

**STANDARDS FOR THE DESIGN AND CONSTRUCTION
OF STREETS AND DRAINAGE SYSTEMS
IN THE TOWN OF MOORES HILL, INDIANA**

Ordinance No. 2002-02

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1. ADMINISTRATIVE PROVISIONS

- 1.1. **Purpose.** The purpose in establishing these standards for the design and construction of streets, alleys, sidewalks, drainage systems and related improvements in the Town of Moores Hill includes: promotion and improvement of vehicle and pedestrian safety; improved accessibility for emergency response services; more cost-effective and uniform provision of maintenance services; and increased property values.
- 1.2. **Applicability.** Except as specified in this Ordinance, these regulations shall apply to the design and construction of all public and non-public streets, alleys and sidewalks, and associated right-of-ways, easements, curbs and gutters, and stormwater drainage systems, that are constructed in the Town of Moores Hill after the effective date of this Ordinance.
- 1.3. **Exemptions.** Any improvement that is required by this Ordinance and that satisfies one or more of the following conditions is exempt from compliance with the terms of this Ordinance:
 - 1.3.1. Any improvement that existed on the effective date of this Ordinance;
 - 1.3.2. Any improvement that existed on land that is annexed into the Town of Moores Hill after the effective date of this Ordinance;
 - 1.3.3. Any improvement that was approved for construction by the Town Council or by the Plan Commission of the Town of Moores Hill before the effective date of this Ordinance; and
 - 1.3.4. Any improvement that is owned by or maintained by any of the following units of government: the federal government, the State of Indiana, Dearborn County, or the Town of Moores Hill. However, the political subdivisions and subordinate agencies of these units of government must comply with these regulations.
- 1.4. **References to Regulations.** All references to regulations, standards, codes, ordinances, statutes or other citations shall mean the most recent version thereof, including all amendments or replacement.
- 1.5. **Severability.** The provisions of this Ordinance shall be deemed separable and the invalidity of any provision shall not affect the validity of the remainder.
- 1.6. **Enforcement.** The Town Council shall be responsible for enforcement of the provisions of this Ordinance.
- 1.7. **Penalties.** Any person found to be in violation of this Ordinance shall be fined two-hundred and fifty dollars (\$250) per violation. Each day that a violation continues shall constitute a new violation.
- 1.8. **Appeals.** An appeal of the terms of this Ordinance must be addressed in writing to the Town Council and delivered to the Council for their review at least thirty (30) days or more prior to the date on which the matter will be considered at a public meeting. Except where specified elsewhere in this Ordinance, each appeal must state in detail the hardship that is or will be endured by compliance with the terms of this Ordinance, and the minimum level of relief that is necessary in order to abate the hardship. Financial considerations do not constitute hardship.

2. DEFINITIONS

The following words or terms shall have the associated meanings wherever used in this Ordinance:

"Alley" The improved part of a right-of-way that provides secondary vehicular access from a street to the rear or sides of more than one lot or parcel of property.

"Council" The elected Town Council of the Town of Moores Hill, Indiana.

"Design Professional" A registered professional engineer or a registered land surveyor, as those terms are defined in Indiana law, who is trained and licensed to prepare and certify plans for the construction or reconstruction of streets and related improvements in the State of Indiana.

"Developer" The person proposing to construct improvements covered by this Ordinance.

"Driveway" An improved surface that provides vehicular access from a street or alley to the property served by the driveway.

"Easement" An interest in land owned by another that entitles its holder to a specific limited use or enjoyment.

"IC" The Indiana Code.

"Non-Public Improvement" An improvement that is required by this Ordinance and to which access is restricted to less than the entire general public due to a design concept, including but not limited to the street in a gated community, or other private street.

"Owner" Any person having legal title to, controlling interest in, or sufficient proprietary interest in land.

"Person" An individual, agency, partnership, corporation, group, organization, governmental entity, trust, estate, or any other legal or commercial entity.

"Plat" A plan for the subdivision of land, which has been drawn showing the right-of-ways, easements, property lines and other requirements for future development of the land, and that is to be or has been approved by a plan commission.

"Property Maintenance Association" An association established for the purpose of maintaining non-public improvements that are installed as required by this Ordinance.

"Public Improvement" An improvement or other requirement in this Ordinance that is intended to be available for use by the general public without restriction.

"Registered Land Surveyor" A person who is registered in the State of Indiana as a land surveyor pursuant to IC 25-21.5-1 et seq.

"Registered Professional Engineer" A person who is registered in the State of Indiana as a professional engineer pursuant to IC 25-31-1 et seq.

"Right-of-Way." A strip of land dedicated for use primarily for streets, alleys, sidewalks, transportation support facilities such as signs and signals, and stormwater drainage improvements related to the use of the right-of-way, and that may be used incidentally for public utilities or other special and approved uses.

"Sidewalk" The improved part of a right-of-way that is used primarily for pedestrian traffic.

"Street" The improved part of a right-of-way that is used primarily as a thoroughfare for vehicular traffic and that provides primary vehicular access to more than one lot or parcel of property. The types of streets in the Town are as follows:

Arterial. Arterial streets are streets that are used primarily for traffic movement between towns and cities. State Road 350 is the only arterial street in the Town.

Collector. Collector streets are those to which collect traffic from local streets and move it to arterial streets. The following streets and roads are collectors: Manchester St., Main St., S. Broadway St., Chesterville Rd., Rummel Rd., and Volz Rd.

Local. Local streets are those streets which are not used as general thoroughfares and whose primary function is to provide access to lots in the Town. All streets not classified as arterial or collector are local streets.

"Superintendent" The appointed Street Superintendent of the Town of Moores Hill or the Superintendent's designated representative.

"Town." The Town of Moores Hill, Indiana.

3. DESIGN AND CONSTRUCTION GENERAL PROVISIONS

- 3.1. **Design and Installation Costs**. Except where noted, the developer shall be responsible for payment of all project expenses including but not limited to acquisition of property and easements, design, permitting, licensing, construction, testing, and certification resulting from compliance with the requirements of this Ordinance.
- 3.2. **Minimum Design Standards**. Every improvement covered by this Ordinance, whether public or non-public, shall be designed and constructed by the developer to accommodate the intended traffic volume, traffic type and level of use in accordance with applicable federal, State of Indiana and Town of Moores Hill regulations. Where a required standard is not provided in this Ordinance or another Town of Moores Hill ordinance, or in any federal or state regulations that govern that specific standard, the standards of the Indiana Department of Transportation (INDOT) for an application of similar use shall be utilized. In each such case, the developer shall recommend and the Town Council shall determine what constitutes an application of similar use.
- 3.3. **Design Exceptions**. Where the developer's design professional certifies that a particular element of a proposed design is equivalent or superior to the requirements of this Ordinance, the Town Council may at its option approve the proposed alternate.
- 3.4. **Preparation of Plans**. The developer shall have a complete set of plans and specifications for the proposed project prepared and certified by a design professional. All plans shall be prepared in 24" x 36" size and shall include plan, profile and detail sheets, cross sections, and design and material specifications. If the plans are to be included in a plat the plans shall comply with any additional requirements in the Town's subdivision control ordinance.
- 3.5. **Approvals, Permits and Licenses**. The design professional shall obtain all design and construction approvals, permits and licenses required by federal, state or local agencies for the design and construction work. Plans that require only the approval of the Town shall be reviewed and approved by the Town's Street Superintendent or by another person or party designated by the Town Council. In all cases, certified plans, specifications, permits and licenses shall be submitted to and approved by the Town Council prior to the start of construction. Plats shall be approved by the Town Council prior to approval by the Plan Commission.

4. DESIGN AND CONSTRUCTION STANDARDS

4.1. Public and Non-Public Improvements

- 4.1.1. **Public Improvements**. All streets, alleys and sidewalks, and associated curbs, gutters, and stormwater drainage systems shall to the maximum extent possible be open for use

by the general public. Where these improvements are open to the public, and have been designed and constructed in accordance with the standards in this Ordinance, and have been approved by the Town Council as provided in this Ordinance, they shall be classified as public improvements and shall be accepted as such by the Town Council.

- 4.1.2. **Maintenance of Public Improvements Except Sidewalks, Curbs and Gutters.** Public improvements except sidewalks, curbs and gutters that have been designed and constructed in accordance with the standards in this Ordinance and that have been approved and accepted by the Town Council as provided in this Ordinance, shall be maintained by the Town.
- 4.1.3. **Maintenance of Public Sidewalks, Curbs and Gutters.** Maintenance of public sidewalks, curbs and gutters is the responsibility of the owner of real estate that is contiguous to the improvement. A requirement to repair or replace any of these improvements may be initiated by an order of the Town Council or by request of the property owner. In either case the property owner must contact the Street Superintendent to assess the requirements for the proposed maintenance or replacement. After determining the requirements, the Superintendent will request the approval of the Town Council and the Council must approve the planned work prior to initiation of any work. The Street Superintendent will remove the old material and dispose of the waste, and will provide necessary pedestrian and vehicle barricades for the project at no cost to the property owner. The property owner will be responsible for all forming and pouring of concrete and related work in accordance with the Town's standards and at the owner's expense. Where a property owner refuses to proceed with maintenance or replacement after being notified of the requirement by certified mail, the Town Council may proceed with the required repair or replacement under the terms of Barrett Law Funding at IC 36-7-36-2(b).
- 4.1.4. **Non-Public Improvements.** Where a design concept provides for the exclusive or semi-exclusive use of a street, alley or sidewalk, such as a street in a gated community or another type of private street, or other design that precludes a street, alley and/or sidewalk, and associated curbs and gutters, from being open for use by the entire general public, the improvements so restricted by the design shall be classified as non-public improvements. Non-public improvements shall be designed and constructed in accordance with the standards in this Ordinance, shall be approved by the Town Council, shall not be accepted for ownership or maintenance by the Town, and shall not be used until they have been approved in accordance with this Ordinance.
- 4.1.5. **Maintenance of Non-Public Improvements.** Non-public improvements shall be maintained to the standards prescribed by this Ordinance by a property maintenance association that has been established by the developer for that purpose. A note stating that: (1) the improvements are non-public improvements; (2) that they shall not be maintained by the Town of Moores Hill; (3) that the non-public improvements shall be open without restriction for the purpose of providing emergency services to properties along the street, alley or sidewalk; and (4) that provides the name of the maintenance association, shall be entered on the plans and/or plat and shall be included in any document that contains private or public covenants and restrictions on any part of the included property. A document that includes the following terms shall be recorded by the developer as a miscellaneous document in the office of the county recorder:
 - 4.1.5.1. The name and address of the property maintenance association;
 - 4.1.5.2. The organizational structure of the maintenance association;
 - 4.1.5.3. A legal description of the real estate that is covered by and included in the maintenance association;

- 4.1.5.4. A complete list of deeds for real estate that is part of the plan for restricted access, and a list of common areas that are to be maintained by the association;
- 4.1.5.5. A description of the non-public improvements as defined herein that are to be maintained by the association;
- 4.1.5.6. The means by which maintenance of the non-public improvements will be financed and accomplished in order that the improvements comply with the standards in this Ordinance;
- 4.1.5.7. A statement that: (1) the Town of Moores Hill reserves the right after thirty (30) days notice by certified mail to the office of the property maintenance association to enter upon the property and undertake any maintenance actions it finds necessary to correct deficiencies that result from the negligence of the association; (2) the right of the Town to recover all charges incurred by the Town for its maintenance of the non-public improvements including but not limited to the cost of the maintenance work, advertising, contracting and other administrative fees, and legal fees; and (3) the right of the Town to recover its costs under this provision by billing the property maintenance association, and in the event that the association does not pay within sixty (60) days of such billing, the right of the Town to recover its costs under this provision by billing each parcel of real estate covered by this provision a pro-rata share based on the total number of parcels; and
- 4.1.5.8. A provision that the terms in the document can only be amended or repealed with the approval of the Town Council.

4.2 Right-of-Ways and Easements.

- 4.2.1. Dedication of Right-of-Ways and Easements. All right-of-ways and easements, whether for public or non-public improvements, shall be dedicated to and recorded in the name of the Town. Whether recorded by plat or other document each dedication shall provide the Town with the exclusive right to change the use or terminate the use of the right-of-way or easement.
- 4.2.2. Minimum Right-of-Way Width. The following minimum widths shall be required for right-of-ways:
 - 4.2.2.1. Streets. Sixty (60) feet minimum.
 - 4.2.2.2. Alleys. Sixteen (16) feet minimum.
 - 4.2.2.3. Cul-de-Sac. One-hundred (100) feet minimum outside diameter.
- 4.2.3. Partial Right-of-Way. Dedication of a partial right-of-way shall be prohibited except as follows:
 - 4.2.3.1. Where part of a right-of-way has been dedicated or platted in the name of the Town on an adjacent tract, and where the minimum right-of-way width required by this Ordinance for the intended use can be achieved utilizing the existing part right-of-way, the remaining land necessary to provide the required width shall be platted; or
 - 4.2.3.2. Where the owner of adjoining undeveloped land simultaneously dedicates a part of the required right-of-way as part of the pending plat.
- 4.2.4. Improvements to be Located in Right-of-Ways. The improvements required by this Ordinance whether public or non-public shall to the maximum extent possible be located in dedicated right-of-ways. However, where there is insufficient dedicated right-of-way and where additional right-of-way cannot be dedicated, the developer shall acquire perpetual easements dedicated to the Town for those improvements.

4.25. Other Improvements in Right-of-Ways. Public utilities, including and limited to: potable water pipes and valves; fire hydrants; natural gas pipes and valves; sanitary sewer pipes, manholes and valves; lines, wires, cables, and monopoles not exceeding fifty (50) feet in height for electric, communications and video services, may be located in platted or recorded right-of-ways subject to the prior right of the improvements required by this Ordinance to occupy the right-of-way. All other public utilities or public utility support structures not listed in the preceding sub-section, including but not limited to towers, buildings, equipment shelters, and pumps, shall be located in platted or recorded easements that are outside of right-of-ways unless their location in a right-of-way has been approved by the Town Council.

4.3. Street and Alley General Design.

4.3.1. General Design Considerations. Street layout and construction shall take into account the relationship of the proposed streets to existing and planned streets, adjacent developments, topographical conditions, public convenience and safety, and the proposed uses of the land to be served by such streets. Local streets shall be so laid out that their use by through-traffic will be discouraged.

4.3.2. Street Layout. In order to provide for orderly development the following guidelines shall apply to the layout of new streets:

4.3.2.1. Dead-End Streets. Except for streets approved for future extension into adjacent developable territory, the closed end of a dead-end street shall be provided with a cul-de-sac for vehicle turnaround.

4.3.2.2. Future Extensions of Streets. Proposed streets that are not terminated by a cul-de-sac shall be extended to the boundary line of an adjacent tract and terminated with a T-type turnaround that extends for thirty (30) feet on each side of the centerline of the terminated street, that is twelve (12) feet wide, and that is constructed in accordance with the standards in this Ordinance. Only one lot may be located on each side of such a dead-end street, between the nearest crossing street and the boundary of the development.

4.3.2.3. Extensions of Existing Streets. Where an existing street terminates at the boundary line of a proposed development, the street shall be continued in the street pattern of the proposed development, or it shall be terminated with a cul-de-sac in the proposed development.

4.3.2.4. Distance Between Streets. Along the length of a street, the spacing between intersecting streets shall be not more than six-hundred and fifty (650) feet measured between the right-of-way lines of the intersecting streets.

4.3.3. Alleys. Alleys are optional. Where used they shall comply with the requirements in this Ordinance.

4.3.4. Intersections. Intersections of streets shall comply with the following:

4.3.4.1. Misaligned Intersections. Where two streets intersect a third street from opposite sides and where the centerlines of the opposed streets are not aligned, the centerlines of the opposed streets must be off-set by one-hundred and twenty-five (125) feet or more.

4.3.4.2. Prohibited Intersections. Streets and/or alleys shall not intersect from more than four directions.

4.3.4.3. Angle of Intersection. The centerlines of intersecting streets shall intersect at an angle of between seventy degrees (70°) and one-hundred and ten degrees (110°).

4.3.4.4. Radii at Intersections. At the intersection of two streets the minimum radius of the curb line, or of the edge of the street surface where there is no curb, at that

intersection shall be not less than thirty (30) feet when both streets are local streets, and not less than fifty (50) feet for all other street intersections.

- 4.3.5. Grading. Final surface grades of streets shall be not less than one-half of one percent (.5%), nor greater than eight percent (8%) as measured along the centerline of the street.
- 4.3.6. Transverse Slopes. The slope of the pavement from the crown of the street to the edge of pavement or to the pan of the gutter if present, shall be two percent (2%).
- 4.3.7. Radii of Horizontal Curvature. The minimum radii of horizontal curvature as measured along the centerline of a street shall not be less than the following:
 - 4.3.7.1. Arterial/Collector Street Curvature. Where a deflection angle of greater than ten (10) degrees in the alignment of an arterial or collector street occurs, a curve with radius of three-hundred (300) feet shall be introduced. The minimum tangent distance between reversed curves on an arterial or collector street shall be two-hundred (200) feet.
 - 4.3.7.2. Local Street Curvature. Where a deflection angle of greater than ten (10) degrees in the alignment of a local street occurs, a curve with radius of one-hundred (100) feet shall be introduced. The minimum tangent distance between reversed curves on a local street shall be fifty (50) feet.
- 4.3.8. Sight Distance. At the intersection of a street with a street, alley or driveway, an observer sitting in an automobile at the intersection shall be able to see a vehicle approaching from any direction on the crossing street by not less than the distance shown below corresponding to the posted speed limit:

<u>Posted Speed Limit, MPH</u>	<u>Feet</u>
20	177
25	217
30	267
35	328
40	403
45	482
50	571
55	655

- 4.4. Pavement Materials. All local and collector streets, and all alleys, shall be paved using the following materials and specifications:
 - 4.4.1.1. Sub-Base. Eight (8) inches of compacted aggregate #53, 95% density.
 - 4.4.1.2. Base. Three (3) inches of flexible asphaltic pavement #5.
 - 4.4.1.3. Surface. One and one-half (1½) inches of flexible asphaltic pavement #11.

- 4.5. Pavement Width. The minimum width of the paved surface of a street or alley shall be:
 - 4.5.1. Local Streets. On-street parking is required off-street parking
 - 4.5.1.1. With No On-Street Parking. Twenty-four (24) feet minimum back-to-back of curb and gutter.
 - 4.5.1.2. With On-Street Parking. Thirty-two (32) feet minimum back-to-back of curb and gutter.

- 4.52. Collector Streets. Thirty-six (36) feet minimum back-to-back of curb and gutter.
- 4.53. Alleys. Ten (10) feet minimum.
- 4.54. Cul-de-Sac. Eighty (80) feet minimum back-to-back of curb and gutter.
- 4.6. Curb and Gutter. Curbs and gutters shall be installed on each side of the paved surface of streets. The type of curb and gutter shall be determined by the Town Council based on the requirements of the particular application, including but not limited to the classification of the street, off-street parking provisions, drainage control, topography, and any other circumstances unique to the particular application, and shall be a type shown in the cross section details in Appendix A to this Ordinance. Curb and gutter shall be constructed according to the following specifications:
 - 4.6.1. Dimensions. As shown in Appendix A to this Ordinance.
 - 4.6.2. Base. Three (3) inches of compacted #53 aggregate or #11 stone, 95% density.
 - 4.6.3. Concrete. 3,500 psi or greater, complying with the Standard Specifications for Curbs and Gutters of the Indiana Department of Transportation.
 - 4.6.4. Expansion and Control Joints. Expansion joints shall be provided at the ends of each radius section and every one-hundred and fifty (150) feet. Control joints shall be provided every ten (10) feet. Joints shall be filled with Soneborne SL-1 or equivalent..
- 4.7. Stormwater Drainage. The developer shall provide for adequate removal of stormwater from streets and alleys and for the conveyance of the stormwater by existing and new systems that are adequate to dispose of the water without causing damage to adjacent properties using the following guidelines:
 - 4.7.1. Street Inlets. Stormwater Inlets shall be provided along the gutter pans of streets so that surface water is not carried across any intersection.
 - 4.7.2. Driveway Drainage Pipes. Metal, reinforced concrete, or polyethylene type N-12 pipe in a size and wall thickness specified by and installed as directed by the Street Superintendent, shall be installed in drainage ditches and under driveways with not less than twelve (12) inches of aggregate cover over the top of the pipe.
 - 4.7.3. Surface Water Control. Where curb and gutter and/or underground drainage systems are not provided, as approved by the Town Council, a drainage swale shall be constructed running adjacent and parallel to the street with the lowest point of the swale at least twelve (12) inches below the elevation of the subgrade of the pavement. Swales shall have side slopes with a rise/run ratio of 1:3 or flatter, and where necessary the developer shall acquire easements in the name of the Town in order to construct a swale.
 - 4.7.4. Drainage Tile. Installation of field tile or other suitable conduit for drainage of roadside water shall be permitted, provided that the top of the aggregate cover over the pipe is at least twelve (12) inches below the surface of the pavement adjacent to the tile or conduit. Drainage tile shall be a minimum of twelve (12) inches in diameter; however, tile size shall be designed to accommodate the estimated water flow.
 - 4.7.5. Tracing Wire. Tracing wire shall be installed with all non-metallic pipes whenever both ends of the pipe are not visible from one point.

- 4.7.6. **Shoulders.** Where there are no swales, grass-surfaced shoulders with a width of not less than six (6) feet and a slope with rise/run ratio of between 1:3 to 1:12 shall be installed along and adjacent to each side of a street or alley. Shoulders shall provide positive drainage away from the street or alley and shall blend into adjoining property and drainage improvements.
- 4.8. **Sidewalks.** Sidewalks are optional. Where installed, they shall be constructed as follows:
 - 4.8.1. Class A concrete, cured to four-thousand (4,000) psi in twenty-eight (28) days;
 - 4.8.2. Four inches (4") thick except where crossing driveways, six inches (6");
 - 4.8.3. Four feet (4') wide minimum, or match existing width where greater than four feet;
 - 4.8.4. One-half inch ($\frac{1}{2}$ ") thick pre-formed expansion joint material shall be installed in expansion joints where: (a) a new sidewalk abuts an existing sidewalk, a driveway or a curb; (b) every fifty feet (50') in sidewalks that are one-hundred feet (100') or more in length; and (c) in the middle of a sidewalk that is less than one-hundred feet (100') feet long;
 - 4.8.5. Scored construction joints, $\frac{3}{4}$ - $1\frac{1}{4}$ inch deep, every five feet (5');
 - 4.8.6. Cross slope of not less than one-quarter inch ($\frac{1}{4}$) per foot, with the lowest part of the sidewalk above the adjacent curb;
 - 4.8.7. Light broom surface finish applied from side-to-side of the sidewalk;
 - 4.8.8. Where possible, sidewalks shall be installed one foot (1') away from the property line; and
 - 4.8.9. All construction shall be in compliance with the requirements of the Americans with Disabilities Act (ADA).
- 4.9. **Signs.** Only signs required for traffic control will be permitted in the right-of-way. The developer shall install street signs in accordance with the standards and requirements of the Town of Moores Hill and the current edition of the Indiana Manual on Uniform Traffic Control Devices for Streets and Highways, including but not limited to stop, yield, street name, parking control, and information signs.

5. CONSTRUCTION AND INSPECTION

- 5.1. **Construction Standards.** The developer shall construct the improvements in accordance with the plans approved by the Town Council.
- 5.2. **Change Orders.** Requests for modifications or changes to the approved plans shall be prepared by the developer's design professional and shall be approved by the Town Council prior to being constructed.
- 5.3. **Construction Inspection.** The developer shall provide inspection services under the management of a design professional to ensure compliance with the approved plans. The Town may at its option and expense also provide inspection services, and the developer shall accommodate and assist the Town's inspector without cost to the Town.
- 5.4. **Construction Certification.** The developer shall obtain the certification of a design professional that the completed improvements were constructed in accordance with the approved plans and any amendments to the plans that were approved by the Town Council.

6. ACCEPTANCE OF THE COMPLETED PROJECT

- 6.1. **As-Built Drawings.** The developer's design professional shall prepare and certify a complete set of drawings that show the installed improvements both as they were designed and as actually constructed. After the Council has approved the drawings the developer shall provide the Town

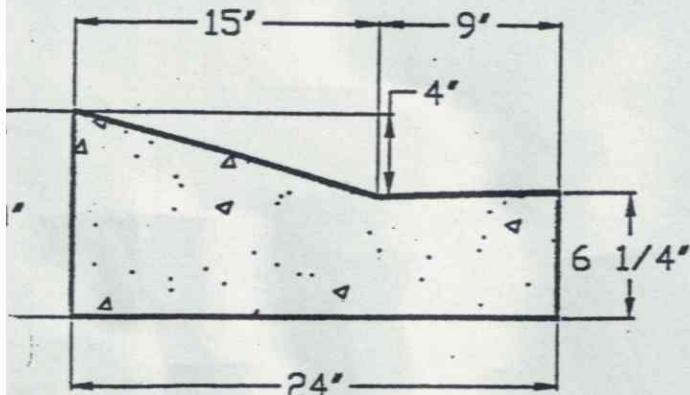
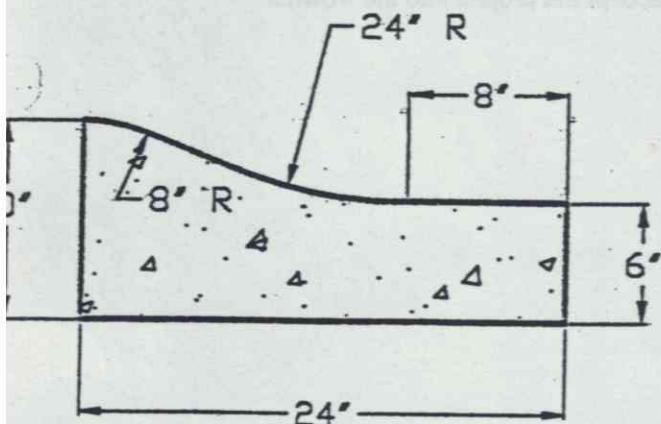
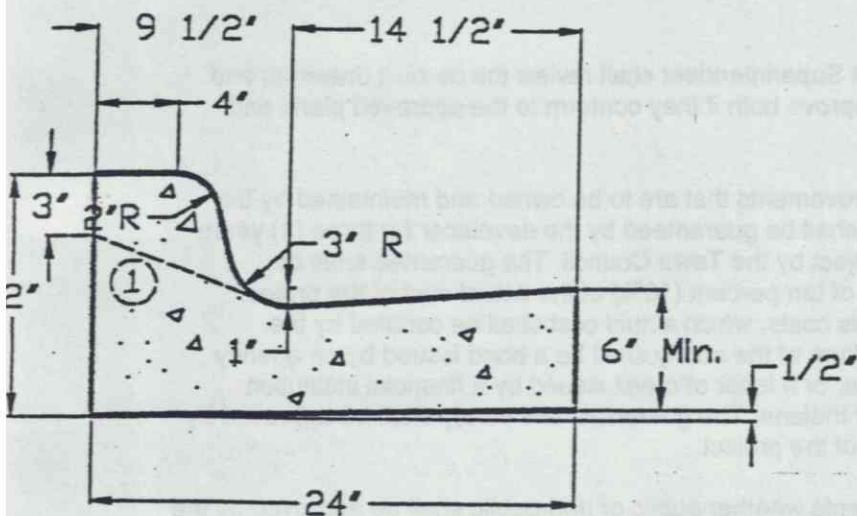
with two (2) complete sets of reproducible prints and two (2) complete sets of paper prints of the as-built drawings, together with two copies of the specifications and other documentation of the as-built project. One set of the reproducible prints shall be returned to the developer after the approval of the Council.

6.2. **Superintendent's Approval.** The Street Superintendent shall review the as-built drawings and the actual improvements, and shall approve both if they conform to the approved plans and specifications for the project.

6.3. **Maintenance Guarantee.** For any improvements that are to be owned and maintained by the Town, all materials and workmanship shall be guaranteed by the developer for three (3) years after the date of acceptance of the project by the Town Council. The guarantee shall be accompanied by surety in the amount of ten percent (10%) of the actual cost of the project including all design, labor and materials costs, which actual cost shall be certified by the developer's design professional. The form of the surety shall be a bond issued by an agency licensed to bond in the State of Indiana, or a letter of credit issued by a financial institution licensed to do business in the State of Indiana. The guarantee and surety shall be approved by the Town Council prior to acceptance of the project.

6.4. **Town Council Approval.** All improvements whether public or non-public shall be approved by the Town Council before being placed into use. After receiving the Street Superintendent's approval, the design professional's itemized list of actual costs, and the maintenance guarantee if applicable, the Council shall review the drawings, documents and installation of the improvements. If satisfactory the Council shall approve them. If the improvements are to be owned and maintained by the Town, the Council shall accept the project into the Town's ownership and maintenance program.

Curb and Gutter Details



Standard Curb

