

DESIGN AND IMPROVEMENT STANDARDS

Boundary Survey and Monumentation.

The boundary survey, internal property lines and monumentations shall meet all of the requirements of Articles 50-53, Chapter 38, CRS 1973, as amended. Survey data shall be checked by the Garfield County Surveyor prior to approval of the final plat. The location of all monuments required by this section shall be indicated on the plat, and shall be installed as follows:

- A. All street centerline monuments shall be iron pin monuments five-eighths inch in diameter and eighteen inches long, set in concrete at least eight inches in diameter and located in the ground at all points on street centerlines where there is a change in direction or curvature, at all street intersections and at the radius point of a cul-de-sac.
- B. All monuments shall be set in monument boxes of a type approved by, or obtained through, the Town, and shall be set to the finished street grade before acceptance of the street for maintenance by the Town.
- C. All monuments shall have a cap bearing the number of the land surveyor setting the monuments.
- D. Accuracy between all monuments shall be not less than one part in ten thousand (1:10,000).
- E. In no case shall monuments be set more than one thousand four hundred feet (1,400') apart.

Lot and Block Design.

Each lot shall be designed to provide an adequate, accessible building site for a structure devoted to the intended use of the land. Except as provided under the Municipal Code. (Planned Unit Development), each lot shall meet or exceed the minimum requirements of applicable zone district regulations and shall have a minimum of twenty-five feet of frontage on a dedicated public street; the use of an easement for principal access to a lot is strongly discouraged and shall be used only after submittal to and acceptance by the Town Board. Lots with double frontage shall be avoided except where essential to provide separation from major arterials or because of the slope. Side lot lines shall be substantially at right angle or radial to street lines when feasible. All lots shall have a defined rear yard. Blocks shall be at least three hundred feet in length and not more than one thousand three hundred twenty feet in length between street intersections.

Pedestrian crosswalks or easements may be required in blocks whose lengths exceed one thousand feet. Corner lots shall contain sufficient area to accommodate a building devoted to the intended use of the lot, plus meet yard requirements under the applicable zone district regulation.

Planned Unit Development.

The Planning Commission may recommend approval of a subdivision which departs from the usual design or regularly platted lots and blocks as a part of a planned unit development in accordance with the provisions of the Municipal Code.

Street Improvements.

All street improvements described in the Town of New Castle Public Works Manual are the financial responsibility of the developer, subject to the provisions of the Town of New Castle Public Works Manual, unless specifically exempted through written agreement with the Town Council. All streets and alleys proposed for dedication to the public shall be laid out, graded and paved from curb to curb and striped. Curb and gutter and sidewalks shall be installed on all streets unless special circumstances warrant the Town Council to specifically waive installation in writing. In cases where a previously existing street which has not been brought up to Town specifications is located within a development, such street shall be paved with curb and gutter; sidewalk and other improvements shall be installed in order to meet Town specifications. If any subdivision is located adjacent to any existing street right-of-way, the developer shall provide at least the adjacent half of such street with improvements as required to bring such street up to Town specifications. The developer shall provide and install street signs at all street intersections and traffic control signs in accordance with the approved "Signing and Striping Plan". Permanent reference monuments and monument boxes shall be installed by the developer to Town specifications, as shall bicycle paths where they are required by Town regulations. Street lights when required by Town regulations shall be installed by the Town and the Town reimbursed for its costs, unless prior arrangement is made between the developer and the Town.

Street Design.

Geometric and Structural Design Criteria For Town Streets

Section 1. Design Report

A complete engineering design report, sealed by an Engineer, shall be submitted to the Town as required by the Town Engineer. Submittal of a preliminary version of this report may be required at Preliminary Plat, but the final version shall be submitted no later than concurrently with the

submittal of engineering plans at Final Plat. This review is to assure that the engineer has dealt with all development problems and had offered solutions which conform to the approved site plan and to Town Standards. If, in preparation of the report, the engineer finds that substantial changes from the preliminary plat are required to produce an economical development, he shall prepare a revised Preliminary Plat for submittal by the developer. Forcing engineering solutions to conform to an approved plat is strongly discouraged. The following reports shall be included:

Section 2. Soils Report

A soils report shall be prepared by an Engineer, specializing in soils analysis. This soils report will be used to substantiate street pavement design and grading plan designs, or for any other plans needing such analysis for a site, and should include base courses recommended beneath sidewalks, curbs and gutter, and pavement. Material specifications and compaction requirements should be addressed for all roadway materials (subgrade, select, ABC, AC, seals, etc.). The pavement section is to be designed for a 20-year life. Pavement thickness design method shall be current Asphalt Institute Method, or other method acceptable to the Town Engineer. If cut and fill slopes are proposed which exceed those allowed by Town standards, a slope stability analysis establishing maximum stable slope grades or stabilization methods must be included. Any cut or fill section exceeding two(2) feet in height or depth shall be stabilized and revegetated. If problem areas are found, further surveys may be required in those specific areas. The soils engineer shall address the following problems. Shrink-swell potential, ground water, wetness, depth of rock, erosion, flood hazard, allowable velocity in earth drainage channels, bearing capacity, corrosion potential, organic layers, ease of excavation and other pertinent issues.

Section 3. Street Report

A typical cross section will be shown for each type of street included in the subdivision. If surface drainage is to be carried in the street, then the drainage report shall show that the drainage for the design storm can be handled by the existing and proposed drainage facilities system.

For the "Standard Street Cross Sections", the designs will have the entire road/street prism (toe of fill to top of cut) within the necessary right-of way width where possible. In situations where widths of right-of-way beyond the standard minimums would substantially reduce developable areas (lot square footage), then the Town may accept "Easements" for that area outside the required right-of-way but necessary for utility accommodations and maintenance purposes.

For those details concerning sidewalks and sidewalk ramps, all design and construction must meet the applicable requirements of the "Americans With Disabilities Act" (ADA).

Base thickness and pavement thickness(pavement sections) are to be determined by an Engineer's report on soils analysis (CBR or "R" values) and asphalt thickness based on anticipated traffic loads including truck traffic during the period (usually first 2-3 years) when

buildings are being constructed in the development thereby generating concrete redi-mix trucks, rock and gravel delivery trucks, building block delivery trucks, lumber delivery trucks, utility installation equipment, furniture delivery vans, etc. Solid Waste collections trucks must be considered throughout the service life of any street.

The recommended method for pavement thickness design shall be "Thickness Design, Asphalt Pavements for Highways and Streets" Manual Series No. 1 (MS-1) dated February 1991 and published by the Asphalt Institute. Comparable pavement design methods acceptable to the Town Engineer may be used.

Any recommended asphalt pavement design thickness less than three(3) inches must be justified in writing by the Design Engineer and to the satisfaction of the Town Engineer.

The geometric designs (especially horizontal and vertical curves) will adhere to the criteria as set out in the following sources:

1. "A Policy on Geometric Design on Highways and Streets", latest edition, published by the American Association on State Highway and Transportation Officials(AASHTO).
2. "Traffic Engineering Handbook", latest edition, published by the Institute of Transportation Engineers (ITE).
3. The Town of New Castle "Subdivision Regulations" and "Public Works Manual".

All designs shall be subject to the approval of the Town Engineer, Board, and Staff who shall have the authority to approve less stringent or require more stringent design criteria in the interest of public safety.

In situations where the geometric design criteria as set out in the above referenced books can not be met* for the normally applicable design speed on a given type of street(local, arterial, etc.), then the design speed may be lowered to a design speed suitable for the type terrain and the anticipated traffic volumes. However, all efforts shall be made to ensure that a "balanced" street network evolves by providing enough streets with 25 mph or higher design speeds to counteract the effect of lowering the speed limits on some streets thereby restricting traffic flow capacities.

*In cases where meeting the design criteria would create inordinately deep cuts or high fills making access to adjoining properties unreasonably difficult either from the standpoint of construction or cost. Also to be considered is the fact that very steep approaches (side street or driveway) can be unsafe for driver control of vehicles.

At the points where developments tie into existing streets, the design plans shall show the horizontal and vertical alignment of the existing streets for a distance of 300 feet from the point

of intersection.

Traffic Report.

Recognizing that a balance must be reached between the need for vehicular traffic efficiency/safety(multiple streets and accesses) and the desires of a community for security(restricted access), the Town may require the developer to design the subdivision and street networks based upon an in-depth "Traffic/Access Impact Analysis" which is to be prepared by an engineer registered in the State of Colorado and who shall have an established proficiency in preparing traffic/access impact studies.

The results and recommendations of the "Traffic/Access Impact Analysis" shall set out the minimum traffic flow requirements while not unreasonably sacrificing the security of a neighborhood or community. The safety and convenience of the traveling public, especially ingress and egress during emergency situations, must be weighed against the need for security.

Section 1. Traffic/Access Impact Analysis Criteria

Impact of traffic generated by developments shall be analyzed. The developer shall submit a traffic/access impact report, prepared by an engineer, which addresses the impact of the traffic generated by the development upon the traffic flow, congestion, and safety of the surrounding streets and other traffic facilities. The report shall also identify the steps to be taken as part of the development to mitigate any adverse effects of the traffic generated by the development. For "phased" developments, the "Traffic/Access Impact Analysis" shall consider all phases through final build-out.

A traffic/access impact analysis and report is required as part of the submittal for a development which meets any of the following criteria:

1. A request for annexation to the Town of an area greater than one acre.
2. An area plan for which zoning and general land use types are proposed, but for which specific land uses and densities are not known.
3. A specific plan where specific land uses are known, and which will generate threshold level traffic.
4. A subdivision plan which generates threshold level traffic. Threshold level traffic is defined as: 100 or more peak direction trips to or from the site during either the peak hour of traffic on the adjacent roadway or the peak hour of traffic generation of the site itself.
5. A request for change of zoning where the development allowed by the new zoning

will generate threshold level traffic.

6. A site plan submittal for a single development which will generate threshold level traffic. This analysis need not be made if the site has previously been included in a complete traffic impact analysis for a larger area and the land use and intensity assumed for the site in that previous analysis is the same as that of the proposed development.
7. An analysis and report may also be required for development master plans or other developments to address localized safety and capacity deficiencies, or impact on adjacent neighborhoods. The Town Engineer or Board shall determine the cases in which such an analysis is required and the points which need to be addressed.
8. Any development for which a "Development Agreement" is adopted.
9. Prior to consideration of a preliminary plat be the Planning and Zoning Commission.

In the event that a traffic/access impact analysis determines that additional ingress, egress, dedication, signalization, or other action is required to mitigate the impact of the development upon traffic flow, the applicant or developer may be required to take such action or contribute financially to said action in proportion to the nature and extent of the impact of the proposed development prior to any approvals being granted by the Town, or as a condition of any such approvals.

This analysis and report will include roadways and intersections immediately adjacent to the development and those roadways on which at least 5% of peak hour capacity at an intersection approach will be composed of trips predicted to be generated by the new development.

If the Town of New Castle prepares a transportation plan for a specific area which is used as the basis of major street layout and area ingress and egress, any subsequent development proposed within that specific area will reimburse the Town a proportionate share of the cost of the study.

The traffic/access impact analysis shall be performed as a part of the site design process. At a minimum, the following factors shall be analyzed:

1. Study purpose and objectives.
2. Description of the site and study area.
3. Existing conditions in the area of the development.
4. Capacity analysis of the major street and project site access intersection locations

within the study area.

5. Safety, including intersections and driveway sight distance.
6. Circulation patterns.
7. Traffic control needs.
8. Transit needs or impacts
9. Transportation system management.
10. Neighborhood impacts.
11. Adequacy of on-site and off-site parking facilities.
12. Pedestrian and bicycle movements.
13. Service and delivery vehicle access.
14. Previous Studies and Technical References.
15. Accident Summary/History.
16. Anticipated nearby land use developments.
17. Trip generations, trip distribution, and modal split.
18. Projected future traffic volumes(20 year projections).
19. An assessment of the change in roadway operations resulting from the development traffic.
20. Recommendations for site access and transportation improvements needed to maintain traffic flow to, from, within, and past the site at an acceptable and safe level of service.
21. Roadway and driveway geometrics.

Section 2. Criteria For Secondary And/Or Emergency Access In Subdivision/PUD's

Traffic analysis for all subdivisions or PUD's must include an analysis, which includes but is not limited to the following criteria to determine whether secondary and/or emergency access is

needed.

1. Population density projections
2. Roadway widths
3. Topography
4. Vegetation(fuel) types in area
5. Response times
6. Distance/location of closest major arterial
7. Roadway surface
8. Layout of roads in subdivision
9. Parking along streets or other possible restrictions
10. Reliability of primary access point(potential flooded areas, etc.)

Note: The Town Board, during the plat approval process, will make the final decision regarding the need for secondary and/or emergency access based upon the recommendations of the development traffic/access impact analysis and recommendations from the Planning and Zoning Commission, the Town Engineer, and Town Staff.

Design Standards.

The following design standards and regulations shall be used as guidelines for the design and construction of streets. Variations may be approved by the Town only when project Submittals contain sufficient information to substantiate the need for these changes:

- A. The street pattern shall conform to any transportation plan or comprehensive plan adopted by the Town Council and shall afford safe and convenient access to all lots within the subdivision.
- B. Streets shall be designed to join with planned or existing streets:
 1. Intersections of streets shall be at right angles unless otherwise approved by the Planning Commission and the Town Engineer.

2. No more than two streets shall intersect at one point.
 3. Two local streets meeting a third street from opposite sides shall meet at the same point, or their centerlines shall be offset at least one hundred feet (100').
 4. Arterial or collector streets meeting a third street from opposite sides shall meet at the same point, or their centerlines shall be offset at least two hundred feet (200').
 5. The Town Engineer may approve exceptions to the provisions of this subsection in extraordinary circumstances where safety is not compromised.
- C. Streets shall have the names of existing streets which are aligned in the Town, or as specified by the Town of New Castle Public Works Manual.
- D. Streets which are extensions of existing or platted streets shall bear the same classification as that assigned to the existing or platted street in any adopted transportation or comprehensive plan, and shall conform to any special standards pertaining to such classifications.
- E. Local residential streets shall be laid out to discourage through traffic, and where a proposed subdivision borders on or includes a street designated arterial, intersections of proposed streets with such arterials shall be held to a minimum. Lots bordering arterial roadways may be either reverse-facing on an interior street within the subdivision, or served by a frontage road.
- F. Streets shall be designed to bear a logical relationship to the existing topography.
- G. Dead-end streets shall not be permitted. A street may end in a permanent cul-de-sac providing that the street is not longer than six hundred sixty feet (660') and that the radius of the turning areas be at least forty-five feet (45') to the curb, and fifty feet (50') to the edge of the right-of-way. Adequate space shall be provided for plowed snow storage by providing a T-shaped turnaround with a minimum turning radius of fifty feet (50') for a residential development and seventy-five feet (75') for commercial or industrial developments where tractor-trailer trucks will be using the street.

Where a street is designed to connect with a future street, a temporary turn-around shall be provided with a radius equal to that required for a permanent cul-de-sac or of an alternate design approved by the Town Engineer based on the traffic movement generated by the street in question. Such streets terminating in a temporary turn around may exceed the six hundred sixty foot (660') limit specified above if approval by the Town Engineer. If the temporary turn-around is to exist for a period longer than six (6) months, then the subdivider shall pave it and construct a curb and gutter and sidewalks if so directed by the Town Engineer. When the connection is finally made, the subdivider shall be responsible

for constructing the turn-around area to fit the normal street design, and the Town shall reassign the excess right-of-way back to the owners of the adjacent property. Surface drainage on the cul-de-sac shall be towards the intersecting street or else a drainage easement shall be provided from the cul-de-sac.

H. All subdivision streets shall comply with the "*Recommended Right-of-Way Cross-Sections*", which may be adopted and amended from time to time by resolution of the Town Council. Streets, alleys, rights-of-way, sidewalks and easements shall comply with all federal and state specifications, and, in addition, shall meet the following minimum width standards:

1. Arterial streets shall have a minimum right-of-way of one hundred feet (100'). The minimum paved portion of the street measured from flow line to flow line shall be sixty-four feet (64');
2. Collector streets shall have a minimum right-of-way of eighty feet (80'), with a minimum paved portion, measured from flow line to flow line, of forty-seven feet (47');
3. Local residential streets shall have a minimum right-of-way of fifty feet (50'), with a minimum paved portion of thirty-six feet (36'), measured flow line to flow line;
4. Alleys (where permitted), twenty feet (20');
5. Crosswalk easements, ten feet (10');
6. Drainage easements, ten feet (10'), or larger if so required by the Town Engineer;
7. Half-streets shall not be permitted, except when required to complete a half-street already in existence;
8. Minimum street gradient for all streets shall be four-tenths of one percent (0.4%). Maximum street gradient shall be eight percent (8%). Streets shall not exceed a gradient of four percent (4%) within one hundred feet (100') of an intersection. Vertical curves shall be used at changes of grade exceeding one percent (1%) and shall be designed to provide a minimum sight distance of two hundred feet (200') except for arterial streets which shall be subject to state and federal standards. To insure adequate sight distance, when street roadway lines deflect more than five degrees, connection shall be made by horizontal curves. Special exceptions to the requirements of this subparagraph may be granted by the Planning Commission and the Town Council;

9. Where a street classified as arterial intersects with any other arterial street, no on-street parking shall be allowed on the arterial street within one hundred feet of the intersection. If the arterial street consists over its general length of only two traffic lanes, then a third lane shall be provided and stripes painted to the specifications of the Town Engineer to enable vehicles to make left turns at such intersections without impeding other traffic;
10. All utilities shall be installed before streets or alleys are surfaced.
11. Subdivision as-builts shall show dedicated rights-of-way;
12. All sewer and water utilities to clearly show:
 - a. Invert in, Invert out, and rim elevation on all manholes,
 - b. Locate all valves, manholes, fire hydrants and/or other utilities with at least two (2) ties from discernible objects,
 - c. Distance and slope between manholes to be noted as offsets to mains from curbs or property lines,
 - d. Dimension existing and/or added water and sewer taps from lot corners or readily discernible objects. Sewer taps shall have additional dimensions from the tap to the downstream manhole,
 - e. All dimensions to be from fixed permanent or readily discernible objects. Where water and sewer taps are located from lot lines, front footage will be noted from fixed and permanent point of origin,
 - f. Depth of the lateral or service line shall be noted at the property line.

Alleys and Easements.

Paved alleys may be provided and shall be required unless other provisions are made and approved for service access. Easements for utility purposes shall be required along all sides and real lot lines except those bordering dedicated streets and alleys. Drainage easements shall be designed to accommodate expected runoff and shall comply with the provisions of the Town of New Castle Public Works Manual.

Drainage.

Drainage easements and improvements shall be designed by a registered engineer to accommodate expected run-off as determined by the drainage plan. Improvements shall be installed to specification by the Town Council through their designated representative. All drainage improvements described herein shall be the financial responsibility of the subdivider, subject to provision under the Town of New Castle Public Works Manual.

The rate of runoff from any developed area shall not exceed the historic rate of runoff based on a twenty-five (25) year rainfall event.

The following methods of runoff estimation shall be utilized for determining the rate of runoff from a particular site as applicable:

1. Rational Method: Used for Drainage Basins less than 20 acres in size and for minor system design.
2. SCS TR 55 Methods: Used for drainage basins up to 20 square miles in size. Also used for flood flow determination and design in minor and major systems. Also used to compute flood storage volumes.
3. Unit Hydrograph: Used for drainage basins up to 1000 square miles in size. Also used for flood flow determination and design in minor and major systems. Also used to compute flood storage volumes.

General Utilities.

In the event oversized utilities are required, arrangements for reimbursements shall be made, whereby the developer shall be allowed to recover the cost of the utilities that have been provided by him beyond the needs of his development and standard Town specification. The method and time of payment under the reimbursements shall be established in accordance with the current policies of the Town relating to the placement of such oversized utilities.

Water Distribution.

The water main distribution system shall be designed to connect with the Town water system and make water available to each lot in the proposed subdivision. Fire hydrants shall be located to insure protection to each lot, but under no circumstances shall a lot be more than three hundred feet from the nearest hydrant based on front line distance. Design of the system shall be the responsibility of the subdivider with all plans subject to approval of the Town Council through their designated representatives. Installations of the system shall be to Town specifications and at the direction of the Town Council through their designated representatives. Financial responsibility for the water distribution system shall be subject to

existing Town regulations and agreement relating thereto between the Town Council and the subdivider, subject to provision of the Town of New Castle Public Works Manual.

Sanitary Sewage Collection.

If the Town is to supply sanitary sewage collection, the sewage collection system shall be designed to connect with the Town system and provide service to each lot in the proposed subdivision. Design of the system shall be the responsibility of the subdivider with all plans subject to the approval of the Town Council through their designated representative. Financial responsibility for the sanitary sewage collection system shall be subject to existing Town regulations and agreements relating thereto between the Town Council and the subdivider, subject to the provisions of the Town of New Castle Public Works Manual.

All Other Utilities.

All utilities, except major power transmission lines, shall be underground, unless specifically exempted by the Town Council, who shall grant such exemption only in cases of extreme difficulty. Facilities necessary and appurtenant to underground facilities or other installation of peripheral overhead electrical transmission and distribution feeder lines, or other installation of either temporary or peripheral overhead communications, distance, trunk, or feeder lines may be above ground.

Sidewalks.

Sidewalks are required on both sides of all streets and shall be at least four feet (4') wide in residential areas and six feet (6') wide in commercial areas. Residential areas shall generally have the "mountable curb, gutter and sidewalk" design on local residential streets. Collector streets shall have vertical curb and gutter and attached sidewalk. In residential areas, sub-arterial streets shall have a vertical curb and detached sidewalk at least five feet (5') in width separated from the curb by a minimum of four and one-half feet (4½'). Design of streets in commercial and industrial areas shall be approved by the Planning Commission.

Construction of sidewalks shall be to specifications set by the Town Council through their designated representatives.

All sidewalks shall be ramped at all street intersections or other pedestrian crossing areas. The design and construction of sidewalk ramps must meet the applicable requirements of the "Americans With Disabilities Act" (ADA).

Signing and Striping Plans.

A complete signing and striping plan shall be submitted as part of the construction drawings. This plan shall include all project streets and intersections and all intersections with existing streets. The design of these improvements shall be in accordance with the MUTCD and shall include all necessary traffic control signage. Street name signs shall be installed at all intersections. The developer will be responsible for their installation.

Bicycle Paths.

Developers, when required, shall install a bicycle path at least six feet (6') in width along the right-of-way of any sub-arterial street and any arterial street which is not bordered by a frontage road. The initial site of the path along any street shall be determined by the Planning Commission and the Town Engineer. Each developer who extends the path shall keep the path continuous and with as little change in grade as possible. If topography necessitates that the path change from one side of the street to the other, or if the path intersects with another arterial or sub-arterial street, crossways shall be provided. All bicycle paths shall be ramped at intersections. Paths and crossways shall meet construction and design standards set by the Town Council through their designated representatives. Any bike path constructed as part of the New Castle Trail System shall be constructed in accordance with the design requirements of the New Castle Trail System Planning Program.

Street Lighting.

The developer shall install street lights at points designated by the Town or Public Service Company. The poles for such lights shall be metal and the design of both poles and the lights themselves shall meet specifications established by the Town Council through their designated representatives.

Project Acceptance Procedure

Initial Submittal

1. Acceptance Request Letter
2. Pre-final "As-built" Drawings
3. Stamped certification letter from design engineer verifying all improvements were built to meet the requirements of the Town of New Castle. Copies of all tests performed shall be included.
4. Support documentation (installation and operation manuals) of those facilities and equipment constructed/installed as part of project.
5. Submittal detailing any and all specific requirements (as listed below) and

actions taken to meet these requirements.

- a) Subdivision Improvement Regulations
- b) Zone District Regulations
- c) Commitments or Requirements made during Public Hearing
- d) Contractural Agreements
- e) Annexation Agreements
- f) Any/All Other

Town Review of Submittals

Response to Initial Submittal shall be given by the Town within thirty(30) days after receiving all required material. This response shall be as listed below:

1. Staff recommendation to the Town Board accepting improvements as is.
2. Staff recommendation to the Town Board accepting improvements under specific conditions. A document of specific conditions shall be included.
3. Letter to the developer listing specific inadequacies in the Submittals or improvements. The developer must resubmit request for project acceptance once these inadequacies have been addressed.

Final Acceptance.

When all requirements of the Project Acceptance Procedure have been met, the developer/owner shall have submitted "final as-builts" as defined herein. The warranty period shall start on the date of official Town Board acceptance. No building permits will be issued until Final Acceptance has been made.

"As-Built" Plans.

These guidelines shall be used by Subdividers, builders and/or others who are required to submit final as-built drawings. The content of these guidelines will be complied with in all cases where applicable, but shall not be construed as being all inclusive.

These are guidelines only and do not in any way relieve Subdividers, builders, contractors and/or others of the responsibility to submit as-built drawings that are accurate and complete in detail.

- A. As-builts shall include detailed and accurate information on all improvements completed as part of a project. Locations, dimensions, elevations, types of material, and all other information needed to provide a comprehensive and complete representation of the final project shall be included. Rights of way and easement lines shall also be shown.

- B. Pre-final as-builts shall be submitted on completion of all work within a phase of the development, and the final as-built plans shall be received before final acceptance.
- C. Pre-final as-builts will be submitted for review and/or correction. Pre-finals will be four each, blue line.
- D. Final as-builts will be submitted as Autocad or DXF drawings and reproducible mylar and will become property of the Town of New Castle and a part of permanent Town records.
- E. Final "As-Built" drawings shall be submitted before final acceptance of improvements. They shall be stamped "As-Builts" and be signed as such by a Registered Professional Engineer.
- F. No building permits will be issued until the above steps are completed!**

Warranty Time.

All public improvements shall have a one (1) year warranty time, beginning on the date of official Town Board acceptance. The subdivider/developer shall be responsible for requesting a final inspection of all public improvements at the end of the one-year warranty period. At the subdivider's/developer's request, Town Staff shall make an inspection of the public improvements. When the Town finds that the public improvements meet Town standards, they shall by way of a written letter to the subdivider/developer acknowledge acceptance of the public improvements.