

ORDINANCE NO. 21-003

CONSTRUCTION TRAFFIC ROAD USE AND REPAIR ADDENDUM TO THE SUBDIVISION REGULATIONS OF OWENS CROSS ROADS ALABAMA ARTICLE IV. SECTION 4.3 STREET PLAN - ADOPTED JUNE, 2008

The purpose of this ordinance is to maintain the safety and general welfare of Owens Cross Roads (the Town) residents by regulating commercial activities that have the potential to adversely affect road conditions and public right-of-ways. Well maintained roads are important to the economic well-being of the Town.

This ordinance applies to Developers utilizing high impact traffic (heavily loaded construction vehicles) on public infrastructure roadways dedicated to the Town of Owens Cross Roads in construction/development activities constructing both public and/or private improvements. This is applicable to existing roadways in good condition, without the need for major structural improvements prior to the construction/development activities. It is realized that heavy construction traffic loading will expend some of the useful life of the roadway pavement structure and shorten the life expectancy of the roadway.

Therefore, it is Ordained by the Council of Owens Cross Roads that the Developer shall submit to the Municipality for approval a list and map of requested routes (hereto referred to as Designated Haul Routes) for hauling equipment and materials to and from the project. The Haul Routes shall be designated prior to the commencement of construction activities.

Prior to the commencement of construction, the developer shall coordinate with the Town Engineer to conduct a video assessment of identified haul routes to document condition of the roadways. Videos will be provided in a DVD format. The full costs of the Video Survey will be borne by the Developer.

During construction operations, Haul Route roadways shall be monitored by the Town Engineer and the Developer. Based on field inspection and evaluation, the Town shall determine the need for repairs. The Developer will be expected to perform any emergency repairs and or periodical, necessary repairs to the haul roads, including the pavement, drainage structures, or any other related

appurtenance that is damaged by the Project and which the Municipality determines must be repaired. The Municipality will inform the Developer of required emergency repairs and the repair shall be accomplished within a minimum of three days' time. If more time is required the Developer shall inform the Municipality of the status of the repair on a daily basis. All costs of the repair shall be completed or paid for by the Developer.

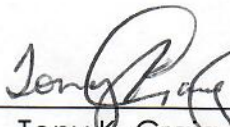
The Town shall prepare a report of the needed repairs that includes the treatment for each road segment. If the road becomes dangerous to the traveling public, the Municipality shall close the road to all construction traffic. In the case of closure, the Developer shall be required, at their own expense, to complete reconstruction of the road base and asphalt concrete pavement to include shoulders and necessary improvements of ditches, culverts and other drainage related facilities before construction traffic is allowed to continue. The Town shall determine the full cross section design and material specifications for this reconstruction. The Developer shall hire a qualified contractor of its choice to construct the pavement system according to the full specifications provided by the town.

Upon completion of construction, the developer shall coordinate with the Town Engineer to conduct a video assessment of identified haul routes to document condition of the roadways. Videos will be provided in a DVD format. The full costs of the Video Survey will be borne by the Developer. The Town shall examine the post use survey data and compare it to the pre-construction survey data. Based on the data, field inspection, and structural evaluation (if necessary) the Town shall determine the needed repairs.

At a minimum, the Town requires the following repairs be made on roadways utilized for construction traffic: Upon completion of the project, a thin asphalt concrete overlay (less than 2 inches) shall be done to replace the structural capacity 'loss' of the pavement and to reseal cracks, restore road smoothness and correct ride-ability deficiencies that may have been induced; the thickness, materials, and method of construction for this overlay shall be specified by the Municipality. If asphalt pavement damage is significant, an asphalt mill and overlay (greater than 2 inches) may be required. However, if the post construction survey indicates significant deep structural damage to the pavement and base

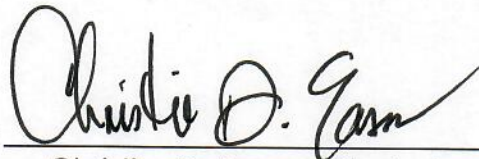
has occurred, the repair could include full pavement rehabilitation (recycling or replacement of asphalt) or full depth reconstruction (asphalt pavement and base layer reconstruction). Structural Damage to the base will be assessed by the increase in depth and width of wheel ruts and the extent of alligator cracking, potholes and patches. The Municipality shall determine the repair type (to include shoulders if necessary), and material specifications for the repair. One hundred percent (100%) of the costs of the labor, materials, equipment, design and construction inspection services, shall be completed by the Developer or paid by the Developer to the Municipality. The Municipality retains the right to make the final decision regarding the extent and type of road repairs.

ADOPTED THIS 26 DAY OF JANUARY 2021.



Tony K. Craig, Mayor

ATTEST:



Christie. D. Eason, Clerk

