

ORDINANCE NO. 2021 - 1

AN ORDINANCE OF THE TOWNSHIP OF WARRIORS MARK, HUNTINGDON COUNTY, PENNSYLVANIA, AMENDING ORDINANCE NO. 98-2, KNOWN AS "THE SUBDIVISION AND LAND DEVELOPMENT ORDINANCE OF THE TOWNSHIP OF WARRIORS MARK" TO: 1. ADD A DEFINITION FOR CLEAR SIGHT TRIANGLES; 2. ADD CUL-DE-SAC PAVEMENT REQUIREMENTS; 3. ADD CLEAR SIGHT TRIANGLE REQUIREMENTS; 4. CHANGE THE REQUIRED NUMBER OF LOTS WHICH TRIGGERS THE REQUIREMENT TO PROVIDE TWO OR MORE MEANS OF EGRESS; 5. CHANGE THE REQUIRED WIDTH OF THE CARTWAY FOR STREETS WITH MARGINAL ACCESS AND LOCAL CUL-DE-SACS; 6. ADD A REQUIREMENT FOR SNOW STOCKPILE EASEMENTS; 7. ADD A LIMITATION ON DEAD END STREETS/CUL-DE-SACS; 8. PROVIDING A REPEALER AND 9. PROVIDING AN EFFECTIVE DATE.

The Board of Supervisors of the Township of Warriors Mark hereby ordains the following:

SECTION 1. AMENDMENT TO ORDINANCE 98-2.

The "Subdivision and Land Development Of The Township of Warriors Mark" is hereby amended, with all material to be deleted indicated throughout with ~~strike through~~, and all material to be added indicated throughout with underlining as follows:

I. Article II, "DEFINITIONS", Section 202 - Definitions - Specific Terms is hereby amended as follows:

202. Definitions - Specific Terms

Clear Sight Triangle: An area of unobstructed visions at street intersections defined by lines of sight between points at a given distance from the intersection of the street center line.

II. Article V, "DESIGN STANDARDS", Section 503 is hereby amended as follows:

503. Streets

[503 (a) through and including (g) remain unchanged].

(h) [1 through and including 12 remain unchanged].

13. ~~Pavement depth of courses shall be as follows for all classifications of streets including marginal access and cul-de-sac:~~

Subbase: 6"
Base: 2 1/2"
Surface: 1 1/2"

See attached detail.

14. [Unchanged].

[(i) through and including (k) remain unchanged].

(l) Proposed roadways shall be coordinated and aligned with existing or proposed Federal, Commonwealth, County and Township roadways in adjoining subdivisions/land developments.

Clear Sight Triangles shall be required at every intersection of a public street, a private street or a commercial driveway with a public street. A clear sight triangle shall be determined by the intersecting street/commercial driveway centerlines and a diagonal line connecting the two points, one at each centerline.

- (1) The distance of each point from the intersection of the street or driveway centerline, as applicable, shall be as specified by PennDOT's Intersection Sight Distance or Formula Sight Distance, in the latest edition of the AASHTO "A Policy on Geometric Design of Highways and Streets" as applied by PennDOT.
 - (2) There shall be no obstruction of vision between a height of two (2') feet and ten (10') feet above the centerline grade of the street within the clear sight triangle.
 - (3) Clear sight triangles shall be graded as necessary and kept clear of any buildings, plantings, or other obstructions, with the exception of items required by a governmental, quasi-governmental entity, or public utility, such as, but not limited to utility poles, traffic control signage, etc.
 - (4) Notice of Violation, violation and penalties – these topics were not specifically discussed with the Planning Commission, but the Board may want to consider included additional language to define the notice of violation procedure, including the Township ability to abate the violation at the property owner's expense, and outline violation actions.
- (m) Subdivisions and Land Developments with expected average daily traffic of greater than 200 (approximately 25 lots) shall have two or more means of ingress or egress.

Subdivision and Land Developments with expected average daily traffic of greater than 100 (approximately 10 lots) shall have two or more means off ingress and egress.

III. Article V, "DESIGN STANDARDS", Section 503.1 is hereby amended as follows:

503.1 Width: Minimum street right-of-way and pavement width shall be as set forth in the following table:

STREET TYPE	STREET WIDTH	SHOULDER MINIMUM	MINIMUM GRADE	MAXIMUM GRADE
<u>Marginal access and Cul-De-Sac</u>				
Right of Way	40'			
Cart Way	16 20'	4'	1%	12%
<u>Cul-De-Sac</u>				
Right-of-Way radius	60'			
Cart way radius	50'	4'	1%	5%
<u>Local (Minor)</u>				
Right-of-Way	50'			
Cart Way	18 20'	4'	1%	10%

Collector

Right-of-Way*	50'	6'	1%	10%
Cart Way*	20'			

Arterial (Major)

Right-of-Way*	60'	10	1%	5%
Cart Way (Two lane)	24'			

NOTE: The board of Supervisors retains the option to allow the determination of right-of-way width, cart way width, and shoulder width to be made on the basis of a traffic study furnished by the applicant, and reviewed and accepted by the Township Engineer.

503.1(a) Snow Stockpile Easement: At the end of any cul-de-sac street provide a 100' wide by 20' deed easement for plowing and placement of snow by public works equipment. The easement area shall be shown on the plan with a note indicating the easement is to remain unobstructed by any features such as driveways, plantings, or above ground structures.

Cul-de-sac requirements: See attached detail.

IV. Article V, "DESIGN STANDARDS", Section 503.9 is hereby amended as follows:

503.9 Dead End Streets

Dead End Streets are a type of Public Street and shall be subject to the design requirements as specified herein for public streets and in addition to the following:

- 1) Dead End Streets shall be the sole means of vehicular access to no more than twenty five (25) residential dwelling units.
- 2) Dead End Streets shall have a minimum length of two hundred fifty (250) feet, as measured along the centerline from the curb line of the intersected street to the far curb of the turn-around area.
- 3) All developments proposing Dead End Streets shall be reviewed by the Township Fire Chief for fire and public safety concerns.
- 4) All non-through streets shall be provided with an authorized sign stating that no outlet exists.
- 5) Where, in the opinion of the Board of Supervisors, the future extension of a proposed Dead End Street to an adjoining tract is feasible, the full width of the right-of-way of such street shall be extended to the property line, and a paved turn-around area shall be provided.
- 6) Turn-around areas:
 - A. Dead End Streets shall be provided with a paved turn-around area:

- i) When designed as a circular cul-de-sac, such turn-around shall have a minimum paved radius of fifty (50) feet and a minimum right-of-way radius of sixty (60) feet. Such area shall be clear of all obstructions.
- ii) Alternative turn-around designs may be permitted if design proves to be an equal of better alternative, and is approved by the Board of Supervisors.

B. The grade of the turn-around area shall not exceed five (5.0) percent in any direction.

C. The maximum number of lots permitted to have frontage on a turn-around is two (2).

D. On-street parking is to be prohibited within turn-around areas; as such "No Parking" signs shall be placed every 100 feet along the circumference of the paved area.

E. Dead End Streets may provide access to not more than two- (2) Flag Lots.

7) One Dead End Street/Cul-de-Sac is permitted when the subdivision is 50 acres or greater.

SECTION 2. REAFFIRMATION OF ORDINANCE 98-2

Warriors Mark Township Ordinance No. 98-2, except as amended hereby, remains in full force and effect and is hereby reaffirmed.

SECTION 3. SEVERABILITY.

If any sentence, clause, section or part of this Ordinance is for any reason found to be unconstitutional, illegal or invalid, such unconstitutionality, illegality or invalidity shall not affect or impair any of the remaining provisions, sentences, clauses, sections or parts of this Ordinance. It is hereby declared as the intent of the Board of Supervisors of the Township of Warriors Mark that this Ordinance would have been adopted had such unconstitutional, illegal or invalid sentence, clause, section or part thereof not been included herein.

SECTION 4. EFFECTIVE DATE.

This Ordinance shall become effective upon the earliest date provided by law.

June, 2021. **ORDAINED AND ENACTED** as an Ordinance of Warriors Mark Township this 1st day of

WARRIORS MARK TOWNSHIP
BOARD OF SUPERVISORS

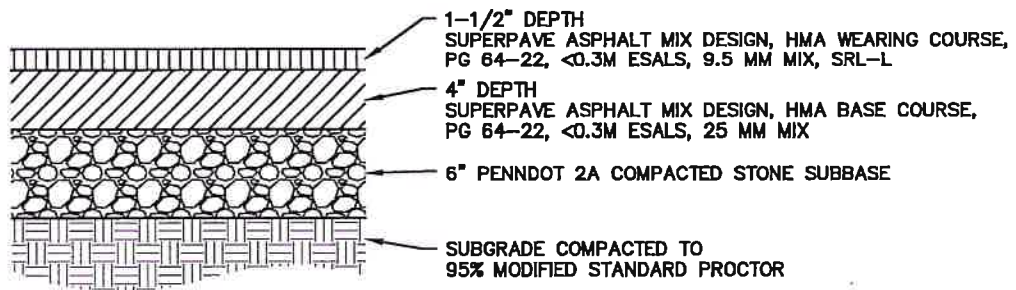
L. Stewart Neff
L. Stewart Neff, Chair

Rodney L. Marshall
Rodney L. Marshall, Vice Chair

Peter Liese
Peter Liese, Supervisor

ATTEST:

Julie Brenneman
Julie Brenneman, Secretary



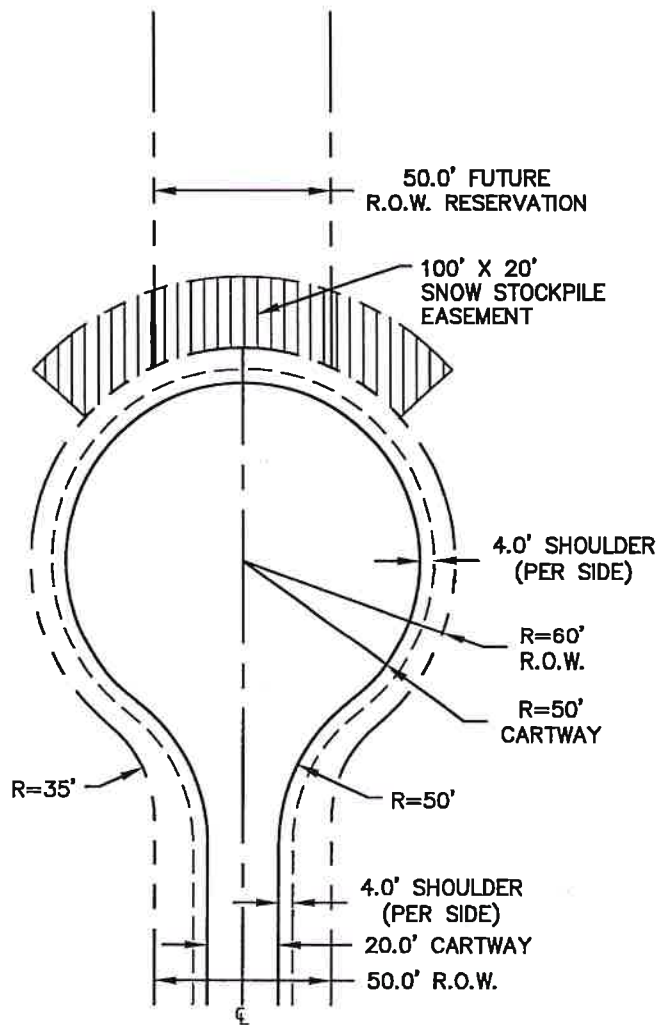
BITUMINOUS PAVEMENT

WARRIORS MARK TOWNSHIP
LOCAL STREET PAVEMENT SECTION

STAHL SHEAFFER
ENGINEERING

SCALE: NOT TO SCALE DATE: MAY 2021 SSE PROJECT NO: 18-203

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CUL-DE-SAC DETAIL
NTS

WARRIORS MARK TOWNSHIP
 CUL-DE-SAC DETAILS

STAHL SHEAFFER
 ENGINEERING

SCALE: NOT TO SCALE DATE: MAY 2021 SSE PROJECT NO: 18-203

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