

FOREWORD

In 1997, the Alabama Legislature passed into law ACCA-supported amendments to Alabama's subdivision regulation law aimed at strengthening the county's authority to regulate subdivisions. Because there were major statutory changes regarding procedures to be followed by both developers and the county, it was recommended that the Association of County Commissions of Alabama (ACCA) and its affiliate organization, the Association of County Engineers of Alabama (ACEA), work cooperatively to revise the Model Subdivision Regulations published in the early 1980's. This model, which has been approved and adopted by the board of directors of ACEA, is the final product of that work.

A committee of county engineers appointed by the ACEA Board of Directors worked diligently with ACCA staff over several months to develop this publication. The changes reflect not only a revision of the statutory requirements, but amendment of many of the technical sections, bringing those in line with current engineering standards and present-day county needs. Special thanks are extended to all of those who worked on the project, in particular, the ACEA Board and each member of the committee, who are as follows: David Bufkin, Autauga County Engineer; Henry Hawkins, Chambers County Engineer; Richie Beyer, Chambers County Engineer-in-Training; Randy Tindell, Coffee County Engineer; Marty Lentz, Coffee County Engineer-in-Training; Glenn Drummond, Macon County Engineer; Bob Pirando, Marshall County Engineer; Tim Stone, Pickens County Engineer; Herb Huner, Pike County Engineer; James McGill, Russell County Engineer; Cal Markert, Russell County Engineer-in-Training; Allen Secrest, Shelby County Engineer-in-Training; and Anthony Crear, Sumter County Engineer.

As with the model published in the early 1980's, this publication is only a "model". It is intended to serve as a guide for a county regulating subdivisions to use in developing or revising its regulations to meet the current requirements of Code of Alabama 1975, ' 11-24-1 et seq., and the changing needs in the county. Each county should independently evaluate the appropriateness of the model for its area, and mold the regulations, within the parameters of state law, to meet its specific needs. However, a county should not alter the sections from the Code of Alabama, unless advised to do so by its county attorney.

As you review this model, you will note that there are some areas that include no specific recommendation, but only a reference that the county should insert its specific policy. In these instances, the County Commission, in consultation with the county engineer, should decide what is in the best interest of the county, and adapt the regulations to meet those needs.

It is important to keep in mind that these Model Subdivision Regulations do not have the force of law without affirmative action by the County Commission. It is also recommended that no final decision regarding adoption of this document be made prior to careful review and input from the county engineer, the county attorney, and all members of the County Commission.

O.H. Sharpless, Executive Director
Association of County Commissions
of Alabama

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ARTICLE I

PURPOSE, POLICY, AND TITLE

1-1 PURPOSE

1-2 POLICY

1-3 TITLE

1-4 EFFECTIVE DATE

SECTION 1-1. PURPOSE

The subdivision regulations set out herein have been adopted pursuant to authority granted by Code of Alabama 1975, ' 11-24-1(b) to establish procedures and standards for the design and development of proposed subdivisions or additions to existing subdivisions within the subdivision jurisdiction of Walker County, Alabama, as defined by Article II, Section 2-2 of these subdivision regulations. These regulations shall be applicable to the development of any subdivision within the county's subdivision jurisdiction, and shall include, at minimum, the minimum size of lots, the planning and construction of all public streets and roads, drainage structures, and proper placement of public utilities to be located in a subdivision. [Authority: Code of Alabama 1975, ' 11-24-1(b).] Additionally, unless waived by the Walker County Commission, these regulations shall also apply to the county's plat approval for developments within the territorial jurisdiction of a municipal planning commission. [Authority: Code of Alabama 1975, ' 11-52-30(b).]

It is not the purpose of these regulations to govern the acceptance of roads or streets for maintenance by the County Commission. The current policy for acceptance of roads and bridges by the Walker County Commission is available at the office of the County Commission or the County Engineer. [Appendix V lists several examples of current policies.]

SECTION 1-2. POLICY

- a. It is hereby declared to be the policy of Walker County to consider the subdivision of land and the subsequent development of the subdivided land as subject to the control and regulation of the Walker County Commission pursuant to the authority granted to the County by Code of Alabama 1975, ' 11-24-1 et seq.
- b. Land to be subdivided shall be of such character that it can be used safely for building purposes without danger to health or peril from fire, flood, or other menace. Except as exempted by these regulations, no land shall be subdivided until proper provision has been made for drainage, sewerage disposal, and streets, and approval has been granted in accordance with the procedures prescribed by Code of Alabama 1975, ' 11-24-1 et seq., and set out in these regulations.
- c. Prior to the actual sale, offering for sale, transfer, or lease of any lots for the purpose of creating, establishing, or modifying a subdivision, any owner or developer of land which

lies within the area of the county's subdivision jurisdiction shall submit the plat of the proposed subdivision to the Walker County Commission for approval in accordance with the procedures prescribed by Code of Alabama 1975, ' 11-24-1 et seq., and as set out in these regulations.

- d. No owner or developer may proceed with construction improvements in a subdivision until the proposed plans and specifications have been given a preliminary review by the County Engineer or his or her designee. Notification will be given to the owner or developer by the County Engineer or his or her designee that the submitted plans and specifications, to the best of their belief, meets the rules and regulations for the minimum size of lots; the planning and construction of public streets, public roads, and drainage structures; and the placement of public utilities. This preliminary review and notification does not relieve the owner or developer, their engineer, and their surveyor from their responsibility to meet the adopted rules and regulations in accordance with the Code of Alabama 1975, ' 11-24-1(b) and ' 11-24-3 et seq. and set out in these regulations.

No subdivider shall proceed with the sale of lots, lease of lots, or erection of buildings, excluding public utility structures, within a subdivision until such subdivision plat has been granted Final Plat Approval entered in writing on the plat and signed by the Chairman of the Walker County Commission and recorded in the office of the Probate Judge of Walker County in accordance with the procedures prescribed by Code of Alabama 1975, ' 11-24-1 et seq., and set out in these regulations.

- f. Any violations of this policy may subject the owner or developer to penalties as set out in Article II, Section 2-3 of these regulations and Code of Alabama 1975, ' 11-24-3.

SECTION 1-3. TITLE

The regulations shall hereafter be known, cited and referred to as the Subdivision Regulations of Walker County, Alabama.

SECTION 1-4. EFFECTIVE DATE

The regulations set out herein shall be in force and applicable to the development of all subdivisions in the subdivision jurisdiction of the Walker County Commission from and after the date of adoption by resolution, and as provided in Article XI, Section 11-2. Subdivision regulations previously in place in Walker County are hereby repealed and rescinded.

Adopted by resolution this the ____ day of _____, 19__.

ARTICLE II

AUTHORITY, JURISDICTION AND AMENDMENTS

- 2-1 AUTHORITY
- 2-2 JURISDICTION
- 2-3 ENFORCEMENT
- 2-4 AMENDMENTS
- 2-5 BOARD OF DEVELOPERS

SECTION 2-1. AUTHORITY

By Authority of Resolution No. _____ of the Walker County Commission, adopted pursuant to the powers and jurisdiction granted by Code of Alabama 1975, ' 11-24-1 et seq., the Walker County Commission does hereby exercise the power and authority to review, approve, and disapprove plats for all subdivisions within the subdivision jurisdiction of Walker County, Alabama. The Walker County Commission further does hereby exercise the authority to inspect any development within its subdivision jurisdiction to ensure that there are no violations of its rules and regulations and to charge fees for said inspection as set out in Article IV, Section 4-4-2 of these regulations and Code of Alabama 1975, ' 11-24-3.

SECTION 2-2. JURISDICTION

From and after the effective date set out in Article I, Section 1-4, these regulations shall govern each and every subdivision of land in all unincorporated areas of Walker County, unless otherwise exempted by these regulations. For subdivisions within the territorial jurisdiction of any existing or future municipal planning commission organized pursuant to the procedures set out in Code of Alabama 1975, ' 11-52-1 et seq., the County's jurisdiction shall be in accordance with and limited to the provisions of Code of Alabama 1975, ' 11-52-30(b) regarding approval of plats.

SECTION 2-3. ENFORCEMENT

It shall be the duty of the County Engineer to enforce the regulations and notify the Walker County Commission of any violations or lack of compliance with these regulations.

2-3-1. PROPERTY INSPECTION

In its effort to monitor compliance with these regulations, the Walker County Commission may employ inspectors to ensure that these rules and regulations are not violated and that all plans and specifications of the owner or developer are not in conflict with these rules and regulations. The county may charge inspection fees as provided in Article IV, Section

4-4-2 of these regulations and Code of Alabama 1975, ' 11-24-3, to be paid by the owners of the property inspected.

2-3-2. VIOLATIONS/ PENALTIES

Pursuant to Code of Alabama 1975, ' 11-24-3, any owner or developer who violates any provision of Code of Alabama 1975, ' 11-24-1 et seq. or any of the regulations set out herein shall be subject to a fine of not less than two hundred and fifty dollars (\$ 250) but not to exceed one thousand dollars (\$1000) per lot that has been sold, offered for sale, transferred, or leased to the public.

The Walker County Commission is authorized to bring a civil action in any court of competent jurisdiction to enjoin any action of an owner or developer which is in violation of the provisions of Code of Alabama 1975, ' 11-24-1 et seq., or any of the regulations set out herein. In such action, the County Commission shall be entitled to seek an injunction and may recover penalties as set out in these regulations and Code of Alabama 1975, ' 11-24-3.

SECTION 2-4. AMENDMENTS

The Walker County Commission may adopt amendments to increase the effectiveness of these regulations or expedite the approval of subdivision plats by majority vote of the County Commission.

SECTION 2-5. BOARD OF DEVELOPERS

As provided in Code of Alabama 1975, ' 11-24-1(c), the Walker County Commission may establish a board of developers to make suggestions to the Commission regarding the contents of the subdivision regulations, suggest revisions to the subdivision regulations, and assist in resolving disputes between developers and the Commission. If such a board is established, its procedures, policies, and authority shall be added as an amendment to the subdivision regulations of Walker County.

ARTICLE III

DEFINITIONS

3-1 USAGE

3-2 DEFINITION OF TERMS

SECTION 3-1. USAGE

For the purpose of these regulations, certain numbers, abbreviations, terms, and words used herein shall be used, interpreted, and defined as set forth in this section. Unless the context clearly indicates to the contrary, words used in the present tense include the future tense; words used in the plural number include the singular; the word herein means "in these regulations"; the word "regulations" means "these regulations".

A "person" includes a corporation, a partnership, and an incorporated association of persons such as a club; "shall" is always mandatory; a "building" includes a "structure" and includes any part thereof; "used" or "occupied" as applied to any land or building shall be construed to include the words "intended, arranged, or designed to be used or occupied".

Any reference to a manual or publication refers to the current or latest edition. References will be encountered mainly in the Design Standard section (Section 5-4).

SECTION 3-2. DEFINITION OF TERMS

- 3-2-1 **ACCESS:** Deeded portion of property or lot that provides travelway to a public city, county, or state road. All access must have fifty (50) foot minimum width from the city, county, or state road to the building site. [In Section 3-2-57(d) excluded parcels must have a minimum of fifty (50) foot access.]
- 3-2-2 **ADT (AVERAGE DAILY TRAFFIC):** total volume of vehicles during a given time period, in whole days, as measured during a non-holiday weekday.
- 3-2-3 **ALLEY:** A public right-of-way primarily designed to serve as a secondary access to the side or rear of those properties whose principal frontage is on some other street.
- 3-2-4 **APPLICANT:** The owner of land proposed to be subdivided or a person designated in writing by the legal owner as his or her representative.
- 3-2-5 **ARTERIAL:** A road or street which connects areas that produce a large amount of trip generation. Arterials have a dual function to move traffic and to provide access to land uses, particularly the high trip-generating commercial activities.

- 3-2-6 BLOCK: A tract of land bounded by streets, or by a combination of streets and public parks, cemeteries, railroad right-of-way, shorelines of waterways or other boundary lines.
- 3-2-7 BUILDING: Any structure built for the support, shelter, or enclosure of persons, animals, chattels, or movable property of any kind, and includes any structure.
- 3-2-8 BUILDING SETBACK LINE: A line parallel to the property over which no structure may be erected.
- 3-2-9 COLLECTOR STREET: A route whose primary function is to collect traffic from an area and move it to the arterial street system while also providing substantial service to abutting land use, and which typically does not have extensive continuity.
- 3-2-10 CONSTRUCTION PLANS: Plans detailing the design and requirements for the construction of public improvements. These plans shall detail such items as the location of all existing and proposed roads, plan and profiles of all roads, curve data, hydraulic data, etc. (See Section 4-4-5 for complete list of items required.)
- 3-2-11 CORNER LOT: A lot which occupies the interior angle at the intersection of street lines.
- 3-2-12 COUNTY: The County of Walker, Alabama.
- 3-2-13 COUNTY ADMINISTRATOR: The duly designated Administrator or Clerk of Walker County, Alabama.
- 3-2-14 COUNTY COMMISSION: The County Commission of the County of Walker, Alabama.
- 3-2-15 COUNTY ENGINEER: The duly designated Engineer of the County of Walker, Alabama.
- 3-2-16 COUNTY SPECIFICATIONS: All construction specifications which have been adopted by the County Commission or as required by the County Engineer and all utility departments.
- 3-2-17 CUL-DE-SAC: A minor street with only one outlet and having an appropriate terminal for the safe and convenient reversal of traffic movement.
- 3-2-18 DAY: A calendar day.
- 3-2-19 DEDICATION: The transfer of property from private to public ownership.
- 3-2-20 DEVELOPER: The owner of land proposed to be subdivided or a person designated in writing by the legal owner as his or her representative.
- 3-2-21 DEVELOPMENT: Includes but is not limited to, the design work of lot layout the construction of drainage structures, the construction of buildings or public use areas, the

planning and construction of public streets and public roads, and the placement of utilities.

- 3-2-22 **DEPTH OF LOT:** The mean horizontal distance between the front and rear lot lines.
- 3-2-23 **DOUBLE FRONT LOT:** A lot having frontage on two (2) non-intersecting streets as distinguished from a corner lot.
- 3-2-24 **EASEMENT:** A grant by the property owner of use, by the public, a corporation, or person(s) of a strip of land for specified purposes or as created by operation of law.
- 3-2-25 **EXPRESSWAY OR FREEWAY:** Facilities that accommodate a high volume of traffic through the prohibiting of ingress and egress except at controlled intervals. Freeways involve complete control of access while expressways permit at grade intersections at infrequent intervals. The expressway or freeway has only one function - to carry traffic.
- 3-2-26 **ENGINEERING PLAN:** A post construction record giving details of construction and locations of improvements as they were built or installed.
- 3-2-27 **FINAL PLAT:** A plat of a tract of land which meets the requirements of these regulations and is in form for recording in the Office of the Probate Judge of Walker County, Alabama.
- 3-2-28 **FLOODPROOFING:** Any combination of structural or nonstructural additions, changes, or adjustments which reduce or eliminate flood damage to real property, or improved real property, water supply and sanitary sewer facilities, electrical systems, and structures and their contents.
- 3-2-29 **FLOODWAY:** The stream channel and the portion of the adjacent floodplain which must be reserved solely for the passage of flood-waters in order to prevent an increase in upstream flood heights of more than one (1) foot above the predevelopment conditions. For the purpose of these regulations, floodways shall be defined as follows:
1. The floodways as identified in the Flood Insurance Study for Walker County, Alabama.
 2. Along small streams and Watercourses: All lands lying within twenty-five (25) feet of the top of the bank of the channel (measured horizontally), unless the developer demonstrates to the satisfaction of the County Engineer that a lesser distance (but not less than fifteen (15) feet) is adequate based on the watershed characteristics and probable storm runoff for the 100-year flood projections for the area.
- 3-2-30 **LAND SUBJECT TO FLOODING:** For the purpose of these regulations, land subject to flooding shall be defined as follows:
1. The lands identified as having special flood hazards by the Office of Federal Insurance and Hazard Mitigation. The lands identified as subject to inundation

by the 100-year flood projections and all lands lying below the 100-year flood elevations as demonstrated by the maps and charts contained in the Flood Insurance Study for Walker County, Alabama, as prepared by the Federal Emergency Management Agency (FEMA), Office of Federal Insurance and Hazard Mitigation, and all subsequent revisions thereto, which are made a part of these regulations.

2. Along Small Streams and Watercourses: All lands lying within one hundred (100) feet of the top of the bank of the channel (measured horizontally) unless the developer demonstrates to the satisfaction of the County Engineer that the property in question is free from the danger of inundation by the 100-year flood projections or that adequate remedial measures have been taken to allow the watercourse to safely accommodate the 100-year flood projections.

- 3-2-31 FLOOD, ONE HUNDRED (100) YEAR: A flood that has, on the average, a one (1) percent chance of being equaled or exceeded in any given year.
- 3-2-32 FLOOD, TEN (10) YEAR: A flood that has, on average, been equaled or exceeded at a frequency of once every ten (10) years.
- 3-2-33 FLOOD, TWENTY-FIVE YEAR: A flood that has on average been equaled or exceeded at a frequency of once every twenty-five (25) years.
- 3-2-34 HARDSHIP: An unusual situation on the part of an individual property owner which will not permit the full utilization of property. A hardship exists only when it is not self-created.
- 3-2-35 HEALTH DEPARTMENT: Alabama State Department of Public Health or Walker County Health Department.
- 3-2-36 IMMEDIATE FAMILY MEMBER: Includes the owner's husband, wife, children, brothers, sisters, parents, stepparents, step children, grandchildren, step grandchildren and grandparents or spouse's brothers, sisters, parents, stepparents, step children, grandchildren, step grandchildren and grandparents.
- 3-2-37 LICENSED ENGINEER: An engineer properly licensed and registered in the State.
- 3-2-38 LICENSED LAND SURVEYOR: A land surveyor properly licensed and registered in the State.
- 3-2-39 LOT: A tract, plot, or portion of a subdivision or other parcel of land intended as a unit for the purpose, whether immediate or future, of transfer of ownership, lease or rental, or for building development.
- 3-2-40 MARGINAL ACCESS: A service road or other treatment used to provide adequate protection of properties in cases where an arterial runs through or near a subdivided area.
- 3-2-41 MAJOR SUBDIVISION: See Section 3-2-57(a), Subdivision Categories.

- 3-2-42 **MINOR ROAD OR STREET:** A route used to connect collector roads in a road system and service only the residents of that road.
- 3-2-43 **MINOR SUBDIVISION:** See Section 3-2-57(b), Subdivision Categories.
- 3-2-44 **MONUMENT:** A permanent object serving to indicate a limit or to mark a boundary.
- 3-2-45 **OWNER:** Any person, group of persons, firm or firms, corporation or corporations, or any other legal entity having legal title to or sufficient proprietary interest in the land sought to be subdivided under these regulations.
- 3-2-46 **OWNER'S ENGINEER:** The engineer or land surveyor registered and in good standing with the State Board of Registration of Alabama who is the agent in his professional capacity of the owner of land which is proposed to be subdivided or which is in the process of being subdivided.
- 3-2-47 **PERMANENT REFERENCE POINTS:** The Minimum Technical Standards set out and required by the Alabama Society of Professional Land Surveyors.
- 3-2-48 **PRELIMINARY PLAT:** A tentative plan of the proposed subdivision as submitted to the County Engineer as detailed in Section 1-2(d) and Section 4-4 of these subdivision regulations.
- 3-2-49 **PROBATE JUDGE:** The Judge of Probate of Walker County, Alabama.
- 3-2-50 **RESUBDIVISION:** A change in a map of an approved or recorded subdivision plat if such change affects any street layout on such map or area reserved thereon for public use, or any lot line; or if it affects any map or plan legally recorded prior to the adoption of any regulations controlling subdivisions.
- 3-2-51 **ROAD OR STREET:** A public right-of-way for vehicular traffic that affords the principal means of access to abutting property.
1. **CITY ROAD:** Public road maintained by the city.
 2. **COUNTY ROAD:** Public road maintained by the county.
 - a. **DEEDED:** A road deeded to and accepted by the county.
 - b. **DEDICATED:** A road dedicated or deeded to the county for public use and **ACCEPTED BY THE COUNTY** as a public road.
 - c. **PRESCRIPTIVE:** An open, defined roadway in continuous use by the public as a highway without let or hindrance for a period of twenty (20) years. This is a factual determination taking into consideration things such as use by the public and as a mail or school bus route, maintenance by the county, length of use, etc. Prescriptive road is a

county road even though it has not been constructed or formally accepted by the county.

3. PUBLIC ROAD: Street or road that has been
 - a. Constructed for public use;
 - b. Established by statutory proceedings; or
 - c. Dedicated to and accepted by the county for public use.
4. PRIVATE ROAD: Road not owned or maintained by the city, county, or state whether or not it has public access.
5. STATE ROAD: Public road owned or maintained by the state of Alabama.

3-2-52 SETBACKS: A setback is synonymous to "building setback line". See Section 3-2-8.

3-2-53 SINGLE TIER LOT: A lot which backs upon a street, a railroad, a physical barrier, or a residential or non-residential use, and to which access from the rear of the lot is usually prohibited.

3-2-54 SKETCH PLAN: The sketch plan is drawn prior to the preparation of the Preliminary Plans (or Final Plat in cases of minor subdivisions) to enable the applicant to save time and expense in reaching general agreement with the County Engineer as to the form of the plat and the objectives of these regulations.

3-2-55 SUBDIVIDER: Any person who (1) having an interest in land, causes it, directly or indirectly, to be divided into a subdivision or who (2), directly or indirectly, sells, leases, or develops, or offers to sell, lease, or develop, or advertises for sale, lease, or development, any interest, lot, parcel, site, unit, or plat in a subdivision, or who (3) is employed by or directly or indirectly controlled by, or under direct, or indirect common control with any of the foregoing.

3-2-56 SUBDIVISION: The development and division of a lot, tract, or parcel of land into two (2) or more lots, plats, sites, or otherwise for the purpose of establishing or creating a subdivision through the sale, lease, or building development. Statutory definition found in Code of Alabama 1975, ' 11-24-1(a)(4).

EXCLUSIONS: A subdivision shall not include any of the following:

- a. The construction or development of roads or buildings on private property to be used for agricultural purposes. See, Code of Alabama 1975, ' 11-24-1(a)(4);
- b. Property divided by probated family estates;
- c. Property divided between immediate family members. See Code of Alabama 1975, ' 11-24-2(c);

- d. The division of land into parcels greater than five (5) acres which meets all of the following criteria (*NOTE: Parcel size may vary from county to county*):
 - (i) frontage on existing roads of each parcel is at least 60 feet,
 - (ii) the extension of public utilities is not required, and
 - (iii) in the opinion of the developer and/or his or her licensed engineer, there will be no additional stormwater runoff created.
- e. Parcels which qualify for exemptions from subdivision criteria and rules and regulations imposed by the State Board of Health pursuant to Code of Alabama 1975, ' 22-26-7 provided they also meet all of the criteria set out in (d)(i), (ii), and (iii) above;
- f. The public acquisition by purchase of strips of land for the widening or opening of streets.

3-2-57 SUBDIVISION CATEGORIES:

- a. SUBDIVISION, MAJOR : All subdivisions not classified as a minor subdivision.
- b. SUBDIVISION, MINOR: Any subdivision with parcels or lots five (5) acres or less fronting on an existing county road that, in the opinion of the county engineer, does not involve any new street (or road) or the extension of public facilities, does not require the creation of any public improvements, does not adversely affect the remainder of the parcel or adjoining property, and does not create any additional storm water runoff.

3-2-58 SUBDIVISION JURISDICTION: All areas outside the corporate limits of any municipality in Walker County, except within the territorial jurisdiction of a municipal planning commission as defined by Code of Alabama 1975, ' 11-52-30(a) and these regulations.

3-2-59 SURETY: Any bond, certificate of deposit, irrevocable letter of credit, cashier check, or other acceptable guarantee as approved by the County Commission or their authorized agent.

3-2-60 TERRITORIAL JURISDICTION OF MUNICIPAL PLANNING COMMISSION: All land located in the municipality and all land lying within five miles of the corporate limits of the municipality and not located in any other municipality. In the case of any such nonmunicipal land lying within five miles of more than one municipality having a planning commission, the jurisdiction shall terminate at a boundary line equidistant from the respective corporate limits of such municipalities. [*Note: Counties with population of 600,000 or more would have different definition. See, Code of Alabama 1975, ' 11-52-30(a).*]

- 3-2-61 **VARIANCE:** Permission to depart from the literal requirements of these subdivision regulations by virtue of unique hardship due to special circumstances regarding property to be developed. A waiver of the strictest letter of the regulations upon substantial compliance without sacrificing the spirit and purpose of the regulations.
- 3-2-62 **WATERCOURSE:** Any depression serving to give direction to a flow of water, having a bed and defined banks. The definition shall also include other generally or specifically designated areas where flooding may occur. The flow of water need not be on a continuous basis, but may be intermittent resulting from the surface runoff of precipitation.
- 3-2-63 **WIDTH OF LOT:** The mean horizontal distance between the two side lot lines.

ARTICLE IV

APPROVAL OF SUBDIVISION PLATS

- 4-1 APPROVAL OF SUBDIVISION PLATS REQUIRED
- 4-2 PRE-APPLICATION PROCEDURE
- 4-3 GENERAL REQUIRED PROCEDURES FOR APPROVAL OF PLATS
- 4-4 SUBMISSION OF PRELIMINARY PLAT
- 4-5 SUBMISSION OF THE FINAL PLAT

SECTION 4-1. APPROVAL OF SUBDIVISION PLATS REQUIRED

From and after thirty (30) days from the date of the County's filing a certified copy of these regulations with the Probate Judge, no subdivision plat of land within the platting jurisdiction, as defined in Article III of these regulations, shall be filed or recorded nor shall any lots be sold or leased until the plat has been submitted to and approved by the County Commission pursuant to Code of Alabama 1975, ' 11-24-1 et seq. The Probate Judge, upon receipt of a copy of these regulations, the County Commission's Resolution, and a letter from the County Commission Chairman, shall not thereafter file or record a plat of a subdivision of land located within the County's subdivision jurisdiction, as defined herein, without the approval of such plat in accordance with these regulations. No street or road shall be accepted and maintained by the County, nor shall any utilities or county services be extended to the subdivision, unless and until the requirements set forth in these regulations have been complied with and the subdivision has been approved by the County Commission.

It is the responsibility of the developer to apply for subdivision approval unless the development meets one of the exclusions to these regulations pursuant to the definition of subdivision set out in Section 3-2-57. The developer shall be responsible for the construction, maintenance, and repair of all such development until and unless the roads are accepted by the county pursuant to the laws of this state.

SECTION 4-2. PRE-APPLICATION REVIEW

Whenever the subdivision of a tract of land is proposed within the jurisdiction of these regulations, the subdivider is urged to consult early and informally with the County Engineer. The subdivider may submit sketch plans and data showing existing conditions within the site and in its vicinity, and the proposed layout and development of the subdivision. The purpose of this pre-application review is to afford the subdivider an opportunity to avail himself of the advice and assistance of the County Engineer in order to facilitate the subsequent preparations and approval of plans.

SECTION 4-3. GENERAL REQUIRED PROCEDURES FOR APPROVAL OF PLATS

Following the pre-application review or in the event the subdivider does not submit to a pre-application review, the subdivider shall proceed as set out below:

- (1) If the proposed plat is for a Minor Subdivision as defined in Section 3-2-58(b), engineering plans will not required. However, the subdivider shall comply with each of the following:
 - a. The final plat procedures set forth in Section 4-5;
 - b. The design standards set out in Section 5-4; and
 - c. The required improvements set out in Article VII.
- (2) If the plat is for a Major Subdivision as defined in Section 3-2-58(a), the subdivider shall comply with each of the following:
 - a. The preliminary review procedures set out in Section 4-3;
 - b. The final plat procedures set out in Section 4-5;
 - c. The design standards set out in Section 5-4; and
 - d. The required improvements set out in Article VII.

SECTION 4-4. PRELIMINARY REVIEW

In accordance with the policy of the County Commission, no lot may be leased or sold and no utilities extended to, or connected with any major subdivision of land, as defined herein, until the proposed plans and specifications have been given a preliminary review by the County Engineer or his or her designee.

4-4-1 APPLICATION PROCEDURE

The developer shall submit an application for preliminary review to the county engineer at least 14 days prior to the anticipated date for the project to begin. The application shall include each of the following:

- (1) A letter stating that the preliminary plans are being submitted for review;
- (2) Application for Preliminary Plan Review (Appendix II);
- (3) At least four (4) copies of the proposed subdivision prepared in accordance with the requirements of the subdivision regulations;
- (4) Construction Plans for all required improvements;

- (5) A letter from the County or State Health Department stating that the general lot layout has been reviewed; and
- (6) Any applications for variances.

4-4-2 CONSTRUCTION PLANS

All construction plans shall meet the minimum standards of design and general requirements for the construction of public improvements as set forth in these regulations. These plans shall be drawn at a horizontal scale not less than one (1) inch equals fifty (50) feet. Sheet size shall be 24" x 36" or less. Construction plans shall be prepared by a Licensed Engineer.

4-4-3 PRELIMINARY REVIEW NOTICE

The County Engineer, or his or her designee, will notify the owner or developer, in writing, that the submitted plans and specifications have been reviewed and, to the best of his or her belief, meets or does not meet the rules and regulations of these Subdivision Regulations. Notification that the plans and specifications do meet the rules and regulations does not relieve the owner or developer, their engineer, or their surveyor from their responsibility to meet the current adopted rules and regulations in accordance with the Code of Alabama 1975, ' 11-24-1(b) and ' 11-24-3 et seq., the county subdivision regulations, and the Minimum Technical Standards for Surveying in the State of Alabama.

This preliminary review shall be completed no more than fourteen (14) days after the receipt of the application for review.

4-4-4 PRELIMINARY PLAT REQUIREMENTS

The Preliminary Plat shall be prepared by a licensed land surveyor and shall be clearly and legibly drawn at a convenient scale of not less than one (1) inch equals one hundred (100) feet, and the sheets shall be numbered in sequence if more than one (1) sheet is used. The sheet size shall be of such size as is acceptable for filing in the Office of the Probate Judge. The Preliminary Plat shall show the following:

- (1) Name and addresses of owners of record;
- (2) Proposed name of subdivision, date, north point, scale and location;
- (3) Name and seal of licensed land surveyor;
- (4) Vicinity map showing location of the subdivision;
- (5) Exact boundaries of the tract of land being subdivided, shown with bearings and distances;

- (6) Names and addresses of the owners of land immediately adjoining the tract of land being subdivided, as their names appear on the plats in the County Tax Assessor or Revenue Commissioner's office;
- (7) Wooded areas, marshes, and any other conditions affecting the site;
- (8) The location of existing streets, buildings, water courses, railroads, transmission lines, drainage structures, public utilities, jurisdiction lines, and any public utility easements on and adjacent to the tract being subdivided;
- (9) Proposed rights-of-way or easements including locations, widths, purposes, and street numbers (Section 7-1-7 requires a minimum fifteen (15) foot wide utility easement centered on rear and side lot lines);
- (10) Proposed lot lines with bearings and distances and lot and block numbers;
- (11) Proposed minimum building setback lines;
- (12) Proposed parks, school sites, or other public open spaces, if any;
- (13) Site data:
 - a. Acreage in total tract;
 - b. Smallest lot size;
 - c. Total number of lots;
 - d. Linear feet in streets;
- (14) Any area within or adjacent to the proposed subdivision subject to inundation by the 100-year flood projections as defined herein, or subject to periodic inundation by storm drainage overflow or ponding, shall be clearly shown and identified on the plat.
- (15) The following endorsements and certificates shall be placed on the Preliminary Plat (see Appendix I for sample certificates):
 - a. Certificate of Engineering Design by a Professional Engineer
 - b. Names and addresses of all utilities that are involved or affected by this subdivision.

4-4-5 CONSTRUCTION PLANS:

At the time of submission of the Preliminary Plat, the applicant shall also submit Construction Plans for all required improvements. All plans shall meet the minimum standards of design and general requirements for the construction of public improvements as set forth in these regulations. Construction Plans shall be drawn at a scale of not less than one (1) inch equals fifty

(50) feet, and map sheets shall be of the same size as the Preliminary Plat. Construction Plans shall be prepared by a licensed engineer. The following construction plans shall be included:

(1) Street plan containing the following information:

- a. Location of all proposed and existing streets or rights-of-way in or adjacent to the subdivision;
- b. Width of existing and proposed rights-of-way and easements;
- c. Road numbers/names;
- d. Plan and profile of all proposed streets, showing natural and finished grades drawn to a scale of not less than one (1) inch equals one hundred (100) feet horizontal and one (1) inch equals ten (10) feet vertical;
- e. Cross sections of proposed streets at a minimum of 50' stations or as required by the County Engineer;
- f. Curve data for the centerline of each street: Delta, Tangent, and Radius;
- g. Location of all required sidewalks and crosswalks;
- h. Location of all proposed utilities. [Since there is no public dedication prior to final approval by the County Commission, where required by utilities, developers will need to execute temporary easements to allow installation of utilities prior to Final Approval by the Commission. These easements and installations shall be in the same location as shown on the preliminary plat as reviewed by the County Engineer.]
- i. Size of side drains required for each lot.

(2) Storm Drainage Plan containing the following information:

- a. Location of proposed drainageways, streams, and ponds in the subdivision;

- b. Topography at suitable contour intervals, as approved by the County Engineer, to show proposed drainage;
 - c. Location, size, and invert elevations of proposed drainage structures including culverts, bridges, pipes, drop inlets, and top elevations of head walls, etc., showing details on Drainage Plan, including conduit schedule;
 - d. Show construction details of typical manholes, connections, and other drainage structures proposed;
 - e. Area of land contributing run-off to each drainage structure along with run-off calculations and applicable coefficients depending on method used [i.e. Rational method: runoff coefficient (C), rainfall intensity (I), catchment area (A), and the discharge at the structure (Q)]. All drainage structures shall be designed using a twenty-five year design minimum.
 - f. Location of easements and rights-of-way for drainageways and maintenance access thereof;
 - g. Typical cross-sections of each drainageway;
 - h. Direction of water flow throughout subdivision and compatibility with existing drainage.
- (3) Certificate or letter of approval from the State and/or County Health Department indicating their approval of the proposed water supply and/or wastewater disposal facilities.
 - (4) Sanitary Sewer Plan, if applicable, containing the location of all existing and proposed sewers, location of sewer laterals, location of each manhole and other sewage system appurtenances including lift stations, oxidation ponds, and treatment plants, and the plan and profile of the sewage system. Construction details of typical manholes, connections, and other proposed sewage structures should also be shown.
 - (5) Water Distribution Plan containing the location and size of water distribution system including pipes, valves, fittings, hydrants, high-pressure pumping equipment, etc.
 - (6) Electric Distribution Plan containing the location of all poles or subsurface facilities as necessary to serve each lot or parcel of land within the subdivision.
 - (7) Gas Distribution Plan, if applicable, containing the location of all above ground and subsurface facilities as necessary to serve each lot or parcel of land in the subdivision.

SECTION 4-5. SUBMISSION OF THE FINAL PLAT

In accordance with the policy of the County Commission, no lot may be sold, no utilities extended to, or connected with, any minor or major subdivision of land, as defined herein until the Final Plat has been approved by the County Commission.

4-5-1 APPLICATION PROCEDURE AND REQUIREMENTS:

Following the review of the Preliminary Plans and concurrence from the County Engineer, where required, the applicant, if he wishes to proceed with the subdivision, shall file with the County Commission an application for approval of the Final Plat (Appendix II). The application shall:

- (1) Be accompanied by a letter stating that the final plat is being submitted for approval;
- (2) Be accompanied by the original tracing, and three (3) black or blue-line prints of the plat;
- (3) Comply in all respects with the Preliminary Plans, as reviewed, except for minor modifications not altering the design of the subdivision;
- (4) Be presented to the County Engineer at least thirty (30) calendar days prior to a regularly scheduled meeting of the County Commission to allow compliance with Code of Alabama 1975, ' 11-24-2(b);
- (5) Be accompanied by a surety bond, if required by the county, in a form meeting the county's requirements, and in an amount sufficient to guarantee the actual construction and installation of such approved public streets, roads, drainage structures and public utilities. A surety bond will be required in cases where all construction and installation of the required improvements have not been completed. The surety bond shall be in the amount of _____ (*County insert percentage amount which in its judgment will be sufficient to cover costs in the event of noncompliance*) of the estimated cost of construction and improvements as determined by the county engineer;
- (6) Be accompanied by the fees provided for in Section 4-5-2 and Code of Alabama 1975, ' 11-24-3, payable to Walker County.

4-5-2 INSPECTION FEES FOR FINAL PLAT

One copy of the Final Plat and the Engineering Plans shall be submitted to the County Administrator or Clerk of the County Commission along with a fee authorized in Code of Alabama 1975, ' 11-24-3 of \$150.00 plus \$10.00 per lot or the actual cost of construction inspection, whichever is less.

4-5-3 FINAL PLAT APPROVAL

After the County Engineer or his or her designee has reviewed the Final Plat and engineering plans, the County Engineer shall certify to the County Commission whether the plat meets the county's regulations. If the proposal meets the regulations, it shall be approved by the County Commission. If the County Engineer determines that the plat is deficient in any regard, the County Engineer shall detail the deficiency to the County Commission along with a recommendation that the development be disapproved. Notice of the recommendation of the County Engineer, to approve or disapprove, shall be sent to the owner or developer, adjoining land owners, and any utilities involved, as shown on the submitted plat as required in Section 4-4-4 (1), (6), and (15), by registered or certified mail at least seventeen (17) days before the recommendation is presented to the County Commission for action. One copy of the proposed Final Plat shall be returned to the applicant with the date of approval, conditional approval, or disapproval and the reasons therefore accompanying the plat. One copy each shall be retained for the County Commission, County Engineer, County Health Department and the Natural Resources Conservation Service. Approval of the final plat shall not be deemed as acceptance of the subdivision roads or streets for county maintenance. The current policy for acceptance of roads or streets by the Walker County Commission is available at the office of the County Commission and County Engineer. The subdivider will be responsible for contacting each utility and providing plans, if required, to each utility.

4-5-4 SIGNING AND RECORDING OF FINAL PLAT

(1) Signing of Plat

All plats shall be approved by the County Commission prior to recording in the Probate Office. The county engineer shall note and date the approval on the plat and sign said plat in his or her official capacity as required in Code of Alabama 1975, ' 11-52-30(b).

- A. When a surety bond is required, the signing of the plat shall take place after the bond has been approved by the County Commission and all the conditions pertaining to the plat have been satisfied.
- B. When installation of improvements is required, the signing of the plat shall take place after all conditions have been satisfied and all improvements completed to the satisfaction of the County Engineer.

(2) Recording of Plat

Once a plat has been approved and such approval evidenced by the county engineer's notation on the plat, it shall be recorded in the Office of Probate after final approval has been given by the County Commission in accordance with the Code of Alabama 1975, ' 11-24-2.

4-5-5 FINAL PLAT REQUIREMENTS

The Final Plat shall be prepared by a registered land surveyor and shall be clearly and legibly drawn at a convenient scale of not less than one (1) inch equals one hundred (100) feet. The Final Plat, as submitted for approval, shall be prepared on a suitable permanent mylar reproducible. The sheet size shall be of such size as is acceptable for filing at the Office of the Probate Judge.

The Final Plat shall show the following:

- (1) Name of subdivision, north point, scale, and location;
- (2) The relation of the land so platted to the Government Survey of Walker County. The "Point of beginning" as referred to in the written description shall be so indicated;
- (3) Sufficient data to determine readily and reproduce on the ground the location, bearing, and length of every street line, lot line, boundary line, and block line, whether straight or curved. This shall include the radius, central angle, point of tangency, tangent distance, and arcs and chords;
- (4) The names and locations of adjoining subdivisions and streets, with reference to recorded plats by record name;
- (5) Streets and alleys, rights-of-way, and street numbers;
- (6) The location of easements, including location, widths, and purposes;
- (7) Lot lines and lot and block numbers;
- (8) Parks, school sites, or other public open spaces, if any;
- (9) Size of required drains for each lot;

The following endorsements, dedications, and certificates shall be placed on the Final Plat (See Appendix I for sample certificates):

- (1) Licensed Land Surveyor's Certificate and Description of Land Platted;
- (2) Licensed Engineer's Certificate of Engineering Design and Construction;
- (3) Dedication by owner;
- (4) A notary's Acknowledgment of the Dedication Certificate referred to in "3";
- (5) A Certificate of Approval by the appropriate electric utility distributor;

- (6) A Certificate of Approval by the appropriate water and sewer utility;
- (7) A Certificate of Approval by the County Engineer of Walker County;
- (8) A Certificate of Approval by the Walker County Commission;
- (9) A Certificate of Approval by the Walker County Health Department (if septic tanks and/or wells are necessary).

The above certificates shall be lettered or typed on the Final Plat in such a manner as to insure that said certificates will be legible on any prints made therefrom.

4-5-6 ENGINEERING PLAN

At the time of Final Plat approval, the applicant shall also submit an engineering plan giving details of construction and locations of the improvements as they were built or installed. The primary purpose of the engineering plan is to provide the County with a record of the location, size, and design of underground utilities. If installation of improvements is completed under a bond, the applicant shall submit the engineering plan to the County upon request of release of the bond.

ARTICLE V

DEVELOPMENT STANDARDS

- 5-1 MINIMUM STANDARDS
- 5-2 GENERAL REQUIREMENTS
- 5-3 ROAD OR STREET PLAN
- 5-4 DESIGN STANDARDS
- 5-5 BLOCKS
- 5-6 LOTS

SECTION 5-1. MINIMUM STANDARDS

In addition to the requirements established herein, the following minimum requirements are established for all subdivision plats:

- (1) All applicable statutory provisions;
- (2) The special requirements and rules of the Walker County Health Department and/or appropriate state agencies;
- (3) The rules and standards of the Alabama Department of Transportation if the subdivision or any lot contained therein abuts a state highway ;
- (4) The rules and standards of the Alabama Department of Environmental Management (ADEM) and any other appropriate state or federal agencies;
- (5) The standards and regulations adopted by all boards, commissions, agencies, and officials of Walker County;
- (6) The standards, specifications and rules of appropriate utility companies.

Plat approval may be withheld if the subdivision is not in conformity with the above guidelines or the policy and purpose of these regulations as established in Article I of these regulations.

SECTION 5-2. GENERAL REQUIREMENTS

5-2-1 CHARACTER OF THE LAND

Land within any floodway as defined in Section 3-2-29 shall not be platted for residential occupancy or building sites, but may be deeded. Land outside the floodway but subject to flood may be platted for residential occupancy provided each lot contains a building site that may reasonably lend itself to construction of a floor level above flood elevation, or for such other uses which will not increase the danger to health, life, and property. Fill may not be

used to raise land in the floodway. In other areas subject to flood, fill may be used providing the proposed fill does not restrict the flow of water and unduly increase flood heights.

5-2-2 SUBDIVISION NAME

The proposed name of the subdivision shall not duplicate, or too closely approximate phonetically, the name of any other subdivision in the area covered by these regulations. The County Engineer shall have final authority to reject the name of the subdivision. Such rejection shall be made at the Preliminary Plan Review stage.

5-2-3 WATERBODIES AND WATERCOURSES

If a tract being subdivided contains a water body, or portion thereof, lot lines shall be so drawn as to distribute the entire ownership of the water body among adjacent lots. The County Commission may approve an alternative plan provided the ownership of and responsibility for, safe maintenance of the water body is so placed that it will not become a County responsibility. No public roadways will be approved which provide access across dams nor will any part of a lake dam be allowed on the public road right-of-way, unless suitable safety measures are provided.

SECTION 5-3. ROAD OR STREET PLAN

The arrangement, character, extent, location, and grade of all roads shall be laid out according to good land planning principles and shall be integrated with all existing and planned roads. Consideration for the planning of new roads shall include topographical conditions, orientating to vistas, public convenience and safety, and the proposed uses of land to be served by them. All lots must have access as defined in Section 3-2-1 to a city, county, or state road.

5-3-1 CONTINUATION OF ADJOINING ROAD SYSTEM

Proposed new roads shall extend existing roads or their projections at the same or greater width, but in no case less than the minimum required width, unless for reasons of topography or design, the County Commission deems variations necessary.

5-3-2 MARGINAL ACCESS ROADS

Where, in the opinion of the County Commission, development which abuts or has included within the proposed subdivided area any arterial, the County Commission may require a marginal access road or other treatment which may be necessary to provide for the adequate protection of properties, and to afford separation of through and local traffic.

5-3-3 ADDITIONAL WIDTH ON EXISTING ROADS:

Subdivisions that adjoin existing streets with inadequate right-of-way shall dedicate additional right-of-way to meet the minimum street width requirements.

- (1) The entire right-of-way shall be provided where any part of the subdivision is on both sides of the existing street.

- (2) When the subdivision is located on only one side of an existing street, a minimum of one-half (1/2) of the required right-of-way, measured from the centerline of the existing street, shall be provided.

5-3-4 ROAD NUMBERS/ NAMES

Proposed roads, which are obviously in alignment with others existing and numbered, shall bear the assigned number of the existing roads. The County Engineer and/or the Walker County E911 Board shall assign Road names.

5-3-5 VACATING A ROAD OR EASEMENT

Vacation of a road or easement shall be in accordance with the procedures set out in Code of Alabama 1975, § 23-4-1 et seq., if by the county, and Code of Alabama 1975, § 23-4-20 et seq., if by abutting land owners.

5-3-6 FRONTAGE ON IMPROVED ROADS

No subdivision shall be approved unless the area to be subdivided shall have frontage on, and access from:

- (1) an existing state, county or city road or
- (2) public road shown upon an approved plat recorded in the Walker County Probate Judge's office. Such street or highway must be suitably improved as required by the rules, regulations, specifications, or orders, or be secured by an improvement guarantee required under these subdivision regulations, with the width and right-of-way required by these subdivision regulations.

5-3-7 TOPOGRAPHY AND ARRANGEMENT

- (1) All proposed roads shall be properly integrated with the existing system of roads.
- (2) All arterials shall be properly related to special traffic generators such as industries, business districts, schools, churches, and shopping centers; to population densities, and to the pattern of existing and proposed land uses.
- (3) Minor roads as defined in Section 3-2-42 shall be laid out to conform as much as possible to the topography, to discourage use by through traffic, to permit efficient drainage and utility systems, and to require the minimum number of streets necessary to provide convenient and safe access to property.
- (4) The rigid rectangular gridiron street pattern need not necessarily be adhered to, and the use of curvilinear streets, cul-de-sacs, or U-shaped roads shall be encouraged where such use will result in a more desirable layout.

- (5) Proposed roads shall be extended to the boundary lines of the tract to be subdivided, unless prevented by topography or other physical conditions, or unless in the opinion of the County Commission, such extension is not necessary or desirable for the coordination of the layout of the subdivision or with the existing layout of the most advantageous future development of adjacent tracts.
- (6) In business and industrial developments, the roads and other accessways shall be planned in connection with the grouping of buildings, location of rail and port facilities, and the provision of alleys, truck loading and maneuvering area, and walks and parking areas so as to minimize conflict of movement among the various types of traffic, including pedestrian.

5-3-8 ACCESS TO ARTERIALS

Where a subdivision borders on or contains an existing or proposed arterial, the County Commission may require that access to such arterial be limited by one of the following means:

- (1) The subdivision of lots so as to back onto the arterial and front onto a parallel minor road; with no access to be provided from the arterial, and screening to be provided in a strip of land along the rear property line of such lots;
- (2) A series of cul-de-sacs, U-shaped streets, or short loops entered from and designed generally at right angles to such a parallel street, with the rear lines of their terminal lots backing onto the arterial;
- (3) A marginal access or service road (separated from the arterial by a planting or grass strip and having access thereto at suitable points).

5-3-9 EXCESS RIGHT-OF-WAY OR EASEMENTS

Right-of-way or easement widths in excess of the standards designated in these regulations shall be required whenever, due to topography, additional width is necessary to provide adequate earth slopes. Such slopes shall not be in excess of three horizontal to one vertical.

5-3-10 RAILROADS, ARTERIALS, AND MAJOR THOROUGHFARES

Railroad rights-of-way, arterials, and expressways where so located as to affect the subdivision of adjoining lands shall be treated as follows:

- (1) In residential districts, a buffer strip at least 20 feet in depth in addition to the normal depth of the lot required in the district shall be provided adjacent to the railroad right-of-way, arterial, or expressway. This strip shall be part of the platted lots and shall be designated on the plat with the statement, "This strip is reserved for screening. The placement of structures hereon is prohibited";

- (2) In areas proposed for business, commercial, or industrial uses, the nearest road extending parallel or approximately parallel to the railroad shall, wherever practical, be at a sufficient distance therefrom to ensure suitable depth for commercial or industrial sites;
- (3) Roads parallel to the railroad when intersecting a road that crosses the railroad at grade shall, to the extent practical, be at a distance of at least 150 feet from the railroad right-of-way. Such distance shall be determined with due consideration of the minimum distance required for future separation of grades by means of appropriate approach gradients.

5-3-11 CUL-DE-SACS

Dead end roads shall be provided with a turnaround having a roadway diameter of at least eighty (80) feet and a right-of-way diameter of at least one hundred (100) feet.

5-3-12 INTERSECTIONS

Road intersections shall be laid out as follows:

- (1) Adequate sight distance shall be provided at all intersections. For Average Daily Traffic (ADT) less than 2500, the Alabama Department of Transportation's (hereinafter "ALDOT") "County Road Design Policy" shall be used. [Example: A 35 mph design speed for the through road would translate into 355 feet of required sight distance.] For roads with ADT over 2500, the American Association of State Highway and Transportation Officials (AASHTO) "A Policy on Geometric Design of Highways and Streets" shall be used. [Example: A 35 mph design speed for the through road would need 400 feet of required sight distance.]
- (2) Roads shall be laid out so as to intersect as nearly as possible at right angles. A proposed intersection of two (2) new roads at an angle of less than seventy-five (75) degrees shall not be acceptable. An oblique road should be curved approaching an intersection and should be approximately at right angles for at least one hundred (100) feet therefrom. Not more than two (2) roads shall intersect at any one point unless specifically approved by the County Commission;
- (3) Proposed new intersections along one side of an existing road shall, wherever practical, coincide with any existing intersections on the opposite side of such street. Road jogs with centerline offsets of less than 125 feet shall not be permitted except where the intersected road has separated dual drives without median breaks at either intersection. Where minor roads intersect collector or arterials, their alignment shall be continuous. Intersections of arterials shall be at least eight hundred (800) feet apart. Where a road intersects a state highway, the design standards of the Alabama Department of Transportation shall apply;

- (4) Minimum curb radius at the intersection of two (2) minor roads shall be at least twenty-five (25) feet; and minimum curb radius at an intersection involving a collector road shall be at least twenty-five (25) feet;
- (5) Intersections shall be designed with a flat grade wherever practical. In hilly or rolling areas, at the approach to an intersection, a leveling area shall be provided having not greater than a five percent (5%) grade at a distance of twenty (20) feet, measured from the nearest edge line of pavement of the intersecting road;
- (6) The cross-slopes on all roads, including intersections, shall be five percent (5%) or less;
- (7) Property lines at road intersections shall be rounded with a minimum radius of twenty-five (25) feet.

SECTION 5-4. DESIGN STANDARDS

Regardless of whether or not the developer intends to seek county acceptance of roads in the subdivision, the following design standards shall be considered minimum requirements for all subdivisions. It is the responsibility of the developer to communicate and schedule with the County Engineer prior to initiating any and all steps of the roadbuilding process. In addition to other penalties prescribed by law and by these regulations, any road construction performed without the knowledge and inspection of the County Engineer will not be considered for acceptance by the county. Refer to Section 5-4-4(1) for notification of work requirements and Section 1-1 regarding acceptance of roads and streets for county maintenance.

If the county establishes separate requirements for non-residential subdivisions, they shall be such as the County Commission deems appropriate, but shall in no event be less than the requirements of residential subdivisions, unless the developer is granted a variance under the procedures set out in Article IX.

5-4-1 RIGHT-OF-WAY WIDTHS

Minimum street right-of-way widths shall be not less than fifty (50) feet.

5-4-2 PAVEMENT WIDTHS

All roads shall have a minimum pavement width of twenty (20) feet with a minimum shoulder width of four (4) feet. If curb is used, a minimum pavement width of twenty-two (22) feet from front of curb to front of curb with a minimum shoulder width of two (2) foot back of curb is to be used.

5-4-3 GEOMETRIC DESIGN

(1) TYPICAL SECTIONS

Standard Section (Ditch) – See Appendix VI

Curb Section- See Appendix VI

(2) ROADS WITH LESS THAN 2500 ADT

All streets shall be designed to conform to the Alabama Department of Transportation "County Road Design Policy, Design Criteria for New and Reconstructed Roadways and Bridges with less than 2,500 ADT".

(3) ROADS WITH GREATER THAN OR EQUAL TO 2500 ADT

All streets shall be designed to conform to AASHTO's "A Policy on Geometric Design of Highways and Streets".

Any specifications for geometric design not covered by these regulations shall be governed by the applicable publication listed above.

5-4-4 ROAD CONSTRUCTION REQUIREMENTS

Construction of all roads shall meet the following minimum requirements and conform to the Alabama Department of Transportation's "Standard Specifications for Highway Construction". Best Management Practices for erosion control shall be used throughout construction and development. The developer shall be responsible for all erosion control in accordance with ADEM regulations and for securing any required permits by ADEM.

- (1) Notification of Work: It shall be the duty and responsibility of the developer or contractor to give written notice to the County Engineer or his authorized agent, one working day prior to starting any phase of construction. The developer or contractor shall notify the County Engineer or his authorized agent in writing the day work is resumed after a delay of more than five (5) working days. This includes all phases of construction, clearing, grading, drainage, gutters, inlets, base, surfacing and any work that pertains to the street, road or development. **FAILURE TO NOTIFY AS SPECIFIED MAY BE GROUNDS FOR NONACCEPTANCE.**

- (2) Testing: The County Engineer shall determine which tests shall be scheduled and performed and shall notify the developer. The County may require the following tests:

County should identify and list here all possible tests which may be required

- (3) All testing shall be charged/billed to the developer and shall be conducted by an independent testing laboratory approved by the County Engineer. Copies of all

test reports are to be provided to the County Engineer before additional construction occurs.

- (4) Clearing and Grubbing: All roads shall be graded to their full right-of-way width. All areas shall be cleared of all vegetation, trees, stumps, large rocks and other objectionable or unsuitable material prior to grading or filling unless otherwise approved, in writing, by the County Engineer;
- (5) Slope Paving: Slope paving shall be required in ditches over ____% grade (*County to insert %*) or as determined necessary by the County Engineer. Other alternatives must be approved by the County Engineer;
- (6) Embankment Sections: The County Engineer will have the right to approve all borrow sources, however this does not relieve the developer from full responsibility for the quality of material used. Roadway fill or embankment of earth material shall be placed in uniform layers, full width, and not exceeding eight inch thickness (loose measurement). Each layer shall be compacted so that a uniform specified density is obtained. Compaction tests shall be run at the frequency and location as directed by the County Engineer. Additional layers of fill shall not be added until directed by the County engineer. For other than fill sections of earth material refer to Section 210 and Section 306 of the "Alabama Department of Transportation Standard Specifications for Highway Construction";
- (7) Subgrade: The subgrade shall be compacted and properly shaped prior to the placing of base materials. The top six (6) inches of the roadbed shall be modified, with the work being performed under Section 230 Roadbed Processing, of the "Alabama Department of Transportation Standard Specifications for Highway Construction". It shall be full width of regular section and extend two (2) feet outside of curb and gutter and/or valley gutter sections. Both sections are twenty-eight (28) feet in width. The embankment or subgrade may be inspected by proofrolling, under the supervision of the County Engineer or his/her designee, with a fully loaded tandem axle dump truck to check for soft or yielding areas. Any unsuitable materials shall be removed and replaced with a suitable material compacted to density requirements in accordance with Section 5-4-4(5) of these regulations. Suitable material shall be determined by the County Engineer.
- (8) Base: Base course shall meet the requirements for crushed aggregate as set forth in section 301 of the Alabama Department of Transportation Standard Specifications for Highway Construction. Base course shall have a minimum thickness of six (6) inches compacted thickness, full width of regular section and shall extend two (2) feet outside of curb sections. Both sections are twenty-eight (28) feet in width. The density requirements for compaction shall be in accordance with Section 306 of the Alabama Department of Transportation Standard Specifications for Highway Construction.
- (9) Roadbed Width: The minimum roadbed width shall be twenty-eight (28) feet for standard sections and twenty-eight (28) feet for curb sections.

(10) Roadway Pavement: All roads and/or streets shall be paved and comply with the following:

- a. The minimum pavement width shall be not less than twenty (20) feet on standard sections and twenty-two (22) feet for curb sections. Type of curb to be used shall be approved by the County Engineer.
- b. A bituminous pavement shall be constructed on a suitable base as approved by the County Engineer. Minimum requirements for the bituminous pavement shall be a double bituminous surface treatment of AKG or AJG as covered in Section 401 of the ALDOT Standard Specifications for Highway Construction or one hundred and fifty pounds per square yard (150 LBS/ SY) of Bituminous Concrete Plant Mix, Wearing Surface either type 416 or 429. The mix shall be approved by the County Engineer and be covered in the latest memorandum recommendation from the office of the ALDOT County Transportation Engineer or as specified by the ALDOT Standard Specifications for Highway Construction, latest edition. The placement of this minimum required bituminous pavement does not relieve the developer of meeting the current policy for acceptance of roads and streets by the Walker County Commission. As covered in Section 1-1, the current policy is available from the office of the County Commission or the County Engineer.

(11) Storm Drainage: An adequate storm drainage system based on a minimum twenty-five (25) year design storm including curb, pipes, culverts, headwalls, and ditches shall be provided for the drainage of surface water. All crossdrains shall have sufficient length for required typical section and shall be installed according to ALDOT specifications. Minimum diameter of cross drain pipes shall be fifteen (18) inches. Cross drains shall be concrete pipe and shall meet or exceed the current ALDOT specifications.

(12) Installation of Utilities: After grading is completed and approved by the County Engineer and before any roadbed processing of the subgrade is performed all of the underground utilities within the roadway prism shall be installed completely and approved by the County Engineer throughout the length of the street and across the section. Once pavement is placed, it shall not be open cut except with written permission of the County Engineer. Any utility desiring to cross the road shall go over the road or dry bore under the road. All water lines located under pavement shall be encased. Backfill placed in utility trenches shall be as covered in Section 5-4-4 (5) of these regulations. Temporary easements for utility installation is covered in Section 4-4-5 (1)(h).

(13) Signage of Subdivision: Proper signage in accordance with the "Manual of Uniform Traffic Control Devices" (MUTCD) and Section 7-1-8 of these regulations shall be required and maintained in all subdivisions.

(14) Topsoil and Grassing: When all construction is completed, all slopes and shoulders shall be covered with a sufficient amount of topsoil and shall have a

stand of permanent grass to prevent undue erosion, either by sprigging or seeding.

SECTION 5-5. BLOCKS

- (1) Blocks shall have sufficient width to provide for two (2) tiers of lots of appropriate depths. Exceptions to this prescribed block width shall be permitted in blocks adjacent to expressways, arterials, railroads, or waterways where single-tier lots are required to separate residential development from through vehicular traffic or non-residential uses;
- (2) Blocks shall not exceed fifteen hundred (1500) feet nor be less than five hundred (500) feet in length except as approved by the County Engineer or County Commission as a variance;
- (3) In long blocks, the County Engineer may require the reservation of an easement through the block to accommodate utilities, drainage facilities, or pedestrian traffic.
- (4) Pedestrianways or crosswalks, not less than ten (10) feet wide, may be required by the County Engineer through the center of blocks more than eight hundred (800) feet long where deemed essential to provide circulation or access to schools, playgrounds, shopping centers, transportation, or other community facilities.
- (5) Blocks designed for industrial uses shall be of such length and width as may be determined suitable by the County Engineer for prospective use.

SECTION 5-6. LOTS

Residential lots shall comply with the following requirements:

- (1) The minimum lot size where public water and sewer are not provided shall be 25,000 square feet in area. Where public water is provided, the minimum lot size shall be 15,000 square feet in area.
- (2) The subdivision plat shall provide each lot with satisfactory access as defined in Section 3-2-1;
- (3) Where land is subdivided into larger parcels than ordinary building lots, such parcels shall be arranged so as to allow for the opening of future roads and logical further resubdivision;
- (4) Depth and width of properties reserved for commercial and industrial purposes shall be adequate to provide for off-road parking and loading for the use contemplated;

- (5) Double frontage lots shall be avoided, except where essential to provide separation of residential development from traffic arteries, or to overcome specific disadvantages to topography and orientation;
- (6) Each lot in a subdivision shall contain a flood-free building site a minimum of one (1) foot above the floor elevation of the 100-year flood projection as defined in these regulations, and outside the limits of any existing easement or the building setback lines.
- (7) No more than twenty-five (25) percent of the minimum area of a required lot may be satisfied by land that is under water.

ARTICLE VI

INSTALLATION OF PERMANENT REFERENCE POINTS

6-1 PERMANENT REFERENCE POINTS

SECTION 6-1. PERMANENT REFERENCE POINTS

Prior to the approval of the Final Plat, permanent reference points shall have been placed in accordance with the following requirements and the Minimum Technical Standards for Land Surveying In the State of Alabama:

6-1-1 SUBDIVISION CORNER TIE

At least one corner of the subdivision shall be designated by course and distance (tie) from an accepted corner of the Government Survey of Walker County. The subdivision corner shall be marked with a monument and shall appear on the map with a description of bearings and distances from the Government Survey corner.

6-1-2 MONUMENTS

Concrete monuments four (4) inches in diameter or four (4) inches square and two (2) feet long with a flat top shall be set at all exterior corners of the subdivision and on the right of way lines at the point of curvature (PC) and point of tangency (PT). The top of the monument shall have identifying cap of surveyor.

6-1-3 PROPERTY MARKERS

All lot corners not marked with a monument shall be marked with an iron pin not less than one-half (1/2) inch in diameter or in width, and eighteen (18) inches long, and driven so as to be flush with the finished grade. The top of the marker shall have identifying cap of surveyor.

ARTICLE VII

REQUIRED IMPROVEMENTS

7-1 IMPROVEMENTS

SECTION 7-1. IMPROVEMENTS

Final Plat approval shall be granted subject to the installation of the improvements and utilities hereinafter designated and satisfactorily completed in accordance with Walker County construction specifications and standards or the posting of a surety bond with sufficient surety to secure the County the actual construction and installation of such improvements and utilities.

7-1-1 STREETS AND ROADS

See Section 5-4 Design Standards

7-1-2 CURBS AND GUTTERS

[NOTE: Where curbs, curbs and gutters, or valley curbs are required by these regulations, the County Engineer should insert a description of the cross section required here.]

Where a drainage ditch construction is acceptable, the County Engineer should refer to the typical cross section in Section 5-4-3. Developers shall be made aware that in a subdivision with streets or roads designed on a ditch cross section, developers or owners will not be able to install side drain pipes in the ditch section except to provide a driveway access to each lot. Driveway side drains shall be a minimum of twenty-four (24) feet long and a maximum of thirty-two (32) feet long. No more than two (2) drive side drains will be allowed per lot. Where a lot has two (2) drive side drains, they must be separated by at least thirty (30) feet.

7-1-3 SIDEWALKS

[NOTE: If sidewalks are to be required, County should insert its policy/regulation regarding same here, such as the following:]

Sidewalks shall be included within the dedicated non-pavement right-of-way of streets with the area of jurisdiction of these regulations. Construction of sidewalks shall be in accordance with County specifications and these regulations, and shall include ramps for use by the handicapped.]

7-1-4 WATER SYSTEM

The design and specifications of the water distribution system shall meet the appropriate public water system requirements. Water mains shall be extended the full length or width of the pavement. If a well is required for each lot, the location, construction, and use

of such a well shall meet Health Department specifications. All new or replacement water supply systems together with attendant facilities, proposed to be located within an area subject to flood shall be designed and constructed to minimize or eliminate flood damage.

7-1-5 DRIVEWAYS

[Note: The County Engineer should insert the current policy for installation and pavement of driveway side drains here and refer to Section 7-1-2.]

7-1-6 SANITARY SEWERS

The applicant shall install sanitary sewer facilities in a manner prescribed by the sewer utility construction standards and specifications. Sanitary sewers shall be provided where a public sanitary sewerage system is reasonably accessible as determined by the County Engineer and the appropriate sewer utility. Individual disposal systems shall be used in instances where no public sanitary sewerage system is available providing approval is received from the State and/or County Health Department. All new or replacement sanitary sewer systems together with attendant facilities, proposed to be located within an area subject to flood, shall be designed and constructed to minimize or eliminate flood damage.

7-1-7 UTILITIES

The applicant is encouraged to place all utilities underground. All utility facilities existing and proposed throughout the subdivision shall be shown on the Preliminary Plat. Easements centered on all rear and/or side lot lines shall be provided for utilities (private and public), and such easements shall be at least fifteen (15) feet wide. Proper coordination shall be established between the applicant and the applicable utility companies for the establishment of utility easements.

7-1-8 STREET SIGNS

As provided in Section 5-4-4(13), the Developer will be responsible for the placement and maintenance of proper signage of new streets or roads until and unless the road is accepted into the county road system. A signage plan shall be submitted to the County Engineer for approval prior to the installation of any street signs. Regulatory and Warning Signs shall be in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).

Additionally, the developer or owner of the subdivision is required to install a sign of reasonable size at the entrance of the subdivision stating "PRIVATE ROAD" and it is the responsibility of the developer or owners of the subdivision to maintain this sign until and unless the road is accepted by the county. It is also required that the plat and deeds have a statement printed on them stating that the streets are private.

7-1-9 WIDENING AND REALIGNMENT OF EXISTING ROADS

Where a subdivision borders an existing road with a right-of-way less than that specified in these regulations, the applicant shall be required to dedicate such additional areas

for widening or realignment of such roads. The applicant shall dedicate existing substandard roads to the full width as required by these subdivision regulations.

7-1-10 DRAINAGE EASEMENTS

Where a subdivision is traversed by a watercourse, drainageway, channel, or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially to the lines of such watercourse, and of such width and construction as will be adequate for the purpose.

ARTICLE VIII

GUARANTEE OF COMPLETION OF IMPROVEMENTS

- 8-1 INSTALLATION OF REQUIRED IMPROVEMENTS
- 8-2 IMPROVEMENTS, INSPECTION AND CERTIFICATION
- 8-3 REDUCTION OF GUARANTEES
- 8-4 RELEASE OF GUARANTEE
- 8-5 MAINTENANCE OF IMPROVEMENTS

SECTION 8-1. INSTALLATION OF REQUIRED IMPROVEMENTS

The subdivider shall be responsible for the provision of all required improvements to the subdivision. This may be accomplished by either the full installation of all required improvements by the developer at the time the Final Plat is to be submitted to the County Commission, or, if authorized by the County Commission, by the provision of a financial guarantee of performance under conditions set out in these regulations.

8-1-1 SUBDIVISION IMPROVEMENT BOND

The guarantee of performance by the subdivider shall be in the form of an acceptable surety and shall meet the following requirements:

- (1) ACCEPTANCE OF SURETY: The surety must be approved by the County Commission;
- (2) VALUE OF SURETY: The surety shall be of an amount equal to _____ *(County to insert percentage amount which in its judgment will be sufficient to cover costs in the event of noncompliance)* percent of the estimated cost of installing all improvements, including, but not limited to, grading, paving of the streets, and installation of all required utilities and fees encountered during execution of improvements. Estimated costs shall be provided by the developer's engineer and approved by the County Engineer.

8-1-2 FAILURE TO COMPLETE WORK

If within twelve (12) months after filing said surety, the subdivider has not completed all necessary improvements or if, in the opinion of the County Commission, said improvements have not been satisfactorily installed, the bond shall be used by the County to complete the improvements in satisfactory fashion, or the County may take such steps as may be necessary to require performance under the bond. [Note: County should insert its policy on granting extensions here.]

SECTION 8-2. IMPROVEMENTS, INSPECTION AND CERTIFICATION

The County Engineer or his designee shall monitor and periodically inspect for defects in the construction of the required improvements. The applicant shall pay to the County the inspection fee as set out in Section 4-4-2 and authorized by Code of Alabama 1975, ' 11-24-3, and the Chairman of the County Commission shall not sign the final subdivision plat unless such fees have been paid at the time of application. These fees shall be due and payable upon demand of the County. If the County Engineer finds upon inspection that any of the required improvements have not been constructed in accordance with the County's adopted construction standards and specifications, the applicant shall be responsible for correcting any deficiencies. Wherever the cost of improvements is covered by a surety, the applicant and the Surety Company shall be severally and jointly liable for completing or paying the cost of the improvements according to specifications.

Upon completion of the improvements, the applicant shall file with the County Commission a statement stipulating the following:

- (1) That all required improvements are complete;
- (2) That these improvements are in compliance with the minimum standards specified by the County Commission and the County Engineer for their construction;
- (3) That the applicant knows of no defects from any cause in those improvements; and
- (4) That these improvements are free and clear of any encumbrances or liens.

SECTION 8-3. REDUCTION OF GUARANTEES

In those cases where an improvement surety bond has been made under Section 8-1-1 of these regulations, the amount of the surety may be reduced upon actual dedication of public improvements and then only to the ratio that the public improvement dedicated bears to the total public improvements for the plat. In no event shall a surety be reduced below _____ percent (*County should insert percentage amount*) of the principal amount until all required improvements are completed.

SECTION 8-4. RELEASE OF GUARANTEE

Upon satisfactory completion of all improvements and approval by the County Engineer, the County Commission shall authorize the release of the remaining portion of the improvement surety bond.

ARTICLE IX

VARIANCES

9-1 GENERAL

9-2 CONDITIONS

SECTION 9-1. GENERAL

A variance may be granted in circumstances where the developer demonstrates that extraordinary hardships or practical difficulties, such as commercial development, may result from strict compliance with these regulations. The initial application shall be made to the county engineer as part of the application for preliminary review set out in Section 4-3-1. The county engineer shall review the application and the circumstances, and make a recommendation in writing to the County Commission, with a copy provided to the developer, as to whether or not the variance should be granted. The engineer's report shall set out in detail the basis for the recommendation.

If the county engineer recommends that the variance be granted, he or she may recommend that it be conditioned upon the developer complying with special requirements as set out in the approval. Where the county engineer has recommended to grant the variance, the County Commission shall vote on the request prior to any construction of the development.

If the county engineer recommends that the request for variance be denied, the developer may appeal that recommendation to the County Commission, which shall consider the issue at the next regularly scheduled County Commission meeting following notice of the recommendation. The county engineer or his or her designee shall be present at the County Commission meeting and shall present his or her reasons for recommending that the variance not be granted. The developer shall also be given an opportunity to be heard. A decision to grant the variance shall be made by recorded vote and shall require a majority of the membership of the County Commission.

In determining whether to grant the variance, the county engineer and the County Commission shall make findings based upon the evidence presented to it in each specific case that:

- (a) The granting of the variance will not be detrimental to the public safety, health, or welfare or injurious to other property;
- (b) The conditions for which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property;
- (c) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations are carried out;

- (d) The variance will not in any manner vary the provisions of other adopted policies and regulations of Walker County.

SECTION 9-2. CONDITIONS

In approving variances, the County Commission may require such conditions as will, in its judgment, secure substantially the objectives, standards or requirements of these regulations.

The County Commission shall not grant any variance within the floodway unless the developer submits a study prepared by a registered professional engineer certifying that no increase in the 100-year flood level would result from the proposed development.

Within other areas subject to flooding, variances shall only be issued upon a determination by the County Commission that the relief granted is the minimum necessary considering the flood hazard.

ARTICLE X

CONFLICT WITH PUBLIC AND PRIVATE PROVISIONS

10-1 PUBLIC PROVISIONS

10-2 PRIVATE PROVISIONS

SECTION 10-1. PUBLIC PROVISIONS

These regulations are not intended to interfere with, abrogate, or annul any other ordinance, rule, regulation, statute, or other provision of law. Where any provision of these regulations imposes restrictions different from those imposed by any other ordinance, rule, regulation, or other provision of law, the provisions of which are more restrictive or impose higher standards shall control.

SECTION 10-2. PRIVATE PROVISIONS

These regulations are not intended to abrogate any easement, covenant or any other private agreement or restriction; provided, however, that where the provision of these regulations are more restrictive or impose higher standards or regulations than such easement, covenant, or other private agreement or restriction, the requirements of these regulations shall govern. To the extent that any easement, covenant, or private agreement is not inconsistent with these regulations or any determinations made by the County Commission in approving a subdivision or in enforcing these regulations, such private provisions shall be operative and supplemental to these regulations and any determinations made thereunder.

ARTICLE XI

LEGAL PROVISIONS

11-1 SEVERABILITY

11-2 SAVINGS PROVISION

11-3 INCORPORATION BY REFERENCE

SECTION 11-1. SEVERABILITY

If any part or provision of these regulations is adjudged invalid by any court of competent jurisdiction, such judgment shall be confined to its terms and shall not affect or impair the validity of the remainder of these regulations or their application to other persons or circumstances.

SECTION 11-2. SAVINGS PROVISION

Except as expressly provided in these regulations, these regulations shall have prospective application only and shall not be construed as abating, modifying, or altering any action, including any penalty, pending under any subdivision regulations in existence on the effective date of these regulations. These regulations shall not affect the rights or liability of any person, firm, or corporation, nor operate as a waiver of any right of the County under any section or provision existing at the time of adoption of these regulations. Notwithstanding the foregoing, any application for plat approval made after the County Commission's adoption of these regulations which is pending on the effective date of these regulations shall be reviewed, approved, or disapproved in accordance with these regulations, provided that the owner or developer was given written notice at the time of application that these regulations would be utilized in the approval of the subdivision's design and development.

SECTION 11-3. INCORPORATION BY REFERENCE

Code of Alabama 1975, ' 11-24-1 et seq. and Code of Alabama 1975, ' 11-52-1 et seq. are attached hereto as Appendix IV, and are hereby specifically incorporated by reference and made a part of these regulations.

APPENDIX I
SAMPLE CERTIFICATES AND APPLICATIONS

Example A

(Preliminary Plat)

CERTIFICATE OF ENGINEERING DESIGN BY A PROFESSIONAL ENGINEER

I, _____, a professional engineer licensed in the State of Alabama, License Number _____, do hereby certify that the streets and drainage system for _____ Subdivision have been designed under my supervision.

I further certify that the drainage system has been designed to meet the _____ year storm criteria. This design will ensure that all drainage waters occurring during a storm of less than _____ year storm magnitude will flow within the rights-of-way or drainage easements indicated as such on the official plat for this subdivision.

I further certify that the streets are designed for a design speed of _____ to meet applicable design criteria for safety, geometry, profile, and typical sections according to the Alabama Department of Transportation's "County Road Design Policy."**

NAME _____

P.E.# _____

TITLE _____

FIRM _____

DATE _____

** Refer to Section 5-4-3 for correct design criteria depending on ADT.

Example B

(Final Plat)

SURVEYOR' S CERTIFICATE AND DESCRIPTION OF LAND PLATTED

STATE OF ALABAMA)
COUNTY OF WALKER)

I, (name of surveyor), a Licensed Professional Land Surveyor in the State of Alabama, for (Survey Company) state that this is a plat of an actual field survey of lots through _____, inclusive of (Name of Subdivision), more particularly described as follows:

DESCRIPTION
(Outboundary Description)

I further state that this survey and plat meets the Minimum Technical Standards as set forth by the Alabama State Board of Licensure for Professional Engineers and Land Surveyors in Rule 330-X-14-.05 (G) on March 31, 1990 (or most current revised rule) to the best of my knowledge, information and belief.

This the _____ day of _____, 19____.

____(Signature of Surveyor)_____

____(Typed Name of Surveyor) _____

Alabama License # _____

Note: One of the following notary's acknowledgments must appear for each Surveyor's Certificate (see example E-1 and E-2). Surveyor's name should be used in the Acknowledgement.

Example C

(Final Plat)

ENGINEER' S CERTIFICATE OF ENGINEERING DESIGN AND CONSTRUCTION

I, _____, a professional engineer licensed in the State of Alabama, License Number _____, do hereby certify that the streets and drainage system for _____ Subdivision have been designed and constructed under my supervision in accordance with the construction plans submitted to the County Engineer.

I further certify that the drainage system has been designed and constructed to meet the _____ year storm criteria. This design will ensure that all drainage waters occurring during a storm of less than _____ year storm magnitude will flow within the rights-of-way or drainage easements indicated as such on the official plat for this subdivision.

I further certify that the streets are designed and constructed for a design speed of _____ to meet applicable design criteria for safety, geometry, profile, and typical sections according to the Alabama Department of Transportation's "County Road Design Policy." **

I further certify that I have checked all test reports and that all base material, concrete, and asphalt have been installed in accordance with the typical sections, profiles and plan details and meet minimum requirements as set out in the most current edition of the State of Alabama Department of Transportation's Standard Specifications for Highway Construction.

I further certify that all Federal and State permits required for construction of the subdivision were obtained and complied by during construction.

NAME _____

P.E.# _____

TITLE _____

FIRM _____

DATE _____

** Refer to Section 5-4-3 for correct design criteria depending on ADT.

Example D

(Final Plat)
DEDICATION

I, _____, the owner(s) of said lands surveyed by _____, do hereby certify that title was and is vested in said owner(s) and join in the foregoing statement made by said _____, and as stated in Code of Alabama 1975, Section 35-2-50 et seq., do hereby certify that it was and is my (our) intention to divide said lands into lots as shown by said plat and do hereby dedicate, grant, and convey for public use the streets, alleys and public grounds as shown on said plat.

Signed and sealed in the presence of:

Property Owner

Note: One of the following notary's acknowledgments must appear for each Dedication Certificate (see example E-1 and E-2). Owner's name should be used in Acknowledgement.

In cases where a subdivision is to remain private, the above dedication (Example D) shall state that the "streets, alleys, and public grounds shall remain private grounds as shown on said plat."

Example of (E-1)

ACKNOWLEDGMENT

STATE OF ALABAMA)
COUNTY OF WALKER)

I, _____, Notary Public in and for said County, in said State, hereby certify that (corporate officer's name), whose name as (title) of the (corporation name), is signed to the foregoing instrument, and who is known to me, acknowledged before me on this day that, being informed of the content of the instrument, he/she as such officer and with full authority, executed the same voluntarily for and as the act of said corporation.

GIVEN under my hand and official seal this _____ day of _____, 19____.

NOTARY PUBLIC

Example of (E-2)

ACKNOWLEDGMENT

STATE OF ALABAMA)
COUNTY OF WALKER)

I, _____, Notary Public in and for said County, in said State, hereby certify that (owner's or surveyor's name), whose name is signed to the foregoing instrument, and who is known to me, acknowledged before me on this day that, being informed of the content of the instrument, executed the same voluntarily.

GIVEN under my hand and official seal this _____ day of _____, 19____.

NOTARY PUBLIC

Example F

(Final Plat)

CERTIFICATE OF APPROVAL BY THE (insert name of electric utility)

The undersigned, as authorized by the (name of electric utility) hereby approved the within plat for the recording of same in the Probate Office of Walker County, Alabama, this _____ day of _____, 19____.

(Electric utility authorized signature)

Example G

(Final Plat)

**CERTIFICATE OF APPROVAL BY THE
(insert name of water and sewer, if available, utility)**

The undersigned, as authorized by the (name of water and sewer utility) hereby approved the within plat for the recording of the same in the Probate Office of Walker County, Alabama, this the _____ day of _____, 19____.

(water and sewer utility authorized signature)

Example H

(Final Plat)

CERTIFICATE OF APPROVAL BY THE COUNTY ENGINEER

The undersigned, as County Engineer of the County of Walker, Alabama, hereby certifies that the Walker County Commission approved the within plat for the recording of same in the Probate Office of Walker County, Alabama, this _____ day of _____, 19____.

County Engineer
County of Walker, Alabama

Example I

(Final Plat)

CERTIFICATE OF APPROVAL BY THE COUNTY COMMISSION

The within plat of (Subdivision Name), Walker County, Alabama, is hereby approved by the County Commission of Walker County, Alabama, this the _____ day of _____, 19____.

COUNTY COMMISSION OF THE
COUNTY OF WALKER, ALABAMA

Chairman

Example J

(Final Plat)

CERTIFICATE OF APPROVAL BY THE WALKER COUNTY HEALTH DEPARTMENT

The undersigned, as authorized by the Walker County Health Department, Alabama, hereby certifies this subdivision meets the approval of the Walker County Health Department subject to certain conditions of approval and/or lot deletions on file with the said health department, which conditions are made a part of this approval as if set out hereon. I hereby approve the within plat for the recording of same in the Probate Office of Walker County, Alabama, this _____ day of _____, 19____.

Environmentalist

APPENDIX II
SAMPLE APPLICATIONS

APPLICATION FOR PRELIMINARY REVIEW

DATE: _____

1. Name of Subdivision _____

2. Name of Applicant _____ Phone _____

Address _____

3. Owner of Record _____

Address _____

Engineer _____ Phone _____

Address _____

5. Land Surveyor _____ Phone _____

Address _____

6. Attorney _____ Phone _____

Address _____

7. Subdivision Location: _____

8. Total Acreage _____ Number of Lots _____

9. Has this plan been before the Commission in the past? _____ If yes, have any changes been made since this plans was last before the Commission? _____ If so, describe the changes _____

10. List all adjacent property owner(s) name and addresses.

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____

11. Attach five (4) copies of proposed preliminary plans.

12. Attach two (2) copies of construction plans.

APPLICATION FOR FINAL PLAT APPROVAL

DATE: _____

1. Name of Subdivision _____

2. Name of Applicant _____ Phone _____

Address _____

3. Owner of Record _____

Address _____

Engineer _____ Phone _____

Address _____

5. Land Surveyor _____ Phone _____

Address _____

6. Attorney _____ Phone _____

Address _____

7. Subdivision Location: _____

8. Total Acreage _____ Number of Lots _____

9. Has the Commission granted any variance to the subdivision regulations concerning this property? _____ If so, describe _____

10. Date of preliminary plan review _____

11. Have any changes been made since the preliminary plans have been reviewed? _____

12. Attach the original tracing of the final plat and three (3) black or blue line prints with all required signatures except the signature of the County Engineer and the Chairman of the Walker County Commission.

APPENDIX III
AMENDMENTS

APPENDIX IV

APPLICABLE STATE LAWS

APPENDIX V

ACCEPTANCE OF ROADS AND STREETS FOR COUNTY MAINTENANCE

All streets and roads accepted for maintenance by the County Commission must be accepted by a separate resolution of the County Commission. The following three examples should cover the most common examples of current policies, either by use or resolution, used by County Commissions presently.

In the first example the minimum standards for Subdivision public roads (not private) and the minimum development standards for acceptance of roads for County maintenance are the same. The County Commission has adopted by resolution the subdivision regulations as acceptance standards and can accept the roads and streets of any subdivision that has previously received final plat approval. This acceptance can take place at any time after final approval has been given.

In example two, the scenario is the same as in the first example except a maintenance period is required from the developer after final plat approval has been given. In this instance the developer must maintain the road for a period of time (usually one year) and correct all deficiencies which appear. The County Commission then accepts the roads or streets for maintenance by resolution.

In the third example the County Commission has a different set of development standards in their subdivision regulations and their acceptance policy. An example of this would include such items as the buildup of the road, the type of surface required, and width of the roadway. The county subdivision regulations may require an eight (8) inch base course and a double surface treatment while the acceptance standards might require a six (6) inch base course of crushed aggregate and a pavement buildup that included 200 LBS/SY of binder and 100 LBS/SY of wearing surface. In this instance the developer would save time and money to build to the acceptance standards at the outset if he wants the county to accept the roads or streets for maintenance.

ALABAMA

Department of Transportation

County Road Design Policy

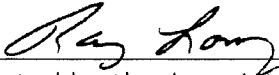
Proposed By ACEA



Adopted by the Association of County Engineers of Alabama

5/10/16

Date



Adopted by the Association of County Commissions of Alabama

8/16/16

Date

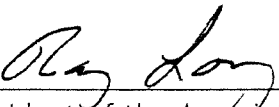
Recommended for Approval



President of the Association of County Engineers of Alabama

8/16/16

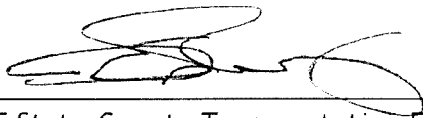
Date



President of the Association of County Commissions of Alabama

8/16/16

Date

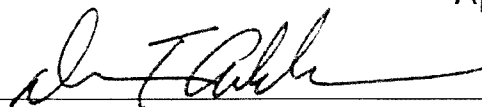


ALDOT State County Transportation Engineer

8/22/16

Date

Approved



ALDOT Chief Engineer

8/24/16

Date

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Chapter 5 Design Criteria for Pavement Preservation (All Traffic Volumes with Design Speeds 45 MPH or Less)

Design speed for Pavement Preservation projects shall be defined as the selected speed for the roadway determined by analyzing factors such as average speed, posted speed, or roadway geometric features along with a review of accident data.

Chapter 6 Design Criteria for Resurfacing, Restoration and Rehabilitation (3R) (All Traffic Volumes with Design Speeds 45 MPH or Less)

Design speed for 3R projects shall be defined as the selected speed for the roadway determined by analyzing factors such as average speed, posted speed, or roadway geometric features along with a review of accident data.

Chapter 7 Design Criteria for New Roadways and Bridges with Traffic Volumes Less Than 2,500 ADT Designed for 45 MPH or Less

Design speed for this chapter shall be defined by AASHTO's *A Policy of Geometric Design of Highways and Streets*.

Chapter 1

Design Policies

These design criteria have been approved by the State of Alabama Department of Transportation for county roads for projects which qualify for and are actually funded through the Alabama Department of Transportation.

All projects approved by and funded through the Alabama Department of Transportation must be designed and constructed according to these criteria.

These criteria shall not apply to any roads not funded through the Alabama Department of Transportation.

Industrial Access Projects must meet the minimum cross sections of 1600-2500 ADT regardless of actual design ADT, unless the design ADT is greater than 2500, then AASHTO criteria will apply.

Transportation Research Board (TRB) *Special Report 214* shall be used as a guide for Pavement Preservation projects and Resurfacing, Restoration and Rehabilitation (3R) projects **designed for 50 MPH or greater**. If the recommended minimum geometric design values contained in TRB 214 are met, and the accident history and traffic counts are documented, then no design exception is required.

Pavement Preservation projects designed for 45 MPH or less shall refer to Chapter 5 of the *Alabama Department of Transportation County Road Design Policy*.

3R projects designed for 45 MPH or less shall refer to Chapter 6 of the *Alabama Department of Transportation County Road Design Policy*.

The design of new roadways and bridges with **design traffic counts of 2,500 ADT or more, or a design speed of 50 MPH or greater** will be based on the AASHTO publication, *A Policy on Geometric Design of Highways and Streets, current edition*. Chapter V will apply to all local roads and streets; Chapter VI will apply to all collector roads. Other sections of this book are also applicable to these projects.

New roadways and bridges having **less than 2,500 design year ADT designed for 45 MPH or less** will be based on Chapter 7 of the *Alabama Department of Transportation County Road Design Policy*. All design criteria will be based on the future (i.e., 20 year) ADT.

Any feature not meeting the above standards must be approved by the State County Transportation Engineer as a design exception.

Chapter 2

Clear Zone Requirements

The following is given as guidance for clear zones and treatment for slope and drainage structure protection for different type projects:

NEW ROADWAYS AND BRIDGES WITH DESIGN TRAFFIC COUNTS
BELOW 2,500 ADT DESIGNED FOR 45 MPH OR LESS.

The suggested clear zone width is shown in Chapter 7 of the *Alabama Department of Transportation County Road Design Policy*.

NEW ROADWAYS AND BRIDGES WITH DESIGN TRAFFIC COUNTS
OF 2,500 ADT OR MORE OR DESIGNED FOR 50 MPH OR GREATER.

The suggested clear zone width is shown in the American Association of State Highway and Transportation Officials publication, *A Policy on Geometric Design of Highways and Streets, current edition*.

Chapter 3

Scope of Work Review Requirements

Pavement Preservation Projects

The Region County Transportation Engineer or representative is required to conduct a scope of work review in company with the County Engineer or his/her representative for **all projects excluding bridge replacement projects with minor or no approach work**. The Bureau of County Transportation should be notified of the time and date of this review. The designer should make recommendations for design and safety improvements. The following should be addressed, if applicable:

1. Provide the Functional Classification of the proposed project.
2. Provide a brief description including the limits of the project, design speed, scope of work review date, and persons attending.
3. Include the present and future traffic counts, truck percentage and existing pavement width.
4. Specify the type and thickness of the existing pavement as well as the proposed pavement buildup and/or surface treatments. Indicate if planing is required and if yes, specify the depth of planing needed. Also state material for flushing shoulders, if applicable.
5. Indicate the existing shoulder width as well as the existing Right-of-Way width.
6. Indicate whether or not there are any existing bridges located within the project limits. Also indicate if a guardrail system and end anchors are in place. If not, specify whether or not guardrail will be installed as part of the project or as non-contract items of work. **Note: Existing guardrail and end anchors at bridge approaches should be reviewed by visual inspection to determine if repair or replacement of the guardrail system is needed. Guardrail related items are addressed in “GUARDRAIL REQUIREMENTS” as shown in chapter 4 of this design policy.**
7. Indicate if bridge width meets requirements as outlined in Chapter 5 of Alabama Department of Transportation County Road Design Policy or TRB 214, whichever is applicable. Also, indicate if bridge posting is required and if posting signs are in place.

8. Indicate if there are any bridge culverts located within the project limits and if so, provide the BIN, begin & end culvert station, skew angle and the overall bridge culvert width. Also, indicate whether or not guardrail is in place as well as if guardrail installation is required.
9. Determine if there is a railroad crossing within the project limits or adjacent to the project. If yes, see section 8 of the current edition of ALDOT's *"Procedural Guidelines for County Projects"*.
10. Indicate whether or not there are any existing sidewalks, pedestrian or school crossings, or other features within the project limits that will require upgrading to meet the Americans with Disabilities Act. If so, specify the general location and general description of the required upgrades.
11. Determine if there is any evidence of any informal bicycle/pedestrian activities within the project limits or the surrounding area that would require accommodations.
12. Determine if any non-contract items of work will be performed by the county and if so, specify the type of work.

The scope of work, as prepared by the county, shall be furnished to the Region allowing ample time for approval by both the Region and Bureau of County Transportation; conducting the PS&E review; and having the final plans received by the Region and sent to the Bureau of County Transportation at least **10** weeks prior to the anticipated letting date.

3R Projects

A detailed scope of work is essential with these 3R guidelines and should include recommendations for eliminating any unusual condition which may be considered hazardous.

The Region County Transportation Engineer or his/her representative is required to conduct a scope of work review in company with the County Engineer or his/her representative for **all projects excluding bridge replacement projects with minor or no approach work**. The Bureau of County Transportation should be notified of the time and date of this review. The designer should make recommendations for design and safety improvements. The following should be addressed, if applicable:

1. Provide a brief project description including limits of the project, scope of work review date, persons attending, and tentative letting date.

2. Indicate the design speed and the clear zone requirements of the section to be reviewed.
3. Provide the number and location of the existing horizontal and vertical curves that will not accommodate the design speed. The design speed of the existing sub-standard curves must also be included. The proposed improvements for these sub-standard curves must be indicated.
4. Include the accident data of the section to be reviewed. Also, show the present and future traffic counts and truck percentage.
5. State the width and type of the existing and proposed pavement. The general condition of the existing pavement must also be addressed. Indicate whether patching is needed and if leveling and/or planing is required for cross slope correction. Retain current slopes (without steepening side slopes) when widening lane and shoulders, unless warranted by special circumstances.
6. The widths and types of the existing and proposed shoulders must be shown. Indicate what type of work will need to be done to the shoulders (i.e., machine grading shoulders, additional borrow needed, etc.)
7. Indicate the width and condition of all existing bridges. Provide the bridge identification number (BIN) and bridge stations. **NOTE: Guardrail related items are addressed in “GUARDRAIL REQUIREMENTS” as shown in chapter 4 of this design policy.**
8. Provide a general statement concerning the length and condition of existing culverts and crossdrain pipes. Any relocation or replacement of sidedrain pipes and headwalls must also be indicated. Crossdrain pipes and culverts will only be extended as required to provide the width for the pavement and shoulders. Headwalls will be retained on existing crossdrain structures that will not require adjustment to obtain the width for the pavement and shoulders. Sidedrain pipe will be relocated as required to obtain the width for the pavement and shoulders, and slope paved headwalls provided. Headwalls will not be replaced on existing sidedrain pipe that will remain in place. **Consideration will be given to replacing large vertical headwalls that are close to the pavement and are a potential hazard.**
9. Indicate if intersection improvements are required.
10. Include recommendations for eliminating any unusual condition that may be considered hazardous.

11. Indicate any environmental considerations (e.g., wetland impact, stormwater permit, etc.). Indicate if erosion or sedimentation control items are needed.
12. Clearly define the work to be performed by the contractor and work performed by the county.
13. State the existing right-of-way width and whether right-of-way will be required.
14. Indicate any utility conflicts.
15. Determine if there is a railroad crossing within the project limits or adjacent to the project. See section 8 of the current edition of ALDOT's "Procedural Guidelines for County Projects".
16. Indicate whether or not there any existing sidewalks, pedestrian or school crossings, or other features within the project limits that will require upgrading to meet the Americans with Disabilities Act. If so, specify the general location and general description of the required upgrades.
17. Determine if there is any evidence of any informal bicycle/pedestrian activities within the project limits or the surrounding area that would require accommodations.

The scope of work, as prepared by the county, shall be furnished to the Region allowing ample time for preparing the Project Engineering Record; completing the plans; conducting the PS&E review; and having the Construction Bureau review plans received by the Region and sent to the Bureau of County Transportation at least 16 weeks prior to the anticipated letting date.

Chapter 4

Guardrail Requirements

Projects utilizing federal aid funds shall require guardrail and end anchor protection at existing and proposed bridge and culvert structures in accordance with the following guidelines:

For County projects with **design speeds of 45 mph or less and design year traffic of 2,500 ADT or less**, the **length of need* requirement is waived and the approach guardrail length is dictated by the type anchors used, applicable drawings, and warranty criteria.

For County projects with **design speeds greater than 45 mph or design year traffic greater than 2,500 ADT**, a 75 foot **length of need* is applicable.

**Note: The “Length of Need” is defined as the total length of a longitudinal barrier needed to shield an area of concern.*

For County pavement preservation projects, any guardrail that is not damaged and in good working condition shall be allowed to remain in place. Missing or unconnected bridge approach guardrail shall be included as part of the project or as non-contract items of work. All guardrail end anchors shall meet the requirements of NCHRP 230. Any new guardrail and end anchors that are to be installed on a pavement preservation project must meet the applicable guardrail length of need requirements previously listed in this chapter.

The Scope of Work review should include the following guardrail related items.

1. Indicate the areas of proposed guardrail and/or end anchor placement such as on bridges or at bridge ends, culverts, and at other hazardous locations. Indicate whether there is any in place guardrail or end anchors that will need to be removed and what type, if known.
2. For bridges requiring guardrail work, indicate what type of barrier is across the structure (e.g., class A or class B steel beam guardrail, concrete rail, etc.). Also, provide the post spacing and the bridge clear width (curb to curb). Indicate whether the guardrail is blocked out properly or if the blockouts are to be reconfigured. A project detail sketch should be added to the plans if

blockouts are to be reconfigured. For projects where steel beam guardrail across a structure is to be replaced, the review should include the condition of the existing bolts and whether bolts are to be retained or replaced.

3. For culverts requiring guardrail and/or end anchor work, provide the length of parapet wall (station to station), final proposed shoulder width, distance from the outside edge of the proposed shoulder to the first edge of the parapet wall, and the approximate slope from the outside edge of the final shoulder to the first edge of the parapet wall.
4. Guardrail should be considered for all slopes and structures within the clear zone that do not satisfy clear zone requirements.

Chapter 5

Design Criteria for Pavement Preservation (All Traffic Volumes with Design Speeds 45 MPH or Less)

Pavement Preservation projects shall not exceed an overlay of 225 lbs/sy with less than 50% of the existing roadway requiring spot leveling. All overlays shall conform to the laydown rate requirements found in *ALDOT's Guidelines for Operations*, Section 6-10. Planing the existing pavement to provide depth for the required overlay is acceptable under this design criteria. **If widening is required to meet the minimum lane widths shown in this chapter, the roadway will not be eligible for pavement preservation. In such cases, the county shall refer to the “3R” design procedures found in chapter 6 of this document.**

Before developing construction plans, the designer shall prepare a Pavement Preservation Scope of Work based on the 7 guidelines listed below. This document shall be submitted to Alabama Department of Transportation for review and approval. (See page 12.69 - 12.73).

Assess Current Conditions

Guideline 1: Designers should assess existing physical and operational conditions affecting safety:

- Conduct a thorough site inspection of all physical elements and geometry within the project limits that are maintained by your agency.
- Analyze existing roadway users, functional classification, ADT, and design criteria (see page 9.3).
- Analyze crash data, to include field inspection, and concerns expressed by the public to determine site-specific locations where crash data may indicate the need for additional improvements.

Determine Project Scope

Guideline 2: In addition to pavement restoration, the designers should consider, where appropriate, to incorporate; intersection, roadside, and traffic control improvements that may enhance safety. Based on guideline #1 the designer should:

Determine Lane and Shoulder Width

Guideline 3: The following values should be considered:

US Customary

Design Year ADT ^a	Design Speed ^b	< 10% Trucks/ Machinery ^c		≥ 10% Trucks/ Machinery ^c	
	(mph)	Lane Width	Shoulder Width	Lane Width	Shoulder Width
1 - 750	≤45	9 ft	2 ft	10 ft	2 ft
751 - 2000	≤45	10 ft	2 ft	10 ft	2 ft
2000 >	≤45	11 ft	3 ft	12 ft	3 ft

^a Design Year ADT should be based on a 10 year projection

^b Design speed for pavement preservation projects shall be defined as the selected speed for the roadway determined by analyzing factors such as average speed, posted speed, or roadway geometric features along with a review of accident data. Projects with design speeds exceeding 45 MPH shall refer to the TRB 214.

^c Some types of vehicles may require additional roadway widths

Determine Bridge Width

Guideline 4: The designer should evaluate bridge replacement or widening if the bridge is less than 100 ft. long and the usable width of the bridge is less than:

Design Year ADT ^a	Design Speed (mph)	Usable Bridge Width ^{b, c, d}
1 - 1000	≤45	Width of approach lanes
1001 - 4000	≤45	Width of approach lanes plus 2 ft
4000 >	≤45	Width of approach lanes plus 3 ft

- ^a Design Year ADT should be based on a 10 year projection
- ^b If the roadway width (lane plus shoulder) is paved, the bridge should be equal in width
- ^c Bridge usage by trucks, farm machinery, or recreational vehicles should be considered in determining the appropriate width
- ^d Existing bridges may remain in place without widening unless there is evidence of a site-specific safety problem

Determine Guardrail Need for Bridge Approaches

Guideline 5: The designer should develop consistent procedures for evaluating the need for guardrail, with the following considerations:

- Determine if bridge approaches contain guardrail and/or end anchors. If no guardrail and/or end anchors are in place, determine if the guardrail system will be installed by the contractor as part of the project or if this work will be done as non-contract items of work. **Note: Existing guardrail and end anchors at bridge approaches should be reviewed by visual inspection to determine if repair or replacement of the guardrail system is needed. If guardrail and/or end anchors are needed, they must conform to the applicable length of need requirements as shown in chapter 4 of this document.**
- Identify site-specific safety locations.

Evaluate Right-of-Way Encroachments

Guideline 6: The designer should evaluate right-of-way encroachments based upon the following definition and guidelines:

Definition

Encroachment: An item that occupies or utilizes the county's rights of way without authorization from the County. A fence that meets the following criteria is not considered an encroachment:

1. The fence is determined to be in the public interest and serves a transportation related purpose; and
2. The fence shall not impair or interfere with the free and safe flow of traffic; and
3. The fence is located outside of the clear zone as defined in the County Road Design Policy or the AASHTO Roadside Design Guide (whichever is applicable to the subject road/ project).

Identify and Remove Encroachments

Counties should diligently review their rights-of-way to prevent new items from being placed within the county's rights-of-way. Prior to the scope of work review, the County Engineer shall review the project for any encroachments placed within the County's rights of way.

Mailboxes and utilities are authorized to be within the clear zone. Non-breakaway mailboxes shall be removed and replaced with a breakaway type structure meeting federal standards.

During the scope of work review, the County Engineer shall identify to ALDOT the encroachments that will be removed prior to project authorization. Plan preparation and review shall not be contingent on receipt of the Encroachment Certification Letter (see page 12.65) from the County. However, receipt of the Encroachment Certification Letter will be required prior to project authorization.

An example notification letter (see page 12.66) is provided for landowners who have encroachments that must be removed from the County rights-of way.

The County should also provide notice to the adjacent land owner of any fence that is allowed to remain in the County's rights of way. This notification should specify the terms and conditions under which the use will be authorized. This notice shall remain in the project file and be available for ALDOT and/or FHWA review (see page 12.67)

Determine Pavement Edge Drop and Shoulder Type

Guideline 7: The designer should develop consistent procedures for evaluating pavement edge drop problems and the type of shoulder construction, with the following objective:

- All shoulders shall be flushed up to the required pavement utilizing any number of applicable shoulder construction applications. No shoulder widening will be permissible under the pavement preservation policy, with the exception of required shoulder widening for guardrail and/or guardrail end anchor installation.
- Selectively pave shoulders at points where there is site-specific safety problems (outside or inside of horizontal curves, across from intersecting roads, etc.).

Chapter 6

Design Criteria for Resurfacing, Restoration and Rehabilitation (3R) (All Traffic Volumes with Design Speeds 45 MPH or Less)

Significant improvements in safety should be systematically designed into each county roadway 3R project. Designers should seek opportunities specific to each project and apply sound safety and traffic engineering principles. Attention to safety, along with documentation of the design process improve design decisions.

Before developing construction plans, the designer shall prepare a Project Engineering Record based on the 12 guidelines shown below. Additional information regarding specific elements, not mentioned above, may be included in this report.

This document shall be submitted to Alabama Department of Transportation for review and approval. The format of the document will be established by the Alabama Department of Transportation. Any waivers of the design criteria shall be submitted to and approved by the Alabama Department of Transportation.

Assess Current Conditions

Guideline 1: Designers should assess existing physical and operational conditions affecting safety:

- Conduct a thorough site inspection of all physical elements and geometry within the roadway limits that are maintained by your agency.
- Analyze existing roadway users, functional classification, ADT, and design criteria (see page 9.3).
- Analyze crash data, to include field inspection, and concerns expressed by the public to determine site-specific locations where crash data may indicate the need for additional improvements.

Determine Project Scope

Guideline 2: In addition to pavement repairs, the designers should consider, where appropriate, to incorporate; intersection, roadside, and traffic control improvements that may enhance safety. Based on guideline #1 the designer should:

Determine Lane and Shoulder Width

Guideline 3: The following values should be considered:

US Customary

Design Year ADT ^a	Design Speed ^b	< 10% Trucks/ Machinery ^c		≥ 10% Trucks/ Machinery ^c	
	(mph)	Lane Width	Shoulder Width	Lane Width	Shoulder Width
1 - 750	≤45	9 ft	2 ft	10 ft	2 ft
751 - 2000	≤45	10 ft	2 ft	10 ft	2 ft
2000 >	≤45	11 ft	3 ft	12 ft	3 ft

^a Design Year ADT should be based on a 10 year projection

^b Design speed for 3R projects shall be defined as the selected speed for the roadway determined by analyzing factors such as average speed, posted speed, or roadway geometric features along with a review of accident data. Projects with design speeds exceeding 45 MPH shall refer to the TRB 214.

^c Some types of vehicles may require additional roadway widths.

Determine Normal Pavement Crown

Guideline 4: The designer should develop consistent procedures for evaluating the existing pavement crown, with the following objectives:

- The pavement cross slope should match existing normal crown criteria. Typically 2 - 2.5 % cross slope.
- The shoulder cross slope should allow rainfall to drain the roadway. Typically 4 - 6 % cross slope.

Determine Horizontal Curvature and Superelevation

Guideline 5: The designer should review each horizontal curve to determine the appropriate action that may be required.

- The designer should adjust the existing cross section with increased superelevation to match the average speed of vehicles.
- It is acceptable for the designer, when evaluating curves with low average vehicle speeds, **<45 mph**, to resurface without changing the existing curve geometry and cross section if the nominal design speed of the curve is within **15 mph** of the average vehicle speeds, and if there is no clear evidence of a site-specific safety problem associated with the curve.
- The designer, when evaluating curves with high average vehicle speeds, **45 mph and higher**, should consider reconstruction when the nominal design speed of the existing curve is more than **15 mph** below the average vehicle speeds, and the projected traffic volume is greater than 1000 ADT, or if there is a site-specific safety problem associated with the curve.
- Acceptable substitutes for curve reconstruction include measures to reduce speed (signing, pavement markings, rumble strips, traffic control devices, etc.), measures to improve the roadside (clearing slopes, flattening steep side-slopes, removing, relocating, or shielding obstacles, etc.), or measures to improve the roadway (widening lane width, widening shoulder width, paving shoulders, etc.).

Determine Vertical Curvature and Stopping Sight Distance

Guideline 6: The designer should review each vertical curve to determine the appropriate action that may be required.

- It is acceptable for the designer, when evaluating curves with low average vehicle speeds, **<45 mph**, to resurface without changing the existing curve geometry if the nominal design speed of the curve is within **20 mph** of the average vehicle speeds, and if there is no clear evidence of a site-specific safety problem associated with the curve.
- The designer, when evaluating curves with high average vehicle speeds, **45 mph and higher**, should consider reconstruction when the design speed of the existing curve is more than **20 mph** below the average vehicle speeds, and the projected traffic volume is greater than 1000 ADT, or there is a site-specific safety problem associated with the curve.
- Acceptable substitutes for curve reconstruction include measures to reduce speed (signing, traffic control devices, etc.) and/ or measures to improve the roadside (removing, relocating, or shielding driveways, intersections, sharp horizontal curves, narrow bridge, etc.).
- Sag vertical curves typically do not create sight restrictions and do not have to be reconstructed, unless there is a site-specific safety problem.

Determine Bridge Width

Guideline 7: The designer should evaluate bridge replacement or widening if the bridge is less than 100 ft. long and the usable width of the bridge is less than:

Design Year ADT ^a	Design Speed (mph)	Usable Bridge Width ^{b, c, d}
1 - 1000	≤45	Width of approach lanes
1001 - 4000	≤45	Width of approach lanes plus 2 ft
4000 >	≤45	Width of approach lanes plus 3 ft

^a Design Year ADT should be based on a 10 year projection

^b If the roadway width (lane plus shoulder) is paved, the bridge should be equal in width

^c Bridge usage by trucks, farm machinery, or recreational vehicles should be considered in determining the appropriate width

^d Existing bridges may remain in place without widening unless there is evidence of a site-specific safety problem

Determine Side Slopes and Clear Zones

Guideline 8: The designer should develop consistent procedures for evaluating and improving roadside features with the following objectives:

- A clear zone of any width should provide some contribution to safety. Thus, where clear zones can be provided at little or no additional cost, their incorporation in design should be considered. A 2 - 3 ft. shoulder is recommended.
- Retain current slopes (without steepening side slopes) when widening lane and shoulders, unless warranted by special circumstances.
- Flatten side slopes steeper than 3:1 at site-specific locations where there is evidence of safety problems.
- Remove, relocate, or shield isolated roadside obstacles.
- Where constraints of; cost, terrain, right-of-way, or potential social / environmental impacts make the provision for a clear recovery area impractical, clear recovery areas less than desired may be used.

Evaluate Right-of-Way Encroachments

Guideline 9: The designer should evaluate right-of-way encroachments based upon the following definition and guidelines:

Definition

Encroachment: An item that occupies or utilizes the county's rights of way without authorization from the County. A fence that meets the following criteria is not considered an encroachment:

1. The fence is determined to be in the public interest and serves a transportation related purpose; and
2. The fence shall not impair or interfere with the free and safe flow of traffic; and
3. The fence is located outside of the clear zone as defined in the County Road Design Policy or the AASHTO Roadside Design Guide (whichever is applicable to the subject road/ project).

Identify and Remove Encroachments

Counties should diligently review their rights-of-way to prevent new items from being placed within the county's rights-of-way. Prior to the scope of work review, the County Engineer shall review the project for any encroachments placed within the County's rights of way.

Mailboxes and utilities are authorized to be within the clear zone. Non-breakaway mailboxes shall be removed and replaced with a breakaway type structure meeting federal standards.

During the scope of work review, the County Engineer shall identify to ALDOT the encroachments that will be removed prior to project authorization. Plan preparation and review shall not be contingent on receipt of the Encroachment Certification Letter (see page 12.65) in Procedural Guidelines) from the County. However, receipt of the Encroachment Certification Letter will be required prior to project authorization.

An example notification letter (see page 12.66) is provided for landowners who have encroachments that must be removed from the County rights-of way.

The County should also provide notice to the adjacent land owner of any fence that is allowed to remain in the County's rights of way. This notification should specify the terms and conditions under which the use will be authorized. This notice shall remain in the project file and be available for ALDOT and/or FHWA review (see page 12.67)

Determine Guardrail Need for Embankments and Culverts

Guideline 10: The designer should develop consistent procedures for evaluating the need for guardrail, with the following considerations:

- Examining the shoulder slopes and culvert sizes.
- Identify site-specific safety locations.
- Clear zone encroachments

Determine Pavement Edge Drop and Shoulder Type

Guideline 11: The designer should develop consistent procedures for evaluating pavement edge drop problems and the type of shoulder construction, with the following objectives:

- All shoulders shall be flushed up to the required pavement utilizing any number of applicable shoulder construction applications.
- Selectively pave shoulders at points where there is site-specific safety problems (outside or inside of horizontal curves, across from intersecting roads, etc.).

Determine Intersection Improvements

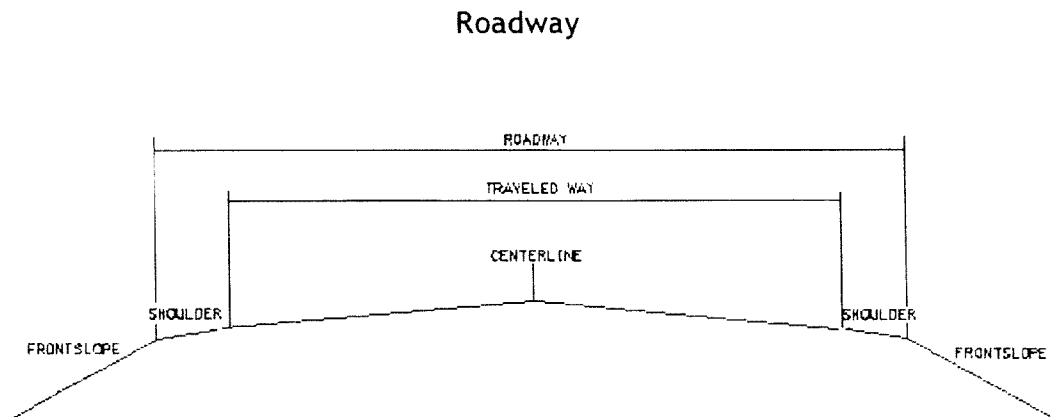
Guideline 12: The designer should develop consistent procedures for evaluating intersection improvements, with the following:

- Collision diagrams showing vehicle paths, time of occurrence, and weather conditions.
- Condition diagrams showing important physical features that affect traffic movements.
- Field review of the intersection to detect hazards not apparent from collision and condition diagrams.
- Designer should consider intersection improvements to site-specific safety problem areas.
- Improvements may be organized on three primary design objectives: reduction of potential conflicts (traffic signals, turn lanes, etc.), improve driver decision-making (longer lines of sight, lane markings, etc.), and improve the braking capability of the vehicle (warning signs, increased pavement skid resistance, etc.).

Chapter 7

Design Criteria for New Roadways and Bridges with Traffic Volumes Less Than 2,500 ADT Designed for 45 MPH or Less

Typical Roadway Cross Section



Typical Design Speed ¹

Type of Terrain	1 - 99 ADT (mph)	100 - 399 ADT (mph)	400 - 1599 ADT (mph)	1600 - 2500 ADT (mph)
Level	20	25	30	40
Rolling	15	20	25	30
Mountainous	10	15	20	25

¹ Design speeds, for some roads, may be a lower or higher speed based on its functional classification. For county road design projects involving traffic volumes greater than 2,500 ADT, consult AASHTO, *A Policy on Geometric Design of Highway and Streets*.

Minimum Hydrology

Side Drain	10 year flood
Cross Drain	25 year flood

Typical Bridge Width and Loading Design ²

24' Minimum or Traveled Way + 4 ft. Whichever is greater	HS - 20
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² Bridge widths, for some roads, may need additional width based on its functional classification. For county road design projects involving traffic volumes greater than 2,500 ADT, consult AASHTO, *A Policy on Geometric Design of Highway and Streets*.

Roadway Design Criteria for 1 - 99 ADT

Design Speed (mph)	Traveled Way Width (ft)	Shoulder Width (ft)	Clear Zone ³ (ft)
15	18	2	2
20	18	2	2
25	18	2	2
30	18	2	2
35	18	2	2
40	18	2	2
45	20	2	4

³Clear Zone: The area adjacent to the traveled way that is clear of obstructions and having a slope no steeper than 3 horizontal to 1 vertical foreslopes.

Roadway Design Criteria for 100 - 399 ADT

Design Speed (mph)	Traveled Way Width (ft)	Shoulder Width (ft)	Clear Zone ³ (ft)
15	18	2	2
20	18	2	2
25	18	2	2
30	18	2	2
35	18	2	4
40	18	2	4
45	20	2	6

³Clear Zone: The area adjacent to the traveled way that is clear of obstructions and having a slope no steeper than 3 horizontal to 1 vertical foreslopes.

Roadway Design Criteria for 400 - 1599 ADT

Design Speed (mph)	Traveled Way Width (ft)	Shoulder Width (ft)	Clear Zone ³ (ft)
20	18	2	2
25	18	3	4
30	20	3	4
35	20	3	4
40	20	3	6
45	22	3	6

³ Clear Zone: The area adjacent to the traveled way that is clear of obstructions and having a slope no steeper than 3 horizontal to 1 vertical foreslopes.

Roadway Design Criteria for 1600 - 2500 ADT

Design Speed (mph)	Traveled Way Width (ft)	Shoulder Width (ft)	Clear Zone ³ (ft)
25	20	4	4
30	22	4	4
35	22	4	6
40	22	5	6
45	22	5	8

³ Clear Zone: The area adjacent to the traveled way that is clear of obstructions and having a slope no steeper than 3 horizontal to 1 vertical foreslopes.

COUNTY ROAD DESIGN POLICY SUPERELEVATION CHART FOR 2-LANE ROADWAY

e (%)	DESIGN SPEED															
	15 mph		20 mph		25 mph		30 mph		35 mph		40 mph		45 mph		50 mph	
	R (ft)	STL	R (ft)	STL	R (ft)	STL	R (ft)	STL	R (ft)	STL	R (ft)	STL	R (ft)	STL	R (ft)	STL
NC	932	0	1640	0	2370	0	3240	0	4260	0	5410	0	6710	0	8150	0
RC	676	70	1190	70	1720	70	2370	80	3120	80	3970	90	4930	90	5990	100
2.20	605	70	1070	70	1550	80	2130	80	2800	90	3570	90	4440	100	5400	110
2.40	546	80	959	80	1400	80	1930	90	2540	90	3240	100	4030	100	4910	110
2.60	496	80	872	80	1280	80	1760	90	2320	90	2960	100	3690	110	4490	120
2.80	453	80	796	80	1110	90	1610	90	2130	100	2720	100	3390	110	4130	120
3.00	415	80	730	90	1070	90	1480	100	1960	100	2510	110	3130	120	3820	120
3.20	382	80	672	90	985	90	1370	100	1820	110	2330	110	2900	120	3550	130
3.40	352	90	620	90	911	100	1270	100	1690	110	2170	120	2700	120	3300	130
3.60	324	90	572	100	845	100	1180	110	1570	110	2020	120	2520	130	3090	140
3.80	300	90	530	100	784	100	1100	110	1410	120	1890	120	2360	130	2890	140
4.00	277	100	490	100	729	110	1030	110	1370	120	1770	130	2220	140	2720	150
4.20	255	100	453	110	678	110	955	120	1280	120	1660	130	2080	140	2560	150
4.40	235	100	418	110	630	110	893	120	1200	130	1560	140	1960	150	2410	160
4.60	215	110	384	110	585	120	834	130	1130	130	1470	140	1850	150	2280	160
4.80	193	110	349	120	542	120	779	130	1060	140	1390	150	1750	160	2160	170
5.00	172	110	314	120	499	130	727	130	991	140	1310	150	1650	160	2040	170
5.20	154	120	284	120	457	130	676	140	929	140	1230	150	1560	160	1930	180
5.40	139	120	258	120	420	130	627	140	870	150	1160	160	1480	170	1830	180
5.60	126	120	236	130	387	140	582	140	813	150	1090	160	1390	170	1740	190
5.80	115	120	216	130	358	140	542	150	761	160	1030	170	1320	180	1650	190
6.00	105	130	199	130	332	140	506	150	713	160	965	170	1250	180	1560	200
6.20	97	130	184	140	308	150	472	150	669	160	909	170	1180	190	1480	200
6.40	89	130	170	140	287	150	442	160	628	170	857	180	1110	190	1400	210
6.60	82	140	151	140	267	150	413	160	590	170	808	180	1050	200	1330	210
6.80	76	140	146	150	248	160	386	170	553	180	761	190	990	200	1260	220
7.00	70	140	135	150	231	160	360	170	518	180	716	190	933	200	1190	220
7.20	64	150	125	150	214	160	336	170	485	180	672	190	878	210	1120	230
7.40	59	150	115	160	198	170	312	180	451	190	628	200	822	210	1060	230
7.60	54	150	105	160	182	170	287	180	417	190	583	200	765	220	980	240
7.80	48	160	94	160	164	170	261	180	380	190	533	210	701	220	901	240
8.00	38	160	76	170	134	180	214	190	314	200	444	210	587	230	758	240

Superelevation

NOTES: 1. WITH DESIGN SPEEDS OF 20 MPH OR LESS, CONDITIONS MAY WARRANT THE ELIMINATION OF SUPERELEVATION.

2. STL LENGTHS, AS SHOWN, ARE BASED ON 12' LANES, 24' NCS, AND ROTATION ABOUT CENTERLINE OF ROADWAY. FOR LANE WIDTHS LESS THAN 12', REFER TO DRAWING SPEC. 1 UNDER NO. 807 FOR STL CALCULATIONS.

3. FOR RESURFACING PROJECTS ON EXISTING ROADWAYS, IN-PLACE SUPERELEVATION TRANSITION LENGTHS THAT VARY FROM THOSE PRESCRIBED HERE MAY BE RETAINED, PROVIDED THAT NO OPERATIONAL OR DRAINAGE PROBLEMS ARE KNOWN.

Crest and Sag Vertical Curves

US Customary

Design Speed (mph)	Crest Vertical Rate, K^4	Sag Vertical Rate, K^4
15	3	10
20	7	17
25	12	26
30	19	37
35	29	49
40	44	64
45	61	79

⁴ Rate of vertical curvature, K , is the length of curve per percent of algebraic difference in intersecting grades (A). $K=L/A$

Maximum Percent Grade

Design Speed (mph)	Percent Grade ⁵ %
15	17
20	16
25	15
30	14
35	13
40	13
45	12

⁵ For roadway grade less than 1000 ft in length, the maximum grade may be increased by 2 percent.

Stopping and Passing Sight Distances

US Customary

Design Speed (mph)	Stopping Sight Distance (ft)	Passing Sight Distance (ft)
15	80	----
20	115	400
25	155	450
30	200	500
35	250	550
40	305	600
45	360	700

Intersection Sight Distance

US Customary

Design Speed (mph)	Distance for Left Turn Maneuver from Stop ⁶
15	170
20	225
25	280
30	335
35	390
40	445
45	500

⁶ Intersection Sight distance is measured from a point on the minor road 15 ft. from the edge of the major road pavement and measured from an eye height of 3.5 ft. on the minor road to an object height of 3.5 ft. on the major road. Guidance in determining additional sight distances is provided in AASHTO, *Policy on Geometric Design of Highways and Streets*.