

BEFORE MUNICIPAL COUNCIL OF THE MUNICIPALITY OF MONROEVILLE

AN ORDINANCE OF MUNICIPAL COUNCIL )  
OF THE MUNICIPALITY OF MONROEVILLE )  
AMENDING ORDINANCE NO. 1527, THE ) Ordinance No. 1533  
PLANNING AND CONSTRUCTION CODE TO )  
SET FORTH STREET SPECIFICATIONS FOR )  
CONSTRUCTION OF STREETS AND A REVIEW )  
PROCESS FOR ACCEPTANCE OF PRIVATE )  
STREETS )

AND NOW, on June 10, 1986, it is ORDAINED  
AND ENACTED, by Municipal Council of the Municipality of Monroeville  
as follows:

Section 1: The Planning And Construction Code Ordinance  
1527 is hereby amended by adding thereto Chapter 205 entitled  
"Street Specifications Inspections And Review Process For  
Acceptance of Streets" which shall have language as set forth  
in the attachment so designated.

Section 2: This page of this ordinance shall be inserted  
as an addendum to the Planning And Construction Code.

Section 3: Any ordinance or part of an ordinance in  
conflict with any of the provisions of this ordinance is  
hereby repealed to the extent of such conflict.

MUNICIPALITY OF MONROEVILLE

Attest:

By Washington C. Altman By George C. Dale

ENTERED INTO LEGAL BOOK ON: \_\_\_\_\_

CHAPTER 205. STREET SPECIFICATIONS INSPECTIONS AND REVIEW PROCESS FOR  
ACCEPTANCE OF STREETS

Section 1: Minimum Requirements And Specifications. All streets and roadways intended for public use or intended to be dedicated by a developer and accepted by the Municipality shall be constructed in accordance with the Pennsylvania Department of Transportation specification form 408 as amended and the requirements of this ordinance including the "Standards For Construction" dated March 1986, prepared by R. F. Mitall and Associates which is attached hereto. All material and procedures set forth in this section are minimum requirements and the same may be upgraded in the discretion of the Municipal Engineer if necessary for the proper completion of the project.

- A. Grading. All excavation and grading shall be performed to the edge of the right-of-way line. No cuts or fill shall exceed a slope of two to one.
- B. Sub-Grade. The sub-grade must be well drained at all times to prevent soil saturation. All unstable or unsuitable sub-grade material must be removed and replaced with compacted approved material as directed by the Municipal Engineer. Prior to the placement of any sub-base, the sub-grade shall be proof rolled with a 10 to 15 ton steel wheel roller to determine the existence of any unsuitable or unstable material.
- C. Sub-Grade Draining. A triangular shaped subsurface stone drain shall be placed on each side of the roadway having a depth of at least 12" and a width of at least 24". The drain shall be backfilled with compacted 2 B Slag or gravel or No. 4 stone. The sub-surface drains shall be connected to a storm sewer system. Where springs or wet areas are encountered a 6" diameter perforated underdrain shall be installed and carried to the nearest storm sewer. Sub-drain grades may be omitted by the Municipal Engineer where the grade outside the cartway slopes deeply away from the pavement.
- D. Pavement Section. The pavement section shall be constructed in accordance with the standard pavement drawing. Construction of streets shall proceed in a timely manner without undue delay. The sub-base or aggregate base shall not be exposed to the weather or allowed to become water saturated. Saturated materials shall be removed and replaced as directed by the Municipal Engineer. The wearing course shall be placed in two layers. The first layer shall be placed immediately after the bituminous base course and the second layer shall be placed after 85% of the lots on a street are completed or

within two years of placement of the first layer, whichever occurs first.

- E. Utility Installations. All utilities including but not limited to water lines, gas lines, storm sewers, electric, telephone or cable TV shall be placed outside of the cartway. All main lines or service line crossings under the pavement shall be backfilled with approved aggregate such as granulated slag, broken or weathered shall not larger than 6" or two RC compacted to 95% optimum density in 8" layers.
- F. Storm Sewer. All storm sewer material shall be at least 15" in diameter or as required by the volume of storm water runoff as determined by a methodology approved by the Municipal Engineer. Inlets shall be of concrete, brick or precast concrete construction. The tops of inlets shall be laid at the same grade as the street with the tops depressed two inches below the road surface.
- G. Crown. All streets shall have a transverse slope of 1/4" per foot.
- H. Grades. No street shall have a grade exceeding that permitted by the subdivision ordinance. The minimum grade shall not be less than 1%.
- I. Cartway and Curbs. All streets shall be paved to a minimum width as shown on the standard pavement section drawing. Curb shall be of the 12" wide bituminous wedge type 6" in height. Pavements widths may be decreased on short cul-de-sac streets as permitted by subdivision regulations.

Section 2: Inspection and Approval. All public streets and roadways which are the subject of construction or reconstruction by contractors and all private streets or roadways which are the subject of construction by developers intended to be dedicated to the Municipality shall be subject to inspection and approval as set forth herein. Such inspection and approval may require a full-time inspector to be present during all construction activities in the discretion of the Municipal Engineer and the cost of any such inspections or the employment of inspectors shall be reimbursed by any contractor of a public street or roadway which is the subject of construction or reconstruction or by any developer constructing a street or roadway intended to be dedicated to the Municipality upon the Municipality's acceptance of the street or roadway. The inspection and approval process is as follows:

- A. There shall be a submission of all material delivery slips which slips shall show the following information: (1) date of delivery, (2) source of material, (3) hauler, (4)

location of delivery, (5) type and class of material, and (6) weight or amount delivered.

- B. At certain stages of construction, construction work shall halt and not continue until the Municipal Engineer's authorized inspector inspects and gives approval in writing. Said stages of construction are: (1) fine grading and proof rolling of sub-grade, (2) placement of base course and (3) placement of pavement.
- C. A final inspection shall be conducted by the Municipal Engineer, the inspector and the contractor or developer.
- (1) In the case of the final inspection of the public street or roadway constructed or reconstructed by a contractor, any deficiencies noted during the inspection shall be corrected immediately by the contractor. If there are any deficiencies in respect of the contractor failing to supply all material delivery slips with appropriate information contained thereon or failing to halt construction for appropriate and complete inspections at certain stages of construction work either as set forth herein or as set forth in the contract construction documents or if there are deficiencies noted during a visual inspection, the contractor shall take 4" diameter course samples of the pavement and base and have the same verified by an independent testing laboratory designated by the Municipal Engineer for material content, depth and density at the cost of the contractor. One sample shall be taken for every 2,000 sq. yds. of street surface paved with a minimum of two samples per street. All cores shall be backfilled and sealed immediately with compacted approved material. A 12" square slab shall also be taken if required by the Municipal Engineer for every 2,000 sq. yds. and tested for material content, depth and density, the cost of which shall be paid by the contractor in the event any deficiencies as set forth herein have been noted.
- (2) In the case of a developer having completed having completed the construct or reconstruction of a private street or roadway intended to be dedicated to the Municipality prior to the final inspection, the developer, at the developer's cost shall take 4" diameter course samples of the pavement and base and have the same verified by an independent testing laboratory designated by the Municipal Engineer for material content, depth and density. One sample shall be taken for every 2,000 sq. yds. of street surface paved with a minimum of two samples per street. All cores shall be backfilled and sealed immediately with compacted approved material. A 12" square slab shall also be taken if requested by the Municipal Engineer for every 2,000 sq. yds., and tested for material content, depth and density at the cost of the developer. Any deficiencies noted during the inspection or from the testing as described herein shall

be corrected as a condition to any acceptance of the offer of dedication.

Section 3: Review and Pre-review of Private Streets or Roadways Intended To Be Dedicated.

In the event an owner or developer of a private street or roadway intends to dedicate the same to the Municipality for acceptance by the the Municipality, a request for dedication shall be the subject of review and consideration by Municipal Council. Such request for dedication shall cause the creation of a file for documents pertaining to the request which file shall be maintained by the Municipal Engineer and assigned a file designation number.

- A. In respect of proposed streets and roadways intended to be dedicated plans shall be submitted for pre-review by the Municipal Engineer under the seal of an engineer or surveyor registered in the Commonwealth of Pennsylvania and such plans shall contain the following: (1) Block showing the applicant's name, location of the project, engineers or surveyors name and address, date and scale (2) location of all adjacent lot or boundary lines (3) legal description of the right-of-way (4) proposed width of right-of-way, (5) location of all proposed or existing utilities, (6) profile of existing and proposed center line, (7) horizontal and vertical data for all intersecting streets for a distance of 250 ft. in each direction from each intersection, (8) profiles of any existing or proposed utilities lines in the right-of-way, (9) storm sewers and runoff calculation, (10) soil erosion and sediment control plan, (11) proposed cartway width, (12) location of any streams, springs or drainage ways, (13) drawn to a scale of not less than 1" = 100 ft, (14) plan sheets shall not be larger than 24" x 36" per and (15) other pertinent information including subsurface soil conditions necessary for adequate review. In the event the intended private street or roadway intended for dedication has already been constructed, as built plans containing the width and described information shall be submitted to the Municipal Engineer for pre-review and a determination as to what inspections and testing is necessary prior to any submission to Municipal Council.
- B The review of Municipal Council shall include, but is not limited to, (1) a determination as to whether the owner or the developer making the request to dedicate a private street or roadway for acceptance complied with any and all development proposals and conditions attached thereto in respect of subdivisions or zoning ordinance developments where the private street or roadway is located. (2) The obtaining of an engineering report as to what test have been performed and what tests need to be performed upon the private street or roadway to determine whether it meets specifications of the Municipality, the cost of which shall be paid the owner or developer. (3)

The obtaining of a report as to public safety and fire safety, (4) The making of a determination as to the need for improvements about the private street including storm water runoff and sidewalks and (5) a determination as to the appropriate types of bonds and terms of bonds for the maintenance and reconstruction of the private street or roadway if the same is to be accepted as a public street.

- C. No public notice or advertising is required for any request by private developer for dedication or consideration by Municipal Council or acceptance unless Municipal Council specifically directs that public notice or advertising be made.
- D. The request by an owner or developer of a private street or roadway for the acceptance by the Municipality or the review or consideration of the same by the Municipality shall not impose any time limit or deadline or liability upon Municipal Council to make a final determination whether to accept the offer of a dedication of a street or not to accept the same.
- E. The cost to the Municipality of all tests performed upon any private street or roadway which is proposed to be accepted by the Municipality as well as the cost of engineering studies and reports shall be paid by the owners requesting that the Municipality accept the private streets or roadways. Payment for such cost shall be made in advance in accordance with the estimates of costs by the Municipal Engineer.

Section 4: Bonds. In respect of public streets and roadways constructed or reconstructed by a contractor a 100% Maintenance Bond for all improvements guaranteeing the street or roadway free and clear from defects and material workmanship for a period of not less than two years shall be filed as well as such other bonds as are required under the contract documents. In respect of a private street or roadway intended to be dedicated by an owner or developer as a condition to acceptance of such private street or roadway, a 100% Maintenance Bond shall be filed for all improvement guaranteeing the street free from defects and material and workmanship for a period of not less than two years and a 100% Performance Bond shall be filed for the final 1" of wearing course if such 1" of wearing course is not already in place or for any improvement required as a condition of acceptance.