

# NEW JERSEY SITE IMPROVEMENT ADVISORY BOARD

## Resolution #97-1

### Special Area Standards for Private Roads in Harding Township, Morris County

WHEREAS, proposed special area standards have been submitted to the Site Improvement Advisory Board for review pursuant to N.J.A.C. 5:21-3.5 by the Township of Harding, Morris County; and

WHEREAS, the Site Improvement Advisory Board held an informal hearing pursuant to N.J.A.C. 5:21-3.5(c) on June 30, 1997 to review the proposed special area standards, which consist of standards for private roads and stormwater management for the area in the Township of Harding that lies within the Great Swamp Watershed, to be designated as the Great Swamp Watershed Overlay Zone; and

WHEREAS, in reviewing the proposed special area standards, the Site Improvement Advisory Board has given consideration to those matters, to the extent applicable, as provided for by N.J.A.C. 5:21-3.5(d), and has required the production of such documents and submissions as provided for by N.J.A.C. 5:21-3.5(e), and has examined the documents and submissions and computations or calculations as have been made in connection with such documents and submissions, and has taken such action as it has deemed necessary for its review of such documents and submissions; and

WHEREAS, pursuant to N.J.A.C. 5:21-3.5(i), the Site Improvement Advisory Board may approve or deny, in whole or in part, special area standards submitted for consideration by a municipality or municipalities; and

WHEREAS, the proposed special area standards are within the jurisdiction of the Site Improvement Advisory Board pursuant to N.J.S.A. 40:55D-40.4; and

WHEREAS, the Site Improvement Advisory Board finds that the modifications to N.J.A.C. 5:21-4

submitted by Harding Township and enumerated below meet the criteria for special area standards set forth at N.J.A.C. 5:21-3.5(k) as follows:

1. They are consistent with the intent of the Site Improvement Act.
2. They are reasonable and not unduly burdensome. The inclusion of “Country Lane (One Lane)” and “Country Lane (Two Lanes),” which are narrower and may be unpaved, creates a less burdensome requirement for these defined low-traffic volume streets.
3. They meet the needs of public health and safety. The allowance for these types of special purpose streets means that there is less impervious cover. This supports the continued protection of the environmental integrity of the Great Swamp Watershed and the Great Swamp National Wildlife Refuge. The specific modifications to Table 4.3 take into consideration the low-traffic volume roads guidelines contained in AASHTO A Policy on Geometric Design of Highways and Streets. Additionally, the modifications approved below provide for the minimum vertical curve length to be based on a speed limit of 30 miles per hour. This higher design speed increases safety in recognition of local environmental and terrain conditions.
4. They take into account existing infrastructure and surrounding development. The modifications approved allow the preservation of the distinctive rural and historical landscapes and rural road network within the designated area of Harding Township.

NOW, THEREFORE, BE IT RESOLVED that N.J.A.C. 5:21-4 shall be modified as follows for the portion of Harding Township that falls within the Great Swamp Watershed:

1. N.J.A.C. 5:21-4.1(c) (Street Hierarchy) is modified to add “Country Lane (One Lane)” and “Country Lane (Two Lanes)” to the street types permitted within the designated special area.
2. Table 4.3 (Cartway and Right-of-Way Widths) is modified to add to special purpose streets “Country Lane (One Lane)” and “Country Lane (Two Lanes)” as follows:

| Street Type                           | Total Average Daily Traffic | Traveled Way | No. of Parking Lanes | Parking Lane Width | Cartway Width | Curb or Shoulder | Sidewalk or Graded Area | Right-of-Way Width |
|---------------------------------------|-----------------------------|--------------|----------------------|--------------------|---------------|------------------|-------------------------|--------------------|
| Country Lane (One Lane) <sup>l</sup>  | 50                          | 12'          | 0                    | 0'                 | 12'           | Shoulder         | None                    | 40'                |
| Country Lane (Two Lanes) <sup>m</sup> | 250                         | 16'          | 0                    | 0'                 | 16'           | Shoulder         | None                    | 40'                |

**NOTES:**

<sup>l</sup> If the country lane exceeds 500 feet in length, it shall have one or more turnouts for passing. Turnouts shall be intervisible, and shall be not more than 500 feet apart. Turnouts shall provide a minimum traveled way width of 18 feet and shall be a minimum of 25 feet in length, with 15 foot tapers on each end.

<sup>m</sup> Pavement design shall conform to the specifications for rural streets.

3. **N.J.A.C. 5:21-4.4(c) (Shoulders)** is modified to state that shoulders shall be two feet wide for “country lanes” within the designated special area.

4. **N.J.A.C. 5:21-4.10 (Pavement)** is modified to add the following new subsection:

**“(c) Country lanes shall conform to the following provisions:**

1. **Where the grade of a country lane (one lane) does not exceed six percent (6%), the road may be gravel surfaced in compliance with the following standards:**

i. **The base course shall consist of dense-graded aggregate (DGA) conforming with the Standard Specifications for Road and Bridge Construction of the New Jersey Department of Transportation (NJDOT). The base shall be constructed to the thickness shown in the following schedule:**

| SUBGRADE CATEGORY | BASE THICKNESS (inches) |
|-------------------|-------------------------|
| Good to Excellent | 4                       |
| Medium            | 5                       |
| Poor              | 7                       |

**All subgrades shall be considered “poor” unless the applicant**

proves otherwise through CBR testing or field evaluation of soil classification. Test results shall be reviewed by the municipal engineer.

- ii. Construction shall conform with Section 301 -- Soil Aggregate Base Course and Dense-Graded Aggregate Base Course of the Standard Specifications for Road and Bridge Construction of the NJDOT.
  - iii. The subgrade preparation shall be approved by the municipal engineer prior to the placement of base course material.
  - iv. The surface course shall consist of No. 8 coarse aggregate conforming with the Standard Specifications for Road and Bridge Construction of the NJDOT. The surface course shall be one-inch thick and shall be compacted as specified for the base course.
2. Where the grade of a country lane (one lane) exceeds six percent (6%), the road shall be paved in conformance with the standards for rural streets.
  3. Where country lanes (one lane) intersect with other higher-order streets, the country lanes shall be paved, in conformance with the pavement specifications for rural streets, a minimum distance of 20 feet from the edge of pavement or curb of the higher-order street.
  4. Country lanes (two lanes) shall be paved in conformance with the standards for rural streets."

5. Table 4.6 (Street Grade and Intersection Design Criteria) is modified to add the following provisions:

| <b>STREET HIERARCHY</b>                              |   |              |
|--|---|--------------|
| <b>INTERSECTION STANDARD</b>                         | <b>SPECIAL PURPOSE STREET: COUNTRY LANE</b> |              |
|  | <b>GRAVEL</b>                               | <b>PAVED</b> |
| <b>MINIMUM GRADE</b>                                 | <b>1%</b>                                   | <b>0.5%</b>  |
| <b>MAXIMUM GRADE</b>                                 | <b>6%</b>                                   | <b>12%</b>   |
| <b>MAXIMUM GRADE WITHIN 50 FEET OF INTERSECTION</b>  | <b>5%</b>                                   | <b>5%</b>    |
| <b>MINIMUM CENTERLINE RADIUS</b>                     | <b>100'</b>                                 | <b>100'</b>  |
| <b>MINIMUM TANGENT LENGTH BETWEEN REVERSE CURVES</b> | <b>25'</b>                                  | <b>50'</b>   |
| <b>INTERSECTION CURB RADII</b>                       | <b>25'</b>                                  | <b>25'</b>   |

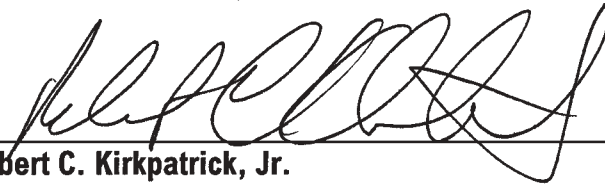
6. N.J.A.C. 5:21-4.20(a) (Curves) is modified to require that minimum vertical curve length for country lanes shall be in accordance with 1990 AASHTO A Policy on Geometric Design of Highways and Streets and based on a speed limit of 30 miles per hour.

BE IT FURTHER RESOLVED that Section 105-78C(5) of Harding Township's ordinance dealing with the ownership of roads is not included or approved herewith because it is outside the scope of N.J.A.C. 5:21 and is not within the jurisdiction of the Site Improvement Advisory Board. The governing body of Harding Township is free to adopt ordinances as it deems appropriate addressing whether country lanes shall be publicly or privately owned.

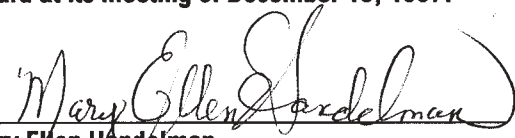
BE IT FURTHER RESOLVED that the governing body of the Township of Harding shall file with the Site Improvement Advisory Board a copy of the ordinance adopting the special area and special area standards with respect to private roads within thirty (30) days of its final adoption; and

BE IT FURTHER RESOLVED that the Site Improvement Advisory Board hereby reserves decision on the proposed special area standards with respect to stormwater management of the Township of Harding until a date to be determined.

APPROVED BY: The Site Improvement Advisory Board  
DATE: December 15, 1997

  
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Robert C. Kirkpatrick, Jr.  
Chair

I HEREBY CERTIFY the foregoing to be a true copy of the Resolution adopted by the New Jersey Site Improvement Advisory Board at its meeting of December 15, 1997.

  
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Mary Ellen Handelman  
Secretary to the Board

