

City of Loganville Development Regulations

ARTICLE 6

ACCESS AND RIGHT-OF-WAY REQUIREMENTS;  
AND STREET IMPROVEMENT AND CONSTRUCTION  
REQUIREMENTS

6.1 ACCESS

6.1.1 When land is subdivided into larger parcels than ordinary building lots, such parcels shall be arranged and designed so as to allow for the opening of future streets and to provide access to those areas not presently served by streets.

6.1.2 No subdivision shall be designed so as to completely eliminate street access to adjoining parcels of land. Every development shall be designed to facilitate access to adjoining properties which are developed or anticipated to be developed in a manner substantially similar to the subject property. Locations of interparcel access shall be as required by and subject to the approval of the Department.

6.1.3 Any lot required to provide minimum frontage by the zoning district in which the lot is located shall provide vehicular access directly from a public street along the frontage or along any other property line which abuts a public street, except as provided in Section 6.1.5.

6.1.4 Private streets as may be approved under the provisions of the Zoning Resolution shall be constructed to the roadway construction standards of the City of Loganville, as contained herein.

6.1.5 Vehicular access easements may be provided from a public street indirectly via easement in any one or more of the following circumstances:

a. The property is not required to provide a minimum frontage by the applicable zoning district, provided that the easement shall be in a location and the access driveway shall have a width and alignment acceptable to the Fire Services Division and the Department.

b. The property is a buildable lot of record, as defined herein, but does not meet the minimum frontage requirement of the applicable zoning district. The property must be served by an

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exclusive access easement which shall be limited to the provision of access to only one principal use or structure.

- c. The access easement serves a single-family residence on a lot which is otherwise a buildable lot of record, and which is sharing a common driveway with no more than one other single-family residence.
- d. The access easement was lawfully established as such under the code, ordinances, or regulations of the City of Loganville prior to the adoption of these Development Regulations.
- e. The access easement coincides with a private roadway approved under the code, ordinances, or regulations of the City of Loganville. All new private roadways must be constructed to the roadway standards of these Development Regulations, and their ownership and maintenance responsibility by private party(s) must be clearly established on the Final Plat of the development.
- f. The access easement serves a buildable lot of record which meets the minimum frontage requirements of the Zoning Resolution, but at which point the access is not achieved.

### 6.2 STREETS

#### 6.2.1 Dedication of Street Right-of-Way

Right-of-Way for all Project Public streets, existing and proposed, shall be dedicated in accordance with the street classifications as shown on the Long-Range Road Classification Map of the Comprehensive Plan.

#### 6.2.2 Street Improvements

Streets, whether existing or new, shall be constructed or improved under those circumstances and to the standards as established in these Regulations. Roadway improvements shall be in accordance with the street classifications as shown on the Long-Range Road Classification Map of the Comprehensive Plan, or the Zoning Resolution, as applicable, or as otherwise required by the Mayor and City Council.

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6.3 MINIMUM RIGHT-OF-WAY AND STREET IMPROVEMENTS

6.3.1 Right-of-Way and Pavement Widths

Minimum widths for new construction (new streets or Project Access Improvements) shall be as shown on the following Table 6-A.

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TABLE 6-A MINIMUM RIGHT-OF-WAY AND ROADWAY WIDTHS FOR NEW STREETS AND PROJECT ACCESS IMPROVEMENTS		
STREET CATEGORY	MINIMUM RIGHT-OF-WAY (1)	MINIMUM ROADWAY (2)
<u>PRINCIPAL ARTERIAL</u>	120' TO 150'	6 THROUGH LANES WITH MEDIAN
<u>MAJOR ARTERIAL</u>	100' TO 120'	67'
		4 TO 6 THROUGH LANES WITH MEDIAN
<u>MINOR ARTERIAL</u>	80' TO 100'	52' TO 66'
		4 THROUGH LANES WITH MEDIAN
<u>MAJOR COLLECTOR</u>	80'	52'
<u>MINOR COLLECTOR</u>	60' TO 80'	28'
<u>LOCAL STREET</u> NONRESIDENTIAL	60' (3)	32'
	60' RADIUS	50' RADIUS
<u>LOCAL STREET</u> RESIDENTIAL - URBAN	50'	28'
	50' RADIUS	40' RADIUS
<u>LOCAL STREET</u> RESIDENTIAL - RURAL (4)	60' (5)	24' (6)
	60' (5) RADIUS	40' RADIUS
<p style="text-align: center;">FOOTNOTES:</p> <p>(1) The greater right-of-way width shall apply under circumstances as described in Section 6.3.2 (c).</p> <p>(2) Roadway width dimensions are back-of-curb to back-of-curb except where noted.</p> <p>(3) Utility easement shall be provided in a location and size as required by the Department of Public Utilities.</p> <p>(4) Subdivisions zoned R-44.</p> <p>(5) May be reduced to 50 feet if curb, gutter, and piped drainage system is provided.</p> <p>(6) Measured to edge of pavement. Curb and gutter is not required in subdivision zoned R-44.</p>		

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6.3.2 Street Rights-of-Way

- a. The minimum width of street right-of-way shall be dedicated based upon the street categories as shown on the Long-Range Road Classification Map in the Comprehensive Plan and as contained in these Regulations.
- b. Additional street right-of-way width shall be required to be dedicated at intersections or other locations which the property abuts upon where deceleration lanes, turning lanes, storage lanes, medians, or realignments are required for traffic safety and minimum right-of-way standards would be inadequate to accommodate the improvements.
- c. If a new street or thoroughfare is proposed by the Comprehensive Plan or the State of Georgia to adjoin or traverse the property, permits shall not be issued until the Department has submitted the project to the Mayor and City Council for review in order to seek a determination if the City of Loganville should acquire the right-of-way or if a study of alternate routes should be undertaken. The review period by the City shall not exceed 90 days from the date of permit application. If, after the 90 day review, the Mayor and City Council is unable to reach a decision, there shall not be any further delay of a requested permit for this situation

6.3.3 Project Access Improvements - Single Family Detached Single Family Attached, and Duplex Residential Subdivisions

- a. When property that abuts upon an existing or proposed City road is to be developed or redeveloped as a single family detached or duplex subdivision and the City street will provide access to the property, Project Access Improvements to the City road (deceleration lanes, turn lanes, etc.) shall be provided by the developer as required herein.
- b. A deceleration lane shall be required to be provided at each subdivision street entrance that is provided street access to a Minor Collector Street or Major Thoroughfare. In the event a street has an existing or proposed median, and the developer desires to construct a median break to

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serve the subdivision, a left turn lane leading to the median break shall be required to be provided by the developer and shall meet the standards contained herein.

- c. Deceleration lanes shall have a length of 200 feet, with an additional 50 foot taper length, a pavement width of 12 feet (exclusive of curb and gutter) and shall be provided with curb and gutter. Additional right-of-way to accommodate the deceleration lane and an 11 foot shoulder shall be dedicated by the developer to the City of Loganville at no cost. Associated drainage improvements as deemed necessary by the construction of the deceleration lane shall also be required.
- d. Other Project Access Improvements may be required by the Department upon the recommendation of the Department of Transportation in order to ensure adequate site access, pedestrian access, convenience and safety to the motoring public.
- e. The developer shall be responsible for the relocation of public or private utilities and drainage structures, as may be occasioned by the required Project Access Improvements.

### 6.3.4 Project Access Improvements - Multi-Family and Nonresidential Developments

- a. When property that abuts upon an existing or proposed City road is to be developed or redeveloped for multi-family or nonresidential uses and the City road will provide access to the property, access improvements to the City road (deceleration lanes, turn lanes, etc.) shall be provided by the developer.
- b. A deceleration lane shall be required to be provided at each project driveway or subdivision street entrance, as applicable, that is provided street access to a Minor Collector Street or Major Thoroughfare. In the event a street has an existing or proposed median, and the developer desires to construct a median break to serve the project, a left turn lane leading to the median break shall be required to be provided by the developer and shall meet the standards contained herein.

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- c. Deceleration lanes shall have a length of 200 feet, with an additional 50 foot taper length, pavement width of 12 feet (exclusive of curb and gutter) and shall be provided with curb and gutter. Additional right-of-way to accommodate the deceleration lane and an 11 foot shoulder shall be dedicated by the developer to the City of Loganville at no cost. Associated drainage improvements as deemed necessary by the construction of the deceleration lane shall also be required.
- d. Other Project Access Improvements may be required by the Department upon the recommendation of the Department of Transportation in order to ensure adequate site access, pedestrian access, convenience and safety to the motoring public.
- e. The Developer shall be responsible for the relocation of public or private utilities and drainage structures as may be occasioned by the required Project Access Improvements.

### 6.3.5 New Streets

- a. All new streets proposed to be constructed in a subdivision or other development, whether to be public or private, shall be designed and constructed at least to the standards contained in these Regulations in accordance with the category of said streets.
- b. In residential subdivisions, a dead end ("stub") street required under Section 6.4.4 to provide access to an abutting property may be exempted from construction of roadway improvements and public utilities under the following circumstances:
  - (1) No lot within the proposed subdivision will gain access from the "stub" street.
  - (2) A Concept Plan has not been submitted or approved on the neighboring tract.
  - (3) The "stub" street shall be fully designed as part of the Development Plans. However, the right-of-way shall only be cleared and rough graded in accordance with the approved plans, and all disturbed areas grassed.
  - (4) Connections for future extension of all public utilities shall be constructed as part of the subdivision. Curb returns shall be constructed as part of the subdivision. Curb

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returns shall be provided to the future "stub" street roadway location, and curb and gutter shall be installed across the roadway stub at the right-of-way line (extended).

- (5) The right-of-way for the "stub" street shall be dedicated as part of the Final Plat. Slope easements or construction easements, if required by the street design, shall be shown on the Final Plat.

### 6.3.6 Substandard Streets

- a. In the event that a development has access to a substandard street (i.e., a dirt or gravel road), the following Project Access Improvements shall be required:

- (1) If the abutting substandard street provides access to the development and is dirt or gravel, the street shall be upgraded by the developer to a paved roadway from the project entrance to the nearest standard paved road along the route of access.

- b. Off-site Project Access Improvements required under a.(1), above, shall at a minimum, result in a full-section roadway meeting the requirements of a Local Residential Rural roadway (24 feet edge to edge of pavement, with drainage swale ditches as needed). Responsibilities shall be as follows:

- (1) The Developer shall design the road and provide the labor, equipment, and materials required for roadway improvements and necessary drainage improvements.
- (2) If the City desires the roadway to be improved to a standard greater than that for a Local Residential Rural roadway, the City shall provide or pay the cost of the additional materials and labor.
- (3) All right-of-way required for these off-site improvements shall be acquired by the Developer at no expense to the City. If the Developer is unable to acquire the right-of-way, the Department shall initiate acquisition proceedings, at the expense of the Developer, after authorization by the Mayor and City Council.

### 6.3.7 Improvements Along State Highways

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For any development which abuts a state highway or other right-of-way controlled by the State of Georgia, improvements to the roadway and the location and design of any street or driveway providing access from the state highway shall comply with the standards and requirements of the Georgia Department of Transportation. A permit for the proposed access or improvements shall be required to have been approved by the Georgia D.O.T. and incorporated into the construction drawings for the project prior to issuance of a development permit by the Department.

### 6.4 GENERAL LAYOUT REQUIREMENTS

#### 6.4.1 Conformance

The arrangement, character, extent, width, grade, and location of all streets shall conform at a minimum to the Comprehensive Plan and these Regulations.

#### 6.4.2 Local Streets and Minor Collectors

Local streets shall be so laid out that their use by through traffic will be discouraged. Minor collectors shall be provided to channel through traffic movements within a development, where appropriate to the design and a major thoroughfare is not proposed by the Comprehensive Plan. Minor collectors also may be provided as central routes within large residential subdivisions, where appropriate to the design, based on project traffic demands exceeding 2000 trips per day (ADT).

#### 6.4.3 Cul-de-sac Streets

a. Dead end streets designed to have one end permanently closed shall provide a cul-de-sac turnaround and may be no more than 2000' in length. Additional length necessitated by topography or property configuration may be approved by the Director.

b. The length of a cul-de-sac street shall be measured from the center of the cul-de-sac to the center of the intersection with another street, whether a through street or another cul-de-sac or dead-end street.

c. Eyebrow cul-de-sac (half cul-de-sacs) will be

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allowed only at "right-angled" intersections having an interior angle between 80 degrees and 100 degrees.

- d. Cul-de-sacs shall conform to the layout and dimensional requirements as shown in the Standard Drawings.

### 6.4.4 Other Dead End Streets

- a. A dead end street shall be provided to the boundary of a subdivision where necessary to provide access to a land-locked abutting property, for planned continuity of future circulation, for improved access for public safety vehicles, or for the extension of public water or other utilities to neighboring lands. Such dead end streets shall be designed so as to allow their reasonable extension, and shall be located so as to be reasonably incorporated into a street design for the neighboring property. The stub street requirement may be waived by the Director, provided the Directors of the Departments of Public Safety and Public Utilities concur.
- b. Dead end streets on abutting property shall be extended into a proposed subdivision and incorporated into the street design of the development. This requirement may be modified by the Director in cases of serious topographical hardship or dissimilar zoning which would create unacceptable land use conflicts between the two developments. This modification may be conditioned on the provision of easements necessary for the extension of public utilities, the provision of cul-de-sac or other permanent turnaround on the dead end street, or the removal of the dead end street back to its nearest intersection.
- c. Where a dead end street (other than a cul-de-sac) serves more than three lots, the developer shall be required to provide a temporary vehicular turnaround within the right-of-way. This requirement may be waived if extension of the dead end street is approved and under construction prior to its inclusion in a Final Plat.
- d. Where a street dead ends at the property boundary and the street exceeds 1000' in length, a permanent cul-de-sac shall be required. In this situation,

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right-of-way to the property boundary shall be required, but the pavement shall not be extended to the property boundary beyond the edge of the paved cul-de-sac turnaround. In no case shall a dead end street exceed 2000' in length unless approved by the Department due to unusual topographic conditions or property configuration.

### 6.4.5 Service Roads

Where a development borders on or contains a railroad right-of-way, or limited access highway right-of-way or major thoroughfare, a public street may be required to be constructed and dedicated within the development approximately parallel to and on each side of such right-of-way.

### 6.4.6 Half-Streets

Half-streets (new boundary streets having one-half of the minimum required right-of-way or pavement width) shall not be allowed nor access to same be permitted should it exist.

### 6.4.7 Reserve Strips

Land in private ownership adjacent to public rights-of-way which could control or are intended to control access to streets, alleys, or public lands shall not be permitted unless their control is given to the City under ownership, dedication, or easement conditions approved by the City Attorney or acceptable to the Director. No development shall be designed so as to deny access to abutting properties.

### 6.4.8 Alleys

Alleys shall not be provided except where the subdivider produces evidence satisfactory to the Director of the need for same. In the event the Director approves a design which proposes alleys, the alley pavement shall be constructed as though it were a local street pursuant to the standards contained in these Regulations.

### 6.4.9 Street Jogs

- a. Street jogs shall either directly align or have offsets of a minimum of 125 feet for residential subdivision streets and a minimum of 200 feet for

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nonresidential subdivision streets, as measured between centerlines of said streets.

- b. All major thoroughfares shall provide offsets as required by the Department, where alignment is not desirable or feasible, but in no case be spaced less than 600 feet apart as measured between centerlines of said streets.

6.5 TRAFFIC CONTROL DEVICES

6.5.1 Traffic Control Signs

Street signs, traffic control signs, and devices such as striping and signalization, shall be provided through payment of fees to the Department for the installation thereof.

6.5.2 Street Name Signs

Street name signs shall have a green background with white legends mounted on channelized posts. Alternate post material shall be subject to the review and approval of the Traffic Engineer. The posts and signs will be furnished and installed by the City at all street intersections. The developer (or homeowners association in the event an alternate signpost is chosen at a later date) shall pay the City's costs.

6.5.3 Traffic Signals and Signs

All traffic signals and signs shall conform to the Manual on Uniform Traffic Control Devices (no decorative traffic control devices will be allowed).

6.5.4 Striping Requirements

All newly constructed streets having 4 or more lanes (including auxiliary lanes) and existing streets being widened with one or more additional lanes shall be striped or the payment of said striping costs shall be required from the Developer by the Department prior to the Approval of Development Conformance for the project. Striping shall be accomplished with paint meeting Georgia DOT standards conforming to the Manual on Uniform Traffic Control Devices.

6.5.5 Payment of Fees

Payment for materials and installation of street name

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and traffic control signs in new developments shall be required by the Department prior to the Approval of Development Conformance.

### 6.5.6 Street Lights

Street lights shall be provided by the developer in new subdivisions which propose the construction of a new street to be dedicated to the City or which propose lot access to existing City streets.

- a. Prior to the approval of a Final Plat, the Developer shall submit a copy of the approved Preliminary Plat the Department. The Department shall prepare a street light design drawn on the Preliminary Plat based upon the City's Street Lighting Ordinance. The design shall be forwarded to the appropriate power provider and the Developer shall pay the power provider the appropriate cost for materials and installation. Proof of payment to the power provider shall be required.
- b. All fixtures and poles shall meet the requirements of the City and all maintenance shall be the responsibility of the power provider. Fixtures shall be mounted a minimum of 16 feet above the ground and each fixture shall have appropriate arm length to illuminate the street. The City, in addition to other requirements, may require a light to be located at street intersections within the development.
- c. Upon acceptance of the street light installation by the City, the power provider shall submit monthly bills to the City for payment after the first year which shall be paid for by the Developer.

### 6.6 SPECIFICATIONS

Unless otherwise specifically set forth herein, all of the materials, methods of construction, and workmanship for the work covered in reference to street construction shall conform to the latest specifications of the Georgia Department of Transportation (Georgia DOT).

### 6.7 SUBGRADE PREPARATION FOR ALL STREETS

- 6.7.1 Subgrade preparation shall be in accordance with Georgia DOT specifications and these Regulations.

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- 6.7.2 If any sections of the subgrade are composed of topsoil, organic, or other unsuitable or unstable material, such material shall be removed and replaced with suitable material and then thoroughly compacted as specified for fill or stabilized with stone or a geotextile or geo-grid.
- 6.7.3 Fill shall be placed in uniform, horizontal layers not more than 8" thick (loose measurement). Moisture content shall be adjusted as necessary to compact material to 95% of maximum dry density except for the top 12" which shall be compacted to 100% of maximum dry density.
- 6.7.4 After the earthwork has been completed, all storm drainage, water, and sanitary sewer utilities have been installed within the right-of-way as appropriate, and the backfill in all such ditches thoroughly compacted, the subgrade shall be brought to the lines, grades, and typical roadway section shown on the plans.
- 6.7.5 Utility trenches cut in the subgrade shall be backfilled as specified herein. Compaction tests at the rate of one per 150 feet of trench shall be provided to verify compaction.
- 6.7.6 The subgrade must pass roll testing prior to placement of the base material. With the approval of the Department, a geotextile or grid may be used to stabilize a subgrade that does not pass proofrolling.
- 6.7.7 When the street is to be used for construction traffic before the paving work is completed, a layer of stone (except crusher run) shall be laid as a traffic surface. This material shall not be used as a part of the base material. It may be worked into the subgrade, or it shall be removed before the base course is set up for paving.
- 6.7.8 Provisions shall be made to drain low points in the road construction when the final paving is delayed. A break in the berm section is required when the curbing has not been constructed. After installation, drainage under the curb to side slopes is required, using minimum 4 inch diameter pipe sections.
- 6.8 PROJECT ACCESS IMPROVEMENT STANDARDS
- 6.8.1 For sections 4 feet or greater in width, the section

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shall comply with the construction standards for new streets, in accordance with the street's category as shown on the Comprehensive Plan. The base course must pass roll testing prior to paving. If a delay in paving is reasonably expected by the Developer or the Department, the base shall be primed with 0.25 gallon of R.C. 70 per square yard and cured for 78 days before paving.

6.8.2 For sections less than 4 feet wide, 7 inches of Class "A" concrete base (5 inches on local and minor collector streets) and 12 inches of "E" or "F" topping shall be required.

6.9 NEW LOCAL AND MINOR COLLECTOR STREETS

6.9.1 Local and Minor Collector Streets Within a Residential Subdivision.

a. Asphalt Streets:

(1) Crushed Stone Base

The base course shall consist of at least 6 inches of graded aggregate base. After being thoroughly compacted and brought to proper section 2 inches of "B" binder shall be applied. If a delay in paving is reasonably expected by the Developer or the Department, the base shall be primed with 0.25 gallon of R.C. 70 per square yard the same day it is compacted, and cured for 7 days prior to paving. The final 1 inch of type "E" or "F" wearing course shall be applied after 90% of the houses on the street have been built, or prior to the end of the maintenance period (but after the 11th month), whichever occurs first. Prior to applying wearing course, a tack coat shall be applied to the binder course at a rate of no less than 0.05 gallons per square yard. Type of tack shall be approved by the Department prior to placement.

(2) Soil Cement Base

(a) If the base material (resident soil) is unsatisfactory to the Department then a soil cement mix design with engineer test results acceptable to the Department.

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The design must come from a geo-technical firm with the results certified by a Professional Engineer registered in the State of Georgia. The tests required for the design are ASTM D558 or AASHTO T134 or ASTM D559 and/or 560 or AASHTO T135 and 136.

- (b) The minimum base course shall consist of at least 6 inches of suitable soil (high mica content not suitable) stabilized with 10 percent of Portland Cement by volume (approximately 42.3 pounds per sq. yd.). Where the grade of the street is 5 percent or greater, a single surface treatment course must be applied before the binder.

### 6.9.2 Local Residential-Rural Streets

Where allowed by the Director (in upgrading off-site substandard streets), Local Residential-Rural Streets do not require curb and gutter. The road base shall be extended 1 foot beyond the edge of pavement, and the shoulders shall extend 8 feet from the edge of pavement to a standard ditch section on each side (see Standard Drawings). Otherwise, the roadway shall comply with the standards for new residential subdivision streets, above.

### 6.9.3 Nonresidential Subdivision or Development Streets

The following standards shall apply to new local and minor collector streets in nonresidential subdivision and other nonresidential projects.

#### a. Asphalt Streets:

The following types of base materials may be used:

##### (1) Crushed Stone Base:

The base course shall consist of at least 7 inches of graded aggregate base. After being thoroughly compacted and brought to proper section 2 inches of "B" binder shall be applied. If a delay in paving is reasonably expected by the Developer or the Department, the base shall be primed with 0.25 gallon of R.C. 70 per square yard the same day it is compacted, and cured for 7 days prior to paving. The final 1½ inch of type "E" or "F" wearing course shall be applied after 90% of

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the buildings on the street have been built, or prior to the end of the maintenance period (but after the 11th month), whichever occurs first. Prior to applying wearing course, a tack coat shall be applied to the binder course at a rate of no less than 0.05 gallons per square yard. Type of tack shall be approved by the Department prior to placement.

b. Concrete Streets:

Seven (7) inches of Class "A" 3500 psi concrete is to be applied on a stabilized subgrade, consisting of at least 150 pounds of stone per square yard mixed in four inches deep and compacted. The design and construction of the street shall comply with the Portland Cement Association standards. Concrete streets are acceptable only in areas that are privately owned.

6.10 NEW MAJOR THOROUGHFARES

6.10.1 Minor collectors shall be constructed in accordance with designs prepared by Walton or Gwinnett County or Georgia DOT, or, if no design has been prepared, to the following standards as indicated by Table 6-B:

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TABLE 6-B  
CONSTRUCTION STANDARDS FOR MAJOR THOROUGHFARES

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<u>STREET CATEGORY</u>	<u>BASE</u>	<u>BINDER</u>	<u>TOPPING</u>
Principal Arterial	10" GAB	5"*	1 ½" E or F
Major Arterial	10" GAB	4" B	1 ½" E or F
Minor Arterial	10" GAB	3" B	1 ½" E or F
Major Collector	10" GAB	3" B	1 ½" E or F
Minor Collector	8" GAB	2" B	1 ½" E or F

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\*2 1/2" type "B" binder and 2 1/2" asphaltic concrete base.

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6.11 CURB AND GUTTER

6.11.1 All new streets and Project Access Improvements shall be provided with curb and gutter except in subdivisions

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zoned R-140, and subdivisions zoned RA-200, where swale ditches may be provided in lieu of curb and gutter. All gutters shall drain smoothly with no areas of ponding.

6.11.2 Residential Curbing

Residential curbing shall meet the following requirements:

- a. Concrete shall be Class "A" (as defined by Georgia D.O.T.) and have a minimum strength of 3,000 PSI at 28 days.
- b. Typical minimum section shall be 6" x 24" X 12".
- c. Vertical curbing only.

6.11.3 Industrial or Commercial Curbing

Industrial or commercial curbing shall meet the following requirements:

- a. Concrete shall be Class "A" (as defined by Georgia D.O.T.) and have a minimum strength of 3,000 PSI at 28 days.
- b. Typical minimum section shall be 8" X 24" X 14".
- c. Vertical curbing only.

6.11.4 Principal Arterial and Major Arterial Curbing

Principal Arterial and Major Arterial curbing shall meet the following requirements:

- a. Concrete shall be Class "A" (as defined by Georgia D.O.T.) and have a minimum strength of 3,000 PSI at 28 days.
- b. Typical minimum section shall be 8" X 30" X 14".
- c. Vertical curbing only.

6.11.5 Construction Methods:

- a. Curb and gutter shall be set true to line and grade, horizontal be field staked, and finished to the section shown on the plans. Along the Project Access Improvements of a road which the Department

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has identified for resurfacing within 1 year of the new construction, the grade of the new gutter shall be placed 1" above the Project Access Improvement pavement grade in areas where drainage will not be adversely affected.

- b. Line and grade shall be set by Developer's engineer or surveyor on grade less than 2% and over 12%, and within 100 feet in both directions from all low points.
- c. One-half inch expansion joints or premolded bituminous expansion joint material shall be provided at all structures and radius points and at intervals not to exceed 250 feet in the remainder of the curb and gutter.
- d. Inferior workmanship or unprofessional construction methods resulting in unacceptable curb and gutter will be cause for rejection of the finished work.
- e. Disturbed areas along all curbing shall be backfilled, stabilized, and grassed.

### 6.12 UNDERGROUND UTILITIES

- 6.12.1 All water and sanitary sewer utilities and storm drain facilities within the curbs shall be installed and the ditches backfilled and thoroughly compacted before any pavement or base is installed.
- 6.12.2 Once the base has been placed, all further installation of utilities under the roadway shall be bored or other wise comply with Section 7.5, Street Cuts.
- 6.12.3 All utility manholes and valve boxes shall be brought flush to the finished grade within the roadway section.
- 6.12.4 All utility locations shall adhere to the details found in the Standard Drawings.

### 6.13 SIDEWALKS

Sidewalks and curb ramps shall be constructed in all new development or redevelopment along all abutting or internal streets, existing or new, private or public. Whenever a discrepancy occurs between the design and construction standards of this section and any state or federal regulation, then the most restrictive shall apply.

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6.13.1 Sidewalk Installation & Timing.  
Sidewalks shall be installed as follows:

- a. Residential Subdivision Projects.  
Sidewalks shall be installed on new internal streets (both sides including "eyebrow" turnarounds) and on abutting external streets (abutting side). Sidewalks are not required adjacent to cul-de-sac turnarounds nor on streets ending in a cul-de-sac turnaround that provide access to 6 or fewer lots. Sidewalks may end at the radius transition of a cul-de-sac turnaround with an L-shaped "mid-block" curb ramp in alignment with the ramp on the opposite side of the street.
  - (1) Residential Subdivision Developer Responsibility. Developers shall install sidewalks on abutting external streets, "passive" recreation area lots, and open space lots, and shall install intersection radius curb ramps at new street intersections, and L-shaped mid-block ramps at cul-de-sac turnarounds, within 60 days of approval of the Final Plat. Sidewalks on "active" recreation area lots shall be installed prior to issuance of a Certificate of Occupancy or shall be installed by the maintenance surety, whichever is earlier. Developers shall also install sidewalks on any vacant lots remaining between developed lots (i.e. dwellings under construction or completed) prior to release of the subdivision maintenance surety.
  - (2) Homebuilder Responsibility. Homebuilders shall install sidewalks, and curb ramps not required to be installed by developers, on building lots prior to release of the Certificate of Occupancy for a home.
- b. Nonresidential Subdivision Project Sidewalks shall be installed on new internal streets (both sides including cul-de-sac and "eyebrow" turnarounds) and on abutting external streets (abutting side) prior to the issuance of a Certificate of Occupancy.
- c. Nonsubdivision Projects.  
Sidewalks shall be installed on abutting streets (abutting side) prior to the issuance of a Certificate of Occupancy.

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- d. Maintenance Surety  
Maintenance Surety provided to the City shall include the cost of sidewalk construction in an amount acceptable to the City.
- e. Escrow Alternative.  
The cost of sidewalk installation may be set aside in escrow with the City if proposed road improvements by the City or County may impact the location of a sidewalk.

6.13.2

Sidewalk Design & Construction Standards

Sidewalks shall be constructed in accordance with the requirements of this section. The Director is authorized to grant modifications upon specific application due to topographic or drainage difficulty as well as alternative design proposals after receiving a recommendation from the City Engineer.

- a. Width.  
Sidewalks shall be at least 4 feet wide on new internal subdivision streets. Sidewalks shall be at least 5 feet wide on abutting external streets.
- b. Setback.  
Sidewalks shall be located at least 2 feet from the back of curb. The area between the curb and the sidewalk shall consist of grass or landscaping. Where no curb exists, or if road improvements are proposed for installation by the City, sidewalks, including appropriate drainage facilities, shall be constructed in a location acceptable to the City Engineer.
- c. Cross Slope.  
Sidewalks shall be constructed with a cross slope of 0.25 inch per foot. Sidewalks shall maintain this cross slope at driveway crossings or transitions the sidewalk to a driveway with ramps and detectable warnings.
- d. Material.  
Sidewalks shall be constructed of concrete at least 4 inches thick. Concrete shall be Class "B" (as defined by Georgia DOT) with a minimum strength of 2,200 PSI at 28 days.
- e. Final Stabilization.

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Disturbed areas resulting from sidewalk construction shall be back filled, stabilized, and grassed or landscaped.

f. Georgia DOT Controlled Roads.

Side walks located in the right-of-way of roads under the jurisdiction of the Georgia DOT shall be constructed in accordance with Georgia DOT design and construction standards.

6.13.3. Sidewalk Curb Ramp Design & Construction Standards.

Intersection radius curb ramps shall be provided at street intersections. L-shaped mid-block curb ramps shall be provided to end sidewalks at radius of cul-de-sac turnarounds in residential subdivisions. Straight ramps may be provided at intersections of curbed driveways and at streets without sidewalks. Curb ramps shall meet the requirements of the City's Standard Drawings.

6.13.4. Damage Repair.

Damage to sidewalks and ramps caused by construction or development activity shall be repaired at no cost to the City within 30 days or prior to issuance of a Certificate of Occupancy, whichever is earlier.