



ROSS COUNTY
OHIO

ROSS COUNTY ACCESS MANAGEMENT REGULATIONS

2023 Amendment

Ross County Engineer
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Developed in cooperation with the Ross County Planning Commission and Ross County Board of Commissioners

TABLE OF CONTENTS

ARTICLE I - GENERAL PROVISIONS, ADMINISTRATION, AND ENFORCEMENT3

 1.1 PURPOSE3

 1.2 GENERAL RULES3

 1.3 APPLICABILITY4

 1.4 AUTHORITY.....4

 1.5 TITLE5

 1.6 RELATIONSHIP TO OTHER REGULATIONS5

 1.7 SEVERABILITY5

 1.8 RELATIONSHIP TO EXISTING PARCELS OF LAND.....5

 1.9 ADMINISTRATION5

 1.10 APPELLATE BOARD6

 1.11 ACCESS CLASSIFICATION OF ROADWAYS6

 1.12 NUMBER OF ACCESS POINTS7

 1.13 CONNECTIVITY.....7

 1.14 MINIMUM SPACING OF DRIVEWAYS8

 1.15 MINIMUM SIGHT DISTANCE.....9

 1.16 MINIMUM CORNER CLEARANCE OF DRIVEWAY FROM INTERSECTION.....9

 1.17 PROVISIONS FOR MAINTAINING THE CAPACITY OF THE ROADWAY11

 1.18 COORDINATION OF ACCESS POINTS11

 1.19 PROVISION OF EXCLUSIVE TURNING LANES AND DECELERATION/ACCELERATION LANES12

 1.20 PROVISION OF MEDIANS.....12

 1.21 PROVISION OF FRONTAGE ROADS, SHARED AND CROSS ACCESS13

 1.22 DRIVEWAY DESIGN15

 1.23 THROAT LENGTH15

 1.24 SPACING RESTRICTIONS FOR SIGNALIZED ACCESS POINTS.....17

 1.25 TRAFFIC IMPACT STUDY17

 1.26 HILLSIDE POLICY17

 1.27 PLAN REQUIREMENTS FOR DEVELOPMENT.....17

ARTICLE II - SINGLE FAMILY RESIDENTIAL DRIVEWAY STANDARDS.....18

 2.1 PRELIMINARY APPROVAL FOR DRIVEWAYS PRIOR TO DIVISION OF PROPERTY18

 2.2 FAILURE TO APPLY.....18

2.3 DESIGN REQUIREMENTS FOR SINGLE FAMILY RESIDENTIAL DRIVEWAYS18

2.7 RELATIONSHIP TO ROADWAY FUNCTIONAL CLASSIFICATION21

2.8 FIELD, FARM, RECREATION AND UTILITY DRIVEWAYS21

ARTICLE III - PERMITS.....22

3.1 ACCESS PERMITS FOR COUNTY AND TOWNSHIP ROADS.....22

3.2 PENALTIES (ORC 5552.99)22

3.3 INSPECTIONS22

3.4 APPELLATE BOARD23

ARTICLE IV – MAILBOXES24

ARTICLE V - COST AND MAINTENANCE RESPONSIBILITIES25

5.1 DRIVEWAY AND APPROACHES25

5.2 EXISTING DRIVES AND APPROACHES25

ARTICLE VI – TERMS AND DEFINITIONS26

6.1 INTERPRETATION26

6.2 DEFINITIONS.....26

ARTICLE I - GENERAL PROVISIONS, ADMINISTRATION, AND ENFORCEMENT

1.1 PURPOSE

To promote safe and reasonable access between public roadways and adjacent land; improve the convenience and ease of movement of travelers on public roads; and permit reasonable speeds and economy of travel while maintaining the capacity of the roadway. The location and design of access points shall be in accordance with these regulations.

1.2 GENERAL RULES

The Ross County Engineer or designee shall administer the County’s Access Management Regulations in a fair and impartial manner. These regulations are designed to protect the health, safety and welfare of the traveling public and are as follows:

- A. Safety issues shall receive the highest priority.
- B. Achieving adequate sight distance shall be the goal in all cases.
- C. The goal of the Access Management process is to maintain existing or improve the Level of Service on all County and Township Roads.
- D. AASHTO specifications shall be used wherever applicable.
- E. All current rules and regulations of the Ross County Planning Commission for platting of land shall apply.
- F. All lot splits (also known as Minor Subdivisions) are required to have pre-approved access locations prior to approval of those splits by the Planning Commission.
- G. Access approval is based on the traffic generating characteristics of the proposed use of the property. If the traffic generating characteristics of the property changes, the Access approval may be withdrawn until the required elements of the Access Management Regulations for the proposed use are met.
- H. Agricultural access locations that are used for agricultural purposes only are exempt from these regulations, except that driveway permits are still required and that all safety aspects must be met prior to permit approval.
- I. The current Ross County Thoroughfare Plan shall serve as reference for identifying roadway classifications relative to the use of these regulations.
- J. These regulations shall apply to all access requests received on or after the effective date of this document.
- K. Any part of this document that is found to be unlawful by the Court(s) having jurisdiction in these matters shall not invalidate any part of the remaining regulations.
- L. All new driveways shall meet or exceed the requirements of these regulations. The location of all access connections shall permit adequate horizontal and vertical sight distance as specified in the latest edition of the Ohio Department of

Transportation (ODOT) Location and Design Manual based on Stopping Sight Distance for the legal speed limit at the location of the driveway.

- M. To the greatest extent possible developments shall incorporate unified access and internal circulation systems providing connectivity to abutting properties for the continuation of internal streets or driveways.

1.3 APPLICABILITY

Nothing in the regulations adopted under this chapter limits the authority granted in section 711.05 or 711.10 of the Revised Code for subdivision regulations to provide for proper arrangement of streets or other highways in relation to existing or planned streets or highways or to the county or regional plan.

- A. These regulations shall apply to:
 1. ALL new or modified points of access designed or intended for motor vehicle, bicycle, equestrian or pedestrian use to County or Township roadways in unincorporated Ross County on or after the effective date of these regulations. New or proposed roadways within the county not identified on the adopted thoroughfare plan shall interconnect with the existing roadway network in a uniform and efficient manner.
 2. ALL existing access connections for the purposes described in this Article whenever there is a change in use of such existing access connection.
 3. Site design for all development proposals. The purpose of this regulation is to apply access management techniques to improve internal flow of traffic within a development site to minimize adverse effects on traffic on the public roadway.
 4. Lot splits or divisions of land approved under ORC 711.131 and ORC 711.133
- B. These regulations shall not apply to:
 1. State or federal highways.
 2. Streets, highways, or other roadways in a municipal corporation, except a municipal corporation having entered into agreement with Ross County and adopted authorizing legislation.

1.4 AUTHORITY

These regulations are adopted under the authority granted to the Board of County Commissioners of Ross County by Ohio Revised Code Chapter 5552.

1.5 TITLE

These regulations shall be known as the Ross County Access Management Regulations.

1.6 RELATIONSHIP TO OTHER REGULATIONS

These regulations shall be the minimum requirements. Whenever these regulations are at variance with any laws of the State of Ohio, or other lawfully adopted rules or regulations, the provisions of the most restrictive of such rules or laws shall prevail.

- A. Rules adopted by the Ross County Planning Commission for platting land shall apply. New public or private streets shall meet access and design standards contained in the Ross County Subdivision Regulations and these regulations as applicable.
- B. ODOT Access Management rules shall apply to all state and federal highways.
- C. Policies adopted in the Thoroughfare plan shall apply when in conflict with these regulations.
- D. Traffic Impact Study manual of the Ross County Engineer (if adopted) or ODOT's Traffic Impact Study requirements in the State Highway Access Management Manual shall apply.

1.7 SEVERABILITY

Each article, section, or other divisible part of these regulations, is hereby, declared severable, and if such an article, section or part is declared invalid by a court of competent jurisdiction in a valid judgment or decree; such invalidity shall not affect any of the remaining portions thereof.

1.8 RELATIONSHIP TO EXISTING PARCELS OF LAND

Each existing parcel with public road frontage as of the date of adoption of these regulations is entitled to one direct or indirect access onto the public roadway; however, these regulations authorize the County Engineer to limit or restrict said access. Recognizing that not all existing parcels can meet these regulations, and are entitled to one direct or indirect access, if fronting on a public roadway, the County Engineer hereby has authority to determine the best location and design for access to maximize safety of the traveling public and to preserve capacity and function of the roadway.

1.9 ADMINISTRATION

The Ross County Engineer or authorized designee shall administer these regulations.

1.10 APPELLATE BOARD

The Ross County Planning Commission shall be the Access Management Appellate Board with the authority to hear appeals of decisions of Administration concerning the issuance or denial of access permits. It shall hear variance requests that are not contrary to the public interest from the terms of these regulations where a literal enforcement of these regulations will result in unnecessary hardship.

A. **Application for a Variance:**

Any owner, or agent thereof, of property for which a variance is sought, shall make an application for a variance by filing it with the Ross County Engineer or designee no later than 4:00pm the first Tuesday of the month. Upon receipt of the variance request it shall be prepared for transmittal to the Ross County Planning Commission for their public meeting, which is held the third Tuesday of each month. Such application shall contain the following information: name, address, and telephone number of the applicant, legal description of the property, parcel map, description of the existing use, description of the proposed use, location of the proposed access point, site plans or engineered plans as applicable, description of the variance sought, and reason for the variance request.

1.11 ACCESS CLASSIFICATION OF ROADWAYS

The Ross County Planning Commission shall assign to all roads in unincorporated Ross County an access classification generally based upon its functional designation in the Thoroughfare Plan. See Appendix One for Access Classification Map and list.

- A. **Class I Roads:** These roadways are capable of accommodating medium to high traffic volumes over medium to long distances at relatively high speeds. Direct access to abutting land is subordinate to providing service to through traffic. Indirect access via Class II and Class III roads and/or via a logical system of service roads or cross and joint access drives is desirable and required. No new driveways shall be permitted along Class I roads from parcels or contiguously-owned parcels where access is available or can be made available from a lower classification road, street, or from a common access driveway. These roadways generally correspond to **Principal and Minor Arterial functions**. Freeways and expressways are not included here because freeways are limited access roadways designed to move traffic only.
- B. **Class II Roads:** These roads are capable of accommodating moderate traffic volumes at moderate speeds. No new driveways shall be permitted along Class II roads from parcels or contiguously-owned parcels where access is available or can be made available from a lower classification road, street, or from a common access driveway. This classification is subdivided into:
1. **Class II(a)** generally corresponds to major Collector road functions as shown in the Thoroughfare Plan;
 2. **Class II(b)** roads correspond to minor collector road functions.

- C. Class III Roads: These streets allow for low to medium travel speeds and traffic volumes and are linked to the roadway network through intersections with arterial and or collector roads and other local roads. Access needs take priority over through traffic movement without compromising the public health, welfare and safety. These roads correspond to local road functions.

1.12 NUMBER OF ACCESS POINTS

Existing parcels are entitled to one direct or indirect access point to the public roadway network if its location and design meets these regulations. Limitation of access to include movement restrictions such as right-in/right-out, or use of medians to restrict left turns shall be at the discretion of the County Engineer. Additional access connections may be permitted if the County Engineer determines that the access will not adversely affect the safety or capacity of the roadway. Any additional access point must comply with these regulations. Development may be required to provide a second entrance, or as a substitute, an emergency access, to provide for adequate fire and emergency services.

1.13 CONNECTIVITY

- A. Proposed development plans shall include connections to adjacent parcels whenever possible. The Appellate Board may grant a variance from this regulation where abutting uses are clearly incompatible, or where physical conditions preclude development on adjacent parcels.
- B. The street system of a proposed development shall be designed to coordinate with existing, proposed, and planned streets outside of the development as provided in these regulations.
- C. The developer may be required to provide street or driveway stubs, or reserve areas in order to assure access to abutting properties and the logical extension of the street system. The extension of the street shall be the responsibility of any future developer of adjoining land.

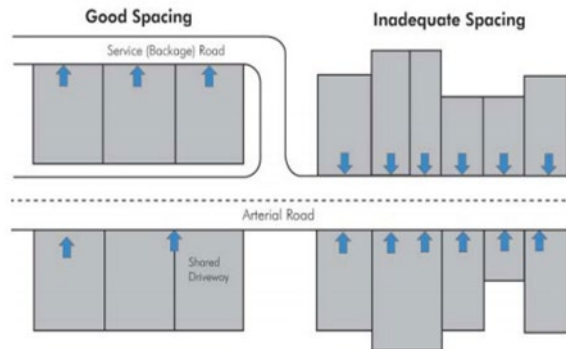
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1.14 MINIMUM SPACING OF DRIVEWAYS

In order to minimize the potential for accidents and delay to through vehicles, adjacent residential driveways onto **Class I, Class II(a), and Class II(b)** roadways may be separated by the minimum distance measured from near edge to near edge of adjacent driveways as shown in Table One according to the posted speed limit on the roadway. Upon review, the County may apply minimum spacing requirements during review of all new access requests, modification of access, and change in trip generation and/or change in use.

| Table One: Minimum Spacing of Adjacent Driveways on Class I and Class II Roadways | |
|--|----------------------|
| Posted Speed Limit (mph) | Minimum Spacing (ft) |
| 20 | 85 |
| 25 | 105 |
| 30 | 125 |
| 35 | 150 |
| 40 | 185 |
| 45 | 230 |
| 50 | 275 |
| 55 | 320 |

Figure One: Example of Adequate Driveway Spacing



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1.15 MINIMUM SIGHT DISTANCE

Driveways shall be designed and located to meet the minimum sight distance shown in Table Two.

| Table Two: Minimum Sight Distance | |
|--|---------|
| Class I Roads | 450 ft. |
| Class II Roads | 325 ft. |
| Class III Roads | 225 ft. |

1.16 MINIMUM CORNER CLEARANCE OF DRIVEWAY FROM INTERSECTION

Driveways located too close to intersections can cause operational and/or safety problems. In most cases, driveways near intersections should not allow full movements in/out if those movements are required to cross left turn lanes serving the intersection on the adjacent primary street. Driveways should not be permitted within the boundaries of a turn lane or functional area of an intersection (figure two), but if there is no other option, consideration should be given to limiting the drive to right-in/right- out or right-in only. It may also be desirable to locate a drive as far as possible from the intersection even though this would result in the proposed drive being located closer to the drive on the adjacent property. The location of driveways adjacent to intersecting streets shall conform to minimum corner clearances provided in Figure Three and Table Three. Full Access within the Functional Area of an intersection shall be avoided.

Figure Two: Example of Driveway Location in Relation to Intersection and Functional Area

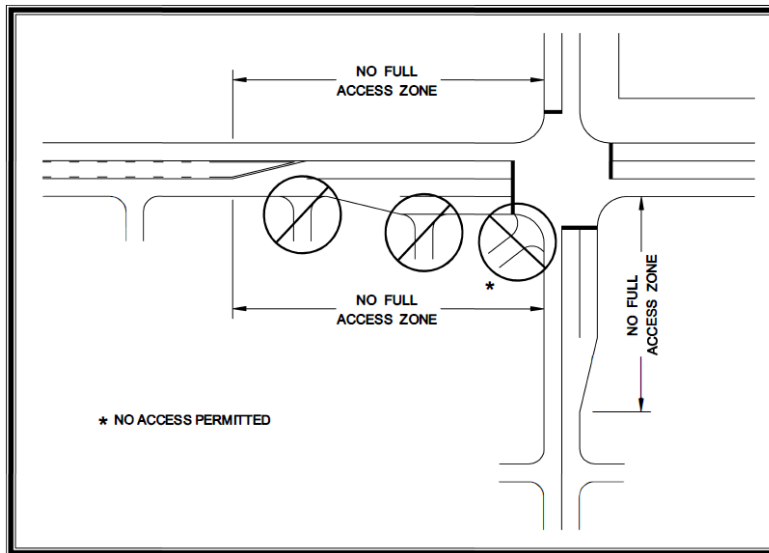


Figure Three: Corner Clearance from Signalized Intersection or Stop Sign Intersection

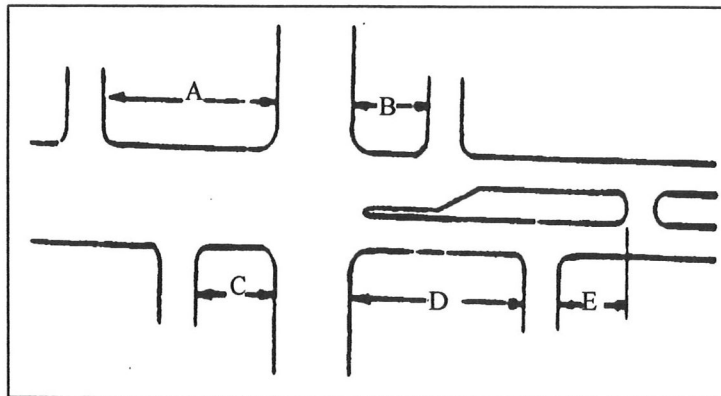


Table Three: Minimum Corner Clearance of Driveways from Intersecting Streets by Road Access Classification

| Type | SIGNALIZED INTERSECTION | | | STOP SIGN INTERSECTION | | |
|---|-------------------------|----------|-----------|------------------------|----------|-----------|
| | Class I | Class II | Class III | Class I | Class II | Class III |
| A | 230 | 175 | 50 | 115 | 75 | 50 |
| B | 115 | 85 | 50 | 115 | 85 | 50 |
| C | 230 | 175 | 50 | 85 | 85 | 50 |
| D | 230 | 175 | 50 | 115 | 75 | 50 |
| E | 75 | 0 | 0 | 0 | 0 | 0 |
| A. The minimum distance from an intersection to a driveway on the departure lanes where no barrier median is present. | | | | | | |
| B. The minimum distance from an intersection to a driveway on the approach lanes where a barrier median is present. | | | | | | |
| C. The minimum distance from an intersection to a driveway on the approach lanes where no barrier median is present. | | | | | | |
| D. The minimum distance from an intersection to a driveway on the departure lanes where a barrier median is present. | | | | | | |
| E. The minimum lateral distance between a driveway and a median opening | | | | | | |

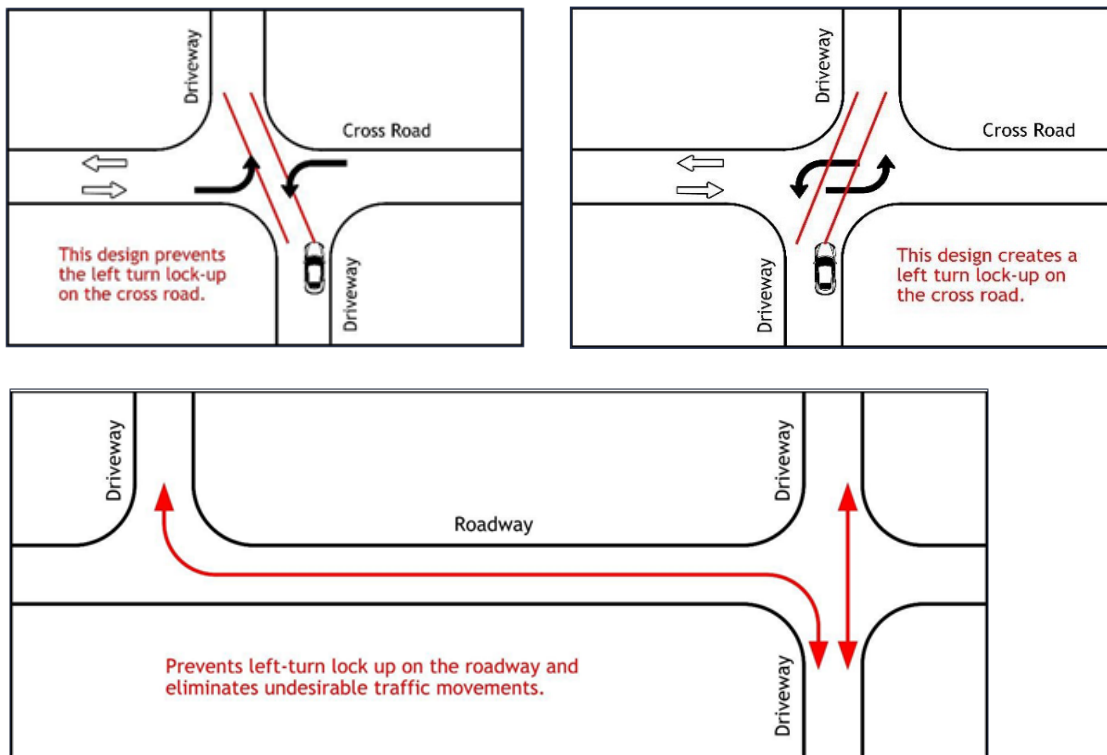
1.17 PROVISIONS FOR MAINTAINING THE CAPACITY OF THE ROADWAY

The County Engineer may require that upon completion of a development all traffic requiring access to and from the development shall operate in such a manner as to not adversely affect the capacity of the roadway. Provisions for the present or future construction of a frontage road, restriction or channelization of turning movements, or other improvements may be required, as a condition of approval, in order to maintain the capacity of any adjacent roadway.

1.18 COORDINATION OF ACCESS POINTS

Access points on opposite sides of **Class I and II roadways** shall be located opposite each other (see Figure Four). If not so located, turning movement restrictions may be imposed as deemed necessary by the Ross County Engineer. Driveways located on opposite sides of the street, especially medium and high volume drives, should avoid having overlapping left turn entrances whenever practical. Figure Four illustrates driveway overlap.

Figure Four: Example of Driveway Overlap



1.19 PROVISION OF EXCLUSIVE TURNING LANES AND DECELERATION/ACCELERATION LANES

At those access points and intersections where turning vehicles will affect the capacity of the roadway or create an unacceptable accident risk, the developer shall dedicate sufficient right-of-way and construct turning lanes or deceleration/acceleration lanes, as necessary, to maintain the capacity of the roadway and minimize the potential accident risk.

A. Left turning lanes shall be provided according to the following guidelines:

| Table Four: Threshold for Requiring Left Turn Lane | |
|---|---|
| Class | Traffic Generation Potential |
| Class II | 50 Dwelling Units or 60 Peak Hour Trips |
| Class I | 25 Dwelling Units or 40 Peak Hour Trips |

B. A minimum of a 50-foot turn radius shall be provided on Class I and Class II roadways when 50 or fewer peak trips are to be generated by the proposed development. When over 50 peak trips are to be generated, a full width right turn lane shall be provided.

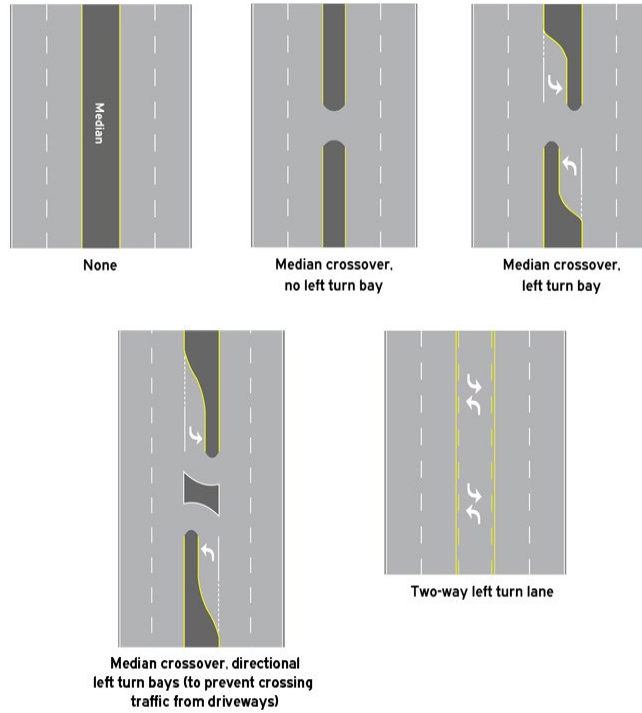
1.20 PROVISION OF MEDIANS

Medians restrict left turn and crossing movements from a driveway or intersection, reducing conflict points and improving safety. Medians are normally used on collector and arterial streets. They can also beautify and revitalize a corridor with landscaping and trees. Finally, the determination for the need of a median should in most cases be supported by a traffic study and is normally accomplished at the developers' expense. It is at the discretion of the County Engineer to require medians in the following instances:

- A. On high-volume roadways particularly on collectors and arterials
- B. Road segments or the functional areas of intersections that have high crash rates, or are generally considered congested
- C. Areas considered for beautification or gateway corridors.

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Figure Five: Example of Median Treatments



1.21 PROVISION OF FRONTAGE ROADS, SHARED AND CROSS ACCESS

One of the simplest and most impactful internal site design concepts is the use of shared access points and cross access drives. This concept is especially useful in retrofit situations. Where frontage roads are not feasible, developments shall be designed to include, and provide easements for, systems of cross and shared access as illustrated below. Ross County Engineer may require the construction of frontage roads or reverse frontage roads to provide access to property adjacent to **Class I or Class II roadways**. The landowner/developer may be required to construct the frontage road to the side and/or rear property lines or reserve sufficient right-of-way to allow future construction. As adjacent property develops, landowners/developers shall be required to interconnect the individual portions of frontage roads as appropriate.

Figure Six: Cross Access/Frontage Road: Source: Trenton, Ohio Codified Ordinance

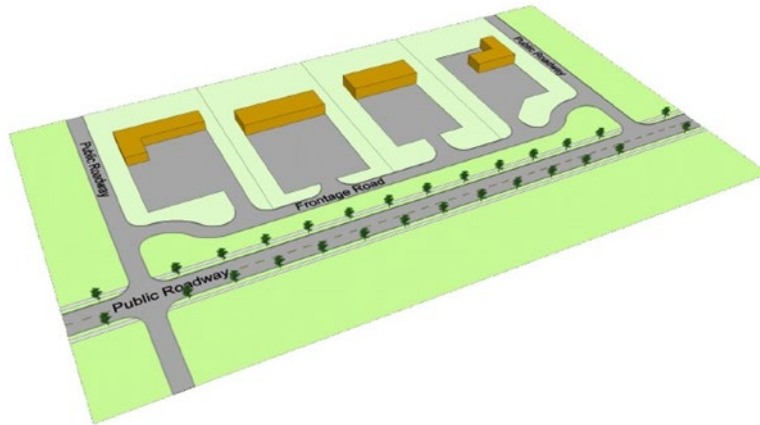
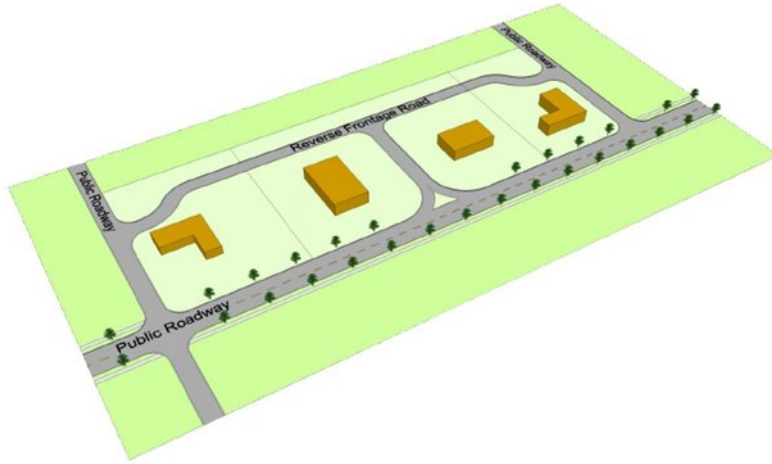


Figure Seven: Cross Access/Frontage Road: Source: Trenton, Ohio Codified Ordinance

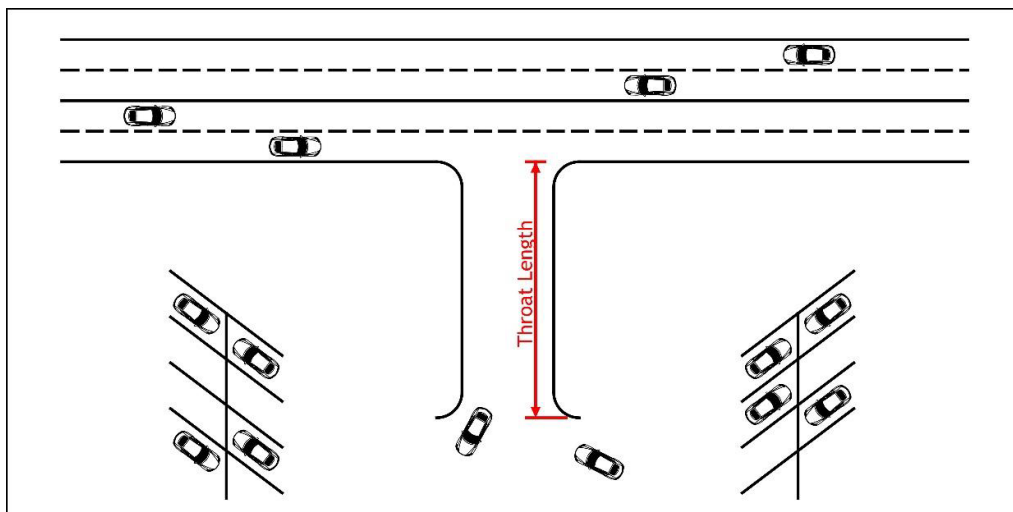
1.22 DRIVEWAY DESIGN

- A. Commercial Driveways shall meet the following Guidelines:
1. If the driveway is a one-way in or one-way out drive, then the driveway shall be a minimum of 16 feet wide and shall have appropriate signage designating the driveway as a one-way connection.
 2. For two-way access, each lane shall have a width of 12 feet and a maximum of four lanes shall be allowed. Whenever more than two lanes are proposed, entrance and exit lanes shall be divided by a median. The median shall be 10 feet wide if three lanes are proposed and 16 feet wide if four lanes are proposed.
 3. Driveways that enter a major thoroughfare at traffic signals must have at least two outbound lanes (one for each turning direction) of at least 12 feet in width, and one inbound lane, which is at least 16 feet in width.
- B. Driveways shall be located on the lowest class improved public roadway, unless ODOT or the Ross County Engineer determines that public safety would be better served through access to a higher-class road.
- C. Driveway approaches must be designed in such a way as to provide an unobstructed view. Construction of driveways along acceleration or deceleration lanes is discouraged.

1.23 THROAT LENGTH

Driveways shall be designed in accordance with the anticipated storage length for entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation. Adequate throat lengths shall be determined on a case-by-case basis based on the following guidelines in Table Five Throat Length Guidelines. Figure Eight illustrates the concept of Throat Length.

Figure Eight: Illustration of Throat Length



| Table Five: Throat Length Guidelines | | | |
|---|---------------|-------------------------------|---------------------------------|
| Land Use Category | Size (sq. Ft) | Length off Arterial (Class I) | Length off Collector (Class II) |
| Light Industry | 100,000 | 100 | 75 |
| | 300,000 | 250 | 200 |
| | 500,000 | 400 | 300 |
| Discount Store | 30,000 | 100 | 75 |
| | 100,000 | 250 | 200 |
| Supermarket | 20,000 | 75 | 75 |
| | 50,000 | 200 | 150 |
| Shopping Center | 100,000 | 150 | 150 |
| | 300,000 | 300 | 250 |
| | 500,000 | 400 | 350 |
| | 700,000 | 500 | 450 |
| Restaurant | 15,000 | 50 | 50 |
| | 30,000 | 75 | 75 |
| Restaurant | 2,000 | 50 | 50 |
| | 4,000 | 75 | 50 |
| Office Building | 100,000 | 150 | 150 |
| | 300,000 | 300 | 250 |
| | 500,000 | 400 | 350 |
| | 700,000 | 500 | 450 |
| Motel | 150 Rooms | 75 | 50 |
| Apartments | 100 Units | 50 | 25 |
| | 200 Units | 75 | 50 |

NOTES: (1) Multiple access lanes may be required; (2) Throat lengths were calculated for a single lane based on application of ITE trip generation rates to the formula $N = 2qr$, where q = "vehicles per lane per second" and r = "effective red time in seconds."

1.24 SPACING RESTRICTIONS FOR SIGNALIZED ACCESS POINTS

Access points shall be designed such that those which will warrant signalization shall be spaced a minimum distance of one quarter mile apart and one quarter mile from the nearest signalized intersection. The location and design of the signalized access points shall be determined by a traffic impact study compliant with the Ross County Engineers Traffic Impact Study Manual. If the installation of a traffic signal is approved, the developer may be required to participate in the cost of design, purchase, installation, operation and maintenance of the signal equipment.

1.25 TRAFFIC IMPACT STUDY

The Ross County Engineer has full authority and discretion to require a traffic impact study. The traffic impact study shall meet the criteria found in the Ross County Engineer’s Traffic Impact Study Manual (if adopted) or the ODOT State Highway Access Management Manual (SHAMM). The developer/owner shall pay for all costs associated with the traffic impact study. Any improvements required or recommended by the study shall be at the developer’s expense unless otherwise agreed to by the Board of Commissioners. Conditions that can trigger a traffic impact study (TIS) include thresholds contained in the Ross County Engineer’s Traffic Impact Study Manual (if adopted) or criteria contained in ODOT SHAMM; or a development proposed on roads or near intersections with high crash incidents and/or traffic congestion as determined by the County Engineer.

1.26 HILLSIDE POLICY

Driveways on steep slopes are at times difficult to drain and present challenges to meeting access design requirements, especially in hilly rural forested areas. Drainage from poorly constructed driveways can present hazards on the public roadway due to flooding and ice. It is at the discretion of the County Engineer to require additional information including drawings showing the constructability of the driveway such that the water will not run onto the Public Roadway.

1.27 PLAN REQUIREMENTS FOR DEVELOPMENT

Applicants shall submit access plans meeting these regulations, and the Ross County Development Review Policy, or Subdivision Regulations, as applicable.

ARTICLE II - SINGLE FAMILY RESIDENTIAL DRIVEWAY STANDARDS

2.1 PRELIMINARY APPROVAL FOR DRIVEWAYS PRIOR TO DIVISION OF PROPERTY

Prior to any lot split approval, or the transfer of any applicable lot that is not subject to a lot split approval, the owner of said parcel shall make application to the Ross County Engineer or designee, for preliminary access approval to County and Township roads. Access to State highways shall require an ODOT access permit, a copy of which shall be submitted to the Ross County Engineer for lot split review purposes. The preliminary access approval will indicate which locations are acceptable and in conformance with the Ross County Access Management Regulations and applicable ODOT regulations. The preliminary access approval may be issued within seven working days following submission of documentation required by these regulations for all County and Township roads. Preliminary access approval may not be issued when access is not required or when provisions for access are to be determined at a later date.

For preliminary access approval or for access permit issuance, on County and Township roads, the Ross County Engineer or designee may require the following information be shown on either a survey plat or other accurate drawing by a registered engineer or surveyor:

- A. Distances from the side property lines to the nearest adjacent driveways and their uses.
- B. Location of any driveways on the property and their use.
- C. Location of proposed driveway.
- D. Other information as may be required.

2.2 FAILURE TO APPLY

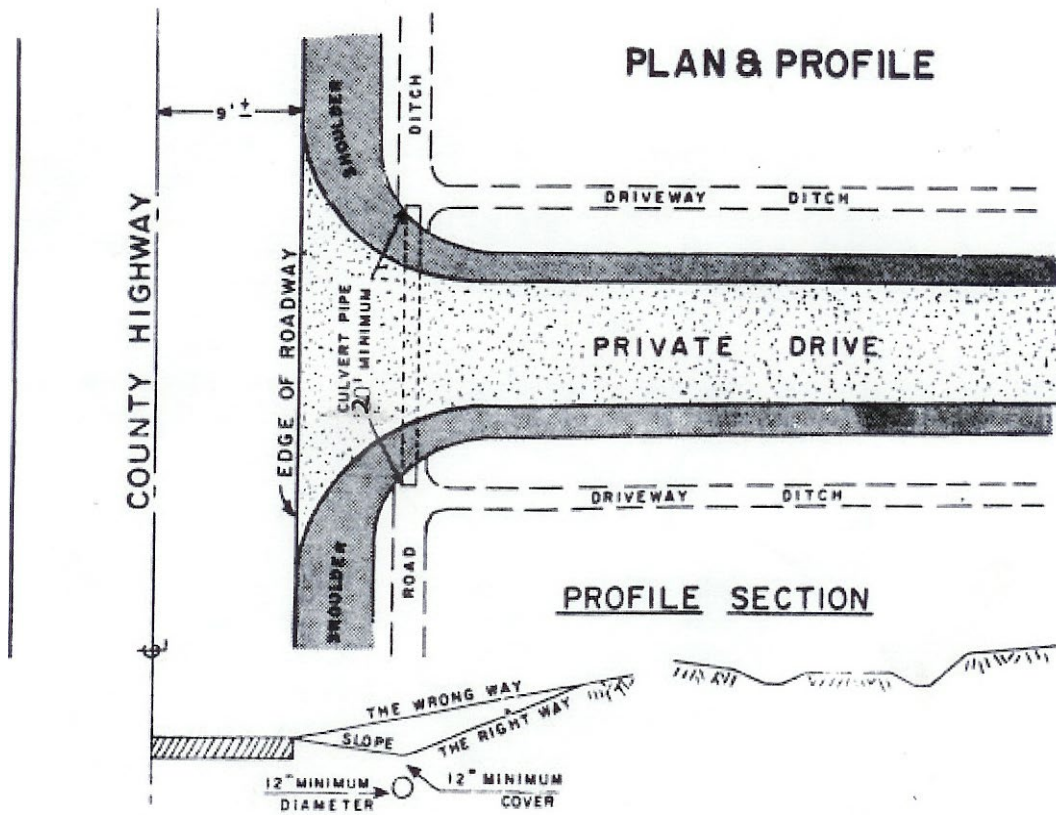
Failure to apply for Preliminary Access Approval prior to dividing property can result in the immediate application of a Penalty under Section 3.2

2.3 DESIGN REQUIREMENTS FOR SINGLE FAMILY RESIDENTIAL DRIVEWAYS

- A. Maintain a minimum grade and develop drive profile to generally conform to shoulder contour. Drive and approach shall be constructed to avoid washout of loose surface material and so that no surface water will be drained onto public highways.
- B. Culvert for drive shall be laid to line and grade of adjacent roadside ditch or as specified by the County Engineer or Township Trustee.
- C. Pipe size shall be a minimum of 12-inch diameter by 20 feet long or as specified by the County Engineer or Township Trustee.

- D. Recommended Pipe: corrugated metal, reinforced concrete, extra strength vitrified clay, or corrugated smooth wall plastic or polyethylene.
- E. Cover over pipe will vary according to individual conditions, however a minimum of 12" is recommended.
- F. Approaches shall be level with or below road level for approximately 25 feet. (See Figure Four: Plan & Profile)
- G. Where slope and contour of the access point will not permit a Terraced Drive & Level or Below Level Approach Pad, a Sheet Flow Runoff Interceptor or other acceptable means of Sheet Flow Diversion shall be installed.

Figure Nine: Basic Driveway Plan and Profile

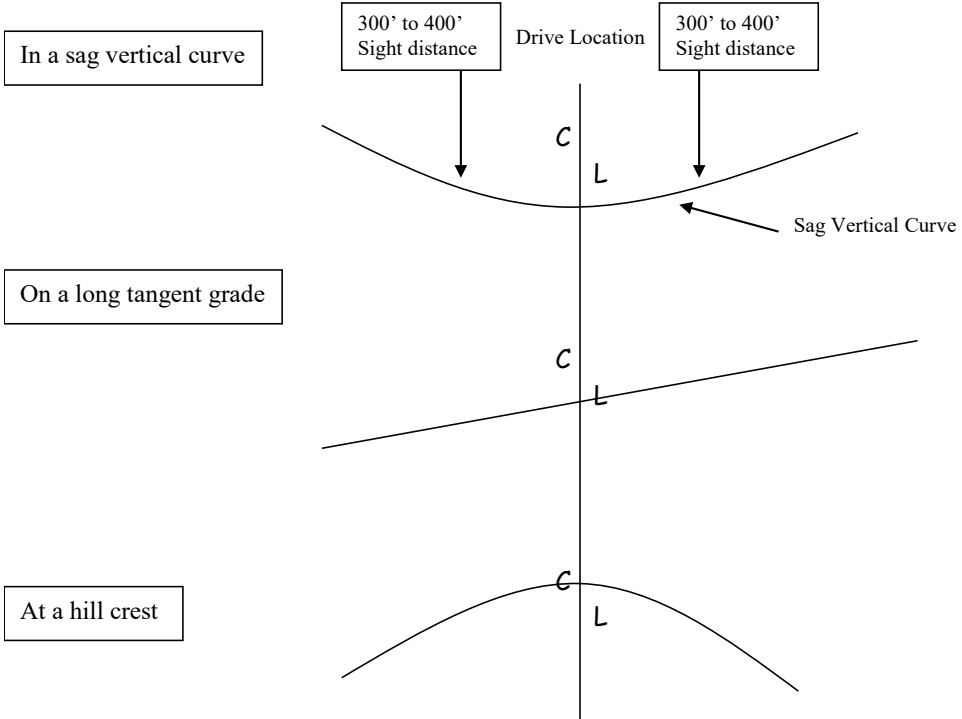


2.4 DRIVEWAY APPROACHES

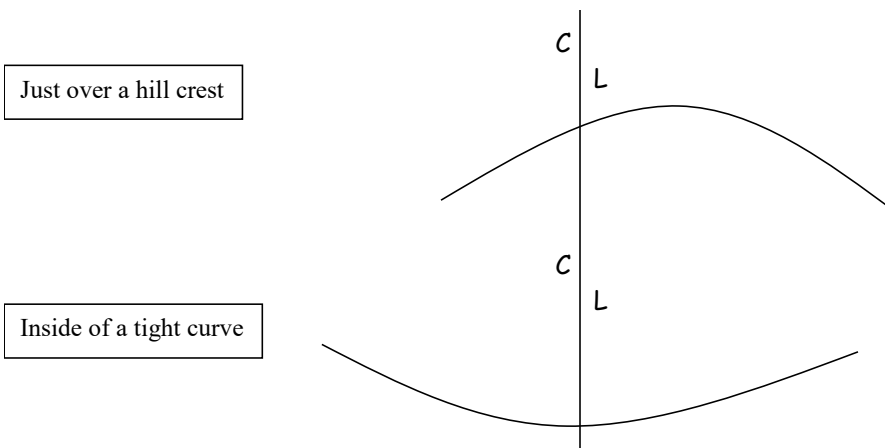
Every effort shall be made to obtain the best sight distance possible at all times. All approaches should be put in a sag vertical curve, on a long tangent grade or at a hillcrest if possible. At no time should a driveway be put just over the crest of a hill or inside of a tight horizontal curve (See Figure Five Approach Examples)

Figure Nine: Approach Examples

Acceptable



Not Acceptable



2.7 RELATIONSHIP TO ROADWAY FUNCTIONAL CLASSIFICATION

Existing Parcels and proposed lot splits shall access onto the lowest functional class Roadway where feasible. For example, if a corner parcel is located at the intersection of a local road and a Minor Collector roadway, access shall be granted on the local as long it meets safety and design standards.

2.8 FIELD, FARM, RECREATION AND UTILITY DRIVEWAYS

Field driveways provide access to agricultural lands principally used by farm equipment; or for low volume recreational use; or access to public utility facilities shall be approved on a case-by-case basis under authorization of the County Engineer or designee.

2.9 Single family driveway locations shall meet minimum site distance, and driveway spacing and other criteria as determined by the County Engineer.

ARTICLE III - PERMITS

3.1 ACCESS PERMITS FOR COUNTY AND TOWNSHIP ROADS

Prior to the construction of a driveway or approach, the property owner shall obtain the issuance of an access permit from the governmental authority having jurisdiction. The permit will be for a location that is in conformance with all applicable regulations in this document and any applicable ODOT regulations.

- A. Access permits for County Class III road access should be issued within seven (7) working days following submission of all information required by these regulations.
- B. For all other County driveway classifications, access permits should be issued within thirty (30) days following submission of all information required by these regulations.
- C. An access permit fee as established by the Board of Commissioners to cover the cost of administering the County regulations shall accompany the access permit application.
- D. Access permits for County and Township roads shall expire if the driveway is not constructed within one (1) year of the date of access permit issuance.

3.2 PENALTIES (ORC 5552.99)

Whoever violates an Access Management regulation adopted under Section 5552.02, shall be fined not more than five hundred dollars (\$500.00) for each offense, each day of violation is a separate offense.

3.3 INSPECTIONS

A minimum of two inspections will be required to document compliance with the Access Management Regulations. The first inspection will be conducted after application has been made for the Preliminary Access Permit. This inspection will determine if the requested access point is in compliance with these regulations. The second inspection will be conducted after the construction has been completed for an approved access location that is in conformance with these regulations.

A. Access Feasibility Inspection

In an effort to expedite the permit process a preliminary site visit may be requested to determine if the proposed new access location will be in compliance with these regulations, prior to any survey work being performed.

3.4 APPELLATE BOARD

The Ross County Commissioners have designated the **Ross County Planning Commission** as the Access Management Appellate Board with the authority to hear appeals of decisions of the County Engineer or designee concerning the issuance or denial of access permits and variance request that are not contrary to the public interest from the terms of these regulations where, owing to special conditions, a literal enforcement of these regulations will result in unnecessary hardship, and so that the spirit of the regulations will be observed and substantial justice done.

ARTICLE IV – MAILBOXES

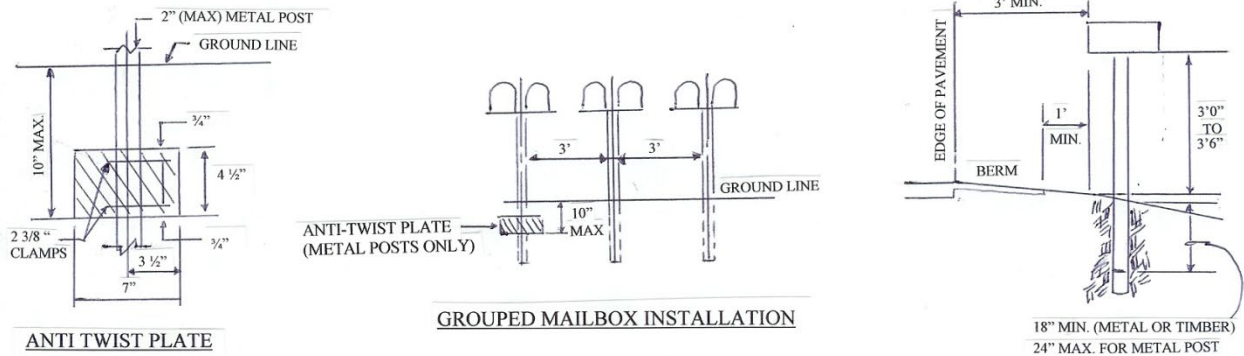
In order to receive prompt mail delivery and utility service and enable fire, squad, sheriff, and other agencies to locate your residence, please post your number on both sides of your mailbox. We also suggest your name be posted along with your number. If your mailbox is not located adjacent to or across from you driveway, it is required that you attach the number to a post beside your driveway as well as on your mailbox. We strongly recommend that numbers also be posted on the house itself. It is recommended that the numbers be 3 inches in height and be reflective for night visibility. Listed below are recommended methods for erecting you mailboxes. Please follow these suggestions to minimize the chances of injury should a vehicle hit your mailbox.

Mailboxes shall be of the breakaway type construction and shall meet the following criteria:

- A. Maximum 4" X 4" or 4 1/2" round timber post.
- B. Maximum 2" I.D. normal pipe size steel post.
- C. Boxes shall be no larger or heavier than the U.S. Postal standards.

Mailbox post shall not be set in concrete!!

Figure Ten: Example of Mailbox Installation



ARTICLE V - COST AND MAINTENANCE RESPONSIBILITIES

5.1 DRIVEWAY AND APPROACHES

ORC Section 5543.16 “Construction and repair of approaches and driveways; cost” states:

“The owners of land shall construct and keep in repair all approaches or driveways from the public roads, under the direction of the county engineer or designee. If in the construction, improvement, maintenance, and repair of any road, the approach or driveway of an abutting property owner is destroyed, the authorities constructing, improving, maintaining, or repairing such road shall compensate the property owner for the destruction of his approach or driveway, or in lieu thereof authorize the engineer to reconstruct it at public expense.

In the construction of a road improvement, the County Engineer or designee may, in all cases where the approaches of the owners of abutting real estate are unsuitable to a projected improvement or so constructed as not to afford proper drainage after its completion, include in the plans for such improvement plans for proper approaches. The entire cost of constructing such approaches may be assessed against the lands along which they are constructed.”

5.2 EXISTING DRIVES AND APPROACHES

Nonconforming access points – legal access connections in place as of the date of adoption of Access Management guidelines that do not conform with the standards set therein are considered non-conforming features and shall be changed:

- A. When new access or modified accessed to public rights-of-way and/or access permits are requested;
- B. Change in use, enlargements or improvements that will increase trip generation.

ARTICLE VI – TERMS AND DEFINITIONS

6.1 INTERPRETATION

For the purpose of these regulations, certain terms and words are to be defined as found in this Article. Words and terms not specifically defined carry their customarily understood meanings. The word “shall” is mandatory; the word “may” is permissive.

6.2 DEFINITIONS

AASHTO: American Association of State Highway and Transportation Officials, Policy on Geometric Design of Highways and Streets.

ACCESS APPROVAL means that permission has been granted by the Ross County Engineer to access the public road at an approved location and with conditions as prescribed by the these Access Management Regulations. An access approval is not a driveway permit.

ACCESS MANAGEMENT REGULATIONS shall apply to all County and Township Roadways in the Unincorporated Areas of Ross County. The regulations are designed to protect the health, safety and welfare of the traveling public.

CORNER CLEARANCE: represents the minimum distance between intersections and driveways.

DRIVEWAY PERMIT: means permission to construct a driveway facility at an approved access point and that such driveway shall be constructed according to the provisions of that permit.

FRONTAGE ROAD: An access road that generally parallels a public roadway between the right of way of the public road and the front building setback line. Provides access to private properties while separating them from the public roadway.

FUNCTIONAL AREA: That area beyond the physical intersection of two controlled access facilities that constitutes decision and maneuver distance, plus any required vehicle storage length, and is protected through corner clearance standards and connection spacing standards.

JOINT AND CROSS ACCESS SERVICE DRIVES a system of driveways and or service lanes to access properties and facilities as opposed to using direct access driveways to the public road.

LOS: Level of Service on all County and Township Roads. The roadway or intersection's ability to handle certain volumes of traffic. LOS "A" being the best and LOS "F" being the worst.

REAR ACCESS DRIVE: A system of joint use driveways and cross access easements which facilitate and enhances access management.

ROADWAY CLASSIFICATIONS: The hierarchy of the roadway system categorizing each road as having a certain desired purpose for handling traffic in the roadway network, i.e., Principal Arterial, Minor Arterial, Major Collector, etc. The Classification for each road is defined in the most recent version of the Ross County Thoroughfare Plan.

SIGHT DISTANCE: the distance visible to the driver of a passenger vehicle measured along the normal travel path of a roadway from a designated location and to a specified height above the roadway, when the view is unobstructed by traffic.

THROAT LENGTH: Distance measured from the edge of pavement of a roadway to the first point of access of a driveway or service drive.

TRAFFIC IMPACT STUDY: may be required before an access permit can be approved. This study provides information to engineers and planners as to the characteristics of traffic flow on and around a given site based on its existing conditions as well as proposed uses. The Ross County Engineer's Traffic Impact Study Guidelines (if adopted) or ODOT State Highway Access Management Manual shall apply relative to these Access Management Regulations.

TRIP: A single or one-directional vehicle movement with either the origin or the destination inside a study area. A vehicle's leaving the highway and entering a property is one trip; the vehicle's leaving the property is a second trip.