

ORDINANCE NO. 190 (22-23)

An Ordinance to amend Section 1143.09 (Design Standards) of the Codified Ordinances of the City of Marietta, Ohio, and declaring an EMERGENCY.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF MARIETTA, OHIO:

Section 1: That Section 1143.09 (Design Standards) of the Codified Ordinances of the City of Marietta, Ohio, shall be and is hereby amended to read as follows:

**Section 1143.09 DESIGN STANDARDS.**

The standards and details of design herein contained, are intended only as minimum requirements so that the general arrangements and layout of a subdivision may be adjusted to a wide variety of circumstances. However, in the design and development of a plat, the Subdivider should use standards consistent with the site conditions so as to assure an economical, pleasant and durable neighborhood.

The final plans and specifications of improvements shall be a set of construction and utility plans prepared by a registered professional engineer. The plans shall include typical sections, plans and profile views, construction details and estimate of quantities. All typical sections and major engineering details to be used on any particular street shall be approved in advance by the City Engineer and prior to the granting of approval of the final plat, the Subdivider shall have installed the required improvements, or have posted a bond or other surety.

- (a) Conformity with the Approved City Thoroughfare Plan. The arrangement, character, extent, width and location of major, secondary, and minor streets or highways shall conform with the Official Thoroughfare Plan for the City, and with provisions of these regulations. Streets not contained in the Official Thoroughfare Plan should conform to the recommendation of the Planning Commission based on existing and planned streets, topography, public safety, convenience and proposed uses of land.
- (1) Construction of streets and alleys shall be in accordance with the latest edition of the State of Ohio, Department of Transportation's Location and Design Manuals and Construction and Materials Specifications.
- (b) Arrangement and Alignment. Residential streets shall be designed to discourage through traffic which may otherwise use secondary and major highways and whose origin and destination are not within the subdivision. Reserve strips controlling access to streets shall be prohibited, except where their control is definitely placed in the City

(c) under conditions approved by the Planning Commission. Street jogs with centerline offsets of less than 125 feet shall be avoided.

(1) Arrangement. Where a railroad crossing is involved, the plan of the subdivision shall be considered in its relation to the probability of grade separation or other treatment and may be required to conform to certain conditions in anticipation of such treatment. Where the subdivision adjoins a railroad right-of-way, and zoning plans or other conditions indicate that such property shall be used for industrial purposes, highways in the same general direction as the railroad shall be as nearly parallel to such railroad right-of-way as may be practicable.

(2) Alignment.

(A) Vertical. For main thoroughfare, profile grades shall be connected by vertical curves of a minimum length equivalent to thirty times the algebraic difference between the rates of grade, expressed in feet per hundred; for secondary and minor streets twenty times, and ten times for alleys.

(1) Grade at intersections. Approaches to intersections shall be reduced to a grade not to exceed three percent (3%) for a minimum distance of ninety feet from the curb, unless otherwise approved by the City Planning Commission. (State of Ohio Department of Transportation, Location and Design Manual, Volume 1).

(B) Minimum horizontal. Radii of centerline curvature:

|                         | <u>Degrees</u> | <u>Feet Radius</u> |
|-------------------------|----------------|--------------------|
| Main Thoroughfares      | 12             | 475                |
| Secondary Thoroughfares | 19             | 300                |
| Minor Streets           | 28             | 200                |

A minimum of fifty feet tangent shall be introduced between reverse curves where practical.



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(C) Visibility requirements. Minimum vertical visibility (measured 3.75 feet eye level to ground level) shall be:

600 feet on main thoroughfares.  
300 feet on secondary thoroughfares, and  
200 feet on minor streets.

(D) Minimum horizontal visibility shall be:

600 feet on arterial thoroughfares, measured on centerline,  
300 feet on secondary thoroughfares, measured on centerline, and  
200 feet on all other streets, measured on centerline.

- (d) Location. When a proposed subdivision is adjacent to, or contains a State highway, the Commission shall seek information from the Ohio Department of Transportation, as to the status of the highway in reference to width and direction.
- (e) Cul-de-sacs. The maximum length of a cul-de-sac shall be 1500 feet, except where unavoidable. Each cul-de-sac shall be provided with a turnaround facing a minimum right-of-way radius of forty-five feet. The road surface within the cul-de-sac right-of-way shall have a radius of thirty feet.
- (f) Intersections. Streets shall intersect one another at an angle as near to a right angle as possible. The property line of street intersections shall be rounded with a radius of fifteen feet when the intersection occurs at right angles. If an intersection occurs at an angle other than a right angle, it shall be rounded with a curve or a radius acceptable to the Commission. Curb radius at intersections shall be rounded with a curve of twenty-five feet or larger as directed by the Engineer.
- (g) Width and Pavement. Unless otherwise approved by the Planning Commission, the width of pavement and right-of-way shall be as shown in the table below. Minimum pavement design shall conform to the requirements included herein. The Ohio Department of Transportation Location and Design Manual shall be used to determine pavement thickness.

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| <u>Type of Street</u> | <u>Development</u> | <u>R/W Width</u> | <u>Face to Face<br/>To Curb</u> |
|-----------------------|--------------------|------------------|---------------------------------|
| Residential           | Single Family      | 60'              | 36                              |
| Residential           | Two Family         | 60'              | 36                              |
| Residential           | Multi-Family       | 60'              | 36                              |
| Collector             |                    | 70'              | 40 based on traffic             |
| Thoroughfare          |                    | 90'              | 48 based on traffic             |
| Marginal access       |                    | 49'              | 22                              |
| Alley                 |                    | 20'              | 12                              |
| Crosswalks            |                    | 5' of each lot   | 5'                              |
| Easements             |                    | 10 lot line      | None                            |
| Pavement Design       |                    | 10               | None                            |

(h) Half Street. Where there exists a dedication on platted half streets or alleys adjacent to the tract to be subdivided, the other half shall be platted if deemed necessary by the Planning Commission. Pavement width of a half street shall be determined by the Planning Commission. Dedication of half streets shall be discouraged.

(i) Minimum Pavement Thickness. Minimum pavement thickness must be the following, based on average daily traffic (ADT) and truck traffic.

(1) Less than 2,500 ADT; Minimums:

- A. Flexible: 8 inches of ODOT 304 Aggregate Base (or 6 inches of ODOT 304 over Bi-Directional Geogrid BX1200 or equal), 4 inches of ODOT 301 Asphalt Concrete Base, and 1 inch of 404LVT Asphalt Concrete.
- B. Rigid: 8 inches of ODOT 304 Aggregate Base (or 6 inches of ODOT 304 over Bi-Directional Geogrid BX 1200 or equal), 6 inches ODOT 452 Non-Reinforced Concrete Pavement Class QC 1P (Max. 15% Fly Ash) with maximum 12 feet slab dimension and tapered plate dowels.

(2) Greater than 2,500 ADT; Minimums:

- A. Flexible: 8 inches of ODOT 304 Aggregate Base (or 6 inches of ODOT 304 over Bi-Directional Geogrid BX1200 or equal), 4 inches of ODOT 301 Asphalt Concrete Base, and 1.75 inches of 441 Asphalt Intermediate Coarse Type 1, (448), 1.25 inches of 441 Asphalt Surface Course Type 1, (448), PG64-22.
  - B. Rigid: 8 inches of ODOT 304 Aggregate Base (or 6 inches of ODOT 304 over Bi-Directional Geogrid BX 1200 or equal), 7 inches ODOT 452 Non-Reinforced Concrete Pavement Class QC 1P (Max. 15% Fly Ash) with maximum 12 feet slab dimension and tapered plate dowels.
- i. Sidewalks. Sidewalks shall be constructed to a minimum width of five feet wide using Portland cement concrete (Max. 15% Fly Ash) five inches thick. [Maximum: 30 feet between construction-expansion-joints and control-joints matching the sidewalk width]. Sidewalks shall normally be constructed on one side of the street with a minimum of two feet of grass strip between the walk and curb. Variation from the sidewalk requirement may be obtained upon approval of the Planning Commission where it can be shown that topographic restrictions would make a sidewalk impractical to construct.
  - j. Drainage.
    - (1) A drainage system shall be designed by the Engineer and constructed by the Subdivider to provide for the proper drainage of the surface water of the subdivision and the drainage area of which it is a part. Inspection of this system shall be made by the City Engineer prior to backfilling of trenches.



(2) All storm sewer pipe shall be concrete pipe, HDPE, or other material as approved by the City Engineer.

(3) Design frequency:

|                      |   |
|----------------------|---|
| Storm sewer          | 25 year, 24 hour                                  |
| Open Ditch           | 25 year, 24 hour                                  |
| Culverts and bridges | 25 year, 24 hour < 2,500 ADT; 50 year > 2,500 ADT |

(4) Method used to estimate peak or design flow  $Q = CIA$ , or the Location and Design Manual, State of Ohio, Department of Transportation

(5) Coefficient of runoff.

|                     |           |
|---------------------|-----------|
| Paved areas         | 0.95      |
| Residential         | 0.4 - 0.6 |
| Cultivated or woods | 0.3       |
| Apartment areas     | 0.5 - 0.8 |

(6) Minimum pipe size shall be twelve inches.

(7) Open ditches where erosion would affect the shoulder of the proposed roadway, or that in the opinion of the Engineer would be a continuing maintenance problem, shall be paved with concrete. The thickness, width and length, shall be as directed by the Engineer.

(8) Minimum cover top of pipe to subgrade, one foot outside of pavement; two feet under roadways.

(9) All storm drainage facilities within the subdivision shall connect to an adequate drainage course.

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- (10) Where curb and gutters are involved, catch basins shall be constructed on the upstream side of radius turns, at all sag points, at points where drainage ditches enter area being developed, and on streets at distance of approximately 358 to 400 feet.
- A. Alleys. Alleys should be discouraged in residential areas. In commercial and industrial areas, alleys shall be required if no other provisions are made for adequate service access, such as off-street parking and loading. Dead end alleys shall not be permitted.
- B. Trees. Street trees should be provided outside of the street clear zone on arterial and collector streets and planted in such a manner as not to impair visibility at any corner or corners.
- C. Street Name Signs. The City shall install all street signs upon completion of street construction inside the corporation limits. The signs shall conform to the City specifications. The developer shall install all street signs in the one mile area outside the City according to Washington County specifications.
- (k) Names and Numbers. Names of new streets shall not duplicate existing or platted streets. New streets which are extensions of, or in alignment with existing streets, shall bear the name of the existing streets. House numbers shall be assigned in accordance with the house numbering system now in effect in the City.
- (l) Dedication. Approval of a plat shall not be an acceptance by the public of the dedication of any street, highway, or other way shown upon the plat. Acceptance shall occur only after the necessary improvements have been made, including testing and inspection thereof, and acceptance by the appropriate governing body as described in the Ohio Revised Code. Acceptance in the City shall be by Council in the one mile area by the County or Township, as required by each political subdivision.
- (m) Vacating. The Planning Commission shall not recommend the vacation of any street or part of a street dedicated for public use, if such vacation interferes with the uniformity of the existing street pattern, or with any future street plans for the area.
- (n) Dead End Streets. Dead end streets, designed to be so permanently, shall not be permitted.

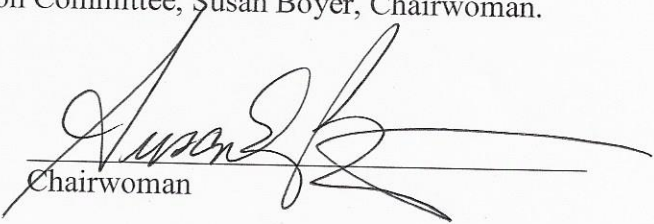
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Section 2: That existing Section 1143.09 of the Codified Ordinances of the City of Marietta, Ohio, shall be and is hereby repealed.

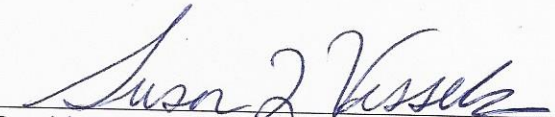
Section 3: That this Ordinance shall be and is hereby declared to be an EMERGENCY measure necessary for the immediate preservation of the public peace, health and safety of the City of Marietta, Ohio, and for the further reason that this amendment needs to be made effective immediately, so as to allow the Director of Public Safety and Service and the City Engineer to enforce ongoing violations within the City of Marietta, Ohio.

WHEREFORE, this Ordinance shall be in full force and effect from and immediately after its passage and approval by the Mayor.

Introduced by the Streets and Transportation Committee, Susan Boyer, Chairwoman.

  
Chairwoman

Passed this 16<sup>th</sup> day of Feb, 2023.

  
President of Council



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ATTEST:

Michelle Newbanks  
Clerk of Council

Approved this 16<sup>th</sup> day of Feb., 2023.

  
Mayor

First Reading Jan. 19, 2023

Second Reading Feb. 2, 2023

Third Reading Feb. 16, 2023