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CH15 15.24 - Plated Streets

- A. All proposed plats submitted for Commission approval under the provisions of this chapter shall allocate adequate areas for streets, in conformity with the Comprehensive Plan and Thoroughfare Plan, and shall designate and label all such streets thereon in accordance with the Thoroughfare Plan as to platted width, right-of-way and control of access thereto.
- B. The plan, arrangement, character, extent, width, grade and location of streets within and on the perimeter of said plat shall be logically related to the public convenience and safety, existing and planned streets in conformity with the Comprehensive Plan and Thoroughfare Plan, and existing and proposed topographical and other conditions, so as to:
 - 1. Produce reasonable grades and suitable sites for the uses proposed.
 - 2. Serve vehicular and pedestrian traffic adequately and provide ease of circulation within, ingress to and egress from said proposed platted area.
 - 3. Create a desirable local subdivision plan consistent with said proposed uses.
- C. Such street plan shall provide for the logical extension, continuation, or completion of all properly located existing streets, either constructed or appearing on any validly recorded plat or survey, or valid plat previously approved by the Commission.
- D. Streets which are extensions or continuations of, or obviously in alignment with, any existing streets, either constructed or appearing on any validly recorded plat or survey, or valid plat previously approved by the Commission, shall bear the names of such existing streets.
- E. The names of new streets shall be subject to the approval of the Commission and shall not duplicate or closely resemble phonetically any existing street names within the territorial limits of the Commission, except as herein above provided.
- F. A building permit shall not be issued for any lot, however, which does not abut upon and have sufficient and adequate access to:
 - 1. At least a whole-width pavement constructed or to be constructed in accordance with the requirements, standards and specifications of this chapter applicable to local street pavement width and depth:
 - 2. A building permit may be issued for a model home upon the placement of permanent curbs and stone base, as specified in division (F) (4) below. The location of all model homes shall be approved

by the Planning Commission.

3. No permits for the construction of single-family detached homes shall be allowed in a subdivision until an asphalt binder or Portland surface is laid upon the streets in that subdivision.

G. Access to areas abutting thoroughfares. If the area proposed to be planned abuts upon or contacts an existing or proposed thoroughfare, the street plan shall provide vehicular access to each lot abutting upon said thoroughfare by one of the following means:

1. A parallel street, supplying frontage for lots backing onto, but separated from said thoroughfare right-of-way by a screen planting or buffer strip;
2. A cul-de-sac, or series of cul-de-sacs, entered from a street paralleling said thoroughfare, with the terminal lots of the cul-de-sac backing onto the thoroughfare right-of-way by a screen planting or buffer strip;
3. A marginal access street separated from said thoroughfare by a screen planting or buffer strip, access to the thoroughfare being provided at proper intersection distances; or
4. Any other reasonable means necessary to control the number and location of intersections with such thoroughfares and provide adequate separation of through and local vehicular traffic.

H. As a general principle, intersections with thoroughfares shall not occur at less than quarter-mile intervals.

I. Intersecting streets which determine block lengths shall be provided at such intervals as to conform to the Comprehensive Plan and Thoroughfare Plan, serve cross traffic adequately, logically relate to existing and proposed topographical and other conditions, produce reasonable grades and suitable sites for the uses proposed, and create a desirable local subdivision plan consistent therewith.

J. Dead-ended streets. Permanently dead-ended streets, except cul-de-sacs as defined in this chapter, shall be prohibited. A temporarily dead-ended street shall be permitted in any case in which a street is proposed to be, and should logically be extended beyond the limits of said plat, but is not yet constructed beyond said plat limits. An adequate easement for a turn-around shall be provided for any such temporarily dead-end street which extends 250 feet in length.

K. Alleys shall not be located in areas proposed to be platted for residential use.

L. If the area proposed to be platted abuts upon or contains a railroad right-of-way, the plat shall be so designed as to provide, where necessary, future grade separations at thoroughfare intersections with said railroad right-of-way and shall provide an adequate buffer between said railroad right-of-way and sites abutting thereon, by any of the following means.

1. A parallel Street at a sufficient distance from the railroad right-of-way to provide frontage for deep lots abutting upon said railroad right-of-way and separated from said railroad right-of-way by a screen planting or buffer strip.
2. A Cul-de-sac, or series of cul-de-sacs, at approximately right angles to the railroad right-of-way, with deep terminal lots thereof backing onto said railroad right-of-way and separated from said railroad right-of-way by a screen planting or buffer strip; or
3. A park screen planting or buffer strip abutting said railroad right-of-way.

M. Street standards and design principles. All streets, roads, drives, and access ways shall conform to the following standards and design principles:

1. Proposed streets shall be adjusted to the contour of the land so as to produce usable lots and streets of reasonable gradient.

2. Residential street systems shall be designed to minimize through traffic movement, but certain proposed streets, where appropriate, shall be extended to the boundary line of the tract to be subdivided so as to provide for normal circulation of traffic within the vicinity.
3. Wherever there exists a dedicated or platted portion of a street or alley adjacent to the proposed subdivisions the remainder of the street or alley to the prescribed width shall be platted within the proposed subdivision.
4. Residential street patterns shall provide reasonable direct access to the primary circulation system.
5. Local circulation systems and land development patterns shall not conflict with the efficiency of bordering arterial routes.
6. Widths of streets and right-of-ways shall conform to the widths set forth in the Thoroughfare Plan.
7. Alleys shall be discouraged in residential districts, but mandatory access should be included in commercial and industrial areas where needed for loading and unloading or access purposes, and where platted shall be at least 20 feet in width.
8. The center lines of streets should intersect as nearly at right angles as possible.
9. At intersections of street: and alleys, property line corners shall be rounded by arcs of at least 20 feet radii, or by chords of such arcs.
10. At intersections of streets the property line corners shall be rounded by arcs with radii of not less than 25 feet, or by chords of such arcs.
11. If the smaller angle of intersection of two streets is less than 60 degrees, the radius of the arc at the intersection of property lines shall be increased as deemed advisable by the Town Engineer.
12. Intersections of more than two streets at one point shall be avoided.
13. Local street intersection with centerline offsets of less than 125 feet shall not be permitted.
14. Where parkways or special types of streets are involved, the Commission may apply special standards to be followed in their design.
15. Only one street shall be permitted from a subdivision or plat onto an arterial street or road. Two or more streets' or points of vehicle access may be permitted by the Commission only if they are definitely needed to improve the safety and traffic circulation in the area.
16. A temporarily dead-ended street shall be permitted in any case in which a street is proposed to be and should logically be extended but is not yet constructed. An adequate easement for a turn-around shall be provided for any such temporary dead-ended street which extends 200 feet or more in length. Such easement shall be automatically vacated to abutting property owners when said dead-ended street is legally extended.
17. In developments that adjoin or include existing streets that do not conform to the minimum right-of-way dimensions as established by the Thoroughfare Plan, the developer shall dedicate additional width along either one or both sides of such streets of inadequate width so as to bring them up to standards, provided the area to be used for widening is owned by the subdivider or under his control.
18. The following divisions shall be required as a provision of the restrictive covenants of all final plats to which they apply:
 - a. No fence wall, hedge, tree or shrub planting which obstructs sight lines and elevation between 3 and 12 feet above the street shall be placed or permitted to remain on any corner lot within

the triangular area formed by the street right-of-way lines and a line connecting points 40 feet from the intersection of said street lines or in the case of a rounded property corner, from the intersection of the street right-of-way lines extended.

- b. The same sight line limitations shall apply to any lot within ten feet of the intersection of a street right-of-way line with the edge of driveway pavement or alley line. No driveway shall be located within 75 feet of the intersection of two street lines.

19. Minimum pavement width.

- a. In subdivisions designed for 2-1/2 dwelling units or less per acre of ground within the boundaries of the plat; the minimum width of local street pavement, including gutters and curbs, shall be 32 feet measured back to back of curbs, with no on-street parking allowed.
- b. In subdivisions designed for more than 2-1/2 dwelling units per acre of ground within the boundaries of the plat; the minimum width of local street pavement, including gutters and curbs, shall be 32 feet measured back to back of curbs, with no on-street parking allowed.

20. Street grades.

- a. The maximum grade for local streets, marginal access streets and cul-de-sacs shall not exceed 7%, except for portions of streets not to exceed 600 feet in length where maximum grade shall not exceed 10%.
- b. The minimum grade of concrete streets and gutters shall be 0.5%. The minimum grade for all other types of streets and gutters shall be 0.60%

21. Horizontal and vertical alignment.

- a. Profile grades for local streets, cul-de-sac, and marginal access shall be connected by vertical curves with a minimum length equal to 15 times the algebraic grade difference, or 100 foot awes, whichever is larger.
- b. The minimum radii of center curvature for streets shall be 150 feet on local streets, marginal access streets and cul-de-sacs, 100 feet or 58 degrees on streets shorter than 500 feet.
- c. The minimum tangent between reversed curves shall be 100 feet for local streets, cul-de-sacs, and marginal access roads.

22. Visibility requirements.

- a. Minimum vertical visibility measured from 5-1/2 feet, eye level, to 18 inches, tail light height, within traveled lanes shall be 200 feet on local streets, marginal access streets and cul-de-sacs, and 100 feet on streets shorter than 500 feet.
- b. Minimum horizontal visibility measured on centerline shall be, 100 feet for local streets, cul-de-sacs, and marginal access roads.

23. Intersection.

- a. Street curbs shall be rounded by radii of sufficient length to permit smooth flow of traffic.
- b. Street intersections shall be as nearly at right angles as is possible and no intersection shall be at an angle of less than 60 degrees.
- c. Street jogs with centerline offsets of less than 125 feet shall not be permitted.

24. Site Distance at Intersections. No fence, wall, hedge or shrub planting which obstructs sight lines at elevations between two and six feet above the streets, shall be placed or permitted to remain on any corner lot within the triangular area formed by the street property lines and a line connecting

points 25 feet from the intersection of said street lines, or in the case of a rounded property corner, from the intersection of the street lines extended. The same sight line limitations shall apply to any lot within 10 feet from the intersection of a street line with the edge of a driveway pavement or alley line. No tree shall be permitted to remain within such distances of such intersections unless the foliage line is maintained at sufficient height to prevent obstruction of such sight lines.

- N. The subdivision streets shall be constructed in accordance with Good Construction Practice, Standard Specification, Indiana State Highway Department, Thoroughfare Code, and the recommendations and requirements of the Town Engineer.
- O. Special attention will be required in regard to the sub-soil conditions and street base materials. Sub-surface drains shall be installed when recommended in the Soils Report, by the Town Engineer, or during construction when conditions arise that were unexpected but obviously require such remedial measures. All sub-surface drains shall be extended and connected to the storm drainage system.
- P. All streets, roads, alleys, access ways, commercial drives, etc., shall be constructed to the cross sections and profiles as shown on the approved construction plans. All streets, roads, etc., shall be graded, surfaced and improved, and finished to the cross sections and profiles as shown on said plans, the construction being accomplished in accordance with the above requirement, and the following street sections:
1. Rigid Type Plain Concrete Local Streets shall be a minimum of six inches thick placed upon an approved compacted base sub-surface. The thickness shall be heavier for special soil conditions, or for special base preparation as determined by the Town Engineer.
 2. Flexible Hot Asphaltic Concrete (HAC) Local Streets shall be constructed with one inch of HAC Surface placed upon three inches of HAC Binder placed upon two inches of compacted #11/#53 stone placed in 2-inch lift: pieced upon eight inches of compacted #2 Or #4 stone placed in 2 5-inch lifts, upon an approved, sub-surface soil material.
 3. All draft and road construction shall be inspected by the Town Engineer prior to the placing of any base materials. The coring and certification of the base materials and technique, by professional testing laboratory shall be required. The cost of such borings shall be borne by the developer. The number of boring samples required shall be determined by the Town Engineer. However, no less than one sample in each 250 lineal feet of street shall be required.
- Q. All pavement materials shall be certified in writing to the town, as to their composition, mix, quantity delivered and compliance with the materials specified and/or referenced from the ISHD Standard Specifications.