

## **SECTION 1706. DESIGN STANDARDS**

Private roads which the Township has determined do not need to comply with all of the standards of the Huron County Road Commission as noted above shall be constructed to the following standards:

### **1706.1 ACCESS EASEMENT WIDTH.**

The site plan shall provide an easement or easements sixty-six (66') feet in width. The Planning Commission may reduce the required width to not less than fifty (50') feet when all of the following criteria are met:

- A. The width is determined to be adequate for the necessary pavement and utilities;
- B. Adequate clear sight distance can be maintained;
- C. There is no desire or reasonable expectation that the road, as shown, could become a public road or potentially extended in the future;
- D. Is not expected to accommodate over three hundred (300) vehicle trips per average weekday based on accepted traffic generation figures;
- E. If, in addition to the above, the easement will only provide access to a maximum of four (4) single-family lots or dwelling units, the width may be reduced to forty (40') feet.

### **1706.2 ROAD DESIGN.**

The design of private roads shall be approved by the Township Zoning Administrator. A private road serving no more than eight (8) lots or dwelling units in a single family residential district may be constructed of eight (8) inches of compacted MDOT 23AA gravel instead of asphalt or concrete.

- A. **Reduced Width for Private Roads:** The minimum pavement width may be reduced to not less than sixteen (16') feet wide where the Planning Commission and Township Board determine the reduced width will preserve significant natural features.
- B. **Cul-De-Sac Turnarounds:** Maximum length of a private road providing access to more than two (2) lots, buildings or dwelling

units shall be one thousand (1,000') feet with a maximum twenty (20) lots or dwelling units served by a single means of access. Any single means of access serving more than five (5) lots or dwelling units shall include a turnaround with a forty-five (45') feet radius, fifty-five (55') feet radius if a center landscaped island is included, a hammerhead "T" turn or a continuous loop layout. These standards may be adjusted by the Planning Commission in particular cases, with input from the fire department and township staff or consultants, provided there is a finding that traffic impacts are adequately mitigated and a second means of emergency access can be required by the Planning Commission.

- C. **Grade:** Grades shall not exceed ten (10%) percent with a maximum grade of two (2%) percent for a minimum distance of thirty (30') feet from its intersection with a public right-of-way or another private road.
- D. **Compliance with AASHTO Standards:** Where no specific standard is provided in this Section, private road design plans shall meet the design criteria outlined in the most recent edition of the American Association of State Highway and Transportation Officials (AASHTO) Manual "A policy on Geometric Design for Highways and Streets," provided the minimum horizontal curve shall be two hundred thirty (230') feet in radius. The Planning Commission may reduce this radius to not less than one hundred fifty (150') feet if the design would accommodate expected vehicle speeds and truck/bus traffic, as determined by the Township Engineer and Planner, in cases where rolling terrain or a significant number of mature trees would be preserved or where the width of the parcel would not accommodate wider radii.
- E. **Intersection Design Standards:** Private roads which intersect with existing or proposed private roads or public street rights-of-way should intersect at a ninety (90°) degree angle. Where constrained by environmental features, the Township Zoning Administrator may allow a reduced angle of intersection but in no case shall the angle be less than seventy (70°) degrees.
- F. **Intersection Offsets from Public Streets:** Proposed private roads or entrances to a development shall align directly across from or be offset at least two hundred fifty (250') feet from public streets or private road intersections on the opposite side of the street, measured centerline to centerline. This standard may be reduced if approved by the Township Planning Commission.
- G. **Minimum Offsets Along Private Roads:** Private roads and driveways (excluding driveways serving one or two dwelling units)

within a development shall align directly across from other private roads or driveways or be offset at least one hundred fifty (150') feet measured centerline to centerline.

- H. **Vertical Clearance:** In order to provide adequate access for emergency vehicles, fifteen (15') feet of overhead tree clearance shall be provided within the width of the gravel or pavement.
- I. **Street Names:** shall be required by the Planning Commission to assist public emergency services. A street sign shall be posted by the developer.
- J. **Yard Setback:** A private road easement shall not abut the property line of an adjacent site unless adequate provisions are made for drainage and screening.