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October 28, 2026

SENT VIA EMAIL TO:
Peterman Associates
3480 North Main Street
Findlay, OH 45840
ATTN: Todd Jenkins, P.E. (TMJcivilone@gmail.com)
James Schroeder, E.I.T. (jmschroeder.769@gmail.com)

RE: Review of the Preliminary Plat for Park Model Paradise at the Lake Subdivision – Response to variance requests received October 14, 2026

Below you'll find our responses to your recent variance requests. Said responses are listed corresponding to the numbers that are stated in our September 3rd and October 8th response letters.

Item 17: We approve of the proposed 24-foot wide roadways (12-foot lanes) with no street parking for Local streets.

Per our September 3rd letter, we're waiting for your A.D.T. calculations but it appears that Paradise Lane, Palm Drive, and Coastal Drive will be Collector streets. We would allow a minimum of 16-foot lanes (total road width of 32-feet) with no street parking for Collector streets except for any additional width requirements for Paradise Lane at the State Route 235 intersection.

Per the Logan County Commissioners Resolution 152-26, with the above street width variances these streets must be perpetually dedicated to private use.

Item 18: The submitted cul-de-sac drawings appear to show a total road width of 16-feet. The minimum allowable road width for the cul-de-sacs is the same minimum width for a Local street, 24-feet.

We do not approve of the proposed cul-de-sac radii but we would allow a minimum cul-de-sac radius of 48-feet per the 2018 International Fire Code with a minimum transition radius of 50-feet from the approach street to the cul-de-sac. AASHTO does provide an all-paved option that would allow for a tighter cul-de-sac radius of 30-feet but this all-paved design includes a minimum 30-foot wide roadway approach.

Item 19: The submitted T-turnaround is not acceptable. It needs to either meet our technical design standards for the Temporary Type-T Turn-Around or meet the turnaround design requirements established in the AASHTO's 'Geometric Design of Highways and Streets' in order to accommodate emergency vehicles.

You probably want to consider eliminating the stub of Coastal Drive and just make long lots off the west side of Paradise Lane.

Items 21a and 21b: Variance request for reducing the minimum radius of curvature requirements for horizontal curves is denied.

Item 21c: The 100-foot tangent between reverse curves is an advisory standard thus no variance is needed.

Item 22: Regarding Section 102 C, we would allow the following minimum intersection centerline offsets: Local to Local: 160 feet; Local to Collector: 250 feet; Collector to Collector: 250 feet. These offsets would satisfy the minimum AASTHO stopping sight distances for the design speeds of the respective roads.

You did not provide existing intersection spacing or identify Local or Collector streets. Parts of Paradise Lane, Palm Drive, and Coastal Drive appear to be Collector streets.

Item 23: The 100-foot minimum length for angle of intersection requirement may be reduced to 45-feet if the final design includes stop-controlled intersections for the minor roads.

Respectfully,

Scott C. Coleman, P.E., P.S.
Logan County Engineer

SCC/mjk

cc: File; LUC Planning (bradbodenmiller@lucplanning.com)