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Your Local Road Professionals

PRIVATE COMMERCIAL DRIVEWAY OR ROAD APPROACHES

DEFINITION:

Any driveway or road approach providing access to land which is used for industrial or commercial purposes not intended to be taken into the county road system. Typically any site that manufactures, sells or stores a product for profit. The intent of designating a use as industrial and commercial is to define those uses which induce heavier traffic flow than residential use and to provide for wider access and more durable surfaces to handle heavier traffic. In the event of a dispute over whether or not a specific use will be designated commercial or not the Board of County Road Commissioners will make the final determination and will base their decision on this intent.

Commercial or Industrial Approaches (Definition of Classification) – The following are guidelines (not limited to) that BCRC will use to determine the classification for each applicant.

Light Commercial (single business)

1-2 workers
 very little to no truck traffic

Medium Commercial (single business)

3-12 workers
 low truck traffic

Medium/Heavy Commercial (single business)

13-19 workers
 some truck traffic

Heavy Commercial/Industrial

20 + workers
 regular or scheduled truck traffic
 intended as access to more than one lot/business

WIDTH:

The width of the right-of-way of each road bed will be determined by the township or county planning department. BCRC designates how the private commercial/industrial driveway or road connects to existing county roads. See table below for specifications.

Approach Specifications

TYPE	WIDTH	RADIUS	TANGENT	TAPER	SURFACE
Light	20'	20'	4' x 10'	25'	match existing
Medium	24'	25'	6' x 10'	30'	paved
Med/Heavy	30'	35'	11' x 10'	50'	paved

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LOCATION:

1. No portion of a commercial driveway, including the radius or taper which meets the traveled way, will extend beyond the property line of an adjoining parcel of property extended at right angles to the centerline of the right-of-way from the point where the property line meets the right-of-way line, except with written permission from the adjacent property owner.
2. No portion of a commercial driveway, including the radius or taper which meets the traveled way, will be located closer than 50 feet to the nearest right-of-way line of an intersecting road or street.
3. No portion of two commercial driveways, including the radius or taper meeting the traveled way, serving the same property, will be located closer than 50 feet, measured parallel to the centerline of the road.
4. No driveway will be allowed when the sight distance of approaching vehicles is less than the safe stopping distance.
5. If a parcel has access to a private road as well as an existing county road the driveway will only be permitted on the existing county road with board approval.

ANGLED DRIVEWAYS:

When the property owner wishes to construct a commercial driveway or road approaches at other than 90° to the centerline of the roadway to facilitate ingress and egress of traffic, the near driveway on the right as approaching will not have less than 45° angle with the centerline of the road and the far driveway on the right as approaching will not have less than 60° angle with the centerline.

JOINT DRIVEWAYS:

When both property owners abutting a common property line agree, they may construct a joint commercial driveway which will meet the same rules regarding WIDTH as all other commercial driveways and all rules regarding LOCATION of commercial driveways except that pertaining to location in regard to property lines.

SURFACE: The surface shall be equal to or better than the following:

- 3" Hot Mix Asphalt -13A or LVSP
- 6" compacted processed 22A or 23A road gravel

If use is classified as light commercial and the county road adjacent is gravel the driveway or road can be gravel with a minimum depth of 6" of 23A.

GENERAL:

1. BCRC will determine whether or not a culvert is required and if so the size (diameter) and length of the culvert required and the property owner shall furnish and install the culvert so determined.
2. Culverts will be installed in line with and on the same grade as the road ditch.
3. No culvert of less than a 12" diameter may be installed.
4. All culverts will be concrete pipe or corrugated metal pipe.
5. If the property owner wishes to use alternate materials the BCRC will determine whether the materials are equal to or better than those above before purchasing or installing.
6. Concrete approaches are not recommended but if installed must be below the level of the road surface. The edge of the radius will be level with the gravel shoulder or will have asphalt approaches up to it. Concrete must be 8" thick and be inspected by BCRC before poured. Concrete design mix requirement is 4,000 PSI, 6AA crush mix.
7. Slope driveway approach away from pavement at 1/2"/ft. for 12 feet.
8. The Board of County Road Commissioners does not have jurisdiction over the use or arrangement of

buildings and facilities on private property. However, it will not issue permits for parking on the right-of-way at right angles to a building off the right-of-way nor will it issue permits for the stopping of vehicles on the right-of-way at a gasoline service station pump. Therefore, it is recommended that the property owner place any building to which he wishes to park at right angles at least 30 feet from the right-of-way line and to place gasoline pump islands at least 14 feet from the right-of-way line.

9. Asphalt/concrete will stop at the culvert/center of the ditch. If no ditch is present, asphalt/concrete will stop ten feet from the edge of the snowplowed/maintained shoulder.

SPECIAL CASES:

In cases where the property owner wishes to fill an island area between two drives in order to landscape, the county highway engineer will recommend what special structures are required (i.e., additional paved lanes, catch basins, curbs, etc.) And final approval will rest with the Board of County Road Commissioners.

FEES:

Please see "Permit Fee Schedule" for applicable fee.

Adopted at the regular meeting, at which time a hearing was held, on September 24, 1992, in accordance with Act 212, of the Acts of 1980. Revised 9/10/98. Revised 8/9/00. Revised 2/27/02. Revised 2/8/06. Revised 2/8/18.