

STREET ACCEPTANCE POLICY



Revised November 25, 2014



Street Acceptance Policy

The Town of Indian Trail may consider the acceptance of existing streets/roads upon the written request.

The Town uses strictly a Life-Cycle Approach to accepting Streets and Roads into our Maintenance System.

The Town reserves the right to refuse acceptance of maintenance of streets which in its judgment, require extensive repair work to bring the street(s) up to current standard.

PRIMARY RESIDENTIAL STREETS

To initiate the acceptance procedure for privately owned or state-owned residential streets, the following information shall be submitted to the Town Engineer's office:

1. An application form to the Town Engineer requesting that the Town consider accepting subject streets for public maintenance. The application form maybe completed by the NCDOT, designated Home Owners Association, designated developer, or a petition from 50 percent of the linear frontage of property owners within the request area. The entity must show they have rights to convey or ownership of the property or easements.
2. If the application is turned in by a HOA, developer, or NCDOT, then they submitting entity shall submit a Pavement Core Results Report. The report will include a cover letter, table of contents, project scope, data collection methodology, description of project limits, a map at a legible scale of the project limits containing street names, lengths, widths, and the location of the pavement core samples. The report will also include a core results table with street name, applicable Town of Indian Trail Land Development Standard (ITLDS) Typical Section, core result material and thickness (in inches), a statement of whether or not the core result meets the current minimum design standard per the ITLDS Typical Section. Pavement core samples shall be taken at 500' intervals (minimum of 1 core per street block), and no more than 4.0' from the centerline of the road. This report must be signed, dated, and stamped by a North Carolina registered professional engineer.
3. If the report is turned in by 50 percent of the linear frontage of property owners within the request area, the Town Engineer, within 4 months, will develop a Street Diagnostic Report on the current condition of the proposed streets. The Town will do a pavement core analysis where core samples shall be taken at 500' intervals (minimum of 1 core per street block), and no more than 4.0' from the centerline of the road.
4. After the Reports are turned into the Town, the Town Engineer will review the information and complete a comprehensive Street Acceptance Report on the current condition of the streets for the Town Council.

5. The Town Engineer will make a determination using current labor costs and unit prices for the replacement cost of the entire section of streets or roads. This will only include the cost of the streets and/or roads, and does not include stormwater replacement or curb replacement.
6. Town will use the following formula to determine the amount of used life cycle on the streets:
 - A) Determine the age of the roadway. This is determined by the estimated date of the last layer of asphalt to be laid on the road.
 - B) Use 30 years as the average life cycle expectancy of the residential street.
 - C) Divide the age of the street/road by 30 years.
7. The Town will reduce the cost by 1/4 to compensate for future Powell Bill revenue, etc.
8. The Town will apply the average Pavement Condition Index to final cost.
 - A) 70 rating or more: No reduction
 - B) 50 rating or more: add 25% to final cost
 - C) 25 rating or more: add 50% to final cost
 - D) 0 rating or more: add 75% to final cost

Example:

Town Replacement Cost: \$1,000,000

Roadway Age: 6 years

Pavement Condition Index Rating: 82 rating

6 years divided by 30 years= 20.0%

\$1,000,000 (Replacement Cost) multiplied by 20.0%= \$200,000

\$200,000 divided by 25%= \$150,000

\$171,428 multiplied by 0%= **\$150,000 Cost to Applicant**

9. Once a number is formulated the Town will present the Report and the Street Acceptance Agreement to the Town Council for consideration of acceptance into the Town's system. After approval, the Town will accept the streets/roads into the town maintenance system.
10. If the Street Acceptance Policy contemplates a Special Assessment District, all of the Assessment District requirements will be met before the Town Council's approval. The Town will require bonds and/or letter of credit for any Agreements not using a Special Assessment District.
11. NCDOT, HOA, or developers may request to pay the Cost to Applicant with actual work to streets or roads in the application. The work will be done in consultation with the Town Engineer.
12. The Town Council reserves the right to reject any and all application requests.

13. The Town will have sole discretion on when to perform maintenance on Town streets.
14. HOA's may have up to ten years to make annual payments.

PRIMARY COMMERCIAL STREETS

To initiate the acceptance procedure for privately owned or state-owned commercial streets or roads, the following information shall be submitted to the Town Engineer's office:

- 1) An application form to the Town Engineer requesting that the Town consider accepting subject streets for public maintenance. The application form maybe completed by the Town of Indian Trail, NCDOT, designated Home Owners Association, designated developer, or a petition of 50 percent of the linear frontage of property owners within the request area. The entity must show they have rights to convey or ownership of the property or easements.
- 2) If the application is turned in by a HOA, developer, or NCDOT, then they submitting entity shall submit a Pavement Core Results Report. The report will include a cover letter, table of contents, project scope, data collection methodology, description of project limits, a map at a legible scale of the project limits containing street names, lengths, widths, and the location of the pavement core samples. The report will also include a core results table with street name, applicable Town of Indian Trail Land Development Standard (ITLDS) Typical Section, core result material and thickness (in inches), a statement of whether or not the core result meets the current minimum design standard per the ITLDS Typical Section. Pavement core samples shall be taken at 500' intervals (minimum of 1 core per street block), and no more than 4.0' from the centerline of the road. This report must be signed, dated, and stamped by a North Carolina registered professional engineer.
- 3) If the report is turned in by 50 percent of the linear frontage of property owners within the request area, the Town Engineer, within 4 months, will develop a Street Diagnostic Report on the current condition of the proposed streets. The Town will do a pavement core analysis where core samples shall be taken at 500' intervals (minimum of 1 core per street block), and no more than 4.0' from the centerline of the road.
- 4) After the Reports are turned into the Town, the Town Engineer will review the information and complete a comprehensive Street Acceptance Report on the current condition of the streets for the Town Council.
- 5) The Town Engineer will make a determination using current labor costs and unit prices for the replacement cost of the entire section of streets or roads. This will only include the cost of the streets and/or roads, and does not include stormwater replacement or curb replacement.
- 6) Town will use the following formula to determine the amount of used life cycle on the streets:

-Determine the age of the roadway. This is determined by the estimated date of the last layer of asphalt to be laid on the road.

-Use 15 years as the average life cycle expectancy of the commercial street.

-Divide the age of the street/road by 15 years.

-The Town will reduce the cost by 1/4 to compensate for future Powell Bill revenue, etc.

7) The Town will apply the average Pavement Condition Index to final cost.

70 rating or more: No reduction

50 rating or more: add 25% to final cost

25 rating or more: add 50% to final cost

0 rating or more: add 75% to final cost

Example:

Town Replacement Cost: \$1,000,000

Roadway Age: 6 years

Pavement Condition Index Rating: 82 rating

6 years divided by 15 years= 40%

\$1,000,000 (Replacement Cost) multiplied by 40.0%= \$400,000

\$400,000 divided by 25%= \$300,000

\$171,428 multiplied by 0%= **\$300,000 Cost to Applicant**

- 8) Once a number is formulated the Town will present the Report and the Street Acceptance Agreement to the Town Council for consideration of acceptance into the Town's system. Once approved the Town will accept the streets/roads into the town maintenance system.
- 9) If the Street Acceptance Policy contemplates a Special Assessment District, all of the Assessment District requirements will be met before the Town Council's approval. The Town will require bonds and/or letter of credit for any Agreements not using a Special Assessment District.
- 10) NCDOT or developers may request to pay the Cost to Applicant with actual work to streets or roads in the application.
- 11) The Town Council reserves the right to reject any and all application requests.
- 12) The Town will have sole discretion on when to perform maintenance on Town streets.
- 13) Construction of 98% of all platted lots need to completed before the transfer of maintenance.

NEWLY CONSTRUCTED STREETS PLATTED FOR TOWN MAINTENANCE

To initiate the acceptance procedure for newly constructed streets platted for town maintenance, the following information shall be submitted to the Town Engineer:

1. A letter to the Town Engineer requesting that the Town consider accepting subject streets for public maintenance. The streets shall not have had the final layer of asphalt laid for more than 2 years.
2. One (1) copy of the recorded map(s) of the subject street(s).
3. One (1) Pavement Core Results Report. The report will include a cover letter, table of contents, project scope, data collection methodology, description of project limits, a map at a legible scale of the project limits containing street names, lengths, widths, and the location of the pavement core samples. The report will also include a core results table with street name, applicable Town of Indian Trail Land Development Standard (ITLDS) Typical Section, core result material and thickness (in inches), a statement of whether or not the core result meets the current minimum design standard per the ITLDS Typical Section. Pavement core samples shall be taken at 500' intervals (minimum of 1 core per street block), and no more than 4.0' from the centerline of the road. This report must be signed, dated, and stamped by a North Carolina registered professional engineer. The Town may acquire its own pavement core samples as a quality control measure.

Once the Pavement Core Results Report has been submitted, an inspection shall be conducted by the Town of the subject street(s). The Town shall notify the owning entity of all construction deficiencies required to be corrected. Upon satisfactory completion of corrective measures, re-inspection, and approval by the Town Engineer, the Town Council shall accept the subject street(s) for maintenance.

4. A two (2) year warranty is required for construction of all new subdivision streets and drainage facilities.
5. A warranty surety for 1/3 of the original cost of all the street improvements is required during the warranty period to secure repair of any deficiencies or failures.

NCDOT Main Corridors:

The Town Council shall have full discretion in determining the acceptance of any NCDOT Main Corridor Roads.