

Access Management Regulations

Warren County, Ohio



Warren County Board of Commissioners

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ACCESS MANAGEMENT MANUAL

Warren County, Ohio

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PREAMBLE

The Warren County Board of County Commissioners may adopt Access Management Regulations in accordance with Chapter 5552, Ohio Revised Code, for the purpose of promoting traffic safety and efficiency and maintaining proper traffic capacity and traffic flow. These purposes include, but are not limited to, lot splits that do not apply to subdivisions approved without a plat under the procedure contained in Section 711.131 of the Ohio Revised Code. This manual is designed to provide Access Management Regulations for both subdivisions and lot splits. This Manual will indicate which portion of the Ohio Revised Code applies to that portion of the regulation.

**SECTION 100
INTRODUCTION**

Section 101 Authority

101.1 These regulations are adopted pursuant to the authority granted to the Boards of County Commissioners by Chapter 5552 of the Ohio Revised Code (hereinafter “ORC”) and the Warren County Regional Planning Commission by Chapter 711 of the ORC for regulating county and township roadways.

Section 102 Purpose

102.1 For the purpose of promoting traffic safety and efficiency and maintaining proper traffic capacity and traffic flow, the goals of these Access Management Regulations are as follows:

1. Develop a lot split (minor subdivision or otherwise) system that allows consideration of access concerns (as well as, promoting traffic safety and efficiency, zoning, and drainage) prior to the actual lot split.
2. Promote a specialized roadway system whereby the primary function of the major collector streets and arterial highways is to convey traffic, with access to individual lots located along these higher-order streets to be provided to the extent possible by service drives and/or the local roadway network.
3. Provide increased safety benefits derived from better access design, fewer traffic conflict locations and increased driver response time to potential conflicts.
4. Promote intersection hierarchy.
5. Promote efficient traffic progression through signalized intersections with the intent being to maintain or improve upon the current level of service of the public roadway network.
6. Preserve the functional area of intersections and interchanges.
7. Limit the number of conflict points by creating a less complex driving environment, especially in areas of intersections and interchanges.
8. Separate conflict areas.
9. Remove turning vehicles from through lanes (especially in areas of limited sight distance).
10. Provide a supporting street and circulation system.
11. Minimize the future expenditure of public revenues.

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12. Provide necessary and reasonable ingress and egress to properties located along county and township roads.

102.2 This Board of County Commissioners finds and determines that these regulations establish the minimum standards necessary to properly manage access to county and township roads in Warren County and to carry out the purpose and intent of Chapters 711 and 5552 of the ORC.

Section 103 Implementation and Administration

103.1 The effective date of these regulations is March 20, 2006. The Warren County Engineer is responsible for implementing and administering these regulations. After the effective date, no person shall construct any new access or modify an existing access resulting in a significant change in use, as defined in Section 104.9, that provides direct vehicular movement to or from any roadway subject to these regulations without an access permit or exemption from the Warren County Engineer's Office.

Section 104 Applicability

104.1 These regulations shall apply to all access connections designed or intended for motor vehicle use on county or township roads, which are designed or constructed on or after the effective date of these regulations. They shall also apply to all existing access connections for the purposes described in this Article whenever the land use or the access classifications of such existing access connections change or whenever the existing access is upgraded by reconstruction, relocation, modification, or expansion.

104.2 These regulations do not apply to state and/or federal routes or municipal roadways.

104.3 Pursuant to ORC 5552.02 (D), Urban townships may adopt their own regulations, which pertain to their township roads; however, these regulations would continue to apply to county roads within those Urban townships. In the event a Urban township adopts their own regulations after the adoption of these regulations herein, upon the effective date of the Urban township's own regulations, these regulations shall no longer apply to township roads in such Urban township.

104.4 Where a corridor-level access management study has been completed and approved by the Warren County Engineers Office and accepted by the Board of County Commissioners, their recommendations shall take precedence over these Access Management Regulations in areas where they conflict.

104.5 Any part of this document that is found to be unlawful by the court(s) having jurisdiction in the matter shall not invalidate any part of the remaining regulation.

104.6 Agricultural access locations that are used for agriculture purposes only are exempt from these regulations, except that culvert permits are required and that all safety aspects must be considered prior to approval.

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104.7 All current County and township zoning laws shall apply and shall supercede these regulations when a conflict may occur.

104.8 All current rules and regulations of the Warren County Regional Planning Commission, and any subsequent amendments thereto, regarding the subdivision of land shall apply.

104.9 The owner may be required to reconstruct, relocate, redesign, or otherwise modify an existing access in order to conform to the specifications of this policy when a significant change in use of the property or drive, as determined by the Warren County Engineer's Office, results in a change in the type or nature of the access operation.

A significant change in use includes, but is not limited to, the following:

- A change in zoning resulting in a use that will generate additional traffic
- An increase in traffic volumes on the drive exceeding the greater of 10 vehicles per hour (vph) or 20 percent over the historical volumes based on the Institute of Transportation Engineer's Trip Generation Manual in absence of other data
- An increased volume of vehicles exceeding 30,000 pounds gross vehicle weight exceeding the greater of 10 trip ends or 20 percent of the historical volumes of truck traffic.
- The free flow of vehicles entering the property is restricted or creating a back up of traffic on the highway or otherwise disrupting traffic on the highway which reduces the highway capacity and/or creates a highway hazard.

Section 105 References and Resources

The standards and specifications applied in the Warren County Access Management Manual are based on engineering judgment and the following standard engineering references used by the Warren County Engineer's Office. The citation of standard engineering reference works always refers to the latest publication or edition of the work as amended.

105.1 A Policy on Geometric Design of Highway and Streets, American Association of State Highway and Transportation Officials, Washington, D.C.

105.2 Ohio Manual of Uniform Traffic Control Devices, (OMUTCD), Ohio Department of Transportation, Columbus, Ohio, or the National Manual of Uniform Traffic Control Devices (NMUTCD) if adopted by the State of Ohio.

105.3 Location and Design Manual, Ohio Department of Transportation, Columbus, Ohio.

105.4 Construction and Materials Specifications Manual, Ohio Department of Transportation, Columbus, Ohio.

105.5 Standard Construction Drawings, Ohio Department of Transportation, Columbus, Ohio.

105.6 Trip Generation Manual, Institute of Transportation Engineers, Washington, D.C.

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105.7 Roadside Design Guide, American Association of State Highway and Transportation Officials, Washington, D.C.

105.8 Highway Capacity Manual, Transportation Research Board, Washington, D.C.

105.9 Access Management Manual, Transportation Research Board, Washington, D.C.

105.10 Warren County Official Thoroughfare Plan, Warren County Regional Planning Commission, Warren County Engineer, Warren County, Ohio

105.11 Requirements and Standards for the Design and Construction of Streets and Roadway Facilities; Warren County Board of Commissioners, Warren County, Ohio

105.12 Warren County Subdivision Regulations, Warren County Regional Planning Commission, Warren County, Ohio.

Section 106 Definitions and Abbreviations

These definitions are provided and adopted to explain technical words, phrases, and abbreviations used in this document.

106.1 "Access Classification" A classification system that defines driveways according to their purpose and use:

Very Low Volume (VLV) Driveway

- Equal to 10 trip ends or less per peak hour

May include:

- Utility or Farm Drive
- Single Family Residence
- Walking, jogging, biking or equestrian trails

Low Volume (LV) Driveway

- More than 10 but less than 50 trip ends in a per peak hour
- Single family common access drive serving multiple residences
- Multi-family residence drive serving more than two units
- Commercial/Industrial drive

Medium Volume (MV) driveway

- 50 or more but less than 200 trip ends in the peak hour

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High Volume (HV) driveway

- 200 or more trip ends in the peak hour

106.2 “Access Connection” means any connection to a road or street which permits access to or from the road or street by vehicles, equipment, cars, trucks, buses, motorcycles, for the purpose of crossing the road or street or accessing the road or street. An access connection may be a street or driveway.

106.3 “Corner Clearance” is the distance from an intersection of a public or private road to the nearest access connection measured from the closest edge of pavement of the intersecting road or drive to the closest edge of pavement to the proposed connection.

106.4 “County roads” include all roads which are or may be established as a part of the county system of roads as provided in sections 5541.01 to 5541.03, inclusive, of the Ohio Revised Code, which shall be known as the county highway system. The Board of County Commissioners shall maintain such roads. [Chapter 5535.01 (A), O.R.C.]

106.5 “Cross Access” is an easement or service drive providing vehicular access between two or more contiguous sites so that the driver does not need to reenter the public street system.

106.6 “Driveway” An access connection other than from another public road or street.

106.7 “Frontage Road” is an access road that generally parallels a major public roadway between the right-of-way line for the major public road and the front building setback line providing access to private properties without requiring private access directly to the principal roadway.

106.8 “Intersection Sight Distance” means the distance at which a motorist attempting to enter or cross a highway should be able to observe traffic in order to safely make his desired movement. The required distance varies with the speed of the traffic on the main highway.

106.9 “Joint Access” is a single access point connecting two or more contiguous sites to a public roadway that serves more than one property or developments including those in different ownership

106.10 Land Locked Parcel is a parcel lacking frontage on any public roadway.

106.11 “Level of Service” (LOS) is a qualitative measure describing a range of traffic operating conditions such as travel speed and time, freedom to maneuver, traffic interruptions, and comfort and convenience as experienced and perceived by motorists and passengers. Six levels are defined from A to F, with A representing the best range of conditions and F the worst.

106.12 “Road” refers to any public roadway. The terms “street”, “roadway”, “highway” and “road” are one and the same and may be used interchangeably.

106.13 Significant change in use” - See Section 104.9

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106.14 "Stopping sight distance" means the distance required by a driver of a vehicle, traveling at a given speed, to bring the vehicle to a stop after an object on the roadway becomes visible. It includes the distance traveled during driver perception and reaction times and the vehicle braking distance. Stopping Sight Distance shall be as defined in the most recent edition of the Location and Design Manual of the Ohio Department of Transportation.

106.15 "Subdivision Regulations" means the Warren County Subdivision Regulations as enacted and amended by the Warren County Regional Planning Commission.

106.16 "Thoroughfare Functional Classification" means a ranking system for roadways used to determine the appropriate degree of access management regulation in order to promote public safety and congestion prevention. For the purpose of these regulations, all roads on the County and Township road systems shall be placed in one of the following classifications: Primary Arterial, Secondary Arterial, Major Collector/Distributor, Collector, Local Street, Township Collector, Township Local. The county and township roads and their classifications will be found in the Warren County Official Thoroughfare Plan maintained by the Warren County Regional Planning Commission and the Warren County Engineer.

106.17 "Throat Length" is the distance parallel to the centerline of a driveway to the first on-site location at which a driver can make a right or left turn measured either from the face of curb or from the edge of the shoulder where no curb is present.

106.18 "Traffic Impact Study (TIS)" is a report analyzing anticipated roadway conditions with and without the applicant's development and includes an analysis of existing and future storage lengths, traffic volumes and distribution, and mitigation measures required to offset the traffic impacts of a proposed development.

106.19 "Trip" is a single or one-directional vehicle movement with one origin and one destination inside a study area. A vehicle entering a property is a trip, and the same vehicle leaving a property is a second trip.

106.20 "Vehicles per Hour (vph)" means the number of vehicles per hour, usually referring to the peak hour.

Section 107. Incorporation by Reference

107.1 Definitions of the Warren County Subdivision Regulations are incorporated by reference into these regulations to the extent not inconsistent with the above definitions.

107.2 The current "Traffic Impact Study Requirements for County and Township Roads of Warren County, Ohio", and any subsequent amendments thereto, are incorporated by reference into these regulations. The current version as of February 2, 2006 is included in Appendix A of this document.

SECTION 200
LOT SPLIT ADMINISTRATION
(ORC SECTION 5552)

Section 201 Preliminary Access Approval (For Parcels to be Created)

201.1 A Preliminary Access Approval Permit shall be obtained from the Warren County Engineer prior to any lot split approval, with the exception of those lot splits meeting Section 201.5 herein. The preliminary access approval will indicate those locations along the created lots or lots, including the parent or residual parcel, for which access is acceptable and in conformance with these regulations.

201.2 The Warren County Engineer may require that any or all of the following information be shown by a registered engineer or surveyor on either a survey plat or other accurate drawing:

1. Distances from the side property lines to the nearest adjacent driveways and their use.
2. Location of any driveways across from the property and their use.
3. Location of any driveways on the property and their use.
4. Available sight distance for each access point.
5. Required driveway spacing.
6. Location of proposed driveways, if known.
7. Quantity of storm water runoff to the proposed drive culvert.
8. Existing and proposed roadside ditch section.
9. Traffic Impact Study (TIS) for low, medium and high volume driveways.
10. Other information as required by the Warren County Engineer.

201.3 A lot split which would result in the creation of a landlocked parcel shall not be approved without a recorded perpetual access easement acceptable to the Warren County Engineer. The easement shall be located and of sufficient width to accommodate a drive or roadway design in conformance with the access management regulations contained within this document, and the applicable regulations and design standards contained in the Warren County Thoroughfare Plan, Requirements and Standards for the Design and Construction of Streets and Roadway Facilities for Warren County, and the Warren County Subdivision Regulations, if applicable.

201.4 Upon receipt of a request for preliminary access approval, the County Engineer shall conduct a review of the site, including a preliminary sight distance check of the proposed access locations and with any other items to be addressed such as drainage and topography, and within ten business days of the receipt of the initial request, shall either make a determination on the application or request that the applicant submit any or all of the items indicated in Section 201.2 herein. The County Engineer within the timeframes outlined in Section 203 herein shall review subsequent submittals by the applicant that contain the required information.

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201.5 Lot split requests submitted for the purpose of providing additional public right-of-way area along an existing roadway shall be excluded from the Section 201 requirements herein.

201.6 The preliminary access approval shall note the conditions upon which approval was granted including, but not necessarily limited to, traffic volumes and approved drive locations. The approval will remain valid for a period of ten years unless noted otherwise on the preliminary approval document.

201.7 The information provided by the applicant per Section 201.2 herein shall be accepted for the Section 202 Access Permit provided that the preliminary access approval has not expired and the proposed site is consistent with the conditions to the Section 201 access approval.

Section 202 Access Permits (For Created Parcels to be Developed or Modified)

202.1 Prior to the issuance of a building permit or prior to the construction of a driveway in those situations not requiring a building permit, the Warren County Engineer shall issue an access permit. The permit will be for access at a location for which a preliminary access approval was previously granted or at a location that is otherwise in conformance with these regulations.

202.2 Permits issued may include interim or temporary permits and shall prescribe the permitted uses and any limitations or conditions of the permit as well as the access classification. New permits are required per Section 104.9 herein whenever the land use or the access classifications of existing driveways change or whenever existing driveways are upgraded, including widening.

202.3 Upon receipt of a request for an access permit, the County Engineer shall conduct a review of the site, including a preliminary sight distance check of the proposed access locations, and within ten business days of the receipt of the initial request, either make a determination on the request or request that the applicant submit any or all of the items indicated in Section 201.2 herein. Subsequent submittals by the applicant that contain the required information shall be reviewed by the County Engineer within the timeframes outlined in Section 203 herein.

202.4 An access permit fee of \$0 (No Fee) as established by the Board of County Commissioners to cover the cost of administering these regulations shall accompany the access permit application.

202.5 Access permits shall expire if the driveway is not constructed within one (1) year of the issuance of access permit.

202.6 As a condition for the approval of an access permit request, the County Engineer may require the applicant to construct any improvements to the public roadway system that are necessary to mitigate the impacts to the roadway system attributable to the applicants development consistent with the requirements outlined in the current version of the "Traffic

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Impact Study Requirements for County and Township Roads of Warren County, Ohio”, which are incorporated by reference into these regulations. The Traffic Impact Study requirements dated February 2, 2006 are included in Appendix A of this document.

Section 203 Time Limitations for Lot Split Review

203.1 For access points proposed to contribute less than 10 vehicles per peak hour, access submittals under Section 201 or Section 202 shall be reviewed within ten (10) business days following submission of all the information required by these regulations.

203.2 For access points proposed for a site generating 10 or more vehicles per peak hour, access permits shall be reviewed within thirty-five (35) business days following the submission of all information required by these regulations.

203.3 In accordance with ORC Section 5552.02(B), failure to approve or deny, in whole or in part, any request for an access permit approval sought within the period outlined in the above Sections 203.1 and 203.2, as applicable to the permit request, shall constitute a granting of approval for the access permit.

NOTE: *The Warren County Permit Application is contained in Appendix B.*

**SECTION 300
SUBDIVISION ADMINISTRATION
(ORC SECTION 711)**

Section 301 Major Subdivisions

301.1 The subdivider shall follow the process outlined in Article III, Chapter 300 of the Warren County Subdivision Regulations.

Section 302 Minor Subdivisions and Replats

302.1 The subdivider shall follow the process for Minor Subdivisions outlined in Article III, Chapter 300, Section 319 of the Warren County Subdivision Regulations.

302.2 The subdivider shall follow the process for Replats outlined in Article III, Chapter 300, Section 317 of the Warren County Subdivision Regulations.

302.3 The applicant shall obtain Preliminary Access Approval or an Access Permit, whichever is appropriate, in accordance with Section 200 herein.

SECTION 400 GENERAL STANDARDS

Section 401 General Standards

401.1 The arrangement, character, extent, width, grade, and location of all access connections shall conform with these regulations and shall be considered in their relation to existing and planned roads, streets and driveways, topographical conditions, and public convenience and safety and the proposed uses of the land to be served by such access connections.

401.2 The requirements of these regulations vary depending on the road classification as defined herein.

401.3 The provisions of any existing or future Access Management Plan prepared for a specific road or portion of a road shall apply. The applicable requirements of the Subdivision Regulations and the County Thoroughfare Plan shall also apply.

401.4 Driveways and/or service drives shall be located on the lowest order of the public roadway on which the lot has frontage or shared access point unless the Warren County Engineer determines that the public interest is better served by locating the access point on the higher order street. (For example if the sight distance on the lower order street is substandard, the Engineer may consider that factor in determining the best location for the point of access.)

401.5 The length of driveways or “Throat Length” (See Figure 2) shall be designed in accordance with the anticipated storage length for entering and existing vehicles to prevent vehicles from backing up into the flow of traffic on the public highway or causing unsafe conflicts with onsite circulation. The minimum acceptable throat length is 35’ unless a greater distance is required to comply with zoning standards, existing or proposed utility easements, or the queue storage requirements.

401.6 Construction of full access driveways within 150-feet of turn lanes, acceleration/deceleration lanes and their tapers (not including long pavement width transition tapers) is prohibited due to potential for vehicular weaving conflicts and obstructing the public roadway (See Figure 3).

401.7 The driveway width and flair shall be adequate to serve the volume of traffic and provide for efficient movements of vehicles off of the public highway.

401.8 Access Spacing

401.8.1 Very Low Volume (VLV) Driveways <10vph (Including Single Family Residence)

- a. **Along Primary Arterial Roads:** Per the State Highway Access Management Manual
- b. **Along Secondary Arterial Roads:** Per the State Highway Access Management Manual

- c. **Along Primary and Major Collector/Distributor Roads:** Where new driveways or driveway upgrades along a Major Collector Road are permitted, they shall be located no closer than 200 feet from an existing or proposed driveway or from an existing or proposed road or street and in accordance with section 401.6. No more than one driveway shall be permitted per parcel or per contiguously owned parcels.
- d. **Along Collector Roads:** Where new driveways or driveway upgrades along a County Collector Road are permitted, they shall be located no closer than 150 feet from an existing or proposed road or street and in accordance with section 401.6. No more than one driveway shall be permitted per parcel or per contiguously owned parcels.
- e. **Along Local Roads:** New VLV driveways or driveway upgrades along a County Local Road shall be located no closer than 80 feet from an existing or proposed road or street and in accordance with section 401.6. Generally, no more than one driveway will be permitted per parcel or per contiguously owned parcels. If a second driveway is permitted, no drive shall be closer than 100 feet from another drive or roadway.
- f. **Along Township Local and Collector Streets:** Same as County Local Roads unless otherwise determined by the Warren County Regional Planning Commission.

401.8.2 Low and Medium Volume Driveways

- a. **Along Primary Arterial Roads:** Per the State Highway Access Management Manual
- b. **Along Secondary Arterial Roads:** Per the State Highway Access Management Manual
- c. **Along Primary and Major Collector/Distributor Roads:** No more than one driveway or driveway upgrade shall be permitted per parcel or per contiguously owned parcels except that two driveways may be allowed if one of the driveways is “right in/right out” and the driveway spacing is at least 330 feet from another driveway or roadway.

New driveways or driveway upgrades along a Major Collector shall be located in accordance with the TIS with the minimum corner clearance required for a full access drive being equal to the stopping sight distance (SSD) for the legal speed limit. Approximate Upstream and Downstream Corner Clearances are provided in Table 1 for planning purposes.

- d. **Along Collector Roads:** No more than one driveway or driveway upgrade shall be permitted per parcel or per contiguously owned parcels except that

Table 1: Access Spacing Requirements						
	Min. Distance between Intersections (Unsignalized)	Min. Distance between Intersections (Signalized)	Corner Clearance			
				Full (FT) (3)(4)	Temp. Full (FT) (3)(4)	Rt In/ Rt Out (FT)
Local	250'	N/A	Low	200		
			Med	250		
Collector	660	1320'	Low	SSDL	SSD40 (3)	305
			Med	SSDL	SSD45(3)	330
Major Collector/ Distributor	750	1760	Low	495	305(3)	330
			Med	660	360(3)	360
Primary Collector/ Distributor	1000	2000	Low	660	TIS(3)	330
			Med	TIS	TIS(3)	TIS
Secondary Arterial (State Hgwy)	ODOT	ODOT	Low	ODOT	ODOT	ODOT
			Med	ODOT	ODOT	ODOT
Primary Arterial (State Hgwy)	ODOT	ODOT	Low	ODOT	ODOT	ODOT
			Med	ODOT	ODOT	ODOT
				MPH	Stopping Sight Distance	
	Low = < 50 VPH	(Entering and Exiting)				
	Med = 50 < VPH < 200				35	250
	High = > 200 VPH				40	305
	SSDL = Stopping Sight Distance for legal speed limit				45	360
	SSDXX = Stopping Sight Distance for XX MPH				50	425
					55	495
NOTES:	1) Corner clearances for High Volume drives (>200 vph) to be determined through the TIS					
	2) The corner clearance values for low and medium volume drives may be adjusted based on the results of the TIS					
	3) A full service drive will not be permitted within 150' of an area striped for turn lanes or the short diverging taper for the turn lanes per Section 401.6 unless it is determined through a TIS that a different value is appropriate..					
	4) Cutting existing center islands or medians will be prohibited in most instances.					
	5) Distances measured from the closest edge of the crossing intersecting street or driveway.					

two driveways may be allowed if one of the driveways is “right in/right out” and the driveway spacing is at least 305 feet.

New driveways or driveway upgrades along a Collector Road shall be located a minimum distance equal to the stopping sight distance for the legal speed limit from the nearest intersection.

- e. **Along Local Roads:** Per Table 1 of this policy.

401.8.3 High Volume Driveways

- a. **Along All Road Classifications:** Access Spacing: per TIS

401.9 All driveways or driveway upgrades 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 AASHTO (Green Book) [Case A – F] based on the legal speed limit at the location of the driveway.

401.10 Existing driveways that do not conform with these regulations shall be considered nonconforming driveways and shall be brought into conformance with these regulations under the following conditions:

1. When new access permits are requested;
2. When significant increases in trip generation are planned for the driveway per Section 104.9 of these regulations;
3. If the use served by the nonconforming driveway discontinues for a consecutive period of 2 years; or
4. When there is a change of use of the property access per Section 104.9 of these regulations.

401.11 To the greatest extent possible developments shall incorporate unified access and circulation systems. Where a proposed development abuts to and connects, through internal circulation, to an existing subdivision or development which has access to a public road, the proposed development shall, as determined by the TIS, upgrade the intersection at the Collector or Local Road and the existing subdivision’s or development’s access to the Collector or Local Road.

401.12 When a new driveway or driveway upgrade is permitted, the property owner(s) shall eliminate all pre-existing non-conforming driveways upon completion of the new driveway or driveway upgrade as required by the County Engineer and comply with Section 501.4.2 herein. No new driveways or driveway upgrades shall be permitted for parcels or contiguously owned parcels where access rights have been previously extinguished or acquired by a governmental body.

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401.13 In all cases, the County Engineer may determine that more restrictive standards than those contained herein will be required for a particular development in the interest of public safety and maintaining adequate traffic flow when supported by a traffic impact study provided by the County Engineer or the developer. Any such increase in the standards contained herein is subject to the variance and appeals process outlined in Section 600. For Very Low and Low Volume Drives, the County Engineer may also determine that less restrictive standards are more appropriate for a particular development considering those items outlined in Sections 601.2 and 601.4 contained herein.

**SECTION 500
JOINT AND CROSS ACCESS SERVICE DRIVES**

Section 501 Joint and Cross Access Service Drives

501.1 Prior to issuing an access permit, the Warren County Engineer may require the developer of the subject parcel or parcels to provide joint and/or cross access service drives and the associated access easements.

501.2 A system of joint use service drives and cross access easements as illustrated in **Figure 1** shall be established wherever feasible along major collectors and collectors or in cases where minimum driveway spacing cannot be met.

501.3 When joint and cross access service drives are needed then the site shall incorporate the following:

501.3.1 A continuous service drive or cross access corridor to provide for maximum separation of driveways accessing the principal roadway.

501.3.2 Service drives shall be designed and constructed of sufficient lane width to accommodate a two-way travel aisle and designed to accommodate automobiles, service vehicles and loading vehicles. Service drives that serve 1 to 5 single-family residential sites shall have a minimum pavement width of 12 feet. (A roadway meeting the Warren County Subdivision Regulations will be required for a drive serving 6 or more single-family residential parcels.) All other uses (multi-family, retail, commercial, etc.) shall have a minimum pavement width of 24 feet.

501.3.3 Stub streets and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive.

501.3.4 A unified access and circulation system plan that includes coordinated and or shared parking spaces is encouraged wherever possible.

501.4 Pursuant to this section, property owners shall:

501.4.1 Record easements simultaneously with the deed or deeds and/or record plat to provide for cross access to and from their properties and for other properties served by joint use drives, cross access drives, and/or service drives. The deed or deeds and/or record plat shall include a clause that references the parcel is or parcels are subject to such easement or easements. Easement rights shall be granted to adjoining properties relative to the overall access plan for that area (could be several parcels).

501.4.2 Record an assignment simultaneously with the deed that releases their remaining access rights along the public highway and assigns such access right along the public highway to the Warren County Board of Commissioners. Upon completion of the new access facilities, the pre-existing driveways will be closed and removed

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by the applicant, at applicant's sole cost, after all of the access control features are constructed and approved by the Warren County Engineer.

501.4.3 Record a joint maintenance agreement simultaneously with the deed defining proportional maintenance responsibilities of the property owners.

501.4.4 The common joint use drives, cross access drive, and or service drives shall be constructed by the applicant prior to final approval.

501.4.5 Temporary driveways, except single family residential, may be permitted in accordance with Section 201 herein by the Warren County Engineer in special cases when other permanent access is not available. When permanent access becomes available, temporary driveway permits shall be revoked and the temporary driveways shall be removed or modified per the Warren County Engineer at the owner's sole expense.

501.4.6 Any temporary driveway, when permitted, shall be constructed in accordance with the Warren County Engineer's Office driveway specifications.

**SECTION 600
VARIANCES AND APPEALS
(ORC SECTION 711 AND SECTION 5552)**

Section 601 Variances and Appeals

601.1 The Warren County Board of Commissioners will hear and decide variances to these regulations in accordance with the standards of this Section. The Board will also hear appeals where it is alleged that the Warren County Engineer made an error in any order, requirement, decision or determination made by an administration official in the enforcement of these access management regulations.

601.2 Variances may be granted by the Board for all types of driveways where: (i) the variance would not be contrary to the public interest from the terms of these regulations herein, and; (ii) owing to special conditions a literal enforcement of the regulations will result in unnecessary hardship, and; (iii) the spirit of the regulations will be observed, and; (iv) substantial justice is done.

601.3 The Board will not hear variances regarding thoroughfare roadway improvements as a result of this regulation. Appeals to decisions of the Warren County Engineer regarding Thoroughfare Roadway Improvements shall be in accordance with Chapter 2506, of the ORC.

601.4 In the granting of variances in accordance with the standards set forth in Section 601.2 herein, the Board should consider the following factors:

1. Whether not granting the variance would deny all reasonable access.
2. Whether granting the variance would endanger the public safety.
3. Whether the hardship was self-created by the appellant or his agent.
4. Whether granting the variance would hinder traffic movement or the proper operation of the public road.
5. Whether granting the variance would be consistent with the purpose of these regulations.
6. Whether all feasible access options except granting a variance have been considered.

601.5 All applications for appeals or variances shall be made on the form provided and accompanied by the fee in the amount of \$85.00 (Eighty-five dollars). Appeals shall be filed within thirty (30) days of the County Engineer's decision.

601.6 Appeals of decisions of the Board of County Commissioners, acting as the Board of Appeals for Access Management regulations, shall be in accordance with Chapter 2506 of the ORC.

**SECTION 700
ENFORCEMENT
(ORC SECTION 711 AND SECTION 5552)**

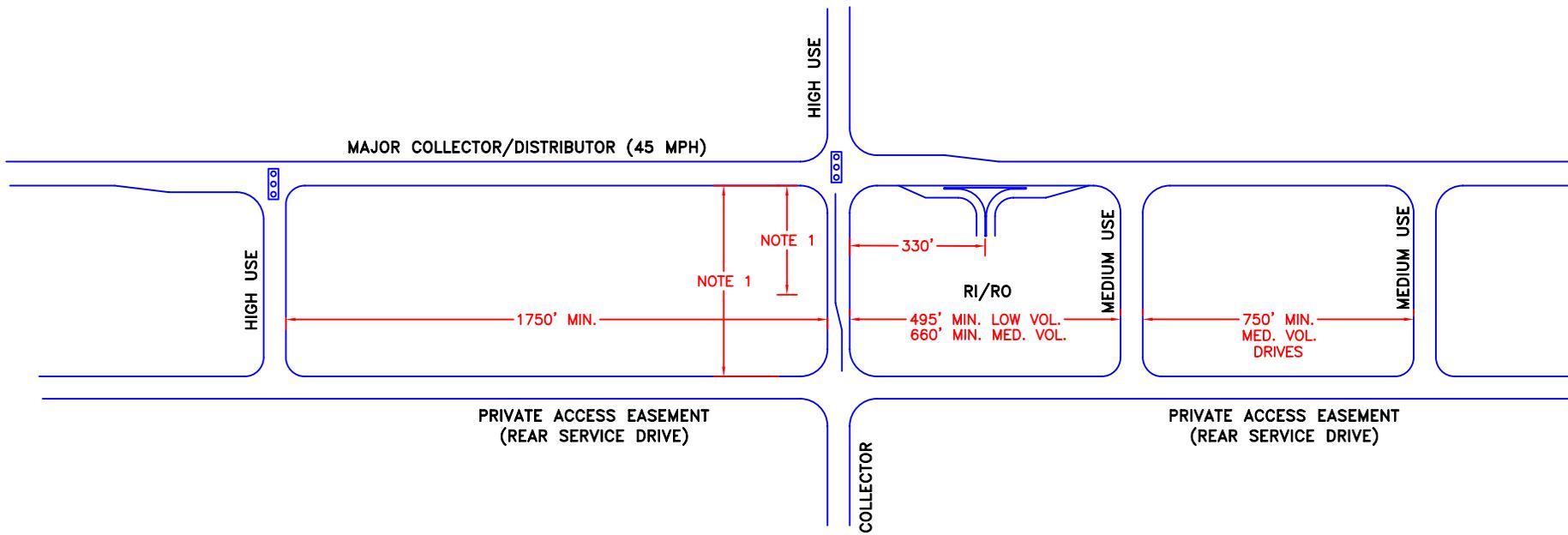
Section 701 Enforcement

701.1 If any driveway is installed contrary to these regulations, the County Engineer shall notify the property owner in writing. Such written notice shall be sent by certified mail, return receipt requested; or, if certified mail is returned marked refused or undeliverable, the County Engineer may send written notice by ordinary U.S. mail to satisfy this requirement. The notification shall identify the problem with the driveway and establish a **30**-day period for the property owner to correct the problem. If the problem is not corrected within **30** days of issuance of written notice, the County Engineer may block the access at the point that it enters a public road right-of-way.

701.2 In addition, in accordance with Ohio Revised Code Section 5552.99, the Warren County Engineer may cause a misdemeanor charge to be filed in a criminal court having proper venue, and whoever violates any provision of these regulations shall be fined upon conviction not more than five hundred dollars for each offense. Each day of violation is a separate offense. This provision, however, shall not be construed as an exclusive remedy superseding or effecting the enforcement authority provided in Section 701.3 below.

701.3 In addition, the Warren County Engineer may refer any violation of these regulations to the Warren County Prosecuting Attorney to initiate civil proceedings in the name of the Warren County Engineer seeking injunctive relief to abate any existing or future violations of these regulations and compensatory damages. This provision, however, shall not be construed as an exclusive remedy superseding or effecting the enforcement authority provided in Section 701.2 above, or any other legal or equitable remedy available under law.

COMMERCIAL / PROFESSIONAL
DEVELOPMENTS



NOTE 1 : THROAT LENGTH BASED ON TRAFFIC SIMULATION MODELS

NOTE 2 : DISTANCES MAY VARY TO CONFORM WITH THE TRAFFIC IMPACT STUDY

APPENDIX A
TRAFFIC IMPACT STUDY
REQUIREMENTS
FOR
COUNTY AND TOWNSHIP ROADS
OF
WARREN COUNTY, OHIO

February 2, 2006

Traffic Impact Study Purpose & Requirements

A Traffic Impact Study (TIS) report is a document that analyzes the degree of impact that a specific development will create on the adjacent roadway system. The TIS may include an analysis of any measures required to mitigate degradation of the existing roadway network level of service resulting from increased traffic generated from a potential development. In general, the requirements for various types of developments shall include but are not necessarily limited to the following as determined by the County Engineer:

- Vicinity Map
- Opening Date
- Build-Out Year
- Summary of Findings and Recommendations
- Remaining Items per Table 1 on the following page

A TIS is required for the following conditions:

- A proposed site generating 10 trips in any peak hour (See Table 1)
- A change in use of an existing facility generating at least 10 additional trips per peak hour
- Applications for a zoning change that would permit the development of a higher volume traffic generator
- A proposed change in traffic patterns or volumes through a sensitive area (including concerns of local residents, environmental/recreational impacts, etc.) at the discretion of the County Engineer
- Changes in the use of a commercial or industrial site

Traffic Impact Study Objectives – The objectives of a TIS are to:

- Determine whether or not the proposed access points meet the requirements of the Warren County Access Management Manual and other applicable regulations.
- Determine the need for any improvements to the adjacent and nearby roadway system in order to maintain a satisfactory level of service and safety, protect the function of the highway system, and provide appropriate access to the proposed development.
- Determine the appropriate location, spacing, and design of the access connection(s) necessary to mitigate the traffic and operational impacts on the highway.
- Assure that the internal traffic circulation of the proposed development is designed to provide safe and efficient access to and from the adjacent roadway system and nearby properties where necessary for the public benefit.

TABLE 1:

Access Location & Design Review	Trip Generation Threshold			
	Small Development: Traffic Impact Assessment	Medium Development: Traffic Impact Statement	Large Development: Regional Traffic Analysis	
10 < T < 100 Peak - Hour Trips	100 < T < 200 Peak - Hour Trips	200 < T < 700 Peak - Hour Trips	T > 700 Peak - Hour Trips	
Roadway Issues:				
Study Area	<i>a</i>	<i>b</i>	<i>b</i>	<i>b</i>
Existing conditions analysis within study area	X, d	X, e	X, e	X, e
Sight Distance Evaluation	X	X	X	X
Traffic generation	X	X	X	X
Traffic distribution		X	X	X
Estimated future trip generation from nearby undeveloped tracts		X	X	X
Background traffic growth		X	X	X
Before/After conditions of intersections within study area		X	X	X
Mitigation alternatives		X	X	X
Site issues:				
Turn lane analysis	?	X	X	X
Conformance with Warren County Access Manual	X	X	X	X
Evaluate site circulation	?	X	X	X
Other analyses:				
Crash experience in proximity to site	?	?	?	?
Effect on traffic signal progression	<i>c</i>	<i>c</i>	<i>c</i>	<i>c</i>

NOTE: X = required, ? = may be appropriate on a case-by-case basis.

(a) site access points and adjacent roadway (b) as determined by the County Engineer

(c) Where new signal is warranted (d) traffic counts may be required (e) traffic counts required

Vicinity Maps – Minimum of 1" = 2000' scale map showing the locations of the site and a minimum of 1" = 400' scale map utilizing the Warren County GIS aerial and lot boundary lines when possible.

Study Area – As determined by the Warren County Engineer. Generally, the larger the development, the greater the study area.

Existing Conditions Within the Study Area - Some of the information required includes the following:

- Current zoning and land use of land surrounding the development
- Location of existing traffic control devices, school zones, etc.
- Location of known or perceived safety concerns and/or capacity deficient areas
- Average Daily Traffic (ADT) and peak hour turning movements at major intersections within the study area.
- Existing trip distributions and a summary of anticipated changes in traffic patterns due to changes in development patterns and/or future roadway improvements.
- Location of existing drives within 200' of a proposed access and intersections within 600'
- A survey of the existing roadway location and profile may be required due to concerns with sight distance and/or roadway geometry along the development frontage.
- Although raw traffic count data will be acceptable generally, please note that adjustments utilizing seasonal and day of the week multipliers may be required at the discretion of the County Engineer

Sight Distance Evaluation – The sight distance available for all new access points must meet or exceed the requirements outlined in Section 201 of the ODOT Location and Design Manual.

Traffic Generation – Information in the TIS is to include the following:

- Proposed gross floor area, number of units, etc.
- Traffic volume forecasts utilizing the most recent edition of the ITE Trip Generation Manual (currently it is the Seventh Edition) whenever possible. Please provide the ITE land use code that is used for estimating the trip generation volumes.
- For phased developments, include trip forecasts for the phases and for full build-out.
- Peak hour trips from the site for the peak hour of the generator
- Number of trips from the site concurrent with the peak hour on the adjacent roadway network
- Pass-by trip adjustments for the site
- Design year is the lesser of: Years to Build Out + 20-Years, or 25-years.

Please note that the County Engineer may require the developer to provide customer counts or vehicle counts from similar developments in the absence of, or in addition to, available information from the ITE Trip Generation Manual. Any data other than the ITE Trip Generation Manual should be approved by the County Engineer before it is used in the TIS.

Traffic Distribution – May be based on a combinations of existing traffic counts, projected changes due to changing development patterns and/or improvements to the roadway network, marketing studies, etc.

Estimated Future Trip Generation from Nearby Undeveloped Tracts –

- Show proposed and/or required street stub locations to the site boundaries along with the estimated path of future roadway extensions offsite connecting to an existing road.
- Note any large tracts within the study area that are either currently undeveloped or subject to redevelopment in the future along with the current zoning of the tracts.
- Utilize other approved TIS documents whenever possible.

Background Traffic Growth – May be based on a combination of historical data, existing regional traffic models, and primarily, from the estimated build-out development potential of the region.

Before/After Conditions of Intersections within Study Area – Includes a model of the existing and design-year levels of service (LOS) for the study area with (“Build”) and without (“No-Build”) the proposed development. In the Highway Capacity Manual (HCM), the Federal Highway Administration has established "Level Of Service" criteria which relates the delay experienced by drivers at an intersection to a letter grade. This letter grade has become a common way of establishing acceptable roadway design. The criteria is shown as the following:

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service in	Delay/Vehicle (In Seconds)	Description
A	<5.0	Vehicles typically do not stop. Very little delay.
B	5.1 to 15.0	The majority of vehicles do not stop.
C	15.1 to 25.0	Significant numbers are stopped, although some pass through. Motorists begin to feel restricted.
D	25.1 to 40.0	Most vehicles stop. Motorists may occasionally wait through two signal cycles.
E	40.1 to 60.0	Almost all vehicles stop. Cycle failures and long waits are frequent.
F.	>60.0	Long queues form which may block other intersections resulting in gridlock.

I LOS is calculated using 2000 Highway Capacity Manual method with the latest revisions.

Mitigation Alternatives – The development may necessitate constructing roadway improvements in order to mitigate the degradation of the LOS in the initial and design year that is a result of the development as determined by the County Engineer. In general, the following scenarios will be considered:

“No-Build” LOS > C: Mitigation may be required for a “Build” LOS that is the equivalent of 1 full letter grade less than the “No-Build” (For example: a High-B LOS reduction to a High-C).

“No-Build” LOS = C: Mitigation may be required if the LOS in the “Build” scenario is less than C.

“No-Build” LOS < C (D, E, or F): Mitigation may be required for any degradation of the “No-Build” volume/capacity ratio.

The Mitigation Alternatives discussion contained in the TIS document should detail all proposed roadway and transportation improvements that are needed as a result of the impact created by the development.

The most common off-site roadway improvements usually considered to offset the traffic impact of a development are:

- 1.) Road widening/construction of additional lanes to provide for continued efficient flow in traffic on the existing streets
- 2.) Construction of site-specific inbound right and left-turn storage lanes
- 3.) Signalization of the proposed site access drive intersection and/or other adjacent Intersections.

Warren County will require the installation of any traffic control devices necessary to meet ODOT standards. For example, the Ohio Department of Transportation has established in the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) eight (8) requirements which determine if a traffic signal is warranted at an intersection. A minimum of at least one (1) of the warrant thresholds should be met in order for the County Engineer to make a determination as to whether a traffic signal should be installed at a particular location. The Ohio Manual of Uniform Traffic Control Devices also establishes standards for stop sign installation, pavement marking and signage. These signage and striping standards should be followed whenever applicable.

Warren County will require that generally accepted principles of traffic engineering, roadway design, transportation planning, and site design as outlined in the ODOT L&D Manual, ODOT Traffic Engineering Manual, AASHTO – A Policy of Geometric Design of Highways and Streets (Green Book), ITE Trip Generation Manual, ODOT State Highway Access Management Manual and the Transportation Research Board Access Management Manual be used in preparation of the TIS. Any deviation from those principles will require documentation.

Turn Lane Analysis – The turn lane warrant charts included in the ODOT State Highway Access Management Manual and Chapter 401 of the ODOT Location and Design Manual will be utilized to determine the need and required length for turn lanes respectively. However, Table 2 may be utilized for general planning purposes.

**Table 2: Approximate Turn Lane Thresholds
ADT vs. Peak Hour Turning Volumes**

DESIGN YEAR	2 LANE HIGHWAY				4 LANE HIGHWAY			
	RIGHT TURN LANE THRESHOLD		LEFT TURN LANE THRESHOLD		RIGHT TURN LANE THRESHOLD		LEFT TURN LANE THRESHOLD	
ADT	=< 40 MPH DHV (RES. LOTS*)	> 40 MPH DHV (RES. LOTS*)	=< 40 MPH DHV (RES. LOTS *)	> 40 MPH DHV (RES. LOTS*)	=< 40 MPH DHV (RES. LOTS*)	> 40 MPH DHV (RES. LOTS*)	UNDIVIDED DHV (RES. LOTS*)	DIVIDED DHV (RES. LOTS*)
<4000	NR	NR	NR	NR	NR	NR	NR	NR
4000	NR	NR	100(200)	60(120)	NR	NR	20(40)	55(110)
5000	NR	NR	75(150)	40(80)	NR	NR	20(40)	50(100)
6000	NR	60(120)	50(100)	30(60)	NR	NR	20(40)	50(100)
7000	NR	50(100)	40(80)	20(40)	NR	NR	20(40)	50(100)
10,000	70(140)	30(60)	25(50)	10(20)	NR	70(140)	20(40)	45(90)
15,000	40(80)	20(40)	10(20)	10(20)	90(180)	40(80)	15(30)	35(70)
20,000	30(60)	15(30)	10(20)	10(20)	40(120)	30(60)	10(20)	30(60)
30,000	30(60)	15(30)	10(20)	10(20)	40(80)	20(40)	5(10)	10(20)
40,000	30(60)	15(30)	10(20)	10(20)	25(50)	15(30)	5(10)	5(10)

NR = NOT REQUIRED *ASSUMES SINGLE FAMILY RESIDENTIAL AND 50% DIRECTIONAL SPLIT

Conformance with the Warren County Access Management Manual – The TIS report will include a brief discussion noting whether or not the proposed access points are in compliance with the Warren County Access Management Policy.

Alternate Travel Modes and Transportation Management Methods - Most developments in Warren County will be analyzed in terms of vehicular traffic impacts. However, federal government regulations will continue to affect traffic and transportation, and it is important for the developer to note that the County will encourage, and possibly require, that other transportation modes be accommodated with the goal being to reduce the volume of traffic associated with the development, preserve the basic capacity of the existing roadway system, and to make additional modes of travel available to the public. Some of the alternatives to be considered include transit availability, pedestrian and bicycle elements, and recognition of social/economic/environmental factors as applied to traffic flow.

The interaction of vehicles, bicycles, and pedestrians should be examined wherever these modes of travel are expected to coexist.

Evaluate Site Circulation – Include where applicable:

- Parking layout
- Vehicle circulation
- Pedestrian circulation
- Truck and emergency vehicle circulation
- Traffic signage, pavement markings
- Curb radii
- Location of access easements for internal/external circulation

Findings and Recommendation - Include a description of the scope and timing (with a graphical representation) of any internal and external roadway improvements required to accommodate the “Build” scenario.

Memorandum of Understanding Required for Larger Developments – For developments generating more than 100 trips per peak hour or 1000 trips per day, a memorandum of understanding between the developer and County which will outline the scope of the TIS will be required between the developer or the consultant and the County.

Miscellaneous –

- Submit a minimum of 2 copies of the TIS report

APPENDIX B

ACCESS PERMIT FORMS

FOR

COUNTY AND TOWNSHIP ROADS

OF

WARREN COUNTY, OHIO

February 2, 2006



WARREN COUNTY ENGINEER'S OFFICE

105 Markey Road, Lebanon, Ohio 45036

Main Ph: (513) 695-3301

Fax (513)-695-3323

CIN. (513) 925-3301

DAY. (937) 425-3301

ACCESS / DRIVEWAY CULVERT

PERMIT APPLICATION

Request is for (Check one): **Residential** **Non-Residential** **Commercial**

Requesting (Check all that apply):

- Permanent Access** **Temporary Access** **Improvement to Existing Access**
- Change in Access Use** **Existing Parcel** *(No Parcels to be created)*
- Preliminary Access Approval for Lot Split** *(Attach Survey Plat showing new parcel(s) and residual parcel.)*
- Driveway Culvert (Parcel ID Required):** *Complete (A) Owner and (B) Agent (if applicable), then go to page 3.*

(A) Owner (Applicant): *(PLEASE PRINT)*

Name: _____ Phone # _____

Mailing Address, City _____

State, Zip _____ E-Mail _____

(B) Agent for the Applicant (if applicable):

Name: _____ Phone # _____

Mailing Address, City _____

State, Zip _____ E-Mail _____

- 1) Address or Parcel ID# of property _____
- 2) Are you aware of prior request for an access permit or preliminary access approval for this parcel? ___N ___Y
If yes please explain: _____
- 3) What roadway are you requesting access from? _____
- 4) Number of lots created? _____ Number of requested access points? _____
- 5) How many feet is the proposed access from the nearest roadway or driveway?
Access #1: _____ Ft. (circle: N S E W) from _____
Access #2: _____ Ft. (circle: N S E W) from _____
Access #3: _____ Ft. (circle: N S E W) from _____
- 6) Does the property owner own or have any interests in any adjacent property? ___N ___Y
If yes, please describe: _____
- 7) Are there existing access easements bordering or within the property? ___N ___Y
- 8) If you are requesting residential development access, what is the type (single family, apartment, townhouse, condominium, landominium) and number of units?

Type	Number of Units	Type	Number of Units

- 9) If you are requesting commercial or industrial access please indicate the types and number of businesses and provide the floor area square footage of each.

Business	Square footage	Business	Square footage

- 10) Provide the following vehicle count estimates for vehicles that will use the access. Leaving the property then returning is two counts. Indicate if your counts are: ___peak hour volumes or ___average daily volumes. (Notes: 1) A Traffic Impact Study (TIS) may be required for developments generating more than 10 peak hour trips and/or 100 average daily trips, 2) Vehicle count estimates are to be based on the Institute of Transportation Engineers (ITE) Trip Generation manual when applicable.)

# Of passenger cars and light trucks	# Of heavy trucks	Total count of all vehicles

- 11) Within seven business days of the receipt of this application the County Engineer may determine that the applicant will be required to provide some or all of the following:
- a) Property map indicating other access, bordering roads and nearby drives.
 - b) Proposed access design.
 - c) Traffic control plan.
 - d) Traffic Impact Study.
 - e) Sight Distance Study.
 - f) Other information as required by the County Engineer

If this access permit is granted, the applicant agrees to the following conditions (not applicable for preliminary access approval requests):

- i. *Traffic will be maintained at all times, unless permission is granted by the County Engineer to close the road.*
- ii. *Disturbance to all pavement and shoulders/berms will be kept to minimum. Tracked equipment will not be permitted on the roadway. When any pavement or shoulders/berms is damaged either by construction, construction equipment or by excessive weight, Permittee shall make complete restoration as directed by the County Engineer.*
- iii. *Lights, signs, barricades, and if necessary steel plates, flagmen or watchmen will be placed on the project site for protection of traffic at all times, day and night. The Permittee shall fully comply with the maintenance of traffic recommendations and as directed by the County Engineer's Office.*
- iv. *Permittee shall assume the responsibility for and will hold the County harmless from any and all claims for personal injuries and/or property damages, and shall defend any action that might be brought due to the applicants' activities on this project and/or under this permit.*

If an access permit is issued to you it will state the terms and conditions for its use. The permit status may be reevaluated for any changes in the use of the permitted access not consistent with the terms and conditions listed on the permit.

The applicant declares that all information provided on this form and the submitted attachments, which are made part of the application, are accurate and complete to the best of their knowledge.

Applicant signature:

Date:

Office of Warren County Engineer

Permit No.:

105 Markey Road
Lebanon, Ohio 45036
www.co.warren.oh.us/engineer

NEIL F. TUNISON, P.E., P.S.
WARREN COUNTY ENGINEER

Phone: (513) 695-3301
Fax: (513) 695-3323
Email: fishwj@co.warren.oh.us

Driveway Culvert Permit Application

Applicant to complete block below, and return to address above.

Current address

Name: _____ Date: _____
Address: _____ Phone: _____ (Home) _____ (Cell)
City & Zip: _____ Email: _____

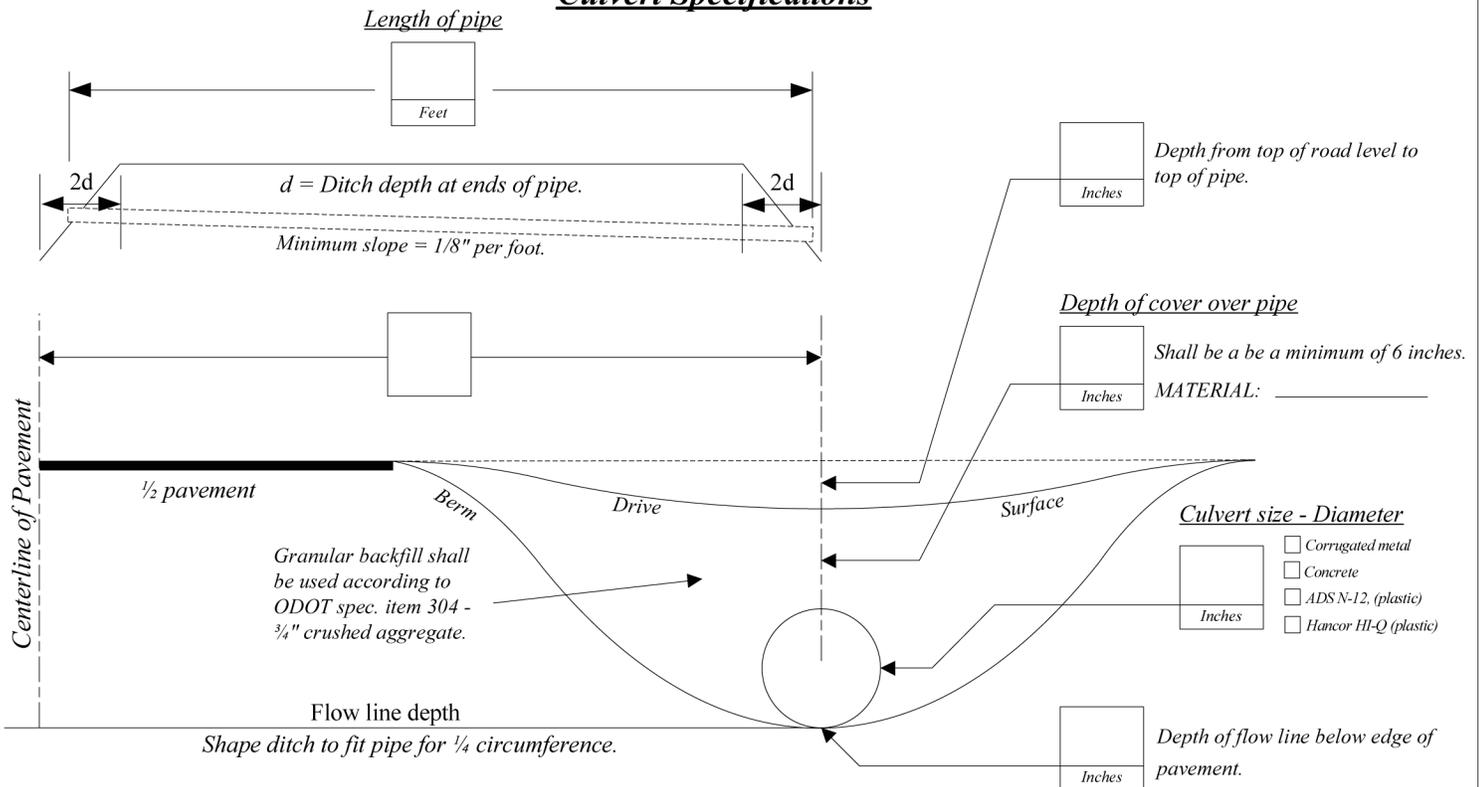
Proposed driveway information

Road Name: _____ Subdivision: _____
Building Permit No.: _____ Sidwell No.: _____ Lot No.: _____
Address will not be issued without sidwell No.

Driveway use: Residential Commercial Second drive Field access Replacement

To be completed by Engineer's Office.

Culvert Specifications



House number assigned to this location. _____

Specifications to applicant: _____

Final approval date: _____

Warren County Engineer - Neil F. Tunison, P.E., P.S.

Permits Coordinator - Jason Fisher

Additional comments _____

General Notes

- | | |
|---|---|
| <p>(1) Driveways graded toward the roadway shall have a low point over the culvert, or ditch line, to direct the storm water into the roadside ditch.</p> <p>(2) Applicant to draw sketch of desired location with approximate distance from nearest road intersection.</p> <p>(3) Applicant shall place in the center of proposed drive, a survey stake, painted orange, with applicants last name printed on face of stake.</p> | <p>(4) Concrete driveways shall have a finished grade at, or below, edge of pavement.</p> <p>(5) Headwalls shall not be permitted.</p> <p>(6) Applicant to complete installation as specified, and upon completion, contact the Warren County Engineer's Office for final inspection and release, Occupancy Permits shall not be issued without this final release.</p> |
|---|---|

Please sketch a map locating the site below. Please include the nearest street intersection or adjacent address.



WARREN COUNTY ENGINEER'S OFFICE

105 Markey Road, Lebanon, Ohio 45036

Main Ph: (513) 695-1364

Fax (513)-695-2967

CIN. (513) 925-3301

DAY. (937) 425-3301

ACCESS PERMIT

(PLEASE PRINT)

Access Permit # _____ (attach application)

Effective Date _____

The permit under the conditions stated in the application or stated below (with the condition stated below superceding the application) is hereby:

- Granted
- Denied

Justification for denial (if applicable): _____

Conditions for approval if other than the information or conditions outlined in the application (including attachments): _____

CHECK whichever applies:

- This preliminary access approval will remain valid for a period of ten years beyond the effective date unless noted otherwise in the permit conditions.
- This access permit will remain valid for a period of two (2) years beyond the effective date unless noted otherwise in the permit condition.

By: _____

County Engineer

Date

County Representative

Date

Entered into GIS _____ initials _____ date