

### 3.3 Streets

#### A. Classification

All proposed *Subdivision Plats* submitted for *Plan Commission* approval pursuant to this Ordinance shall allocate adequate areas for *Streets* in conformity with the *Comprehensive Plan* and shall designate and label all such *Streets* thereon in accordance with the *Street* classifications set forth below.

Street Classifications

*Collector Street*

*Limited Access Street*

*Local Street*

*Local Collector Street*

*Primary Arterial Street*

*Private Street*

*Public Street*

*Secondary Arterial Street*

#### B. General Requirements for Street Design

All *Streets*, whether public or private, shall comply with the following general requirements for *Street* design.

1. Street Names

*Streets* which are extensions or a continuation 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 *Plan Commission*, shall bear the names of such existing *Streets*. Names for all other *Streets* shall be sufficiently different in sound and in spelling from other *Streets* in the Town or other nearby areas so as to avoid confusion.

2. Alleys

Alleys may be proposed in such instances where the use of alleys was indicated on a *Development Plan* approved by the *Plan Commission*, or where the development represents an in-fill situation and the use of alleys would be compatible with the development pattern of the area surrounding the proposed *Subdivision*.

3. Access to Areas Abutting Thoroughfares

If the proposed *Subdivision* abuts upon or contains an existing or proposed *Primary Arterial Street*, *Secondary Arterial Street* or *Limited Access Street*, the *Street* plan shall provided vehicular *Access* to each *Lot* abutting such *Streets* by one of the following means:

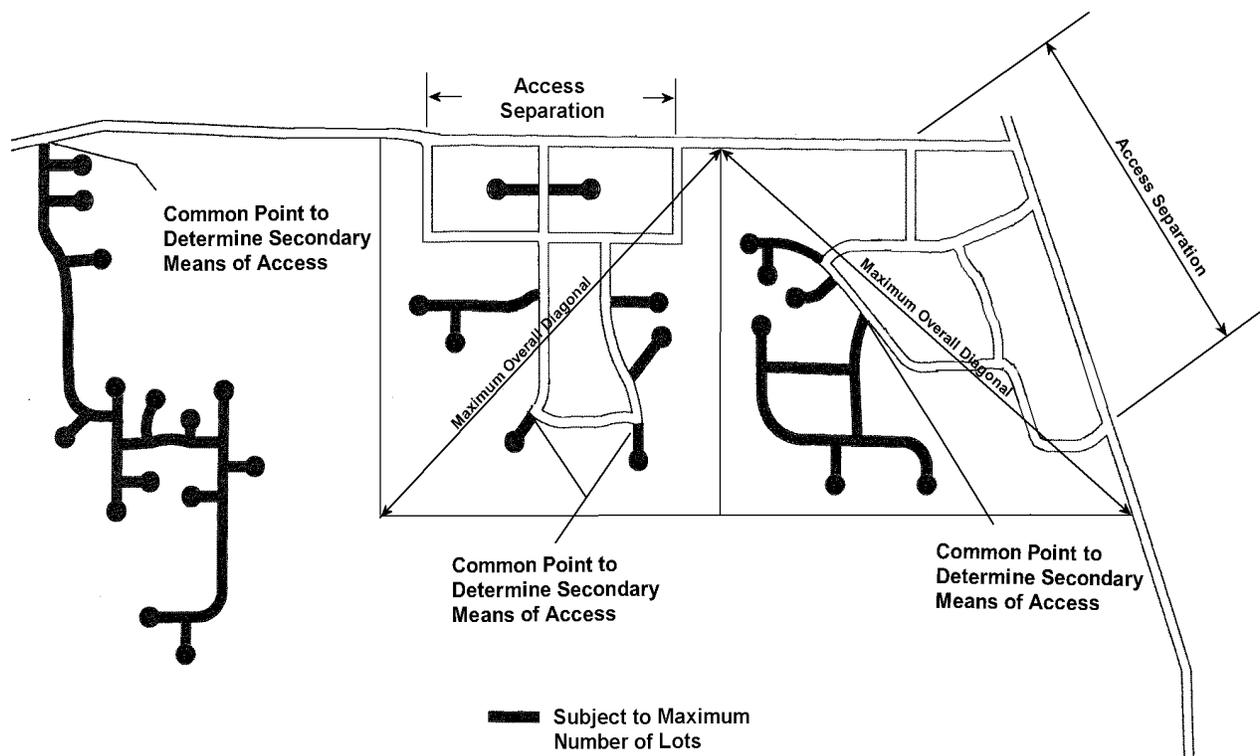
- a. a Frontage Street running generally parallel to the Primary, Secondary or Limited Access Street and whose Right-of-Way is separate from the Right-of-Way of such Primary, Secondary or Limited Access Street;
- b. a *Local* or *Collector Street* running generally parallel to the *Primary*, *Secondary* or *Limited Access Street* with the rear of the *Lots* backing up to the *Primary*, *Secondary* or *Limited Access Street* and no *Access* shall be provided to the *Primary*, *Secondary* or *Limited Access Street*; or,
- c. a series of *Cul-de-Sac Streets*, u-shaped *Streets*, or short loop *Streets* entered from and designed generally at right angles to a *Local* or *Collector Street* running generally parallel to the *Primary*, *Secondary* or *Limited Access Street*, with the rear lines of their terminal *Lots* backing onto the *Primary*, *Secondary* or *Limited Access Street*.

4. Secondary Means of Access

- a. Secondary Access to a Subdivision – Any Major Residential *Subdivision* which contains thirty (30) or more *Lots* shall:
  - (1) provide a secondary means of *Access* from an improved perimeter *Public Street*; or
  - (2) provide a divided *Local Collector Street* as the means of *Access* from an improved perimeter *Public Street*

back to a point of intersection with an internal *Street* network where all *Lots* can be *Accessed* by more than one (1) direction.

## SECONDARY MEANS OF ACCESS



- b. Secondary Access within a Subdivision – Within a *Major Residential Subdivision*, no portion of the *Subdivision* shall include more than thirty (30) *Lots* which cannot be *Accessed* from more than one (1) direction.
- c. Remote Secondary Access – Any *Major Residential Subdivision* which contains sixty (60) or more *Lots* shall provide a remote secondary means of *Access* which complies with the Town of Plainfield Access Control Ordinance and is separated from at least one (1) other *Access* point into the *Subdivision* by a distance apart equal to not less than one-half (1/2) of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between *Access* points.
- d. Exception – In any *Major Residential Subdivision* where all *Dwelling Units* within the *Subdivision* are served by a residential sprinkler system in compliance with either:
  - (1) NFPA 13 Standard for the Installation of Sprinkler Systems,
  - (2) NFPA 13D Standard for the Installation of Sprinkler Systems in *One- and Two-Family Dwellings* and *Manufactured Homes*, or,

- (3) NFPA 13R Standard for the Installation of Sprinkler Systems in Residential Occupancies up to and Including Four Stories in Height,

the maximum number of *Lots* which may be developed without being required to provide a remote secondary means of *Access* shall be increased to one-hundred and twenty (120) *Lots*.

- e. Design of Remote Secondary Access – A remote secondary means of *Access* may be designed as:

- (1) a dedicated *Public Street*; or,
- (2) a gated or un-gated emergency vehicle *Access* easement providing direct *Access* to an improved perimeter *Public Street* or connecting to a *Public Street* in an abutting *Subdivision* which provides *Access* to an improved perimeter *Public Street*.

If a remote secondary means of *Access* is provided by way of an emergency vehicle *Access* easement, such emergency vehicle *Access* easement shall be designed to comply with the requirements for a "Fire Apparatus Access Road", including having a minimum pavement width of twenty (20) feet and being constructed of a heavy duty pavement section of asphalt, concrete or other driving surface approved by the Town of Plainfield Fire Chief or his designee, and capable of supporting an imposed load of fire apparatus weighing at least seventy-five thousand (75,000) pounds.

## 5. Dead End Streets

Permanently dead-end *Streets* (except for *Cul-de-Sac Streets* provided in compliance with the provisions of this Ordinance) shall be prohibited. A temporary dead-end *Street* may be permitted in any case in which a *Street* is proposed to be and should logically be extended beyond the limits of the *Subdivision*, but is not yet constructed beyond said *Subdivision* limits. The *Right-of-Way* of a temporary dead-end *Street* shall extend to the property line of the subdivision. An adequate easement for turn-around shall be provided for any such temporary dead-end *Street* which extends two-hundred and fifty (250) feet or more, with a temporary turn-around provided. A notation on the *Plat* shall state that the land outside the normal *Street Right-of-Way* shall revert to the abutting *Lots* and property owners when the *Street* is continued, constructed and, if a public *Street*, accepted by the Town.

6. Frontage on Improved Streets.

No *Subdivision* shall be approved unless the area to be subdivided shall have *Frontage* on and gain *Access* from:

- a. an existing Town, County or State *Street*; or,
- b. a *Street* shown upon a *Plat* approved by the *Plan Commission* and recorded in the office of the Hendricks County Recorder.

Such *Street* must be improved as required by the rules, regulations or specifications of the responsible agency, or be secured by a *Performance Bond* as required by this Ordinance, with the width of the *Right-of-Way* and pavement to be in compliance with the *Thoroughfare Plan* and this Ordinance.

7. Grading and Improvement Plan

*Streets* shall be graded and improved to conform with the construction standards and specifications set forth the *Town Standards* and in Table 3.3-A: Minimum Design Standards for Streets. Such construction standards and specifications shall be indicated on construction plans required prior to *Secondary Plat* approval and shall be approved as to design and specification by the *Town Engineer*.

8. Topography and Arrangement

- a. *Streets* shall be appropriately related to site topography. All *streets* shall, wherever practical, be arranged so as to maximize the number of *Lots* located at, or above, the *Street Grades*. *Street Grades* shall conform as closely as possible to the original topography. A combination of steep *Grades* and sharp curves shall be avoided wherever practical.
- b. All *Streets* shall be properly integrated with the existing and proposed system of thoroughfares and dedicated *Rights-of-Way* as established in the *Thoroughfare Plan*.
- c. *Local Streets* shall be laid out to conform to as much as possible to the topography, to discourage use by through traffic, to permit efficient drainage and utility systems, and to require the minimum number of *Streets* necessary to provide convenient, safe and efficient *Access* to the *Subdivision*.
- d. Proposed *Collector Streets* shall, where appropriate, be extended to the boundary lines of the *Subdivision* unless such extension is prevented by topography or other physical conditions, or unless, in the opinion of the *Plan Commission*, such extension is not

necessary or desirable for the purpose of coordinating with existing *Street* layouts or providing for the most advantageous development of future tracts.

- e. *Streets, Access Drives, Driveways, Interior Access Driveways and Interior Access Drives* shall be planned in connection with the groupings of *Buildings*, location of rail facilities, and the provision of *Public* or *Private Alleys*, truck *Loading Areas* and truck maneuvering areas, walkways, bikeways, and *Parking Areas* so as to minimize conflict of movement between the various types of vehicular and pedestrian traffic.

9. Street Signs, Pavement Markings and Traffic Control Signs

The *Subdivider* shall provide *Street Signs* at every *Street* intersection within the *Subdivision*. The *Subdivider* shall also provide pavement markings and traffic control *Signs* at required locations. All *Street Signs*, pavement markings and traffic control *Signs* shall conform to the *Town Standards* and the Indiana Manual on Uniform Traffic Control Devices for Streets and Highways as published by the Indiana Department of Transportation.

10. Street Lights

The *Subdivider* shall provide and install *Street* lights within the *Subdivision* to conform with the Town of Plainfield construction standards and specifications for *Street* lights. *Street* light plans shall be approved by the Town Council of the Town of Plainfield.

11. Reserve Strips

Except where specifically authorized by the *Plan Commission* for the purpose of minimizing traffic conflicts with *Primary* or *Secondary Arterial Streets* or railroads, the creation of reserve strips adjacent to the *Right-of-Way* which may be used to deny *Access* to a *Street* shall not be permitted.

12. Arrangement of Streets

In order to provide for the convenient movement of traffic, effective fire protection, efficient provision of utilities or where such connection is in accordance with the *Comprehensive Plan*, *Streets* shall be arranged so as to provide for the continuation of *Collector Streets* and larger *Streets* between adjacent *Subdivisions*.

13. Cul-de-sac Streets

*Cul-de-Sac Streets*, when approved by the *Plan Commission*, shall not normally be located nearer to a *Subdivision* boundary than fifty (50) feet. All *Cul-de-Sac Streets* shall be provided with adequate *Rights-of-Way* and pavement width in accordance with the design specifications of the Town of Plainfield construction standards and specifications set forth in the *Town Standards* and Table 3.3-A: Minimum Design Standards for Streets. The *Plan Commission* may, however, require the provision of appropriate easements between the end of the *Cul-de-Sac* and the *Subdivision* boundary necessary to accommodate drainage facilities, pedestrian ways, or utilities. In no event shall a *Cul-de-Sac* measure more than eight-hundred (800) feet in length, measured from centerline of an intersecting *Street* (excluding another *Cul-de-Sac*) to the center point of the radius of the turn-around.

14. New Perimeter Streets

*Street* systems in new *Subdivisions* shall be laid out so as to eliminate or avoid new perimeter half-streets. Where an existing half-street is adjacent to a new *Subdivision*, the other half of the *Street* shall be improved and dedicated by the *Subdivider*. The *Plan Commission* may authorize a new perimeter *Street* around a proposed *Subdivision* where the *Subdivider* improves and dedicates the entire required *Right-of-Way* width within the boundary of said proposed *Subdivision*.

15. Widening and Realignment of Existing Streets

Where a *Subdivision* borders an existing narrow *Street* or when the *Thoroughfare Plan* indicates plans for realignment or widening of a *Street* that would require use of some of the land in the *Subdivision*, the *Subdivider* shall be required to dedicate that portion of such existing *Street* which is contained within the land subject to the *Secondary Plat* of the *Subdivision* to the full width required by this Ordinance, and improve such *Street* as required by the *Plan Commission*. Land reserved for any *Street* purposes shall not be counted in satisfying the *Minimum Yard* or *Lot Area* requirements of the Plainfield Zoning Ordinance.

16. Dedication

All *Public Streets* shall be dedicated to the Town of Plainfield on the *Secondary Plat* free and clear of all liens and encumbrances by use of the following language: "All streets shown on this plat, and not heretofore dedicated, are hereby dedicated to the Town of Plainfield, Indiana."

**C. Design Standards for All Public Streets**

In order to provide for *Streets* which are of a suitable location, width, material and *Improvement* to accommodate prospective traffic and afford satisfactory *Access* to police, firefighting, snow removal, sanitation, and road maintenance equipment, and to coordinate *Streets* so as to compose a convenient system and avoid undue hardships to adjoining properties, all *Streets* which are to be dedicated to, and accepted for maintenance by the Town of Plainfield shall be designed and constructed in accordance with:

1. Table 3.3-A: Minimum Design Standards for Streets;
2. Current Town of Plainfield Standards as approved by the Town Council;
3. Plainfield Ordinance No. 18-97, "Access Permit Ordinance";
4. American Association of State Highway and Transportation Officials (AASHTO): A Policy on Geometric Design of Highways and Streets (commonly referred to as the "Green Book");
5. Indiana Department of Transportation Standard Specifications; and
6. Indiana Manual on Uniform Traffic Control Devices for Streets and Highways.

**D. Excess Right-of-Way**

*Right-of-Way* widths in excess of those recommended by the *Thoroughfare Plan* and required by this Ordinance shall be required whenever, due to topography, additional width is necessary to provide for adequate and stable earthen side slopes. Such earthen side slopes shall not be in excess of one (1) foot vertical for each three (3) feet horizontal.

**E. Bridges**

Bridges of primary benefit to the *Subdivider*, as determined by the *Plan Commission*, shall be constructed at the full expense of the *Subdivider* without reimbursement from the Town of Plainfield. The sharing of expense for the construction of bridges not of primary benefit to the *Subdivider*, as determined by the *Plan Commission*, will be fixed by special agreement between the Town of Plainfield and the *Subdivider*.

**F. Design Standards for All Private Streets**

*Private Streets* (which are not intended to be dedicated to or accepted by the Town of Plainfield for maintenance), which have been authorized for use by zoning commitment, variance grant or *Development Plan* approval, shall comply with the minimum pavement width standards set forth in Article 4.13 of the Plainfield Zoning Ordinance and the minimum depth and materials standards set forth in the *Town Standards*.

**TABLE 3.3 - A: MINIMUM DESIGN STANDARDS FOR STREETS**

	All Uses				Commercial / Industrial Uses			Residential Uses		
	Divided Arterial	Primary Arterial	Secondary Arterial	Collector	Commercial Use / Local	Industrial Use / Local	Collector	Local Collector	Local	
Right-of-Way	100 ft.	80 ft.	70 ft.	70 ft.	50 ft.	60 ft.	70 ft.	60 ft.	50 ft.	
Pavement Width	2 @ 24 ft.	48 ft.	40 ft.	36 ft.	26 ft.	28 ft.	36 ft.	30 ft.	26 ft.	
Median	16 ft.	No	No	No	No	No	No	No	No	
Curb & Gutter	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Back-to-Back of Curb	2 @ 28 ft.	52 ft.	44 ft.	40 ft.	30 ft.	32 ft.	40 ft.	34 ft.	30 ft.	
Depth and Materials	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	
Sidewalks	Yes - 6 ft.	Yes - 6 ft.	Yes - 6 ft.	Yes - 6 ft.	Yes - 6 ft.	Yes - 6 ft. (1)	Yes - 6 ft.	Yes - 6 ft.	Yes - 4 ft.	
Maximum Grade	(2)	(2)	(2)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	
Minimum Grade (5)	.5%	.5%	.5%	.5%	.5%	.5%	.5%	.5%	.5%	
Curve Radius	(2)	(2)	(2)	200 ft.	200 ft.	200 ft.	75 ft.	75 ft.	75 ft.	
Length of Tangent	(2)	(2)	(2)	200 ft.	200 ft.	200 ft.	150 ft.	150 ft.	100 ft.	
Sight Distance	(2)	(2)	(2)	240 ft.	200 ft.	200 ft.	240 ft.	200 ft.	200 ft.	
Corner Radius	(2)	(2)	(2)	40 ft.	40 ft.	40 ft.	25 ft.	25 ft.	20 ft.	
Transition Curve (3)	N/A	N/A	N/A	N/A	70 ft./60 ft.	70 ft./60 ft.	N/A	N/A	50 ft./40 ft.	
Cul-de-Sac (4)	N/A	N/A	N/A	N/A	140 ft./120 ft.	140 ft./120 ft.	N/A	N/A	100 ft./80 ft.	

(1) Sidewalks not required in I-2, I-3 and I-4 Districts.  
(2) Standards as required by Town Engineer or Indiana DOT Design Standards.  
(3) Transition Curve listed in terms of radius to Right-of-Way / Back of Curb.  
(4) Cul-de-Sac listed in terms of diameter of Right-of-Way / Back-to-Back of Curb diameter.  
(5) Minimum length of vertical curve - 100 ft., but not less than 20 ft. for each percent of algebraic difference in grade or as required by AASHTO.