



Village of Coal Valley
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SUBDIVISION

ORDINANCE

CHAPTER 6 SUBDIVISION AND OFFICIAL MAP

Section 1. ADOPTION.

The Subdivision and Official Map prepared by the Village Attorney with the assistance of Bi-State Metropolitan Planning Commission in November 1972 is adopted by the Village as the Subdivision and Official Map for the Village of Coal Valley.

Section 2. FILING.

Three copies of the Subdivision and Official Map, November, 1972, shall be available in the Office of the Village Clerk for public inspection and reference.

Section 3. NEW STREETS.

This Section sets forth the design and construction specifications for new streets in the Village as referenced in Sections 50 and 51 of the Subdivision Ordinance of the Village of Coal Valley, Illinois and as may otherwise be required when a new street is designed and constructed when not part of a new subdivision.

3.1 Definitions.

- A. A "new street" shall hereinafter be defined as either an existing street to be reconstructed that has not been previously designed and constructed in accordance with this Section, or a proposed paved thoroughfare whose proposed alignment represents the initial use of a corridor for vehicular traffic.
- B. The "Design Manual" of the Village shall be the Design Manual of the State of Illinois, Department of Transportation, Bureau of Design, or the latest revisions thereof, and shall be used for designing new streets in the Village.
- C. The "Standard Specifications" of the Village shall be the Standard Specifications for Road and Bridge Construction, adopted July 1, 1988, of the Illinois Department of Transportation, or the latest revisions thereof, and shall be used for constructing and, when appropriate, for specifying materials for new streets in the Village.
- D. The "Standard Drawings" required by the Village shall be the Highway Standards of the Illinois Department of Transportation, Bureau of Design, or the latest revisions thereof, and shall be used in detailing items of construction for new streets in the Village.

3.2 Only two types of pavements will be approved for new streets in the Village, as follows:

- A. Reinforced jointed portland cement concrete pavement (rigid) with a minimum thickness of six (6) inches or non-Reinforced jointed portland cement concrete pavement (rigid) with a minimum thickness of seven (7) inches.

- B. Bituminous pavement (flexible) consisting of a two-layer structure (surface course and base course) or a three-layer structure (surface course, base course, and subbase course).

Minimum surface course thickness shall be three (3) inches.

- 3.3 Certain minimum design criteria shall be used as a basis for design of new streets determined by the Village Board upon recommendation by the Village Engineer, to be "local" streets, as follows:
 - A. The design period shall be twenty (20) years.
 - B. The average daily traffic (ADT) estimated for the year representing one-half the design period shall be at least four hundred (400) vehicles per day (Class IV).
 - C. The CBR value shall not exceed 3.0.
 - D. The average daily passenger car traffic (PC) shall be 71% of the ADT established in Part B above.
 - E. The average daily single unit traffic (SU) shall be 24% of the ADT established in Part B above.
 - F. The average daily multiple unit traffic (MU) shall be 5% of the ADT established in Part B above.
 - G. The percentage of passenger, single, and multiple units in the design lane shall each be 50% for "local" streets.
- 3.4 The minimum design criteria stated in Section 3.3 above for "local" streets may be modified by the Village Board on case-by-case basis based upon recommendation of the Village Engineer for conditions unique to the proposed new street location or due to adjoining influences on the proposed new street.
- 3.5 The party responsible for the design of a new street, or the party's representative, shall present satisfactory evidence to the Village Engineer as to the type of road bed soils to be used in the subgrade so that the Village Engineer can assign the actual CBR value to be used in the design.
- 3.6 If the roadbed soils are determined by the Village Engineer to be unsatisfactory, suitable remedial measures as set forth in the Design Manual shall be specified and implemented by the party responsible for the design and construction of new streets.
- 3.7 For new streets classified as "collector" or "major" streets, appropriate values for the design criteria categories as set forth in Section 3.3 above shall be assigned by the Village Engineer on a case-by-case basis for the particular new street location.
- 3.8 The party responsible for the design and construction of new streets shall employ the services of and bear the costs of a testing laboratory, approved by the Village Engineer, to perform the appropriate tests set forth in the Standard Specifications and any other appropriate tests the Village Engineer may reasonably request.

- 3.9 Prior to the start of construction of new streets, the party responsible for design and construction shall submit a schedule of the type of tests and frequency of testing to be performed for embankment compaction and materials to the Village Engineer for review and acceptance.
- 3.10 The schedule of the type and frequency of tests will be reviewed by the Village Engineer based on the nature of the project.
- 3.11 The party responsible for the design and construction of new streets shall not proceed with a given phase of construction until the test results indicating the status of the previous phase has been reviewed and accepted by the Village Engineer.
- 3.12 The party responsible for the design and construction of new streets shall give reasonable notice to the Village Engineer as to the test results and the construction progress so that the Village Engineer may have sufficient time to perform the review and field observations.
- 3.13 Existing Village streets not to be reconstructed but to receive resurfacing treatment shall be excluded from the requirements of this Section 3.

(Ord. 92-0-08, 8-19-92)

Section 4. SIDEWALKS.

This Section sets forth the design and construction specifications for new and replacement sidewalks in the Village as referenced in Sections 40.18 and 51.07 of the Subdivision Ordinance of the Village of Coal Valley, Illinois and as may otherwise be required when new or replacement sidewalks are constructed when not a part of a new subdivision. In addition to the following, the specifications contained in Exhibits A, B, and C are made a part of this ordinance and apply to sidewalk design and construction in the Village.

- 4.1 The subgrade shall be well compacted.
- 4.2 No concrete may be placed unless the temperature is 40 degrees F and rising. If the temperature falls below 35 degrees F, at any time during the first 3 days of curing, not less than 12 inches of loose dry straw shall be placed on the concrete and a layer of polyethylene placed on top of the straw. The straw shall remain for 10 days.
- 4.3 Concrete shall have minimum compression strength of not less than 3500 psi after 14 days.
- 4.4 For all sidewalks along commercial or industrial properties, a plat or drawing showing the location and dimensions of the proposed construction shall be presented at the time of application for a permit.
- 4.5 All construction shall be in accordance with State of Illinois Standard Specifications when not in conflict with the foregoing. "Section 5. This Section sets forth the design and construction specifications for new and replacement driveways in the Village. In addition, to the following, the specifications contained in Exhibits A, B, and C are made a part of this ordinance and apply to driveway design and construction in the Village.

(ORD 97-0-16 11/19/97)

Section 5. DRIVEWAYS.

This Section sets forth the design and construction specifications for new and replacement driveways in the Village. In addition, to the following, the specifications contained in Exhibits A, B, and C are made a part of this ordinance and apply to driveway design and construction in the Village

- 5.1 The subgrade shall be well compacted.
- 5.2 Concrete shall have a minimum. Compression strength of not less than 3500 psi. after 14 days.
- 5.3 No concrete may be placed unless the temperature is 40 degrees F and rising. If the temperature falls below 35 degrees F, at any time during the first 3 days of curing, not less than 12 inches of loose dry straw shall be placed on the concrete and a layer of polyethylene placed on top of the straw. The straw shall remain for 10 days.
- 5.4 Expansion joint at the back of the curb and at the property line shall be 3/4 inch thick. and extend to 1 inch below the driveway pavement.
- 5.5 Driveway pavement shall be 6 inches reinforced or 7 inches unreinforced.
- 5.6 Reinforcing; shall be mesh weighing at least 42 lbs. per 100 square feet.
- 5.7 If the street pavement has a curb higher than 3 inches: the curb shall be removed and replaced as shown in Detail 1 on Exhibit C; or the curb shall be removed by sawcutting (at an approximate 45 degree angle) at the required width and along the base the curb approximately 2 inches above the pavement surface creating a smooth opening and retaining a paved gutter for storm water drainage.
- 5.8 Where the street pavement has a 3 inch drive over, curb, the curb may remain in tact, but no material shall be allowed to be placed in the gutter.
- 5.9 All joints at the back of curb shall be sealed with approved poured joint sealer.
- 5.10 There shall be no more than one driveway per 100 feet of lot frontage.
- 5.11 For all driveways serving commercial or industrial uses, a plat or drawing showing the location and dimensions of the proposed construction shall be presented at the time of application for a permit.
- 5.12 All construction shall be in accordance with State of Illinois Standard Specifications when not in conflict with the foregoing.
(ORD 97-0-16 11/19/97)
- 5.13 Whenever a driveway is constructed or replaced for acces to or from any street, that portion thereof between the curb and the property line shall be paved with Portland cement concrete. No other materials will be allowed. Existing sidewalk, if any, shall be removed and pave as part of the driveway. The surface of the driveway at the point of crossing the sidewalk area shall be level in conformity to the existing walk.
(ORD 2001-00-04 3/7/01)