

MUNICIPALITY OF MONROEVILLE
ALLEGHENY COUNTY, PENNSYLVANIA

ORDINANCE NO. 2527

AN ORDINANCE OF THE MUNICIPALITY OF MONROEVILLE, ALLEGHENY COUNTY, PENNSYLVANIA, A HOME RULE CHARTER COMMUNITY, REPEALING ORDINANCE NOS. 744, 1527 AND 1533, AND ADOPTING NEW STREET CONSTRUCTION SPECIFICATIONS, TRAFFIC STANDARDS AND A REVIEW PROCESS FOR THE ACCEPTANCE OF STREETS.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED by the Council of the Municipality of Monroeville, County of Allegheny, Commonwealth of Pennsylvania, and it is hereby ordained and enacted by the authority of the same as follows:

Section 1. The Municipality of Monroeville desires to repeal Ordinance Nos. 744, 1527 and 1533, and adopt new Street Construction Specifications, Traffic Standards and a review process for the Acceptance of Streets as more particularly described in Exhibit "A" attached hereto.

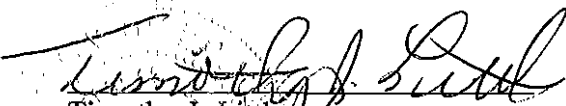
Section 2. All Ordinances or Resolutions or parts of Ordinances or Resolutions in conflict herewith are hereby repealed.

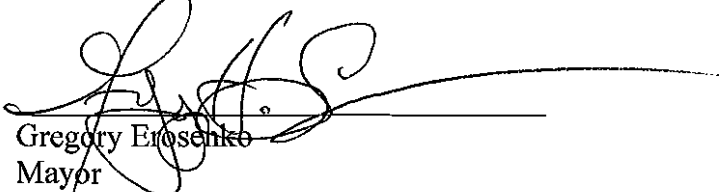
Section 3. This Ordinance shall take effect January 1, 2012.

ORDAINED AND ENACTED into law the 9th day of November 2011.

ATTEST:

MUNICIPALITY OF MONROEVILLE


Timothy J. Little
Municipal Manager


Gregory Erosenko
Mayor

ENTERED INTO LEGAL BOOK ON: November 19, 2011

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STREET AND TRAFFIC STANDARDS

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ARTICLE I - GENERAL PROVISIONS

001-1. REACTION CLAUSE

- A. It is hereby ordained and enacted by the Council of the Municipality of Monroeville, County of Allegheny, Commonwealth of Pennsylvania that from and after the passage and approval of this Ordinance the following regulations shall be in full force and effect. The provisions of this Ordinance shall be held to be the minimum requirements for the protection of the health, safety and welfare of the people at large, and to be designed to encourage the establishment and maintenance of reasonable community standards of physical environment.

001-2. TITLE

- A. This Ordinance shall be cited as the Municipality of Monroeville "Street and Traffic Standards Ordinance".

001-3. PURPOSE

- A. The purpose of this Ordinance is the following:
 - 1. To standardize street design and construction specifications.
 - 2. To standardize traffic standards.
 - 3. To define the review process for Municipal acceptance of streets.

001-4. LEGISLATIVE INTENT

- A. It is the intent of this Ordinance to regulate transportation practices and to allow for and encourage proper transportation management within the Municipality of Monroeville.

001-5. COMPLIANCE

- A. No person shall propose, design, or construct streets or traffic facilities within the Municipality of Monroeville except in full compliance with all the provisions of these regulations.

001-6. LIABILITY

- A. Neither acceptance of a street or traffic control facility under the provisions of these regulations, nor compliance with its provisions, nor conformance with conditions required by any such acceptance shall relieve any person from liability for damage, nor attach any liability upon the Municipality for damages to persons or property.

001-7. SEVERABILITY

- A. In the event that any of the terms or provisions of this Ordinance shall be found invalid or declared unenforceable by reason of any federal or state statute or federal or state directive, rule or regulation now in effect or hereinafter to become effective or by reason of the decision of any federal or state court, such invalidity or unenforceability shall not affect or impair any other terms or provisions hereof, unless the other terms or provisions are directly affected by the section declared invalid or unenforceable. The parties thereupon may, within 30 days, meet to discuss said invalidity or unenforceability.

ARTICLE II - STREET STANDARDS

002-1. FUNCTIONAL CLASSIFICATION OF STREETS

- A. The design of a street system shall include the classification of streets based on their functions and projected traffic as follows:
1. Each street shall be designed for its entire length to meet the standards for its classification.
 2. The classification of each street shall be based upon the projection of traffic volumes ten years after its completion. Traffic volumes shall be calculated in accordance with trip generation rates published in the most recent edition of the Institute of Traffic Engineers (ITE) Trip Generation Manual or alternate source acceptable to the Municipality, and shall consider all traffic likely to use each street.
 3. Classifications:
 - a. Arterial
 - 1) A public street intended to carry a large volume of local and through traffic, to or from collector streets and expressways. Controlled access.
 - 2) Average Daily Traffic: 3,000+
 - b. Collector
 - 1) Channels traffic from local to arterial or other collector streets; includes main streets within a development.
 - 2) Average Daily Traffic: 500 to 3,000
 - c. Local
 - 1) Serves primarily to provide direct access to abutting property and residential lots. Should be designed to discourage through traffic.
 - 2) Average Daily Traffic: 0 to 500
 - 3) Roads constructed in any Zoning District other than R-1 through R-4 shall be designed in accordance with the "Typical Street Section - Heavy Duty Local Street" detail in the Standards for Construction.

002-2. SPECIAL PURPOSE STREETS

- A. Private streets. Private streets may be permitted by the Municipality, with the following conditions:
1. Private streets shall comply with the design and construction standards for public streets of the same functional class.
 2. An agreement for maintenance of private streets shall be recorded with the final plan and shall include, in case of failure to maintain in accordance with the agreement, an offer of dedication to the Municipality together with provisions for funds sufficient to restore the private street to the standards required for public streets prior to acceptance of dedication.

- B. Cul-de-sac streets shall comply with the following standards:**
- 1.** A cul-de-sac street serving a residential development shall not provide the sole access for more than 50 dwellings.
 - 2.** A Local cul-de-sac street shall end in a turnaround which has a paved cartway of at least 74 feet in diameter and a right-of-way width not less than 100 feet in diameter. (See Detail in the Standards for Construction).
 - 3.** A Heavy Duty Local cul-de-sac street shall end in a turnaround which has a paved cartway of at least 78 feet in diameter and a right-of-way width not less than 100 feet in diameter. (See Detail in the Standards for Construction).
 - 4.** A temporary turnaround shall be provided at the end of dead end streets which are intended to be extended as through streets in the future. If the length of a dead-end street exceeds the depth of one lot, the temporary turnaround shall be constructed with an all-weather surface, a minimum cartway radius of 25 feet, and its use shall be guaranteed to the public.
 - 5.** The terminus of a non-residential cul-de-sac street shall be designed so that the largest vehicles expected to use the street can complete the turn without backing.
 - 6.** A Cul-de-sac street shall be a minimum length of 250' and shall not exceed 800' in length.
 - 7.** A "no outlet" sign shall be erected at the entrance to every cul-de-sac or dead-end street, which shall comply with the standards and specifications of the jurisdiction owning the intersecting street.
 - 8.** Snow Stockpile Area. The cul-de-sac design must allow for a snow stockpile area as shown on the details in the Standards for Construction. This will be used as an area to which snow can be plowed and allowed to melt or be removed. No residential or utility structures or fixtures, including driveways, mailboxes, or fire hydrants shall be constructed in this area.
- C. Half or partial streets shall not be permitted, except where needed to complete existing half or partial streets.**
- D. Alleys may be permitted with the concurrence of the Municipality and shall comply with the following standards.**
- 1.** Alleys may not be used as the only means of access to a lot.
 - 2.** Alleys shall only permit one-way traffic.
 - 3.** Alleys shall have a minimum right-of-way of 20 feet and a minimum cartway of 16 feet.
 - 4.** A radius shall be provided at the alley intersection, sufficient to accommodate any large vehicles that may be expected to use the alley.
 - 5.** Dead-end alleys shall not be permitted without a turnaround, and are subject to the approval of the Municipality.

002-3. MINIMUM REQUIREMENTS AND SPECIFICATIONS

A. Grading

1. All excavation and grading shall be performed to the edge of the right-of-way line in accordance with the typical street section details.

B. Sub-Grade

1. 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 Municipality. 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 Drainage

1. Sub-grade drainage shall be installed in accordance with the typical street section details in the Standards for Construction.

D. Pavement Section

1. The pavement section shall be constructed in accordance with the appropriate typical street section details in the Standards for Construction. 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 Municipality. The Municipality will require final milling and paving of the pavement prior to final acceptance.

E. Utility Installations

1. All utilities, including but not limited to water lines, gas lines, sanitary sewers, storm sewers, electric lines, telephone, cable TV shall be placed outside of the cartway. All main lines or service line crossings under the pavement shall be installed to the right-of-way limits prior to pavement installation and backfilled in accordance with the Standards for Construction.

F. Storm Sewer

1. All storm sewers shall be at least 15 inches in diameter or as required by the volume of storm water runoff as determined in accordance with the Municipal Stormwater Management Ordinance. Inlets shall be of concrete construction. The tops of inlets shall be laid at the same grade as the street with the tops depressed one inch below the road surface. Inlet frames and grates shall be cast iron or structural steel.

G. Crown

1. All streets shall have a transverse slope in accordance with the appropriate Standards for Construction.

H. Grades

1. No street shall have a grade exceeding that permitted by this Ordinance.

I. Cartway and Curbs

1. All streets shall be paved in accordance with the appropriate Standards for Construction.

002-4. DRIVEWAYS

- A. Regulations for driveways on non-municipal streets shall be governed by the entity with jurisdiction over the street.
- B. For driveways entering Municipal streets the following requirements shall be followed:
 1. Driveways entering Municipal streets shall be at safe locations that are approved by the Municipality at a distance not less than 20' from the nearest intersection (unless such distance is not available). A safe sight distance shall be provided in accordance with PennDOT Publication M 950-S Section A.
 2. The minimum driveway width shall be 10 feet.
 3. Driveways must be constructed of an all-weather wearing surface such as crushed limestone, gravel, asphalt, concrete, brick, or slag and shall not consist of lawn, dirt, mud, or any other surface which can be tracked onto the street.
 4. Driveways shall not interfere with the existing street drainage. Where the street is curbed the driveway approach shall be installed 1.5" above the street or gutter grade.
 5. The driveway approach shall be positioned at, or as near to as possible, right angles (90 degrees) to the street as site conditions permit.
 6. The difference between the cross-slope of the street and the upward/downward grade of the first 10 feet of the driveway shall not exceed 8%.
 7. Shared driveways for up to four houses shall be permitted.

002-5. DESIGN SPEEDS.

- A. Design speeds shall be as follows:
 1. Arterial: 50 MPH
 2. Collector: 40 MPH
 3. Local: 30 MPH

002-6. STREET GRADES

- A. The entire width of each street's right-of-way in a proposed development shall be graded in accordance with the Standard Detail applicable to the street classification.
- B. The minimum permitted street grade for all streets shall be 1%.
- C. Maximum street grades, other than due allowance for vertical curves, shall be as follows:
 1. Arterial: 6%
 2. Collector: 10%

- 3. Local: 12%
- D. Street grades shall be measured along the centerline of the street.
- E. Centerline grade on the head of a cul-de-sac shall not exceed 5%.
- F. Guiderail shall be provided as per PennDOT Design Manual, Part 2, Chapter 12.

002-7. STREET ALIGNMENT

- A. Minimum safe stopping sight distances on all vertical and horizontal curves shall be as follows:
 - 1. 30 MPH: 200'
 - 2. 40 MPH: 305'
 - 3. 50 MPH: 425'
- B. Minimum centerline radii for horizontal curves shall be as follows:
 - 1. Arterial: 833', with a maximum superelevation rate of 6%.
 - 2. Collector: 444', with a maximum superelevation rate of 8%.
 - 3. Local: 215', with a maximum superelevation rate of 8%.
 - 4. For other than local streets, a minimum tangent of 100 feet between reverse curves shall be provided. For local streets a lesser tangent may be acceptable, provided safe stopping sight distances are maintained as per § 001-6.A. Broken-back curves shall be avoided; however, when they must be used, a minimum tangent of 150 feet shall be provided.
 - 5. Vertical curves shall be provided for all changes in grade exceeding 1%. For each 1% of algebraic difference between tangent grades at least 15' of vertical curve length shall be provided. In no case shall the vertical curve length be less than the following minimums:
 - a. Arterial roads: 150'
 - b. Collector streets: 100'
 - c. Local streets, residential: 50'

002-8. INTERSECTIONS

- A. The angle of intersecting streets shall be as close to ninety degrees as possible. No streets shall intersect at an angle less than 60 degrees.
- B. Distance between intersections shall be as follows:
 - 1. Arterial roads: 300' to 1,300', per PennDOT Design Manual, Part 2
 - 2. Collector streets: 300'
 - 3. Local streets: 150'
- C. Intersections between more than two streets shall be avoided.
- D. Where the grade of any street at the approach to an intersection exceeds 5%, a leveling area shall be provided for the secondary intersecting street. The transition grade shall not

exceed 3% for a minimum distance of 50 feet measured from the edge of the pavement of the intersecting street.

- E. An area of unobstructed vision shall be provided at every intersection. The minimum clear sight triangle shall be measured:
 - 1. Along the centerlines of the intersecting streets, where L = the distance along the centerline of the primary through-street, measured from its intersection with the centerline of the secondary intersecting street, to an approaching vehicle on the primary street;
 - 2. On the secondary intersecting street, from a point at least 14.5' back from the edge of the pavement of the primary through-street, which is 3.5 feet above the surface of the pavement. Minimum values for "L" are as follows:
 - a. Arterial: L = 555'
 - b. Collector: L = 445'
 - c. Local: L = 335'
- F. No plantings or structures exceeding 30 inches in height shall be permitted in the clear sight triangle. A public right-of-entry shall be reserved for the purpose of removing any object that obstructs the clear sight triangle.
- G. Deceleration, turning, or merging lanes may be required by the municipality along existing and proposed collector or arterial roads.
- H. Clearly marked crosswalks and handicapped-accessible curb ramps in accordance with the Americans with Disabilities Act, latest edition, and PennDOT's RC-67M latest edition, shall be provided at intersections where there are sidewalks or pedestrian walkways. The Municipality may require crosswalks in other locations to ensure pedestrian safety and convenience.
- I. Curb radii shall be as follows:
 - 1. Arterial: 50'
 - 2. Collector: 25' - 30'
 - 3. Local: 15' - 25'
 - 4. Where two roads of different right-of-way widths intersect, the radii of curvature for the higher classification road shall apply.

002-9. RIGHTS-OF-WAY AND CARTWAYS

- A. The right-of-way shall be measured from lot line to lot line and shall be wide enough to contain the cartway, curbs, or shoulders, and when required, parking lanes, sidewalks, street trees, and bike lanes.
- B. The right-of-way width of a new street that is a continuation of an existing street shall in no case be at a lesser width than that of the existing right-of-way.
- C. The right-of-way width shall consider future development in accordance with the Comprehensive Plan as well as the plan for the proposed development.

D. Minimum Right-of-way widths shall be as follows:

1. Arterial: 60'
2. Collector: 60'
3. Local: 50'
4. Heavy Duty Local: 50'

E. Minimum travel lane widths shall be as follows:

1. Arterial: 15'
2. Collector: 15'
3. Local: 11'
4. Heavy Duty Local: 13'

F. Minimum street paving widths shall be as follows:

1. Arterial: 32'
2. Collector: 32'
3. Local: 24'
4. Heavy Duty Local: 28'

G. Additional right-of-way and/or cartway widths may be required for the following reasons:

1. To promote public safety and convenience.
2. To provide on-street parking areas.
3. To provide slope rights whenever the topography is such that additional right-of-way is need to provide adequate cut/fill slopes.
4. To provide for bicycle or pedestrian facilities.

002-10. CURBS

- A. Curbing shall be required on all Municipal streets, unless authorized to the contrary by the Municipality for storm water management purposes.
- B. The type of curb required on Municipal Streets shall be bituminous wedge curb.
- C. Where curbing is not required, an edge treatment, such as a thickened edge, shall be provided as needed for safety and to maintain the stability of the pavement.
- D. Concrete curbing may be permitted with the Municipality's consent where its use is deemed advantageous to wedge curb due to special circumstances.

002-11. SHOULDERS AND EMBANKMENTS

- A. Shoulders and drainage swales shall be used instead of curbs when:
 1. Shoulders are required by state or other law;
 2. Soil or topographic conditions make the use of shoulders and drainage swales preferable;

3. In order to preserve the rural character of an existing community or a proposed development;
 4. Shoulders are needed for bicycle facilities.
 5. Where omission of curbs is desirable for stormwater management.
- B. Shoulders shall be a minimum of four feet in width on both sides of the street, and shall be located within the right-of-way. Greater shoulder widths may be provided if recommended by a registered Professional Engineer and approved by the Municipality.
 - C. Shoulder material and construction shall be as recommended by a Registered Professional Engineer and shall be acceptable to the Municipal Engineer.
 - D. Swale design and construction material and construction shall be as recommended by a registered professional engineer and shall be acceptable to the Municipal Engineer.

002-12. BIKEWAYS

- A. All new streets shall be planned and constructed to safely accommodate bicycle travel.
- B. For residential developments which will generate 1,000 or more vehicle trips per day, and for all major non-residential developments, bicycle traffic shall be accommodated in one of two ways:
 1. A bikeway master plan, which identifies bike routes that safely connect major traffic origins and destinations, shall be prepared. The plan may propose a combination of existing and proposed bike lanes, bike paths, shared pedestrian sidewalks and pathways, and shared vehicular streets. The plan shall demonstrate how any paths, sidewalks or streets that are proposed to be shared should be able to accommodate the shared use safely.
 2. For all developments, bike lanes shall be provided along any new collector or arterial street constructed as part of the development.
- C. Where a proposed development is within a reasonable distance of an existing bikeway or a proposed bikeway included in a Municipal or County bikeway plan or official map, the development plan shall provide for connections to the existing or proposed bikeway.

002-13. PUBLIC TRANSPORTATION

- A. Where a proposed development is adjacent to or within a reasonable distance of collector or arterial roads where transit service is currently provided or may be provided in the future, the applicant shall consult with the Port Authority of Allegheny County, or other local transit agencies, regarding street design requirements for buses and passenger waiting areas and shelters.
- B. Where a development site is adjacent to or includes a rail transit facility or other exclusive transit right-of-way, the applicant shall consult with the appropriate transit agency to determine whether any special design features concerning the rail transit facilities will be required.

002-14. SIDEWALKS

- A. Improved sidewalks shall be included in all new developments on each side of

each road. Preference should be given to extending or connecting to existing sidewalks instead of beginning a new sidewalk on the opposite side of the street.

- B.** Public sidewalks shall in general be parallel to the street and within the right-of-way.
- C.** Alternative locations will be considered, provided that safe and convenient pedestrian circulation is maintained.
- D.** Sidewalks and pathways shall have a minimum width of four feet in residential areas and five feet in non-residential areas. Greater widths may be required near major pedestrian generators.
- E.** Sidewalks and curb ramps shall be constructed in accordance with the Americans with Disabilities Act, latest edition, and PennDOT's RC-67M latest edition.
- F.** Sidewalks within street or public rights-of-way shall be concrete, the design and construction of which shall be in accordance with the Municipality's Standards for Construction.
- G.** Curb ramps shall be provided at all intersections as per § 001-7.H.

002-15. STREET LIGHTS

- A.** Street lighting shall be provided for all non-residential developments, multi-family residential developments, and single family residential developments requiring either the construction of new streets or the extension of existing streets.
- B.** Street lights shall be provided at all street intersections and at the access drives of all non-residential developments.
- C.** The quantity, location, style, and type of light standards shall be in accordance with the requirements of the current electric utility provider, the Municipal Streetscape Program, and the current Municipal Zoning Ordinance.

002-16. STREET NAME SIGNS

- A.** Street name signs shall be provided at all new street intersections.
- B.** Street name signs shall be installed under street lights and shall be free of all visual obstructions.
- C.** The design of street name signs shall be in accordance with the Manual of Unified Traffic Control Devices (MUTCD) for Streets and Highways, and shall meet all state and Municipal Requirements.

ARTICLE III - TRAFFIC STANDARDS

003-1. MINIMUM LEVEL OF SERVICE

- A. All proposed streets and intersections in a subdivision or land development shall be designed to function at Level of Service A or B.
- B. The existing level of service on any adjacent street and intersection that will be affected by a proposed subdivision or land development shall not fall below level C if it is currently A, B, or C, and shall not be further reduced if it is at level D, E, or F.

003-2. TRAFFIC IMPACT STUDY

- A. A traffic impact study shall be required for a subdivision or land development which will generate 100 or more peak hour trips when fully developed. A traffic impact study may also be required by the Municipality to assess the impacts of smaller projects if traffic congestion or safety problems already exist.
 - 1. When existing or proposed site development directly intersects a State owned roadway, the study will be performed in accordance with the most current policies and procedures included in PennDOT's Transportation Impact Study Guidelines.
- B. The study shall be conducted in accordance with the recommended practice, Traffic Access and Impact Studies for Site Development, published by the Institute of Transportation Engineers, 1988, or in accordance with an equivalent methodology endorsed by transportation engineers.
 - 1. The scope of the study, study area, and methodology shall be approved by the Municipality before the study is initiated. A pre-application conference shall be scheduled for this purpose.
 - a. When existing or proposed site development directly accesses a State owned roadway a scoping meeting application will be provided and meeting held as per PennDOT requirements.
 - 2. The study shall be performed by, or under the supervision of, a Professional Engineer, licensed in the Commonwealth of Pennsylvania, with training in traffic and transportation engineering studies, and experience in the preparation of traffic studies.

003-3. REQUIRED FINDINGS

- A. The traffic impact study must demonstrate that the levels of service specified in § 002-1 will be met by the proposed development and that the circulation plan for the development will function safely and efficiently.
- B. The study shall describe any measures which have been incorporated into the development plan in order to achieve the required conditions. Such measures may include, but are not limited to:

1. A reduction in the density or intensity of the proposed development;
 2. Measures to reduce traffic impacts, such as clustering of buildings for easy access by transit or ridesharing vehicles, or the inclusion of transit-related improvements;
 3. The phasing of construction to coincide with the completion of transportation improvements which have been programmed by the Municipality, county, or state;
 4. The construction of onsite transportation improvements;
 5. The construction of off-site transportation improvements;
 6. The extension of transit, bicycle, or pedestrian services to the site or the sponsorship of a ridesharing program or transit subsidies for employees;
 7. Any combination of the above or additional measures.
- C. Any traffic impact mitigation measures which are not physical site improvements shall be incorporated into the development agreement executed between the Municipality and the applicant and shall be recorded with the land development plan.

003-4. TRAFFIC CONTROL SIGNS

- A. Traffic control signs shall be provided by the applicant as needed.
- B. The design and placement of traffic control signs shall be as specified in the Manual on Uniform Traffic Control Devices for Streets and Highways, latest edition, and shall meet all state and Municipal requirements.

ARTICLE IV - INSPECTION AND REVIEW PROCESS FOR ACCEPTANCE OF STREETS

004-1. INSPECTION AND APPROVAL

- A.** All public streets which are the subject of construction or reconstruction by contractors and all private streets which are the subject of construction by developers intended to be dedicated to the Municipality shall be the subject to inspection and approval as set forth herein.
- 1.** Such inspection and approval may require a full-time inspector to be present during all construction activities at the discretion of the Municipality.
 - 2.** The cost of any such inspections or the employment of inspectors shall be reimbursed by any contractor of a public street which is the subject of construction or reconstruction or by any developer constructing a street intended to be dedicated to the Municipality upon the Municipality's acceptance of the street.
- B.** The inspection and approval process is as follows:
- 1.** There shall be a submission of all material delivery slips, which slips shall show the following information:
 - a.** Date of Delivery
 - b.** Source of Material
 - c.** Hauler
 - d.** Location of Delivery
 - e.** Type and Class of Material
 - f.** Weight or Amount Delivered
 - 2.** At certain stages of construction, construction work shall halt and not continue until the Municipality's authorized inspector gives approval in writing. Said stages of construction are:
 - a.** Fine Grading and Proof Rolling of Sub-Grade
 - b.** Placement of Base Course
 - c.** Placement of Pavement
 - 3.** A final inspection shall be conducted by the Municipality's inspector and the contractor or developer.
 - a.** In the case of the final inspection of the public street constructed or reconstructed by a contractor or developer, any deficiencies noted during the inspection shall be corrected immediately by the contractor or developer.
 - b.** If there are any deficiencies in respect of the contractor failing to supply all required information or schedule inspections at key stages of construction:
 - 1)** The contractor shall take 4-inch diameter core samples of the pavement and base and have the same verified by an independent testing laboratory designated by the Municipality for material content, depth, and density at the

cost of the contractor.

- 2) One sample shall be taken for every 2,000 square yards of street surface paved, with a minimum of two samples per street.
 - 3) All cores shall be backfilled and sealed immediately with compacted approved material.
 - 4) A 12-inch-square slab shall also be taken if required by the Municipality for every 2,000 square yards and tested for material content, depth, and density, the cost of which shall be paid by the contractor.
- c. 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.

004-2. REVIEW OF STREETS INTENDED TO BE DEDICATED

- A. In the event an owner or developer of a street intends to dedicate the same to the Municipality for acceptance by the Municipality, a request for dedication shall be the subject of review and consideration by Municipal Council.
1. In respect of proposed streets intended to be dedicated, plans shall be submitted for review by the Municipality under the seal of a Professional Engineer registered in the Commonwealth of Pennsylvania. Such plans shall contain the following:
 - a. Block showing the Applicant's name, location of the project, engineer's name and address, date, and scale
 - b. Location of all adjacent lot or boundary lines
 - c. Legal description of the right-of-way
 - d. Proposed width of right-of-way
 - e. Location of all proposed or existing utilities, including fire hydrants
 - f. Profile of existing and proposed center line
 - g. Horizontal and vertical data for all intersecting streets for a distance of 250 feet in each direction from each intersection
 - h. Profiles of any existing or proposed utility lines in the right-of-way
 - i. Storm sewers and runoff calculations
 - j. Soil erosion and sediment control plan
 - k. Proposed cartway width
 - l. Location of any streams, springs, or drainage ways
 - m. Scale not less than 1"=100'
 - n. Sheets not larger than 24"x36"
 - o. Other pertinent information, including subsurface soil conditions, as deemed necessary by the Municipal Engineer.

2. In the event the street intended for dedication has already been constructed, as-built plans containing the width and described information shall be submitted to the Municipality for review and a determination as to which inspections and testing are necessary prior to any submission to Municipal Council.
3. The review of Municipal Council shall include, but is not limited to:
 - a. A determination as to whether the owner or the developer making the request to dedicate a street for acceptance complied with any and all development proposals and conditions attached thereto in respect of the Municipal Subdivision or Zoning Ordinance where the street is located.
 - b. Obtaining an engineering report as to what tests have been performed and what tests need to be performed upon the street to determine whether it meets specifications of the Municipality, the cost of which shall be paid by the owner or developer.
 - c. Determining other necessary improvements.
4. Public notice or advertising is required for any request by a private developer for dedication or consideration by Municipal Council for acceptance.
5. The request by an owner or developer of a street for 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.
6. The cost to the Municipality of all tests performed upon any street which is proposed to be accepted by the Municipality as well as the cost of engineering studies and reports shall be paid by the owner requesting that the Municipality accept the streets. Payment for such cost shall be made in advance in accordance with estimates of costs by the Municipality.

004-3. BONDS

- A. For streets constructed or reconstructed by a contractor or developer, a 15% Maintenance Bond for all improvements guaranteeing the street free and clear from defects and material workmanship for a period of not less than eighteen (18) months shall be filed as well as such other bonds as are required under the contract documents.

ARTICLE V – DEFINITIONS

005-1. DEFINITIONS

A. **GENERAL TERMS.** Unless otherwise expressly stated, the following terms shall have the meaning indicated below.

1. Words and phrases used in the singular include the plural, and words and phrases used in the plural include the singular.
2. Gender specific pronouns or references shall refer to all genders.
3. The word "person" indicates any person or any corporation, unincorporated association, partnership, estate, or other legal entity.
4. The word "lot" includes the word "plot" or "parcel".
5. The word "structure" includes "building" and the use of either word shall be construed as if followed by the phrase "or a part thereof."
6. The word "may" is permissive; the words "shall" and "will" are mandatory.
7. Periods of time stated as a number of days refer to consecutive calendar days, unless specified as "working days."
8. Words in the present tense include the future tense.

B. **SPECIFIC TERMS.** Other terms or words used in this ordinance are defined as follows:

1. **Access Drive.** See "Street."
2. **ADT.** Average daily traffic volume.
3. **Alley (Service Street).** See "Street."
4. **Bikeway.** Either of the following:
 - a. **Bicycle lane.** A lane at the edge of a street cartway or shoulder reserved and marked for the exclusive use of bicycles.
 - b. **Bicycle path.** A pathway, separated from the street cartway or shoulder, designed for the use of bicycles.
5. **Block.** A unit of land containing one or more lots, bounded by existing or proposed streets, waterways, railroads, public lands, or other barriers to contiguous development.
6. **Capacity.** When used in reference to a street, the maximum traffic volume for which such street can provide adequate service.
7. **Cartway.** The portion of a street, drive, or alley that is available for vehicular traffic.
8. **Clear sight triangle.** An area of unobstructed vision at a street intersection defined by lines of sight between specified points on the centerlines of the intersecting streets.
9. **Collector Street.** See "Street."
10. **Cul-de-sac.** See "Street."
11. **Engineer.** A professional engineer registered by the Commonwealth of

Pennsylvania. See "Registered Professional."

12. **Improvements.** Physical changes to land, including but not limited to grading, removal of vegetation, buildings, landscaping, pavement, curbs, gutters, storm sewers and drains, changes to existing watercourses, sidewalks, street signs, monuments, water supply facilities, and sewage disposal facilities.
13. **Landslide-Prone Area.** Land that is susceptible to movement or sliding, as identified in the Soil Survey of Allegheny County, prepared by the Soil Conservation Service of the United States Department of Agriculture; or as identified on the Landslide Susceptibility Map of Allegheny County; or as identified in the Mining and Physiographic Study, Allegheny County, Pennsylvania, prepared by A.C. Ackenheil & Associates; or as established by geotechnical investigation.
14. **Landslide Susceptibility Map of Allegheny County.** A map delineating areas judged to be susceptible to landsliding or movement, prepared by the United States Geological Survey on 7.5 minute quadrangle maps of the county in 1974.
15. **Local Access Street.** See "Street."
16. **Lot Area.** The area contained within the lot lines of the individual parcels of land as shown on a subdivision plan, excluding the area within the street right-of-way or easement for overhead utility lines but including any easements, expressed in terms of acres or square feet.
17. **Peak traffic hour.** The hour during which the heaviest volume of traffic occurs.
18. **Registered Professional.** An individual, licensed in the Commonwealth of Pennsylvania to perform services or activities required by provisions of this ordinance and qualified by training and experience to perform the specific services and/pr activities with technical competence.
19. **Sight distance.** The length of road visible to the driver of a vehicle at any given point in the road when viewing is unobstructed by traffic.
20. **Soil Survey of Allegheny County.** A series of aerial photographs on which soils are classified according to a variety of characteristics and accompanying explanatory text, prepared by the United States Department of Agriculture, Soil Conservation Service, August 1981. (Note: The Soil Conservation Service is now the Natural Resources Conservation Service.)
21. **Steep slope.** Any land area with a grade that exceeds four horizontal to one vertical (4:1), or 25 percent.
22. **Street.** A strip of land, including the entire right-of-way, publicly or privately owned, serving primarily as a means of vehicular travel, encompassing the following types:
 - a. **Arterial Street:** Streets which are used primarily for through, fast traffic at high volumes.
 - 1) **Minor Arterials.** Interconnects with and augments principal arterials; accommodates trips of moderate length; distributes travel to areas smaller than identified with higher systems; places emphasis on land access and offers lower traffic mobility; and spacing is normally not more than one mile.

- 2) **Principal Arterials**. Serves major centers of activity and carries high proportion of area travel even though it constitutes a relatively small percentage of the total roadway network; integrates both internally and between major rural connections; carries most trips entering and leaving the area and serves intra-area travel; provides continuity for rural arterials; and spacing is related to trip-end density characteristics.
- b. **Collector Streets**. Provides both land access services and traffic circulation; distributes trips from arterials through residential neighborhoods to ultimate destination; and collects traffic from local streets and channels to arterials.
 - c. **Interstates and Other Limited Access Freeways**. Provides limited access facilities.
 - d. **Local Roads**. Comprises all facilities not in one of the higher systems; permits direct access to abutting lands and connects higher systems; and discourages through-traffic movement.
 - e. **Alley**. A service road that provides secondary means of through access to lots.
 - f. **Cul-de-sac**. A street with a single means of ingress and egress and a turnaround.
 - g. **Access drive**. A private drive providing access between a public or private street and a parking area within a land development, or any driveway servicing two or more buildings or uses.
23. **Street, private**. A street not accepted for dedication by a Municipality.
24. **Trip**. A single or one-directional vehicle movement.