

FIRST READING
7-16-94

ORDINANCE NO. 1994-06

AN ORDINANCE OF MARTIN COUNTY,
STATE OF INDIANA,
PROVIDING STANDARDS FOR COUNTY HIGHWAYS.

WHEREAS, the Board of Commissioners of Martin County, State of Indiana, in the public interest of upgrading the Martin County highway system, desires to require roads accepted into the county highway system in the future to meet certain standards in order to prevent premature deterioration and maintenance thereof,

BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF THE COUNTY OF MARTIN, STATE OF INDIANA:

SECTION 1. Definitions.

- A. "Road" means the entire right-of-way or the width between the boundary lines of every publicly maintained way when any part of the way is open to the use of the public for purposes of vehicular traffic, and includes a highway or street.
- B. "Roadway" means that part of a road improved, designed or ordinarily used for vehicular traffic.
- C. "County highway" means a road located in Martin County and listed as a part of the Martin County highway system on the County Highway Department Road Inventory and which is not a highway or an extension of a highway in the Indiana state highway system and which is not within the corporate boundaries of any city or town.
- D. "Commissioners" means the Board of Commissioners of Martin County, Indiana.
- E. "IDOT" means Indiana Department of Transportation.

SECTION 2. Existing Roads.

All roads presently established as a part of the Martin County highway system on the Martin County Highway Department Road Inventory shall comply with the following:

- A. All presently improved county highways for which a plat, survey or other legal instrument has been approved by the Commissioners and recorded in the Martin County Recorder's Office prior to the effective date of this Ordinance, shall conform to any and all standards or specifications for width and length as were established by the plat, survey or legal

instrument as accepted, by any ordinance in effect at that time, and/or by the Commissioners as a condition for acceptance at that time.

- B. All presently unimproved county highways for which a plat, survey or other legal instrument has been approved by the Commissioners and recorded in the Martin County Recorder's Office prior to the effective date of this Ordinance, shall, upon improvement, be constructed in accordance with the standards and specifications of this Ordinance.
- C. All county highways shall be maintained at not less than their present level of improvement. Any upgrading in the level of improvement of a roadway or relocation of a road after the effective date of this Ordinance shall conform to the standards and specifications of this Ordinance.

SECTION 3. Minimum Requirements For Acceptance Into County Highway System.

No road shall, after the effective date of this Ordinance, be accepted into the county highway system to be maintained by the Commissioners or by Martin County without first conforming to the minimum specifications and requirements set out in this Ordinance. Figure 1, depicting a half-section of the manner in which roads are to be prepared and constructed, is incorporated herein by reference.

A. Right-Of-Way:

Right-of-ways shall be a minimum of fifty (50) feet, twenty-five (25) feet on either side of the center line, subject to compliance with other standards herein.

B. Pavement Width:

The width of the roadway surface shall be a minimum of twenty-four (24) feet.

C. Shoulders:

- (1) The width of the shoulders shall be four (4) feet on each side of the pavement. However, a minimum width of three (3) feet on each side of the pavement may be permitted under exceptional circumstances only upon the written approval of the Commissioners.
- (2) The slope of the shoulders shall be a minimum of

one-half (1/2) inch per foot and a maximum of one (1) inch per foot.

- (3) The material for shoulders shall be No. Fifty-Three (53) compacted aggregate base conforming to IDOT specifications.

D. Subgrade:

- (1) Unless otherwise provided, the first five (5) inches below the road surface shall be compacted to at least one hundred percent (100%) of the maximum dry density as determined by the provisions of AASHTO 99, as modified in 203.24.
- (2) During the subgrade preparation and after its completion, adequate drainage shall be provided at all times to prevent water from standing on the subgrade.
- (3) Unless otherwise provided, the roadbed below the subgrade shall be so constructed that it will have, as nearly as possible, uniform density throughout. In both cuts and fills it shall be rolled with a three (3) wheeled roller weighing at least ten (10) tons or with other approved compacting equipment capable of providing a smooth, even subgrade surface. In areas not accessible to a roller or other equipment, the required compaction shall be obtained with mechanical tamps or vibrators. In any case the upper six (6) inches shall comply with embankment density requirements of the contract immediately prior to placement of materials thereon.
- (4) All soft, yielding or other unsuitable material which will not compact readily when approximately dry shall be removed. All rock encountered shall either be removed or broken off to conform with the required cross section.
- (5) Any holes or depressions resulting from removal of unsuitable material shall be filled with satisfactory material and compacted to conform with the surrounding subgrade surface.
- (6) Paving material shall not be placed before the subgrade is checked and approved and at no time when the subgrade is frozen or muddy.
- (7) No hauling shall be done nor equipment moved over the subgrade when its condition is such that undue

distortion would result. If these conditions are present, the subgrade shall be protected with adequate plank runways, mats or other satisfactory means before hauling or equipment movement is done thereon.

- (8) If limits of the work make mechanical preparation of the subgrade impractical, hand methods may be used.
- (9) The condition of the subgrade as finally accepted and meeting all of the above criteria must continue to exist and prevail from the time that any paving material is placed thereon until all paving material has been laid in order that the paving operation shall not be delayed.

E. Drainage:

- (1) All back slopes shall be a minimum of one (1) to four (4) grade. They shall be seeded or sodded.
- (2) All side ditches with over a three percent (3%) grade shall be of concrete construction. Where sodding or seeding occurs or is required, the ground must be first limed and fertilized. Sodded or seeded areas same shall be maintained prior to acceptance of the road.
- (3) All drainage structures shall be a minimum of fifteen (15) inches square aluminum or corrugated metal pipe. Squash is an arch type pipe. Minimum length under a property entrance shall be twenty-four (24) feet or longer if necessary to maintain proper fill slope. Drainage areas for all structures under the roadway surface must be calculated in order for the correct size of structures to be placed and such calculation must be performed and plans drawn by a qualified or professional engineer. (Some but not all, land surveyors are also "professional engineers." A land surveyor who is not a "professional engineer" is not qualified under this Ordinance.) Such plans shall include the calculations of drainage area and structure size and shall be furnished to the Commissioners prior to any work being commenced.
- (4) The length of structures under a roadway surface shall be as required by fill base dimensions. Structures shall be aligned and provided with end structures or rip-rap as required to prevent

erosion.

F. Aggregate Base:

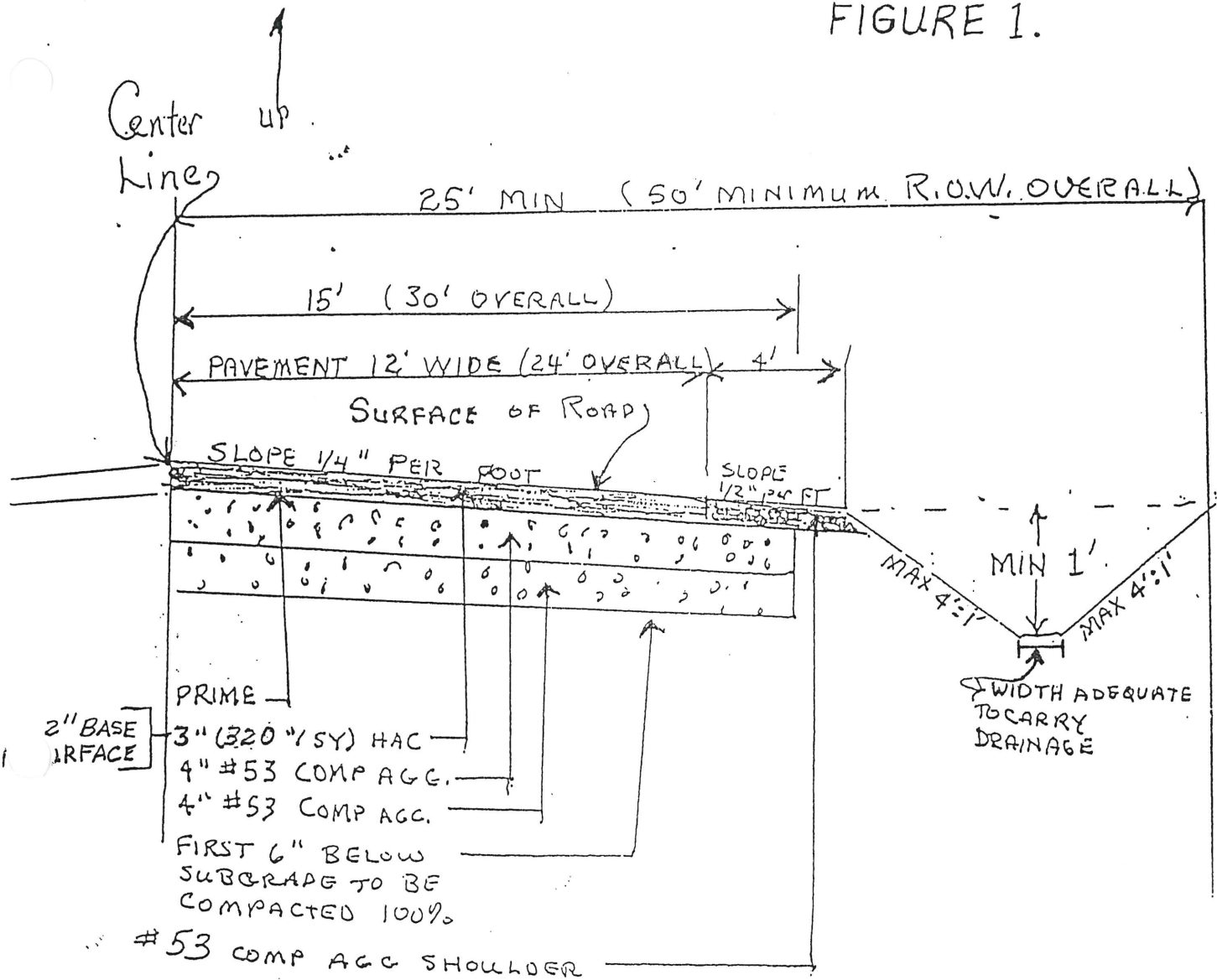
After the preparation of the subgrade has been completed to the above requirements:

- (1) Four (4) inches of No. Fifty-Three (53) stone conforming to IDOT specifications shall be placed. This shall be rolled with a ten (10) ton roller and compacted to one hundred percent (100%) dry density. After this, four (4) inches of stone shall be applied and rolled to the same specification, and then another four (4) inch layer shall be applied and rolled to 100% density. The above material shall total an eight (8) inch depth. An same shall be placed a total width of thirty (30) feet.
- (2) The slope of the crown shall conform to the finished surface: one half (1/2) inch per foot with total equaling three (3) inches in twelve feet. (See Figure 1.)

G. Surface:

- (1) Seal & Chip Application: aggregate base primed with MC-30 or AEP at 0.45 gallon per square yard or RS-2 at 0.45 gallon per square yard; then No. Nine (9) crushed stone at twenty-three (23) pounds per square yard; then RS-2 at 0.40 gallon per square yard; then No. Eleven (11) crushed stone at twenty-two (22) pounds per square yard.
- (2) Asphalt: aggregate base primed with MC-70, AEP, tar, RT-1, or RT-2, applied from 0.50 to 0.80 gallons per square yard depending on surface condition; surface materials shall be Hot Asphalt Concrete Pavement Type B using No. Eleven (11) stone; thickness after compaction completed shall be two (2) inches for base and one (1) inch for surface; placement by machine in one lay.
- (3) No course shall be placed on a primed surface until the bituminous material has penetrated and the surface is dry and until the aggregate base has been check and approved. However, other types of surfacing and priming materials may be used if approved in writing signed by the Commissioners or their designated representative prior to any obligation being incurred for the payment of same.

FIGURE 1.



TYPICAL HALF SECTION-

VERT. SCALE $3/4" = 1'$

HOR. SCALE $1/4" = 1'$

MINIMUM STANDARDS FOR ROADS

- (4) Compaction shall be by three hundred twenty (320) pound roller.
- (5) Unless otherwise approved in writing by the Commissioners or their designated representative, all materials and workmanship shall conform to the current standard specifications of IDOT.

H. Ditches:

- (1) Minimum of one (1) foot below the outer edge of the shoulder on a four (4) to one (1) slope and of sufficient size to carry the surface water. A "paved" side ditch will be required on slopes over three percent (3%). Such a paved side ditch must conform to IDOT specifications and shall be approved in writing by the Commissioners or their delegated representative. Minimum side slope shall be five hundredths of a percent (0.5%). (The Commissioners may seek the advice of any qualified engineer in order to make such determination whether or not such engineer is being paid by the County for that particular purpose.)

I. Design For Turn-Around and For Dead-End Streets:

- (1) Where any road or part thereof shall dead-end, then the following shall be the minimum standards for right-of-way and blacktopping according to the detail set forth in Figure 2, incorporated herein by reference, and such roadway shall be constructed according to such minimum standards.

J. Sight Lines At Intersections:

- (1) No fence, wall, hedge, shrub, tree, planting or other object, either animate or inanimate, which obstructs sight lines at an elevation between two (2) and six (6) feet above the road surface shall be placed or permitted to remain on any corner of an intersection within a triangular area formed by the road property lines which comprise two sides of the triangle and the third side of the triangle being a line drawn between two (2) points, one on each of the centerlines of the two roadways and twenty-five (25) feet from the point where the center of the two roadways intersect. In the case of a rounded property corner, the road property lines are extended until they intersect. See Figure 3 which is incorporated herein. The same sight line limitations shall apply to any lot or

FIGURE 2.

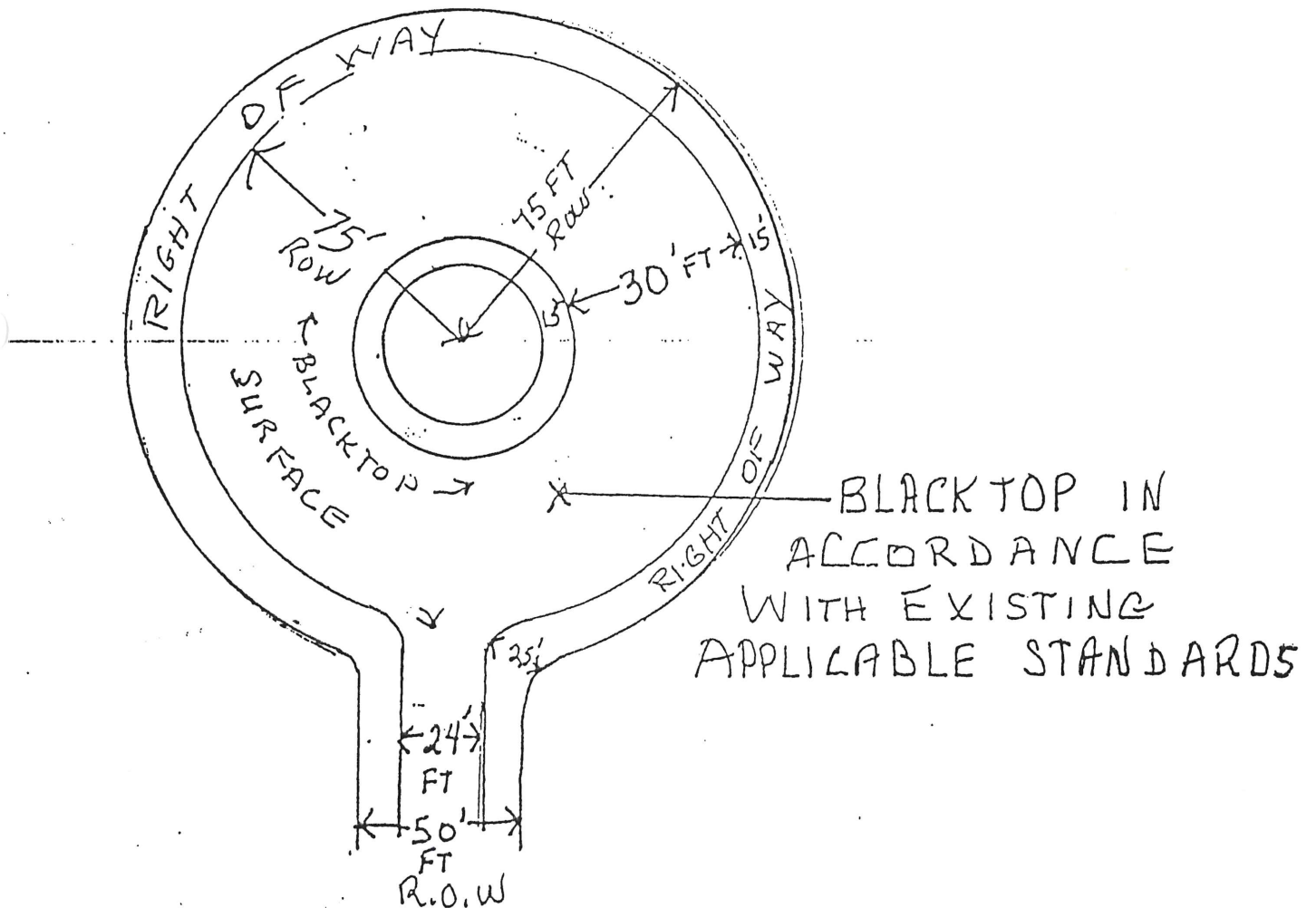
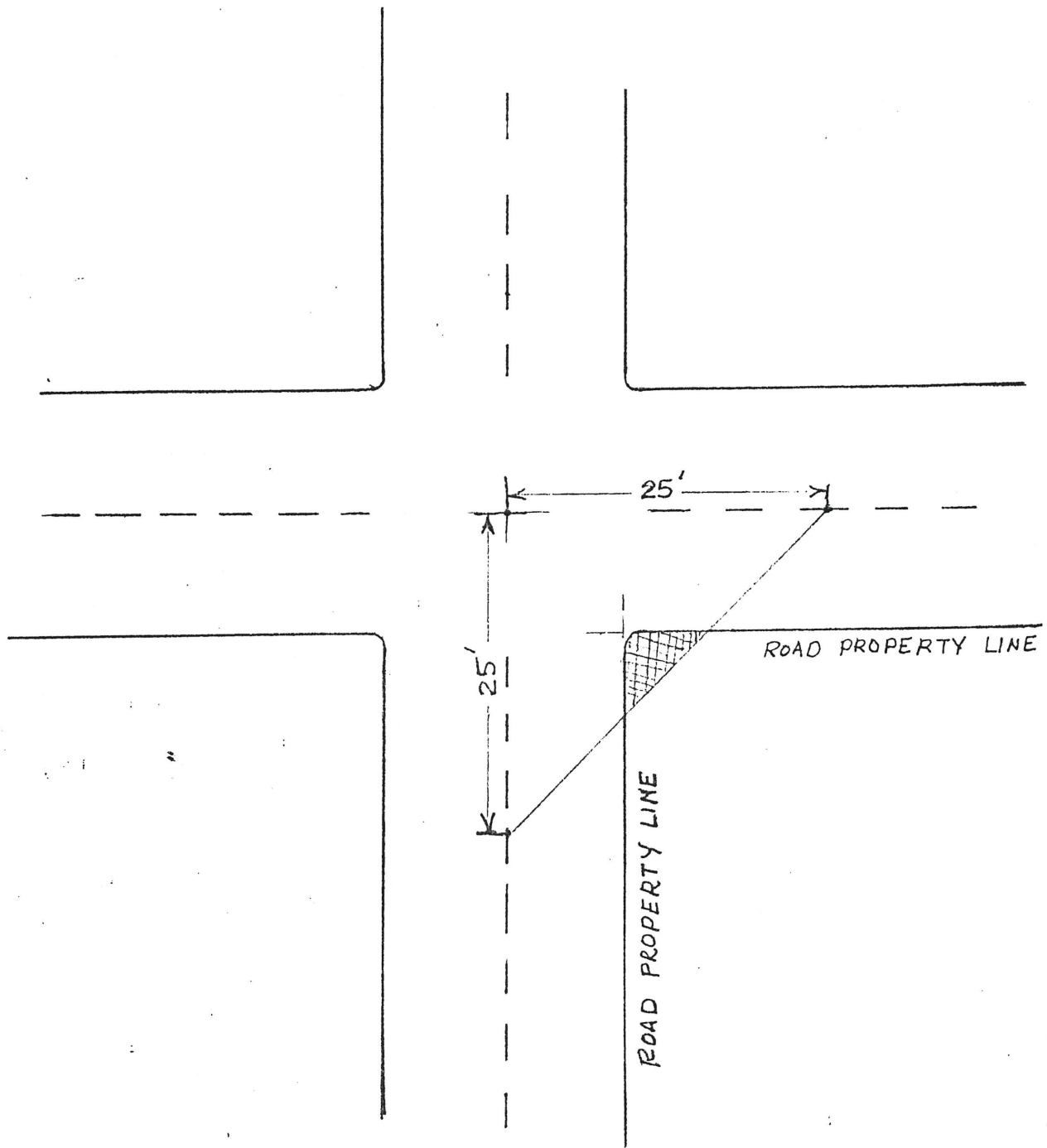


FIGURE 3.



property within ten (10) feet from the intersection of a road property line with the edge of a driveway or alley line. No such object, either animate or inanimate, shall be permitted to remain within such distances at such intersection unless the foliage line is maintained by an owner of such property at a sufficient height to prevent obstruction of such sight lines.

- (2) Further, no road shall intersect an existing county highway with a stopping sight distance on the county highway or proposed road of less than indicated in AASHTO 197a, as amended, Geometric Design Guide for Local Roads & Streets.

K. Maximum Grade:

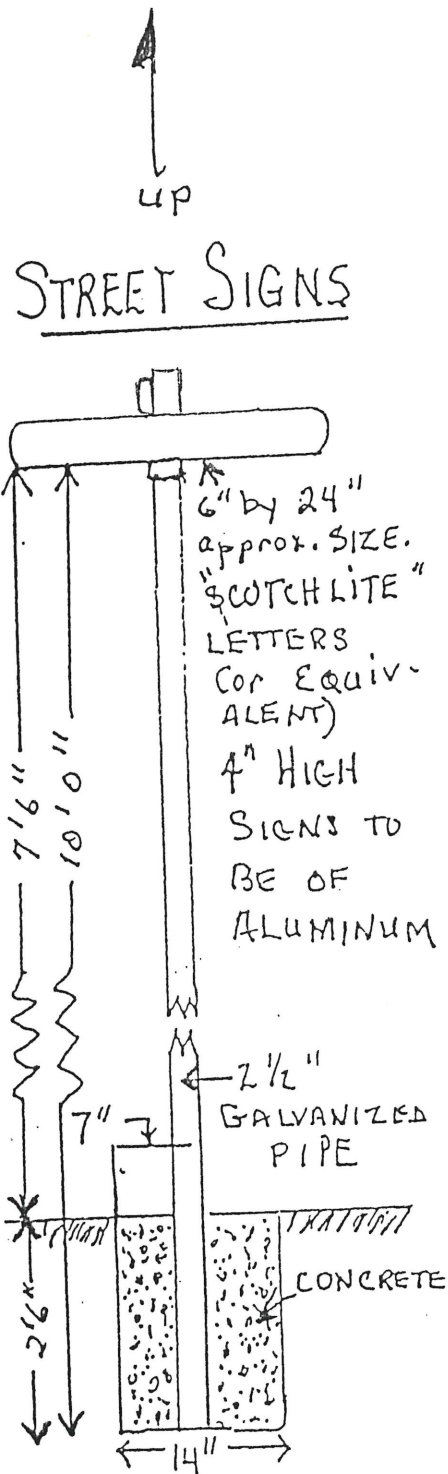
No road shall be accepted that has more than an eight (8) percent grade.

L. County Highway Identification Signs:

All identification signs for county highways shall be as follows and per Figure 4 which is incorporated by reference:

- (1) The pole which supports such sign must be a minimum of two (2) inch galvanized pipe with a minimum ten (10) feet in length from the bottom of the signs as attached to the pole.
- (2) Unless otherwise specifically approved by the Commissioners, all signs must be six (6) inches wide and twenty-four (24) inches long, be of aluminum material normally used for such purposes, and must bear four (4) inch letters made of "Schotchlite" or other equivalent lettering. There shall be two (2) signs, one fixed immediately above the other, in a crosswise fashion so that a person driving on one of the two roads at such intersection shall be able to see the sign for the county highway which the driver is approaching.
- (3) A hole must be dug at least thirty (30) inches deep, and the post shall be placed in the center of the hole in such a manner that thirty (30) inches of the post are underground. Concrete shall be placed in the hole and allowed to dry. When the concrete has dried, that part of the pole which remains above ground shall be seven (7) feet six (6) inches long, and the signs placed and

FIGURE 4.



secured firmly at the top of the pole. The bottom of the lowest sign shall thus be six (6) feet six (6) inches above the ground level immediately under the sign.

- (4) All signs shall identify a county highway by its official county road number.

M. Fill Areas and Cuts & Fills:

- (1) A fill area of five (5) feet or less shall have a side slope of four (4) feet horizontally to one (1) foot vertically. Cut slopes shall be no steeper than two (2) feet horizontally to one (1) foot vertically.
- (2) Cuts and fills which are greater than five (5) feet vertically shall be reviewed by the County Highway Superintendent or the County's engineer to insure that adequate easement is available for future maintenance by the County. Side slopes shall not be steeper than two (2) to one (1) in any case except where rock is excavated and then only as approved by the County Highway Superintendent or the County's engineer.

SECTION 4. Legal Description of Right-Of-Ways.

The legal description for all easements for the right-of-way of all roads shall include all fill and/or cut slopes. A fill area of five (5) feet or less shall have a side slope of four (4) feet horizontally to one (1) foot vertically. Cut slopes shall be no steeper than two (2) feet horizontally to one (1) foot vertically.

SECTION 5. Procedure For Acceptance.

After the effective date of this Ordinance, the Commissioners shall not approve or accept into the Martin County Highway System for maintenance any road until and unless the Petitioner(s) for acceptance has/have:

- A. filed a verified petition for acceptance of such road into the county highway system:
 - (1) warranting that the Petitioner(s) has/have good and marketable title to the real estate on which the road(s) is/are located;
 - (2) stating that construction of the road(s) has/have been completed in compliance with all

standards of this Ordinance;

(3) acknowledging that the Petitioner is solely responsible for insuring that all side and cut slopes meet the minimum requirements of this Ordinance;

(4) stating that all side, fill and/or cut slopes and road structures are within the legal description of the road right-of-way to be accepted; and

(5) stating that payment in full has been made for all materials, labor and services utilized in construction of the road(s);

- B. posted, prior to field construction, a construction bond in the amount of one hundred percent (100%) of the total cost determined from construction plans filed with and approved by the Martin County Highway Superintendent; and
- C. posted a road maintenance bond in the amount of twenty percent (20%) of the construction bond. The road maintenance bond shall warrant the workmanship, all materials used in construction, installation and completion to be of good quality and in accordance with the requirements of this Ordinance, shall warrant and guarantee that the Petitioner(s) shall, at Petitioner's sole expense, made all repairs to said roads and appurtenant improvements which become necessary by reason of improper workmanship, materials, installation, or construction; and said maintenance bond shall remain in full force and effect for a period of one (1) year from the date said road and appurtenant improvements are approved and accepted into the Martin County Highway System by the Commissioners.

SECTION 6. Repeal.

All ordinances or parts of ordinances in conflict with the foregoing ordinance are hereby repealed.

SECTION 7. Constitutionality.

If any section, paragraph, sentence, clause or phrase in this Ordinance is declared unconstitutional or invalid for any reason, the remainder of this Ordinance shall not be affected by such declaration and shall remain in full force and effect.

SECTION 8. Effective Date.

This Ordinance shall be effective commencing thirty (30) days after its adoption and its publication pursuant to I.C. 5-3-1, or Sept. 1, 1994, whichever is later.

PASSED AND ADOPTED this 1st of August, 1994.

THE BOARD OF COMMISSIONERS
OF THE COUNTY OF MARTIN

Dale E. Abel

Dale E. Abel, President

Max D. Warren

Max D. Warren, Commissioner

Dale E. Brown

Dale E. Brown, Commissioner

ATTEST:

Victor P. Crew

Victor P. Crew

Auditor of Martin County