

From City of Canton's UDC

9.03.12 Development Entrances, Residential

- A. Access to every subdivision shall be provided over a public street. Existing subdivisions with private streets can be continued without additional access to a public street, subject to Subsection B below.
- B. All subdivisions resulting in the creation of 200 or more lots shall be provided with a minimum of two entrances. Where the property configuration prohibits or makes impractical the installation of two public access entrances, an alternative access may be approved or this provision may be waived by the City Council.
- C. In the event an alternative secondary access entrance is required, said entrance must be at least 20 feet wide with a 20-foot wide access easement and be constructed of an all-weather surface. All alternative secondary access locations and construction materials must be pre-approved by the City Engineer and the City of Canton Fire Chief.
- D. All proposed subdivision developments (residential, non-residential, and non-residential single lot developments) where a new entrance is provided from an existing county road, shall be permitted and approved through Cherokee County. The developer shall provide approval for existing county road improvements.
- E. Any residential subdivision accessed by a city road shall conform to Standard Detail 206 "Subdivision Entrance Intersection."
- F. Access onto a state road shall meet existing Georgia D.O.T. requirements.
 - 1) Before the plans can be approved, a copy of the Georgia D.O.T. permit or D.O.T. Letter of Intent shall be submitted to the City Engineer stating that a curb cut will be granted as long as the applicant meets all D.O.T. standards.
 - 2) The submitted construction plans must indicate by a note on the preliminary plat that the plans have been approved subject to all modifications or requirements placed upon the development by the Georgia D.O.T.
- G. Deceleration lane and taper length shall be based on the main roadway posted speed limit as follows (see Table 9-1). The City Engineer may require residential subdivisions exceeding 200 or at his discretion below 200 lots to install longer deceleration lanes and/or a center turn lane. If the City Engineer determines that the entrance onto a city roadway could result in a safety problem then the City of Canton may require the developer to present a traffic study to address any safety concerns.

Table 9-1 Deceleration Lane and Taper Length

Main Road Speed Limit	Deceleration Lane Length (feet)	Transition Taper Length (feet)
55 mph	200'	50'
50 mph	150'	40'
45 mph	110'	35'
40 mph	90'	30'
35 mph or less	50'	25'

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- H. The minimum pavement width of a deceleration lane shall be 12 feet, and the minimum turning radius shall conform with standard Detail #206. The minimum pavement design for the proposed deceleration lane shall match the subdivision street shall be 6"/2"/1 ½" or match the existing pavement specification, whichever is greater.
 - I. Additional street right-of-way necessary for deceleration lanes shall be dedicated as needed, and as illustrated in Standard Detail 206 "Subdivision Entrance Intersection."
 - J. The cross slope of any deceleration lane shall follow the crown or super elevation of the existing street. A minimum of one-fourth (¼) inch per foot shall be maintained.
 - K. Vertical faced curb and gutter is required through the radius, excluding the tapers.

The developer shall be responsible for the costs of any utility relocation or catch basins that must be constructed.