

**RESOLUTION**

WHEREAS, IT IS THE OBLIGATION OF THE LAPEER COUNTY BOARD OF ROAD COMMISSIONERS TO PROVIDE THE MOTORING PUBLIC WITH A FAST, SAFE, EFFICIENT TRANSPORTATION NETWORK; AND

WHEREAS, LAPEER COUNTY IS EXPERIENCING A CONTINUAL INCREASE IN POPULATION; AND

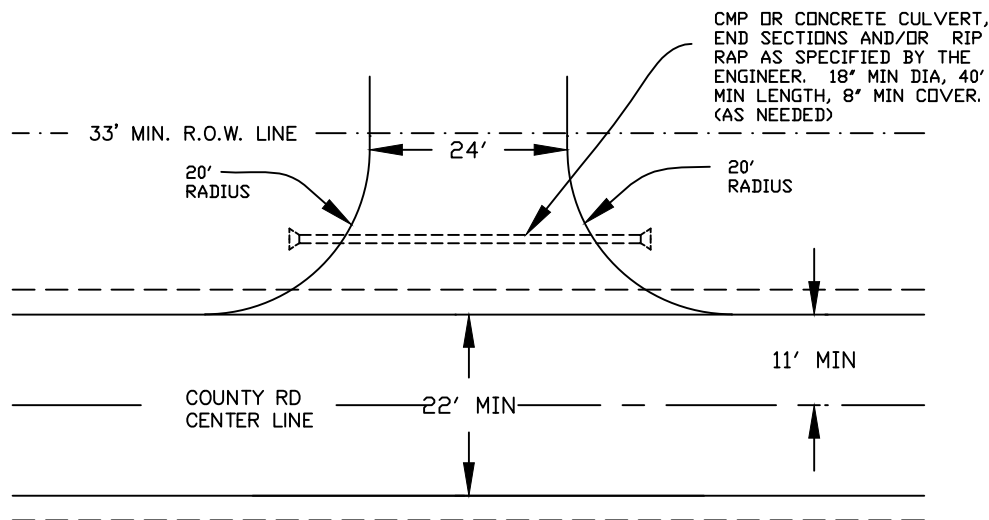
WHEREAS, THIS INCREASE IN POPULATION IS RESULTING IN INCREASED DRIVEWAY ACCESS POINTS TO THE COUNTY ROAD NETWORK; AND

WHEREAS, EACH ACCESS POINT IS A POTENTIAL CONFLICT POINT;

THEREFORE BE IT RESOLVED, THAT THE LAPEER COUNTY ROAD COMMISSION IN AN EFFORT TO CONTROL ACCESS POINTS WILL ALLOW A MAXIMUM OF FOUR (4) SINGLE RESIDENTIAL PARCELS TO USE ONE DRIVEWAY. THIS DRIVEWAY SHALL BE REFERRED TO AS A MULTI-RESIDENTIAL DRIVEWAY BEING USED BY MULTIPLE RESIDENTIAL PARCELS.

FURTHERMORE BE IT RESOLVED, THAT AN EXISTING RESIDENTIAL DRIVE SHALL MEET LAPEER COUNTY ROAD COMMISSION LAND DIVISION REQUIREMENTS AND SHALL BE CONSTRUCTED IN ACCORDANCE TO THE ATTACHED DRAWING PRIOR TO LAND DIVISION APPROVAL WHICH WOULD ALLOW FOR THE DRIVE TO BE USED AS A MULTI-RESIDENTIAL DRIVE. THE MULTI-RESIDENTIAL DRIVE SHALL ALSO REQUIRE SIXTY-FOUR (64) FEET OF ROAD FRONTAGE.

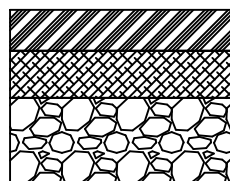
FURTHERMORE BE IT RESOLVED, THAT ANY AND ALL DRIVEWAYS SHALL ALSO COMPLY WITH ALL PERTINENT TOWNSHIP OR COUNTY ORDINANCES.



**NOTES**

1. THE ENTIRE DRIVEWAY APPROACH SHALL BE LOCATED WITHIN THE EASEMENT FRONTAGE AT THE COUNTY ROAD.
2. A TRUCK MAT SHALL BE PROVIDED BEYOND THE DRIVEWAY APPROACH DURING HOME CONSTRUCTION.
3. VARIATION IN DESIGN WILL BE REVIEWED ON AN INDIVIDUAL BASIS & MUST BE APPROVED BY THE HIGHWAY ENGINEER.
4. ALL MATERIALS SHALL BE PLACED AND COMPACTED TO THE STANDARDS SET IN THE MDOT STANDARD SPECIFICATIONS & STANDARDS PLANS. AGGREGATE 22A & 23A SHALL BE COMPACTED TO A MINIMUM OF 98% AND CLASS II SAND TO A MINIMUM OF 95% OF THE MATERIAL'S MAXIMUM DENSITY.
5. IN WET AREAS AND AREAS OF UNSTABLE SOIL, AT A MINIMUM THE SUBGRADE SHALL BE EXCAVATED TO A STABLE BASE, COMPACTED TO 95% OF THE MATERIALS MAXIMUM DENSITY, AND BACKFILLED WITH CLASS II SAND. UNDERDRAIN AND/OR OTHER MEASURES MAYBE REQUIRED AT THE LCRC'S DISCRETION.
6. BOTH, THE SUBGRADE AND AGGREGATE BASE SHALL BE PROOF ROLLED WITH THE LCRC PRESENT. LCRC APPROVAL MUST BE OBTAINED FOR EACH BEFORE PROCEEDING.
7. DRIVEWAY APPROACHES ON PAVED COUNTY ROADS SHALL BE PAVED FROM THE EXISTING ROAD TO THE RIGHT-OF-WAY LINE. SUCH APPROACHES SHALL MEET THE CROSS-SECTION DETAIL ON THIS PAGE.
8. DRIVEWAY APPROACHES ON AGGREGATE COUNTY ROADS SHALL NOT BE PAVED WITHIN 5 FEET OF THE ROAD EDGE. SUCH DRIVEWAYS SHALL BE A MINIMUM OF 8" OF 22A AGGREGATE ON A SUITABLE BASE.

**MULTI-RESIDENTIAL DRIVEWAY CROSS-SECTION  
(ON PAVED COUNTY ROADS)**



- 1.5" (165#/SYD) 13A WEARING COURSE
- 2.0" (220#/SYD) 13A BASE COURSE
- 8" AGGREGATE BASE 22A

**MULTI-RESIDENTIAL DRIVEWAY APPROACH POLICY**