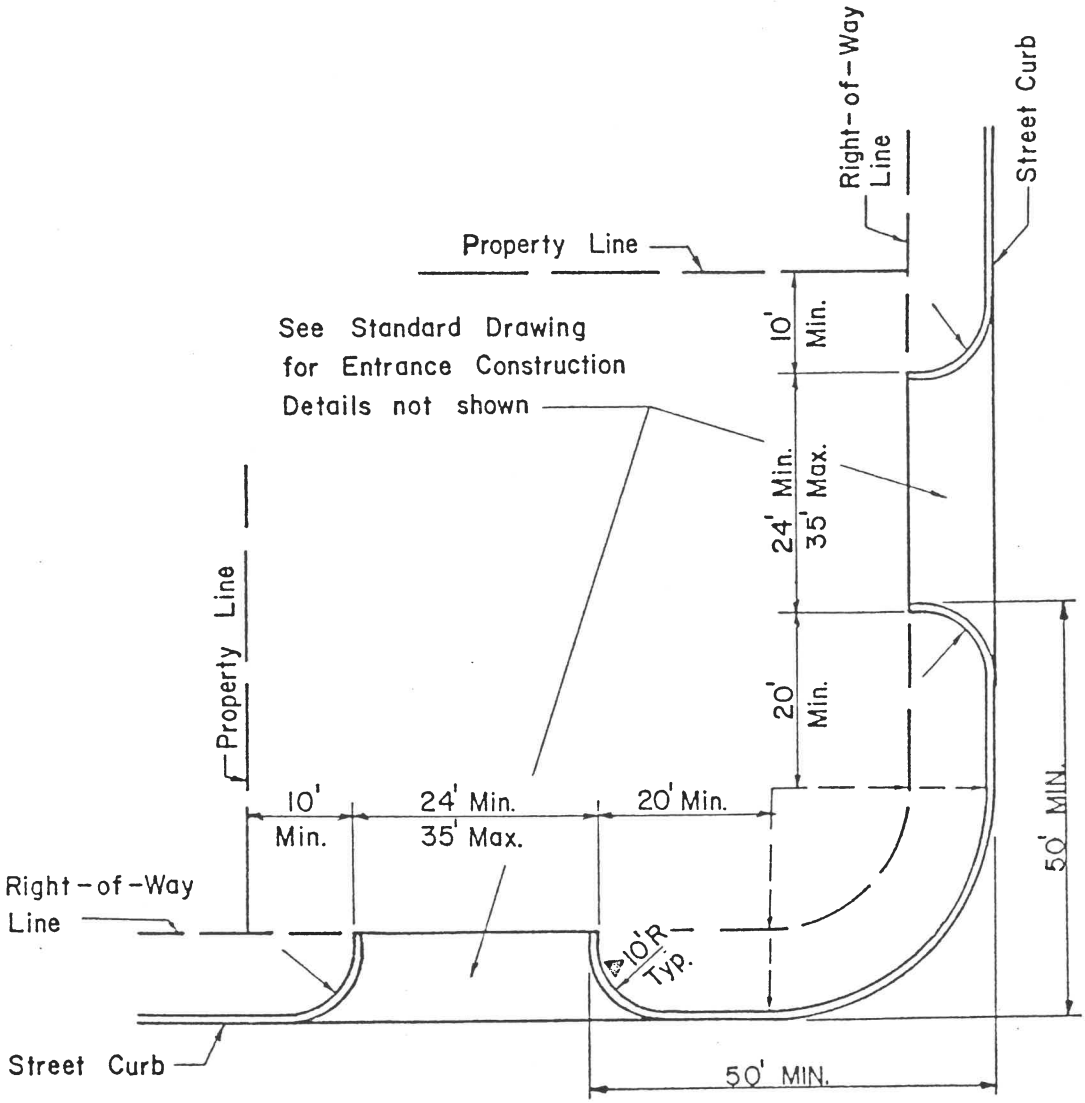
F, G Center to Center Width of Double Row with Aisle Between

F Curb to Curb

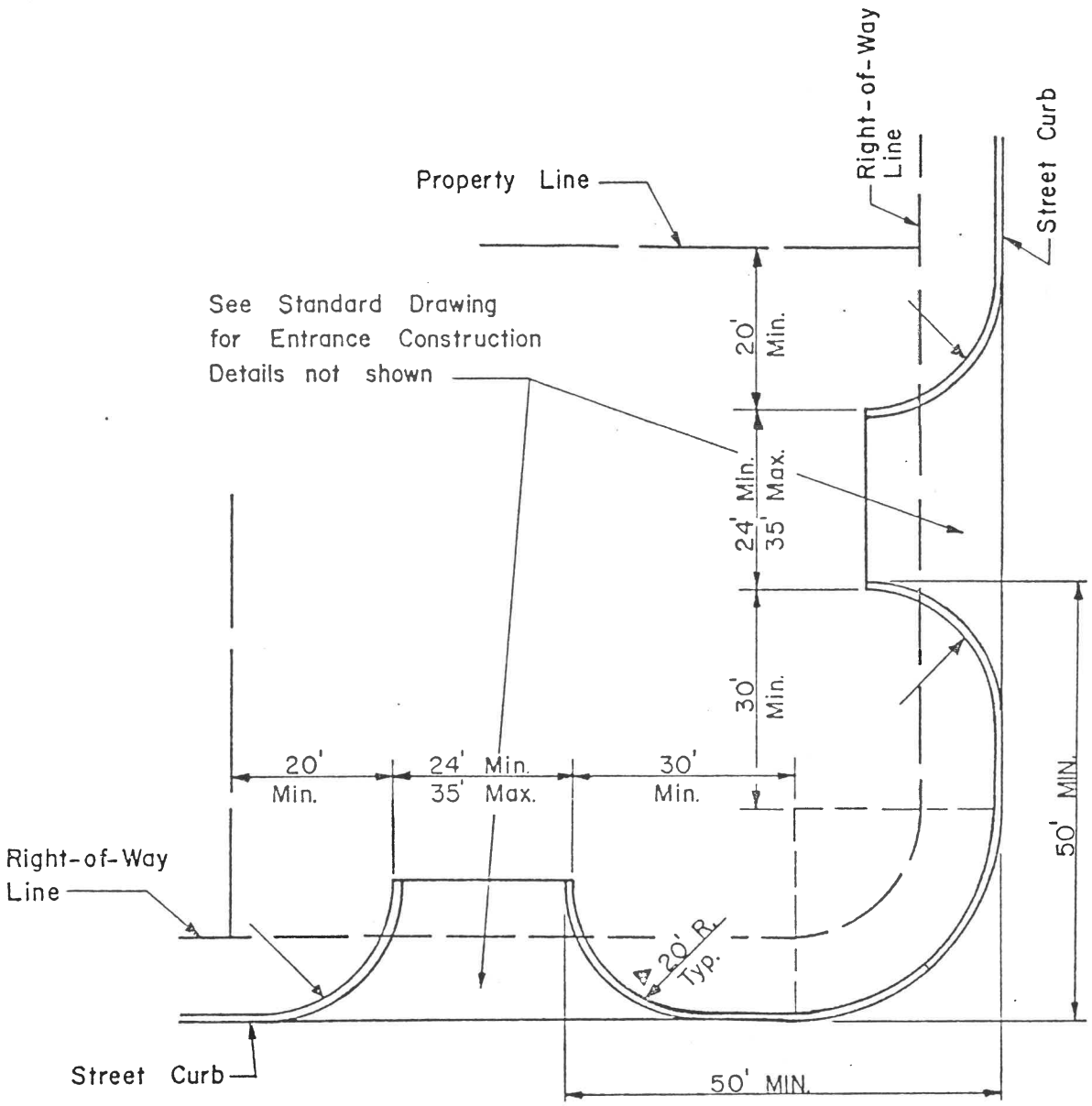
G Stall Center



▶ Additional width may be required where the aisle serves as the principal means of access to on site buildings or structures.

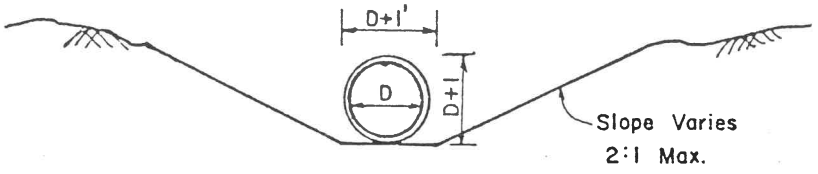


TYPE I SPECIAL COMMERCIAL ENTRANCES

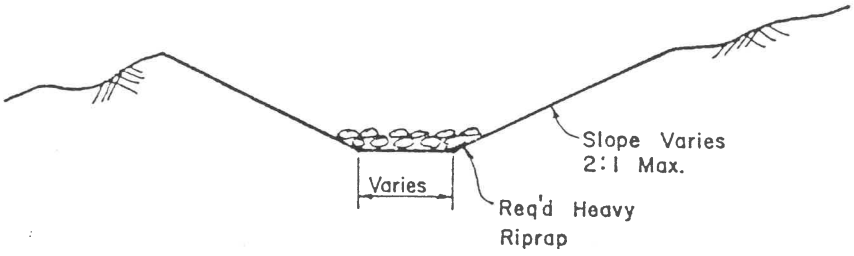


TYPE 2 SPECIAL COMMERCIAL ENTRANCES

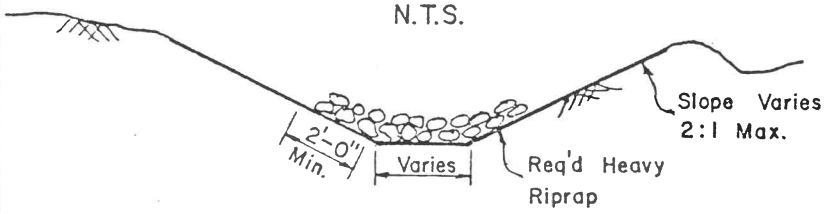
TYPICAL DITCH SECTIONS



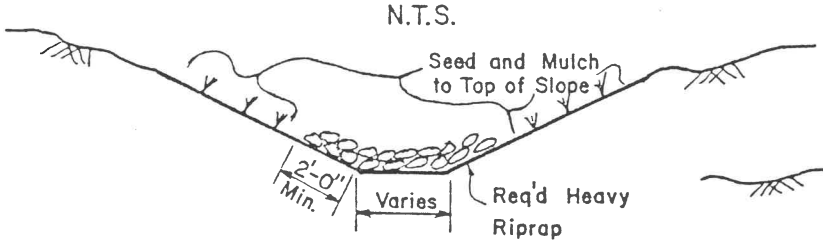
TYPE I
N.T.S.



TYPE II
N.T.S.



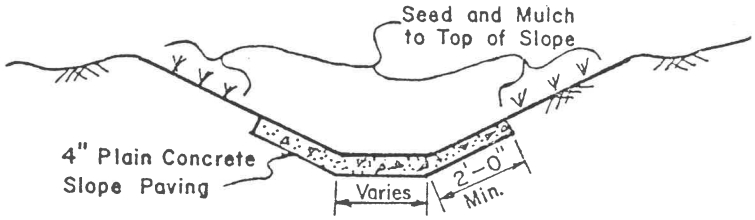
TYPE III
N.T.S.



TYPE IV
N.T.S.

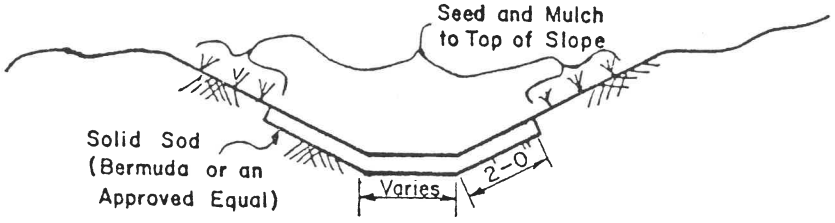
NOTES:

1. Ditch Side Slope Shall Be A Maximum of 2H:1V
2. Riprap Shall Be At Least 50 Pound Cobbles or Larger
3. Concrete For Slope Paving Shall Have A Minimum Strength of 3000 PSI At 28 Day Test



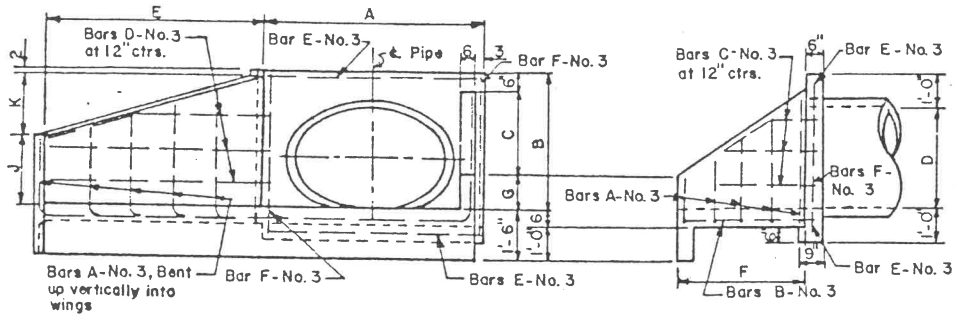
SLOPE PAVED DITCH
N.T.S.

(Section To Be Used As Directed By The Public Works Director/ County Engineer)



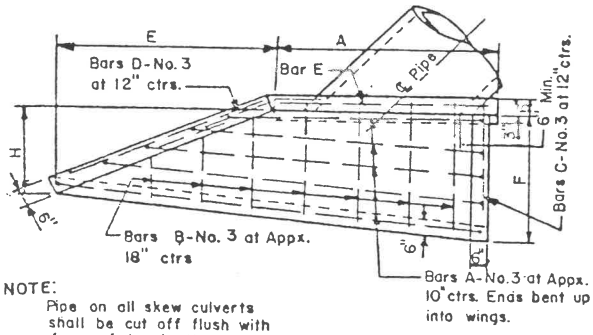
SOLID SOD DITCH
N.T.S.

TYPICAL DITCH SECTIONS
SCALE : NONE
DRAWN :



END ELEVATION

SIDE VIEW



NOTE:
Pipe on all skew culverts shall be cut off flush with face of headwall.

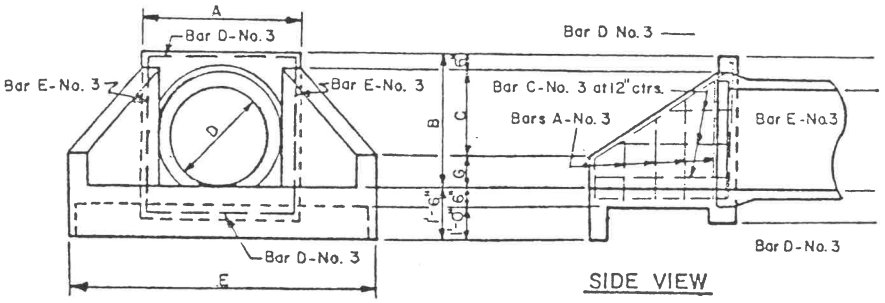
PLAN VIEW

Where Concrete Headwalls are used all reinforcing bars be No. 3 deformed.

Inlets should be constructed so that the opening will take the natural flow of water.

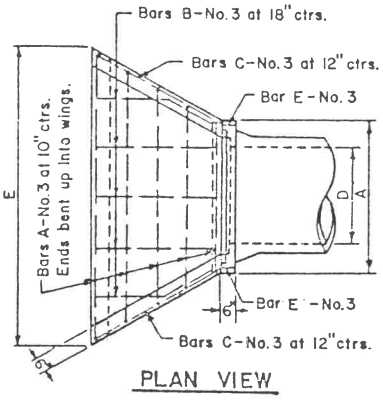
Culverts generally should follow slope of stream and the minimum slope should be 2%.

The minimum fill height over pipe should be 18" to finished sub-grade.



END ELEVATION

SIDE VIEW



PLAN VIEW

BILL OF DEFORMED BAR REINFORCEMENT 2 HWLS.												
INS. DIA. OF PIPE	BARS A		BARS B		BARS C		BARS D		BARS E		BARS F	
	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH
15"	6	8'-9"	8	2'-0"	4	2'-0"	4	4'-0"	4	3'-9"	4	3'-0"
18"	6	9'-9"	8	2-0"	4	2'-0"	4	5'-0"	4	4'-1"	4	3'-3"
21"	6	10'-6"	10	2'-5"	4	2'-3"	4	5'-0"	4	4'-5"	4	3'-6"
24"	6	11'-9"	10	2'-5"	4	2'-3"	4	5'-6"	4	4'-9"	4	3'-9"
30"	8	13'-6"	12	3'-3"	6	3'-0"	6	6'-0"	4	5'-6"	4	4'-3"
36"	10	15'-3"	14	4'-0"	6	3'-0"	6	7'-3"	4	6'-2"	4	4'-9"

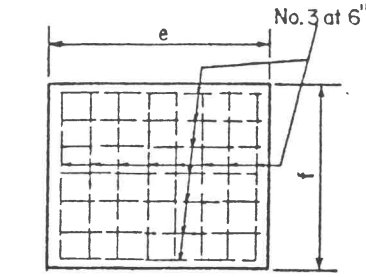
DIMENSIONS FROM 30° THRU 45°										QUANTS. 2 HWLS.	
D	A	B	C	E	F	G	H	J	K	CONC.	STEEL
15"	4'-0"	2'-3"	1'-3"	3'-2"	1'-10 1/2"	0'-6"	1'-3 3/4"	1'-2 1/2"	0'-10 1/4"	1.38	44
18"	4'-4"	2'-6"	1'-3"	3'-7 1/2"	1'-10 1/2"	0'-9"	1'-6"	1'-4"	1'-0"	1.60	50
21"	4'-8"	2'-9"	1'-6"	4'-0 7/8"	2'-3"	0'-9"	1'-8 1/4"	1'-5 1/4"	1'-1 1/2"	1.88	56
24"	5'-0"	3'-0"	1'-6"	4'-6 3/8"	2'-3"	1'-0"	1'-10 1/2"	1'-7"	1'-3"	2.14	60
30"	5'-9"	3'-6"	2'-0"	5'-5 1/8"	3'-0"	1'-0"	2'-3"	1'-10"	1'-6"	2.86	90
36"	6'-5"	4'-0"	2'-6"	6'-4"	3'-9"	1'-0"	2'-7 1/2"	2'-1"	1'-9"	3.64	118

HEADWALLS FOR ROADWAY PIPE CULVERTS
SKEWS FROM 30° THRU 45°

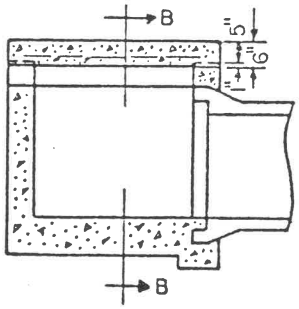
BILL OF DEFORMED BAR REINFORCEMENT 2 HWLS.										
INS. DIA. OF PIPE	BARS A		BARS B		BARS C		BARS D		BARS E	
	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH
15"	6	6'-4"	6	2'-2"	8	2'-0"	4	2'-8"	4	3'-0"
18"	6	7'-0"	6	2'-2"	8	2'-0"	4	2'-11"	4	3'-3"
21"	6	7'-10"	6	2'-2"	8	2'-0"	4	3'-2"	4	3'-6"
24"	6	8'-6"	8	2'-6"	8	2'-3"	4	3'-5"	4	3'-9"
30"	8	10'-6"	8	3'-3"	12	3'-3"	4	3'-11"	4	4'-3"
36"	10	11'-3"	10	4'-0"	12	4'-0"	4	4'-5"	4	4'-9"

DIMENSIONS FROM 0° THRU 30°							QUANTS 2 HWLS.	
D	A	B	C	E	F	G	CONC.	STEEL
15"	2'-11"	2'-3"	1'-3"	5'-1"	1'-10 1/2"	0'-6"	0.96	34
18"	3'-2"	2'-6"	1'-3"	5'-4"	1'-10 1/2"	0'-9"	1.08	36
21"	3'-5"	2'-9"	1'-3"	5'-7"	1'-10 1/2"	1'-0"	1.18	40
24"	3'-8"	3'-0"	1'-6"	6'-3"	2'-3"	1'-0"	1.44	44
30"	4'-2"	3'-6"	2'-0"	7'-8"	3'-0"	1'-0"	2.00	68
36"	4'-8"	4'-0"	2'-6"	9'-0"	3'-9"	1'-0"	2.64	90

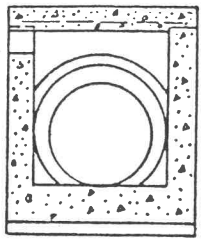
HEADWALLS FOR ROADWAY PIPE CULVERTS
SKEWS FROM 0° THRU 30°



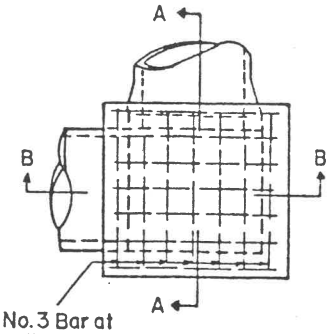
PLAN VIEW OF COVER



SECTION

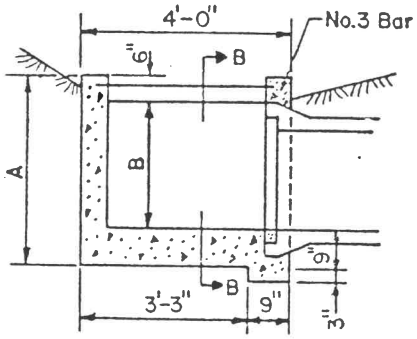


SECTION B-B

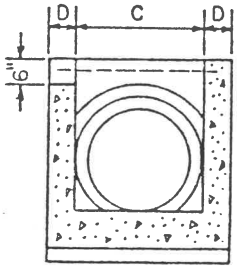


TOP VIEW

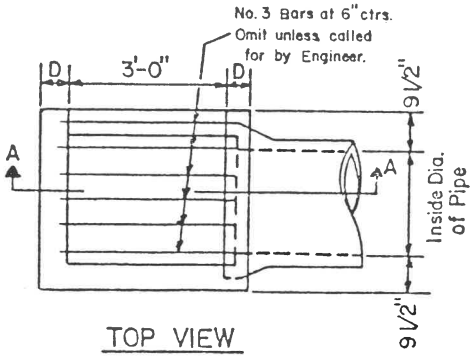
CONCRETE COVER FOR HEADWALL INLETS



SECTION A-A

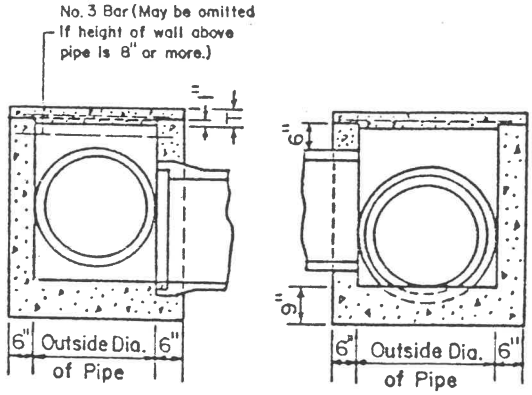


SECTION B-B



TOP VIEW

HEADWALL INLETS FOR PIPE CULVERTS FLAT DITCHES



SECTION A-A

SECTION B-B

GENERAL NOTES FOR JUNCTION BOX & HEADWALL INLETS

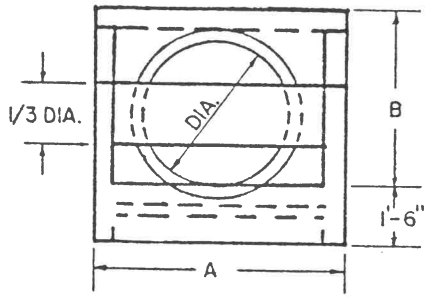
Where practicable inlet pipe should be placed at least 4" in elevation higher than outlet pipe.
All reinforcing should be no.3 deformed.
The thickness of slab "T" should be 4" for pipes up to 48" in diameter and 6" for pipes 48" and larger.
Inlets should be constructed so that the openings will take the natural flow of water. If necessary opening may be placed on back side of inlet.
Where necessary 2" weep holes should be constructed in inlets to facilitate sub-grade drainage.
Inlet covers should not be used unless existing conditions require their use.

DETAIL OF JUNCTION BOX

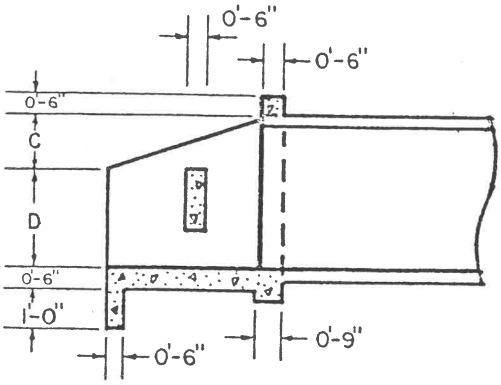
CONCRETE COVERS FOR INLETS				
INSIDE DIAMETER OF PIPE	DIMENSIONS e	DIMENSIONS f	CU. YD. HWL CONCRETE CLASS "A"	POUNDS DEFORMED BAR REINF.
15"	4'-0"	2'-10"	0.21	17
18"	4'-0"	3'-1"	0.23	18
21"	4'-0"	3'-4"	0.25	20
24"	4'-0"	3'-7"	0.27	21
30"	4'-0"	4'-1"	0.30	22
36"	4'-0"	4'-7"	0.34	25

INLET QUANTS.		
INS. DIA.	CONC.	STEEL
15"	1.25	17
18"	1.41	18
21"	1.56	20
24"	1.79	22
30"	2.28	34
36"	2.83	45

HEADWALL INLETS FOR FLAT DITCHES						
INSIDE DIAMETER OF PIPE	DIMENSIONS A	DIMENSIONS B	DIMENSIONS C	DIMENSIONS D	CU. YDS. CONCRETE ONE INLET	CU. YDS. PER FT. ADD. HT.
15"	3'-0"	1'-9"	1'-10"	0'-6"	0.77	0.22
18"	3'-3"	2'-0"	2'-1"	0'-6"	0.87	0.23
21"	3'-6"	2'-3"	2'-4"	0'-6"	0.97	0.23
24"	3'-9"	2'-6"	2'-7"	0'-6"	1.07	0.24
30"	4'-3"	3'-0"	3'-1"	0'-6"	1.28	0.26
36"	4'-9"	3'-6"	3'-7"	0'-6"	1.51	0.28
42"	5'-3"	4'-0"	4'-1"	0'-6"	1.74	0.30
48"	5'-9"	4'-6"	5'-1"	0'-6"	1.95	0.32
54"	6'-3"	5'-0"	5'-7"	0'-6"	2.28	0.34

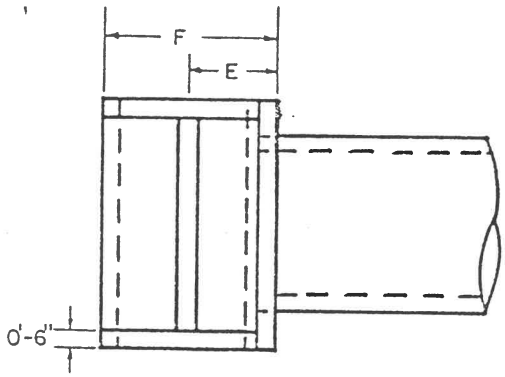


END ELEVATION
N.T.S.



CROSS SECTION
N.T.S.

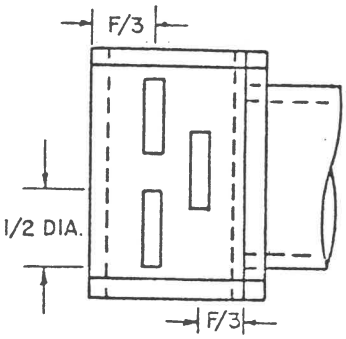
DIMENSIONS FOR HEADWALL						
DIA.	A	B	C	D	E	F
15"	3'-3"	1'-11"	0'-7"	1'-4"	0'-11 1/4"	1'-10 1/2"
18"	3'-7"	2'-2"	0'-8"	1'-6"	0'-11 1/4"	1'-10 1/2"
24"	4'-2"	2'-8 1/2"	0'-10 1/2"	1'-10 1/2"	1'-11 1/2"	2'-3"
30"	4'-9"	3'-3 1/4"	1'-11 1/4"	2'-2 1/4"	1'-6"	3'-0"
36"	5'-4"	3'-9 1/2"	1'-3 1/2"	2'-6"	1'-10 1/2"	3'-9"
42"	5'-11"	4'-4"	1'-6"	2'-10"	2'-3"	4'-6"
48"	6'-6"	4'-10 1/2"	1'-8 1/2"	3'-2 1/2"	2'-7 1/2"	5'-3"
54"	7'-2"	5'-5 1/2"	1'-11 1/2"	3'-6"	3'-0"	6'-0"
60"	7'-9"	6'-0"	2'-2"	3'-10"	3'-4 1/2"	6'-9"

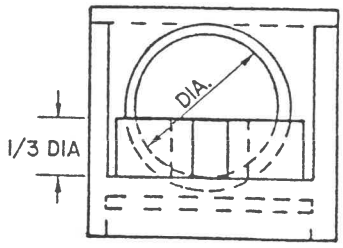


PLAN VIEW
N.T.S.

ALL CONCRETE SHALL CONFORM TO THE CURRENT ALABAMA HIGHWAY DEPARTMENT SPECIFICATIONS FOR HEADWALLS

ALL REINFORCING BARS SHALL BE NO. 3 DEFORMED AND SHALL BE SPACED ON 6" CENTER IN BOTH DIRECTIONS



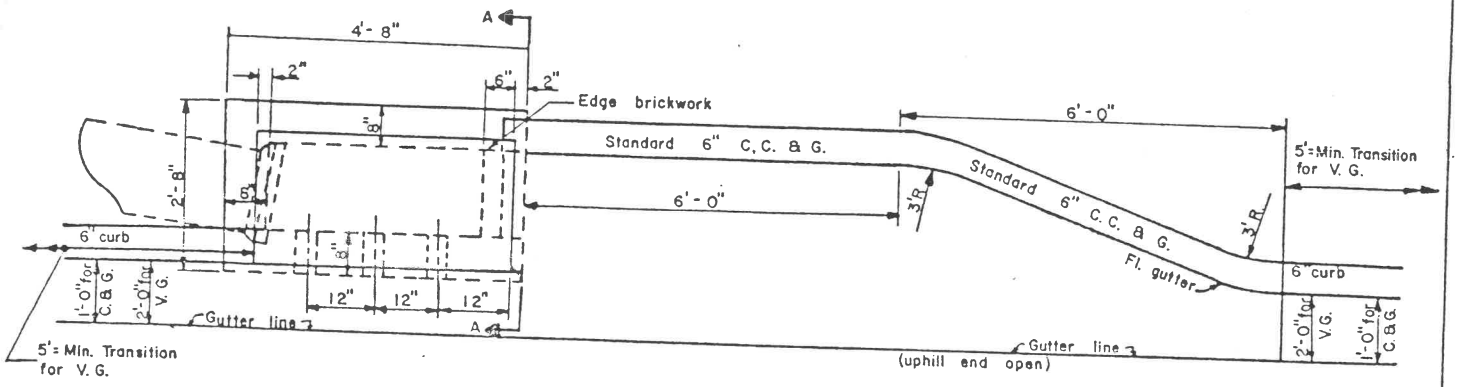


ALTERNATE APPROVED FOR USE WITH 15", 18", & 24"
N.T.S.

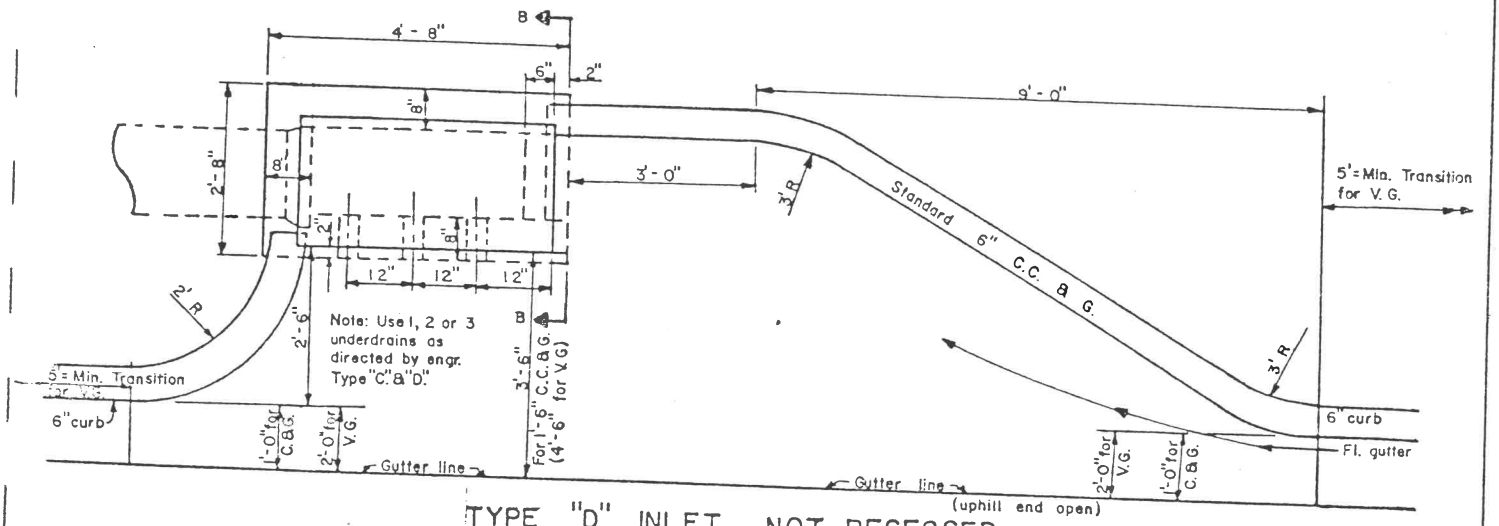
ALL BLOCKS TO BE DOWELED INTO APRON OF THE HEADWALL

DISSAPATOR HEADWALL

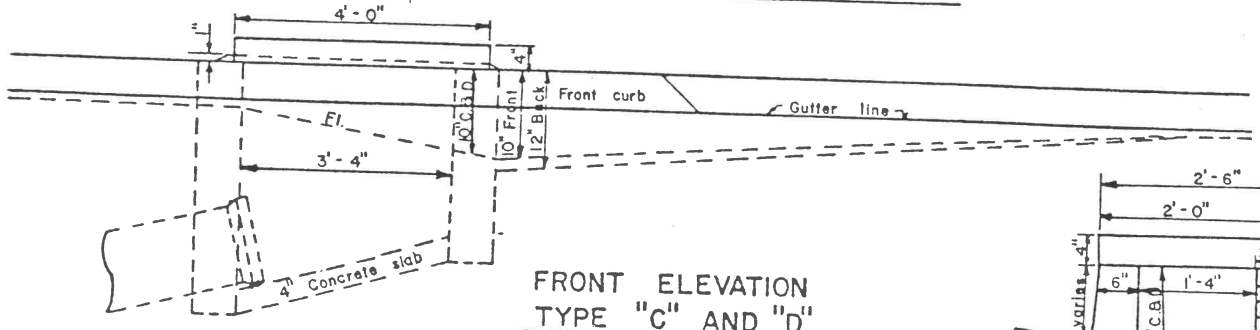
INLETS - TYPE "C" AND "D"



TYPE "C" INLET - NOT RECESSED

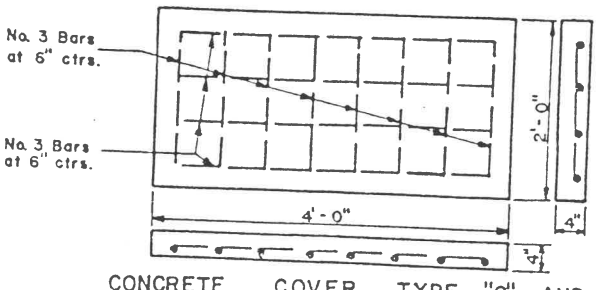


TYPE "D" INLET - NOT RECESSED

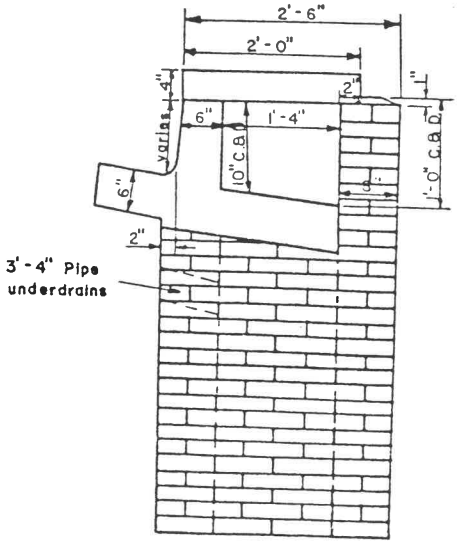


FRONT ELEVATION TYPE "C" AND "D"

Note: Where the direction of flow is from both sides of the inlet, side wing opening (as shown on one side only on this drawing) shall be built on both sides of the inlet.



CONCRETE COVER TYPE "C" AND "D"



SEC. A-A TYPE "C" SEC. B-B TYPE "D"