



CITY OF WASILLA

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COUNCIL MEMORANDUM 93 - 24

Subject: Standards of Construction for City Roads

From: Deputy Administrator

Date: April 2, 1993

It has come to our attention that the current standard requirements for road construction within the city can be a disincentive to development. Our minimum standard requires a subdivider to construct a residential street. As shown on the enclosed documents, the cost to convert a trail or raw land to residential street standards could be substantial.

Within the city boundaries, we have over 1800 acres in tracts of land of 40 acres or larger. The initial development of these large tracts is often only economically feasible if they are subdivided into parcels of 5 acres or more. A developer cannot afford to construct a standard residential street for these low density home sites, thus the land is not developed and the value of the property remains low.

The Borough has a "waiver" process of platting that allows for economical subdivision of large tracts of land into no more than 4 parcels, each a minimum of 5 acres. The "waiver" process only requires that the subdivider construct a pioneer access road.

Administration believes that the city should adopt a "Low Density" standard of construction requirement that would enable the initial development of the large tracts of land within the city. The Low Density standard would only be applicable to subdivision proposals that comply with the Borough's "waiver" process. The standards would require as a minimum, adequate right-of-way and part of the sub-base construction of the standard residential street. Any future subdividing, say, into one acre lots, would require the developer to improve the Low-Density road to Residential Street Standards.

It may be possible to include a plat note on subdivisions approved under the conditions described above. An example would be "This plat is approved with road access constructed to City of Wasilla Low Density Road Standards. City road maintenance may be limited on Low Density Roads."

Recommend that council introduce Ord. 93-16 which establishes a street classification of "Low Density" and sets standards of construction for a Low Density Street.

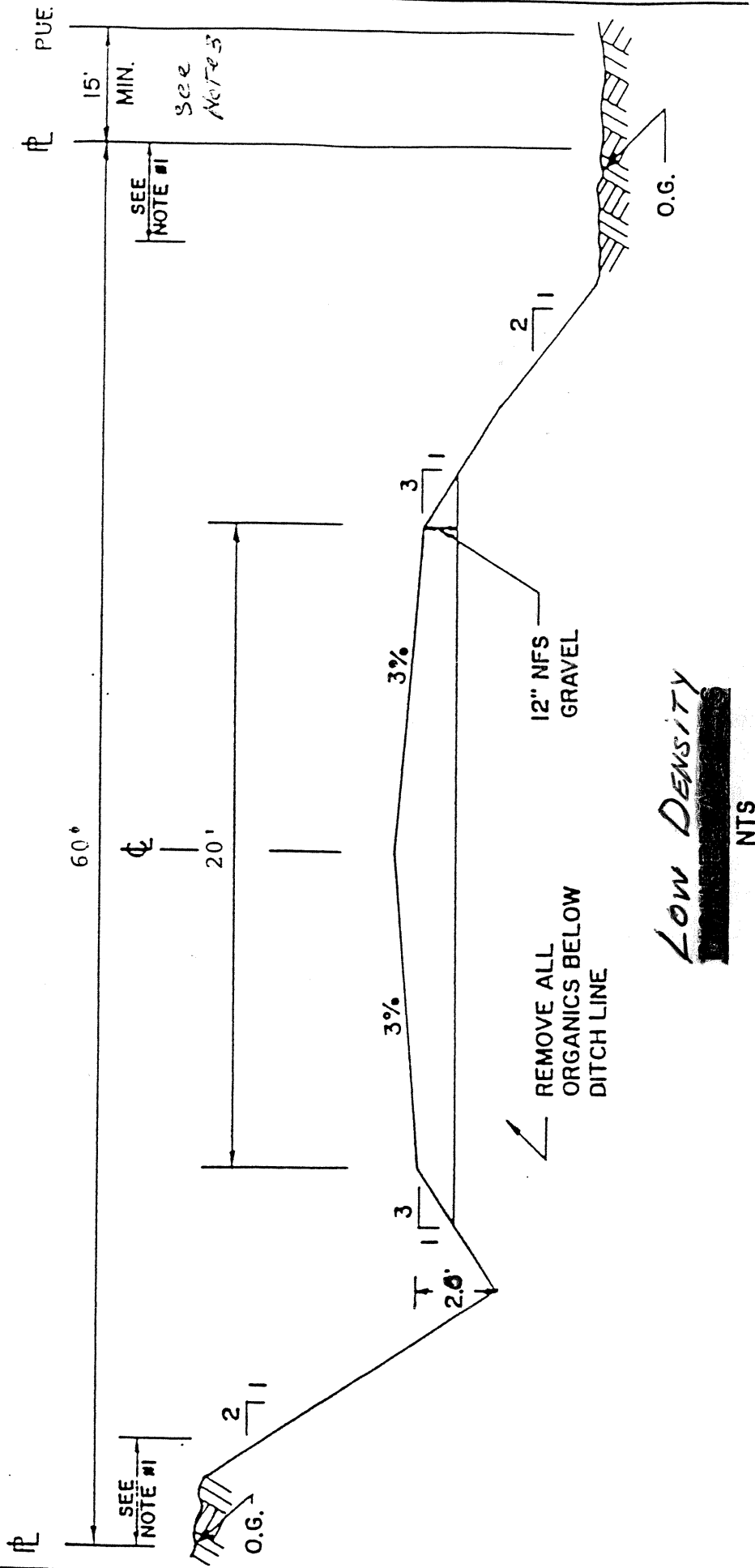

Robert E. Harris
Deputy Administrator.

COMPARISON

Pioneer Access/Residential Road Standards

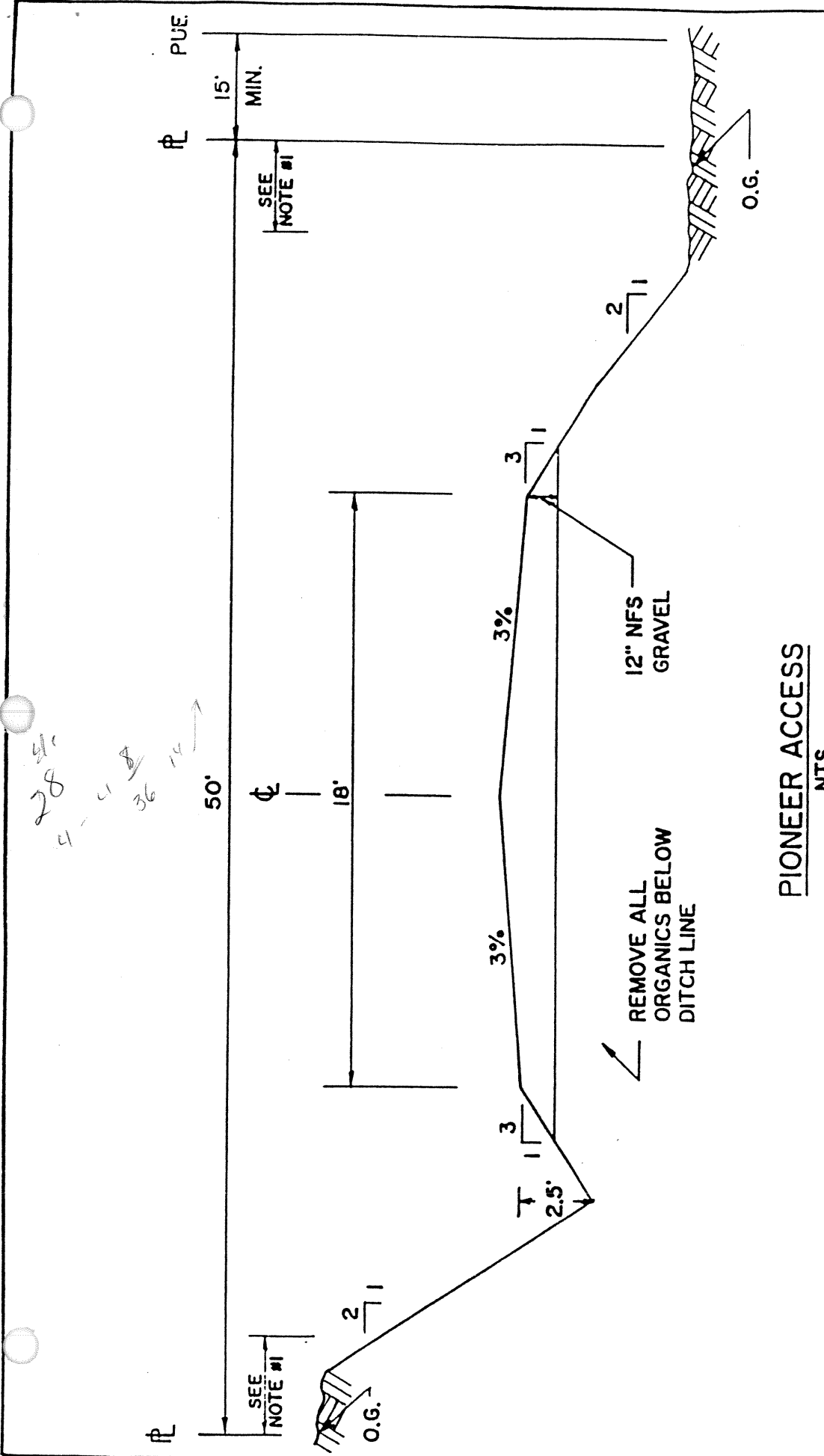
	Wasilla Res. Street	MSB Pioneer Access	Proposed Wasilla Low Density
Right-of-way width	60 feet	50 + 15' PUE	60'
Built road width	20'	18'	20'
Shoulder width	4'	0'	0'
Surface material	4" leveling course	12" NFS	3" minus NSF to 12" depth
Sub base material	3" minus NFS	Remove organics	Remove organics
Road crown	3%	3%	3%
Shoulder Slope (max)	3:1	2:1	3:1
Ditch Slope (max)	2:1	2:1	2:1
Ditch depth (min)	1'	2.5'	2.0'

etc.



- NOTES: #1. ROW OR SLOPE EASEMENT TO CONTAIN ALL CONSTRUCTION +5'.
 #2. MORE THAN 12" NFS GRAVEL (MINUS 3") MAY BE NEEDED FOR STABLE ROAD, DEPENDING ON SUBBASE.
 #3. PUE NOT REQUIRED BY CITY.

Proposed city of Wasilla standard

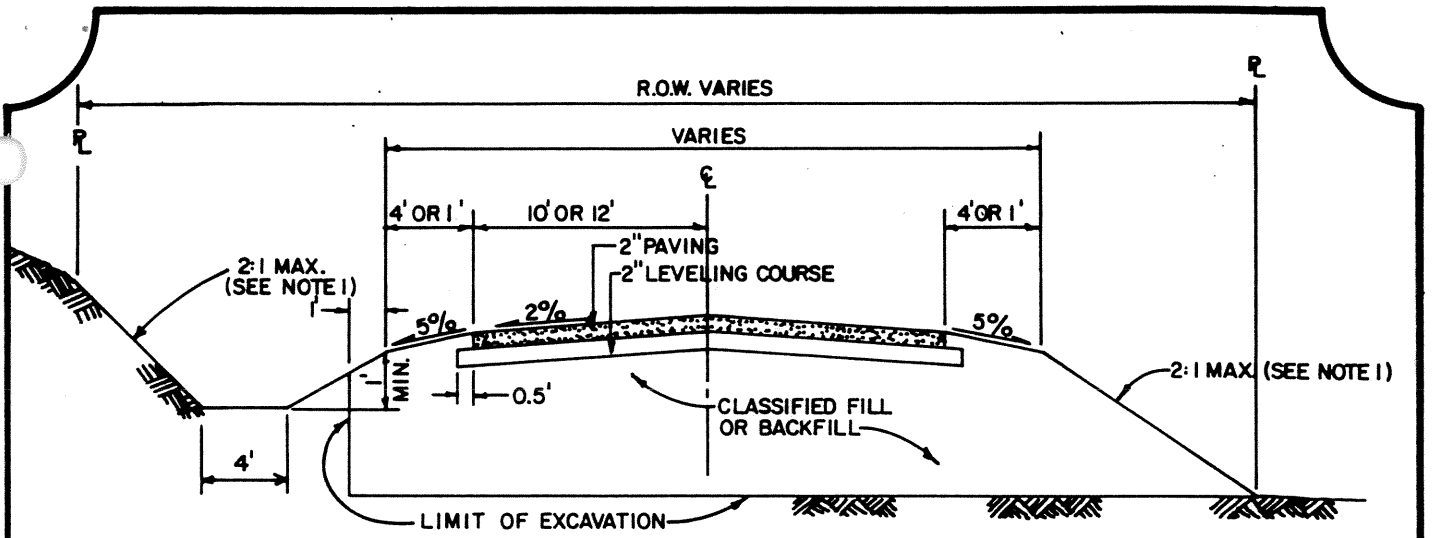


28
4
36
14

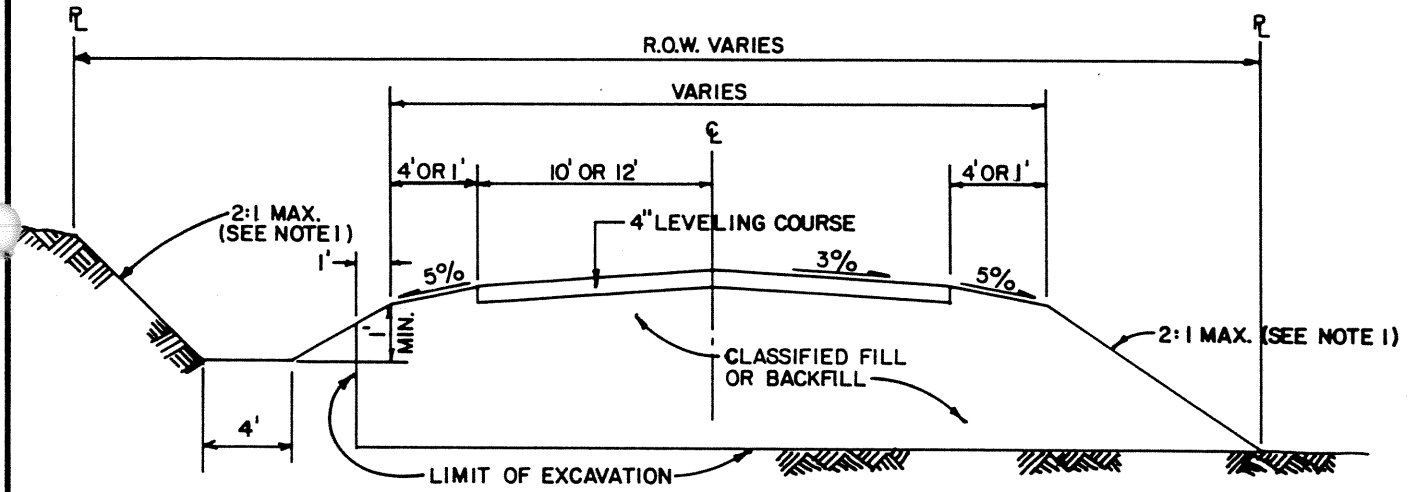
PIONEER ACCESS
NTS

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(MAT-SU BORO STANDARD)



**TYPICAL SECTION
20' / 24' STRIP PAVING**



**TYPICAL SECTION
20' / 24' GRAVEL STREET**

NOTES:

1. MATERIAL TO BE PLACED OR REMOVED AND GRADED IN A NEAT MANNER FROM EXCAVATION LIMITS TO EXISTING ELEVATION AT PROPERTY LINE AS DIRECTED BY THE ENGINEER.
2. DEPTH OF EXCAVATION TO BE DETERMINED BY THE ENGINEER.
3. THE TOP 6" OF CLASSIFIED FILL OR BACKFILL IMMEDIATELY BENEATH THE LEVELING COURSE SHALL BE RESTRICTED TO MINUS 3-INCH MATERIAL.
4. UNLESS OTHERWISE APPROVED, THE CL OF STREET WILL BE THE CL OF R.O.W.

RESIDENTIAL

DATE:
JAN. 1986
DRAWN BY:
MAR
CHECKED BY:
HUFF

REVISED: CITY OF

VASILLA

TYPICAL SECTIONS FOR
20' / 24' STRIP PAVING &
GRAVEL STREETS

SCALE:
NONE
SHEET
1 OF 1
FIGURE:
114

CHAPTER 14.10STREET CLASSIFICATIONS AND STANDARDSSECTIONS:

- 14.10.010 Classification of Streets
- 14.10.020 Street Classification Map
- 14.10.030 Street Classifications
- 14.10.040 Right-of-Way Width
- 14.10.050 Traffic Way Width
- 14.10.060 Design Standards
- 14.10.070 Streets, Acceptance for Maintenance

14.10.010 Classification of Streets. Streets within the City of Wasilla shall be classified by primary function with consideration for frequency of use. The classification of a street may, as a result of change of primary function or frequency of use, be changed by resolution of the City Council. (Ord. 81-9 1981: Ord. 83-11 1983: Ord. 84-16 1984)

14.10.020 Street Classification Map. A map of the streets within the City of Wasilla shall be maintained at the City offices and designated as the City of Wasilla Street Classification Map. Said map shall be approved by the City Council and shall indicate the classification of all streets within the City. (Ord. 81-9 1981: Ord. 83-11 1983: Ord. 84-16 1984)

14.10.030 Street Classifications. Streets in the City of Wasilla shall be classified according to the categories described herein. When different portions of a street serves different functions, those portions may be classified according to the primary function.

1. Residential: A residential street provides movement of local traffic from individual properties to collector and arterial streets. Lower traffic speeds and volumes of less than 200 annual average daily traffic is expected. Residential streets are typical subdivision, subdivision feeder streets, and cul-de-sacs. Direct access to adjacent private property is acceptable.

2. Collector Streets: A collector street provides for movement from subdivisions and residential streets to arterials and highways. Traffic volumes generally range from 60 to 600 annual average daily traffic. Speeds are generally 25-35 M.P.H. depending on conditions. direct access to private property is acceptable when other access is not available or, should be limited to intervals that do not

inhibit traffic flow.

3. Commercial Street. Commercial streets provide access to and movement through business, industrial and other commercial areas of the City. Traffic volumes are expected to be high, speed limits should not exceed 35 M.P.H. On-street parking may be accommodated and there should be intensive traffic control through the use of signs, signalization and possible, one-way traffic. (Ord. 84-16 1984)

4. Arterial Street: Arterials provide for intra-city movement and access to Borough and State roads. Traffic volumes will be high and driving speeds should be 35 M.P.H. Access should be limited to collector streets, commercial streets and residential subdivision streets. (Ord. 81-9 1981: Ord. 83-11 1983: Ord. 84-16 1984)

14.10.040 Right-of-Way Width. The right-of-way width standards described herein are intended to serve as guides for obtaining and preserving right-of-ways.

1. Residential Streets - 60 feet
2. Commercial Streets - 60 feet
3. Collector Streets - 100 feet
4. Arterials - 100 feet

(Ord. 81-9 1981: Ord. 83-11 1983: Ord. 84-16 1984)

14.10.050 Traffic Way Width. The minimum traffic way width for surfacing and graded shoulders of City streets are indicated below. Graded shoulder width is measured from the edge of the traveled surface or pavement to the beginning of the shoulder slope.

1. Residential surface - 20' shoulder - 4'
2. Commercial surface - 28' shoulder - 4'*
3. Collector surface - 24' shoulder - 4'
4. Arterial surface - 24' shoulder - 8'

*when possible, commercial streets should be paved with curb, gutter and sidewalks per design standards approved by the City Engineer. (Ord. 81-9 1981: Ord. 83-11 1983: Ord. 84-16 1984)

14.10.060 Standards.

A. CONSTRUCTION: Construction methods, materials and quality control for construction of City streets shall be in accordance with the State of Alaska Department of Public Transportation and Public Facilities 1981 Standard Specifications for Highway Construction, as modified or approved by the City Engineer.

B. DESIGN: Design standards shall be in accordance with

the Matanuska-Susitna Borough design standards as modified or approved by the City Engineer. (Ord. 81-9 1981: Ord. 84-16 1984)

14.10.070 Streets, Acceptance for Maintenance. Upon approval of Council the City of Wasilla shall accept for routine maintenance, streets, inside or bordering the City limits, that are constructed according to the standards specified in this chapter and are within dedicated right-of-ways or easements dedicated for public use. (Ord. 82-5 1982: Ord. 84-16 1984)