COUNTY AGENDA REQUEST

Department:	Engineering	Presenter(s):	Phil Mallon
Meeting Date:	Wednesday, February 1, 2012	Type of Request:	New Business

Wording for the Agenda:

Discussion and review of proposed changes to Fayette County's Development Regulation, Article III, Street Design Standards and Specifications.

Background/History/Details:

As part of the County-wide comprehensive update to the County Code, the Engineering Department is proposing significant updates to the Street Design Standards and Specifications section of the Development Regulations. The primary objectives of the changes are as follows. During the Workshop meeting, staff will review highlights from the working draft ordinance with an expectation to have a final draft prepared for one of the Board's night meetings in February where it will be considered for adoption.

1. Update out-of-date standards;
2. Use GDOT and / or nationally-accepted standards and policies where appropriate;
3. Clarify responsibilities among Owner / Developer and multiple County Departments;
4. Add new standards, including access management and traffic impact studies; and
5. Improve readability and format.

The backup material submitted with this request is a "work in process" that does not necessarily reflect staff's final recommendations. The process for ordinance amendments requires department heads to bring proposed amendments to the Board prior to placing an amended ordinance on an agenda for action.

What action are you seeking from the Board of Commissioners?

Staff is seeking the Board's direction, input, and comments on the proposed changes to the Development Regulations, Article III, Street Design Standards and Specifications. At some point, staff will need to schedule the amendments to be adopted at a subsequent meeting, hopefully in February.

If this item requires funding, please describe:

Not Applicable.

Has this request been considered within the past two years?	No	If so, when?	
Is Audio-Visual Equipment Required for this Request?*	No	Backup Provided with Request?	Yes

**** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.***

Approved by Finance	Not Applicable	Reviewed by Legal	
Approved by Purchasing	Not Applicable	County Clerk's Approval	Yes
Administrator's Approval	Yes		

Staff Notes:

Article III
Street Design Standards and Specifications

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8-46 Definitions and Acronyms

For the purpose of this Article the following words, terms, phrases and their derivations shall have the meaning provided in this section.

Words used in the present tense include the future tense. Words used in the singular include the plural and vice-versa. The word “shall” is mandatory while “may” is discretionary.

Words and terms not explicitly defined in this Article or in one of the documents incorporated by reference shall have the meaning given by common and ordinary use as defined in Webster's New Collegiate Dictionary. The following specific definitions apply.

AASHTO. The American Association of State Highway and Transportation Officials, which publishes documents referenced in this Article, including *A Policy on Geometric Design of Highways and Streets*.

Access. Entrance to or exit from land adjacent to a public road.

ADT. Average Daily Traffic – the total volume (i.e., number of vehicles) during a given time period (in whole days), greater than one day and less than a year, divided by the number of days in that time period.

MUTCD. The Manual on Uniform Traffic Control Devices, current edition.

FHWA. The Federal Highway Administration.

Board of Commissioners. The Board of Commissioners of Fayette County, Georgia.

GDOT. The Georgia Department of Transportation. References to on-line GDOT information is available at www.dot.ga.gov.

County. The County of Fayette, Georgia.

County Engineer. The official to whom the responsibilities normally associated with this title have been delegated.

Construction Plans. Any plans required for the review, permitting and construction of a subdivision, including, but not limited to: Site; Grading; Street Profiles; Stormwater Management; Floodplain Management, Utility; Soil Erosion, Sediment, and Pollution Control; Soil Surveys; and Construction Details.

Cul-de-sac. A street, or segment of a street, with only one (1) way in or out and which terminates at a turn-around constructed in accordance with the Fayette County Development Regulations.

Development. A man-made change to improved or unimproved real estate, including, but not limited to any activity, action, or alteration that fundamentally alters the current use and/or density on the property and/or construction of buildings or other structures.

Easement. An interest in land granted by a land owner to another person, consisting of the right to use or control the land, or an area above or below it, for a specific limited purpose, such as to cross for access to a public road.

Fayette County Thoroughfare Plan. The Thoroughfare Plan for the County of Fayette, Georgia, approved by the Board of Commissioners, indicating the designation of street type and is maintained by the Fayette County Planning and Zoning Department.

ITE. The Institute of Transportation Engineers. ITE publishes Trip Generation Rates that shall be used in estimating daily trips associated with a proposed development.

Lot. A tract of land of varying sizes which is designated as a single unit of property.

Phase. A portion or section of a larger development delineated on an approved, recorded Final Plat.

Plat, Final. All divisions of a tract of land into two (2) or more lots where the lots are less than five (5) acres in size and/or new streets are created.

Right-of-Way. A strip of land, often of uniform width, that is owned by Fayette County and used, or may be used for transportation, utilities, or similar purposes.

Road. See "street". For purposes of this Article the term road and street are used interchangeably.

Street. A public or private thoroughfare or road used for vehicular access to other streets and/or properties. Streets may be 1) owned and operated/maintained by Fayette County (i.e., those within a Public Right-of-Way); 2) privately owned but open for public use and maintained by Fayette County (i.e., those within a prescriptive easement); or 3) privately owned and maintained (i.e., a private road). Public streets are designated by type on the Fayette County Thoroughfare Plan.

Subdivider. Any person, firm, corporation, association or partnership or any agent thereof who undertakes or proposes to undertake the subdivision of land so as to create a subdivision as defined herein.

Subdivision~~s~~. All divisions of a tract of land into a minimum of two (2) or more lots.

Tract. A specified parcel of land.

Utility. Any service available to the public by means of an overhead or underground distribution and/or collection systems such as electricity, telephone, water, wastewater, stormwater, cable, natural gas, etc.

Zoning Administrator. The official to whom the responsibilities normally associated with this title have been delegated.

Zoning Ordinance. The Zoning Ordinance enacted by the Board of Commissioners of Fayette County, Georgia, which is maintained and implemented by the Fayette County Planning and Zoning Department.

8-47 Design Standards and Specifications

All roads and bridges constructed in unincorporated Fayette County shall conform to the standards and specifications set forth in this document as well as the following references:

1. *The GDOT Design Policy Manual*, latest edition as maintained by the Division of Engineering Office of Design Policy & Support and available on the GDOT webpage;
2. *GDOT Bridge and Structures Design Manual*, latest edition as maintained by the Office of Bridges and Structures and available on the GDOT webpage;
3. *GDOT Regulations for Driveway and Encroachment Control,* latest edition as maintained by the Office of Traffic Safety and Design and available on the GDOT webpage;
4. *GDOT Standard Specifications,* as applicable to the materials, methods of construction and workmanship used for street, drainage and bridge construction. The standards and specifications are available on the GDOT webpage and the most recent edition shall apply;
5. *A Policy on Geometric Design of Highways and Streets*, latest edition, published by the American Association of State Highway and Transportation Officials (AASHTO);
6. *Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT <= 400),* latest edition, published by the American Association of State Highway and Transportation Officials (AASHTO);and
7. *Manual on Uniform Traffic Control Devices (MUTCD)*, latest edition, published by the Federal Highway Administration.

In the event of a conflict between the design standards and specifications set forth in this Article and one of the above-referenced documents, this code shall control.

In the event of a conflict between two or more of the above-referenced documents the County Engineer shall determine which controls.

8-48 Roadway Functional Classification

For purposes of this Article, roadway classifications are established by the County's Thoroughfare Plan. The Thoroughfare Plan is maintained by the Fayette County Department of Planning and Zoning. Any street not shown on the Thoroughfare Plan shall be classified by the County Engineer.

1. **Major Arterial** – All State Routes within the County. The primary purpose of these roads is to provide regional traffic movement. Freight and truck traffic shall be directed to Major Arterials.
2. **Minor Arterial** – Streets that provide traffic movement within the County and intersect one or more Major Arterials.
3. **Collector** – Streets whose primary function is to collect traffic from lower functional roadways and provide connectivity to minor and major arterials.
4. **County Local** – Streets that provide access to adjoining properties and traffic circulation within a limited area. Freight and truck thru-traffic is prohibited on County Local roads.
5. **Internal Local** – Streets that primarily serve an individual development and provides traffic circulation within that development.
6. **Low-Volume Local** – A County Local road with an average daily traffic volume of 400 vehicles per day or less.

8-49 Traffic Impact Studies

Effective April 2, 2012, all subdivision or site plan for proposed developments shall include an estimate of the average gross daily trips expected as a result of the project once fully developed and/or built-out. The number of trips shall be estimated using the ITE's *Trip Generation Rates*, latest edition. A Traffic Impact Study shall be required for all developments estimated to generate a number of gross daily trips equal to or greater than 1,000 or 50 percent of the receiving road's ADT, whichever is less. The ADT of existing roads shall be determined by the Engineering Department however the data and means used to do so shall be shared with the project's Owner/Developer upon request.

Traffic Impact Studies shall be prepared under the supervision of a Professional Engineer licensed in Georgia and with appropriate experience and knowledge of the subject matter. The final report shall be stamped and signed by the Engineer.

The studies shall include, at a minimum, an assessment of existing and proposed traffic volumes and Level of Service for all existing roads and intersections within a 3-mile radius of the project (as measured from the entrance road or driveway – multiple entrances shall generated additional zones of study) or to the closest intersection with a State Route, whichever is less. Mitigation measures, to be agreed upon between the

Owner/Developer and the Board of Commissioners, shall be required for developments causing a drop in Level of Service of two letter grades (e.g., from LOS B to D) or any drop to a LOS of E or below that is not predicted without the proposed development. LOS values shall be established for both roadway segments and intersections.

8-49.1 Exemptions

Add for DRIs, State Routes, and County Exemptions

8-50 Right-of-Way

8-50.1 When Permits/Approvals are Required

Approval from the Fayette County Public Works Department is required prior to performing any construction work or non-routine maintenance work within the County right-of-way. This includes but is not limited to the following: grading, landscaping, drainage work, and temporary access to land. Approval may be provided in the form of an Driveway Application Permit, Utility Permit, Construction Plans, Land Disturbance Permit (issued by Stormwater Management Department) or written approval from the County Engineer for unique circumstances that are not applicable to the aforementioned.

Work performed within County right-of-way without proper permits/approvals is subject to a stop-work order and/or barricade, displacement or closure by the Road Department. Any costs incurred to correct work perform unlawfully shall be reimbursed to Fayette County by the adjacent property owner.

8-50.2 Sign Placement in Right-of-Way

Only traffic control signs, including regulatory, warning, route guidance, recreational, cultural and government agency public information, shall be permitted within the County Right-of-Way. Traffic control signs shall conform to the Manual on Uniform Traffic Control Devices, latest edition, and County standards and specifications. All signs shall be submitted to the Fayette County Road Department for review and approval before installation.

8-50.3 Right-of-Way Minimum Widths

The following table serves a guide for planning, design and acquisition require. The roadway Functional Classification is established on the County's Thoroughfare Plan.

Functional Classification	Minimum Right-of-Way
Major Arterial	Per GDOT
Minor Arterial	100 feet
Collector	80 feet

County Local	60 feet
Internal Local	60 feet
Low-Volume Local	60 feet

8-50.4 Right-of-Way Dedication

New Developments – Developments with new subdivisions or site plans shall include dedication of right-of-way, per minimum widths prescribed above, for all new or improved roads. Subdivisions that include or are along an existing street that does not already meet the minimum right-of-way width requirements shall donate the necessary land along the subdivision's road frontage to meet the requirements. Subdivisions abutting only one side of such a road shall donate the necessary land to provide a minimum of one-half the required right-of-way. Measurements for one-half the right-of-way shall be from the center of the existing road.

Future Transportation Projects – The Public Works Department maintains a list of Transportation Projects supported by the Board of Commissioners and planned for implementation at some point in the future. These projects may include, but are not limited to, new road construction, road widening, multi-use path construction, and intersection improvement projects. When a Future Transportation Project adjoins or traverses a proposed subdivision or development project, the appropriate future right-of-way needed for the project shall be platted as part of the subdivision or development project. The boundaries of the platted future right-of-way shall be treated as lot lines with respect to setback lines required by the County's Zoning Ordinance and no development shall be allowed within the area except for landscaping and drives. A right-of-way agreement, specifying the terms for the future sale of the platted right-of-way, shall be executed between the owner/developer and Fayette County before the County Engineer approves the subdivision or development. The value of the land shall be set by the County's tax digest.

8-51 Construction Requirements for Roads and Streets

8-51.1 Road and Street Construction

1. *Inspections* – Placement of the base material and asphalt shall be inspected and approved by the Engineering Department as specified below. The Owner/Developer of the project shall be responsible for requesting such inspections by the County. Placement of base and/or asphalt shall not be done until such inspections have been conducted. Unless noted otherwise, all tests and data, as required per this section, shall be provided by the Owner/Developer at no cost to Fayette County.

2. *Subgrade* – Fill areas shall be constructed in 8 to 12-inch lifts. Individual lists shall be compacted using sheepsfoot rollers (or pneumatic tire rollers for cohesionless and low-cohesion soils) or similar equipment capable of obtaining the required compaction. The centerline profile shall conform to the established elevations within an acceptable tolerance of 0.1 ft (+/-). *Make for collectors and arterials only?*

   Soil density tests shall be performed on roadway fills 4 feet in height or greater. Compaction tests shall be performed on every other lift (i.e., every 16 to 24 inches) at 100-foot intervals along the fill section. Compaction tests shall be performed to within 12 inches of the final grade of the subgrade. Fill areas shall be compacted to 95 percent maximum dry density per the standard proctor test (ASTM D-698, AASHTO T99).

   The density testing shall be conducted by an independent third party selected by the Owner/Developer and approved by the Engineering Department. If the subgrade compaction is determined to be less than the required percentage the Owner/Developer shall remove, replace, and/or recompact the area in question, or use other means approved by the Engineering Department, until the density meets the required standards. Copies of all test results shall be submitted to the Engineering Department.

   The compaction of the top 12 inches of subgrade shall be inspected by a proof roll inspection (see below). The proof roll inspection of the subgrade shall not be conducted until all applicable density test results have been submitted to, and approved by, the Engineering Department.

3. *Lateral Subdrains* – Lateral subdrains shall be constructed at a minimum interval of every 500 feet for roads with a continuous grade of 2 percent or less and in all sag vertical curves and cul-de-sacs. The top of the subdrain shall be at the interface of the subgrade and base. The subdrains shall extend from the road's centerline to the nearest drop inlet or ditch on either side of the road. In cul-de-sacs, the subdrain shall be designed to accommodate the location of the drop inlet and expected groundwater flow.

   Subdrains shall consist of a 6-inch perforated plastic pipe placed near the bottom of a 2-ft wide by 2-ft deep ditch backfilled with clean No. 57 stone. Filter fabric shall be placed around the perimeter of the ditch prior to backfilling and the fabric folded over the top prior to placement of base material. See detail provided at end of this Article.

4. *Base* – Base thickness shall be verified by field measurement and shall not be deficient in any area by more than ½ inch from the specifications on the

approved construction drawings. Deficient areas shall be corrected by adding additional quantities of the same base material and rebuilt to the desired thickness. The Owner/Developer, at his/her expense, shall prepare the holes for measurement. Measuring holes shall be dug every 500 feet, or less, to confirm the required base thickness. At least one additional measurement shall be taken for every measurement that is less than the minimum base thickness (excluding the ½-inch tolerance). A representative from the Fayette County Engineering or Road Department shall determine the test hole locations and confirm the depth of base.

5. *Proof-Rolls* – Proof-Roll inspections shall be conducted on the subgrade prior to placing base and of the base prior to pacing asphalt. The purpose of the Proof-Roll inspection is to ensure the subgrade and compacted based course have sufficient stability to support any and all types of heavy equipment used to build the road without pumping (i.e., vertical or horizontal displacement of the material due to a variety of factors, including too much water, not enough compaction, etc.). Proof-Roll compaction inspections of the subgrade and base (two independent inspections) shall be by a tandem-axle dump truck with a minimum gross weight of 24, 000 pounds and loaded with a minimum of 32,000 pounds of material, totaling 56,000 pounds (28 tons). The weight of dump truck and accompanying load shall be shown on a printed "load-out" ticket from a reputable quarry. Any area not passing the Proof-Roll inspection shall be corrected by the Owner/Developer at no cost to Fayette County and then scheduled for re-inspection.

6. *Asphaltic and Portland Cement Concrete Construction of Roads and Street* – The following table indicates the material thicknesses for various types of roads within Fayette County. The applicable standard shall be based on the functional classification and predominant zoning through which a street passes. The standard with the heavier composition shall be used if the functional classification and predominant zoning type indicate different standards.

Asphaltic Concrete Roads and Streets

Zoning Type	Residential	Office-Institutional and Commercial	Manufacturing and Industrial
Functional Classification	Low-Volume Local, County Local and Internal Local	Collector	Arterials
Top Course	1.5" 9.5 mm Type 2	1.5" 9.5 mm Type 2	1.5" 12.5 mm
Binder	2.0" 19 mm	2.5" 19 mm	2.0" 19 mm
Asphaltic Base	NA	NA	3.0" 25 mm
Base	6" Crusher Run or GAB on roadway 10" Crusher Run or GAB in cul-de-sacs	8" GAB on roadway 10" GAB in cul-de-sacs	8" GAB on roadway 10" GAB in cul-de-sacs

The materials and methods used for installation of asphaltic concrete shall meet all applicable GDOT standards and specifications including, but not limited to, *Section 400 – Hot Mix Asphaltic Concrete Construction*.

Portland Cement Concrete Roads and Streets

Zoning Type	Residential	Office-Institutional and Commercial	Manufacturing and Industrial
Functional Classification	County Local and Internal Local	Collector	Arterials
Pavement	6" concrete pavement	7" concrete pavement	8" concrete pavement
Base	4" Crusher Run, GAB or Soil Cement	4" GAB or Soil Cement	4" GAB or Soil Cement

The materials and methods used for installation shall meet all applicable GDOT standards and specifications, including but not limited to *Section 439 – Portland Cement Concrete Pavement for Local Roads, Street and Parking Lots*.

7. *Soil Cement* – As indicated in the above tables, soil cement may be used for the road base, however specifications for the particular mix and application shall be provided to the Engineering Department for review and approval prior to field implementation. At a minimum, soil cement shall be mixed in-place to 98% maximum dry density per standard proctor test (ASTM D-698).

8. *Quality Control for Asphaltic Concrete Projects* – COMPLETE

9. *Quality Control for Portland Cement Concrete Projects* - Concrete pavement shall have a minimum 28-day compressive strength of 4,000 psi as determined by ASTM C 150-85. At least of one Concrete test cylinders shall be taken for every 100 feet of street-paving construction or at least one per street if less than 100 feet. The cylinders shall be tested per ASTM C31-69 and C39-72 to determine the 28-day compressive strength. A mitigation plan, prepared by a Professional Engineer registered in the State of Georgia, shall be submitted to the Engineering Department by the Owner/Developer if more than 10 percent of the samples are below the threshold value or if one or more samples are less than 75 percent of the required compressive strength.

   A concrete slump test (ASTM C143-74) shall be conducted at the same time that the cylinders are made. The concrete shall not be accepted if it has a slump value greater than 2.5 inches.

10. *Core Samples* – Pavement thickness shall be verified by core samples. The pavement thickness shall be considered unacceptable if it is deficient in any

sample by more than ¼ inch from the requirements on the approved construction drawings. Samples shall be taken every 500 feet from the center of a travel lane, alternating lanes between samples. A minimum of three samples shall be collected for every street (if less than 1,500 ft) with one of the three samples taken from the cul-de-sac, if present. At the discretion of the County Engineer, additional samples may be required to isolate areas of concern around samples with asphalt thicknesses outside the tolerance level. A corrective action plan shall be provided by the Owner/Developer to the Engineering Department for review and approval prior to correcting any asphalt deficiencies. The core sample report shall be approved by the Engineering Department prior to final plat approval.

8-52 Design Standards

The latest edition of the AASHTO *A Policy on Geometric Design of Highways and Streets* is incorporated into this regulation by reference. The rules and requirements contained within the AASHTO document shall apply to County roads and streets unless a regulation is in conflict or superseded by other text in this Article. On County roads and streets, the Fayette County Engineering Department shall act as the implementing body in lieu of the Georgia Department of Transportation or AASHTO.

Applicable design standards established in *A Policy on Geometric Design of Highways and Streets* include, but are not limited to, the following:

- Sight Distance;
- Horizontal Alignment;
- Vertical Alignment; and
- Traffic Control Devices (signs and pavement marking).

AASHTO's *Guidelines for Geometric Design of Very Low-Volume Local Roads* may be used to establish standards when the average daily traffic is expected to be less than 400 vehicles per day.

8-52.1 Road Design Speed and Grade Specifications

Functional Classification	Design Speed	Min. Grade	Max. Grade
Major Arterial	55 mph	2%	8%
Minor Arterial	55 mph	2%	10%
Collector	45 mph	2%	10%
County Local	35 mph	2%	10%
Internal Local	25 mph	2%	13%
Low-Volume Local	25 mph	2%	13%

8-52.2 Cul-de-sac Specifications

1. *Dimensions* – Cul-de-sacs shall have a minimum paved radius of 40 feet, excluding curb and gutter.
2. *Right*-of-Way – The minimum right of way around a cul-de-sac shall be either based on a 60-ft radius from the center of the cul-de-sac, or set such that the distance between edge of pavement and the right-of-way line along the roadway is maintained around the cul-de-sac, whichever is greater.
3. *Islands* – Landscape islands in cul-de-sacs are allowed however they shall be considered "common space" to the development and the ownership and maintenance responsibilities shall be clearly defined on the final plat. A minimum travel lane of 18 feet shall be provided around the island. The Construction drawings shall verify appropriate turning areas for school buses, tractor-trailers (53-ft) and emergency response vehicles.

8-52.3 Stormwater Management Plan

Stormwater management requirements are codified in Article XIII of the Fayette County Development Regulations, *Post-Development Stormwater Management for New Development and Redevelopment*. During the project development stage, the Owner/Developer shall submit a Stormwater Management Plan to the Stormwater Management Department for review and approval. Additional information on the Plan is provided below.

1. *Purpose* – A Stormwater Management Plan (hereinafter referred to as "the plan") shall be prepared for all development projects. The purpose of such a plan shall be to provide for the effective and safe conveyance of excess stormwater off of the subject property in such a way and by such means that adjacent property owners are not adversely affected and, in the case of residential developments, the stormwater runoff within a subdivision does not create an unreasonable impact on any individual lot or property owner. The stormwater management system may include, but shall not be limited to, such elements as: catch basins; culverts; ditches; drainage easements; natural creeks, streams or lakes; piping systems; stormwater detention facilities; and, filtration areas. ~~The following requirements are the minimum for any project. The Stormwater Management Department shall require more stringent design criteria for a particular project or situation, if it is warranted based on sound engineering principles and practices. (Ordinance No. 2000-07; Ordinance No. 2001-10)~~
2. *Design Responsibility* – The plan and its component facilities shall be designed and certified by a professional engineer registered to do business in the State of Georgia. The sufficiency, accuracy and completeness of the design, including calculations, drawings and all documentation is, and shall remain, the responsibility of the person certifying the plans. The plan shall be checked by the designer for accuracy and completeness prior to submittal for review. (Ordinance No. 2000-07)

3. *County Review and Approval* – The Stormwater Management Department shall review the plan and all submitted calculations and documentation. The submittals will be checked for completeness and compliance with this section of the development regulations as well as the requirements of any other applicable ordinance. (Ordinance No. 2000-07; Ordinance No. 2001-10) The Stormwater Management Department shall require documentation and calculations beyond the original submittal if, in their opinion, the plan does not satisfy the purpose as stated above. The approval of the plan does not preclude the necessity for field changes once construction has begun. Any such amendments to the approved plan shall be submitted to the Stormwater Management Department on revised drawings and shall be supported by such documentation as is appropriate. (Ordinance No. 2001-10)

8-53 Driveway and Encroachment Control

The latest edition of the GDOT *Regulations for Driveway and Encroachment Control* is incorporated into this regulation by reference. The rules and requirements contained within the GDOT document shall apply to County roads and streets unless a regulation is in conflict or superseded by other text in this Article. On County roads and streets, the Fayette County Engineering Department shall act as the implementing body in lieu of the Georgia Department of Transportation.

8-53.1 Residential Access

1. *Zoning Ordinance Reference* – Every residential lot shall meet the minimum requirements of the Fayette County Zoning Ordinance, Section 5-8, *Street Frontage for Access*.
2. *Driveway Application Permits* – No new driveway to County Right-of-Way or prescriptive easement shall be made without an approved Driveway Application Permit from the Engineering Department.
3. *Numbers of Driveways* – Residential lots shall have at least one (unless a shared driveway is authorized) and no more than two driveway cuts. Driveways to Agricultural-Residential (A-R) zoned properties for agricultural or other non-residential purposes are exempt from the two-per-lot limit but shall meet all other Residential Access standards.
4. *Multiple Road Frontage* – Residential lots with road frontage on multiple roads shall have the driveway(s) located on the street with the lowest functional classification unless authorized otherwise by the County Engineer. Exceptions may be provided if doing so improves safety, minimizes environmental impacts, or is appropriate based on site-specific physical characteristics of the property.
5. *Sight Distance* – Minimum sight distances shall be satisfied for all new driveways. Properties on local roads, or any other County road with a posted speed limit of 25 mph or less, shall have a minimum sight distance of 200 feet in either direction. Sight distance requirements for all other roads shall be per GDOT's *Regulations for Driveway and Encroachment Control.* Fayette County shall be

responsible for removing vegetation within the County right-of-way if the vegetation is restricting sight distance below the required amount. The Owner/Developer shall be responsible for clearing vegetation or other obstructions, as needed, on private properties.

6. *Shared Driveways* – A maximum of two residential lots may share a single driveway if the following conditions are satisfied:
   A. The shared driveway is justified by either insufficient sight distance at one of the lots or otherwise authorized by the County Engineer because doing so improves safety, minimizes environmental impacts, or is appropriate based on site-specific physical characteristics of the property;
   B. The width of the shared driveway shall be a minimum of 12 feet and constructed of an all-weather surface approved by the Engineering Department;
   C. The driveway shall have a minimum clear zone of 20 feet that extends, continuous, from the right-of-way to both homes served by the driveway. The purpose of the clear zone is to ensure unobstructed emergency access to the homes;
   D. A permanent cross-access easement shall be recorded and the easement reflected on the plat and deeds of both properties;
   E. The street address of each lot shall be clearly marked at the road and at all forks in the shared driveway; and
   F. Each lot shall have a minimum of 100 feet of road frontage.
7. *Circular Driveways* – Each lot may have one circular (e.g., a horseshoe drive) if the sight distance requirements can be satisfied for both entrances. Circular driveways may also connect multiple frontages if both streets have the same functional classification. Circular driveways shall count as one driveway cut with respect to limits on the number of driveways per lot.

G. *Mailing Address* – Mailing addresses are issued by the County's Permits and Inspection Department and shall only be assigned to lots with an approved driveway. (IS THIS TRUE FOR LOTS IN A PLATTED S/D?)

8-53.2 Nonresidential Access

1. *Zoning Ordinance Reference* – Every nonresidential lot shall meet the minimum requirements of the Fayette County Zoning Ordinance, Section 5-8, *Street Frontage for Access*.
2. *Driveway Application Permits* – No new driveway to County Right-of-Way or prescriptive easement shall be made without an approved Site Plan and/or Certificate of Zoning Compliance from the Planning and Zoning Department. This requirement may be waved by the Engineering Department if the reason for the new driveway is a result of a County-initiated project.
3. *Numbers of Driveways* – The number of driveways for nonresidential lots shall be determined by the available road frontage and the minimum spacing criteria established in the GDOT's *Regulations for Driveway and Encroachment Control*.

4. *Multiple Road Frontage* – Nonresidential lots with road frontage on multiple roads shall have the driveway(s) located on the street with the lowest functional classification unless authorized otherwise by the County Engineer. Exceptions may be provided if doing so improves safety, minimizes environmental impacts, or is appropriate based on site-specific physical characteristics of the property.
5. *Sight Distance* – Minimum sight distances shall be satisfied for all new driveways. Properties on local roads, or any other County road with a posted speed limit of 25 mph or less, shall have a minimum sight distance of 200 feet in either direction. Sight distance requirements for all other roads shall be per GDOT's *Regulations for Driveway and Encroachment Control.* Fayette County shall be responsible for removing vegetation within the County right-of-way if the vegetation is restricting sight distance below the required amount. The Owner/Developer shall be responsible for clearing vegetation or other obstructions, as needed, on private properties.
6. *Design Criteria* – All new or modified nonresidential driveways shall meet all applicable standards as established in the GDOT's *Regulations for Driveway and Encroachment Control.* Developments with Site Plans that requires changes to the parking area or internal drives shall improve existing driveways to meet current standards, including addition of left or right turn lanes, as applicable.
7. *Shared Driveways* – Shared driveways for nonresidential lots are encouraged, although the following criteria shall be satisfied.
   A. The width of the shared driveway shall be a minimum of 12 feet and constructed of an all-weather surface approved by the Engineering Department;
   B. A permanent cross-access easement shall be recorded and the easement reflected on the plat and deeds of both properties;
   C. The street address of each lot shall be clearly marked at locations and with markers approved by the Fire & Emergency Services Department; and
   D. Each lot shall have the minimum required road frontage.
8. *Interparcel Access* – Interparcel access shall be provided for between adjacent, nonresidential properties. If the neighboring property does not have an existing stub, parking lot or driveway feasible for tie-in, then a stub shall be constructed to the side-yard setback line. Access easements shall be provided, as described above for shared driveways, to allow for thru traffic. This requirement may be waived by the County Engineer if site circumstances make interparcel access impractical, such as natural grades in excess of 15 percent, sensitive environmental areas, incompatible uses, excessive distances, etc.
9. *Mailing Address* – Mailing addresses are issued by the County's Permits and Inspection Department and shall only be assigned to lots with an approved driveway. (IS THIS TRUE FOR LOTS IN A PLATTED S/D?)
10. *Exceptions* – In situations where these provisions can not be satisfied due to unusual technical or legal reasons, the number and location of curb cuts shall be approved jointly by the County Engineer and Zoning Administrator.

8-53.3 Access for New Road Construction

Listed below are the minimum distances to be provided between a new street/road and an existing street/road or nonresidential driveway.

Local	300 feet
Collector	400 feet
Arterial	500 feet

Distances shall be measured along a right-of-way line from its point of intersection with the proposed road's right-of-way line and the nearest edge of pavement of an existing road or nonresidential driveway.

New roads shall be aligned directly across from existing streets/roads and nonresidential driveways or offset a distance equal to or greater than those listed above. This requirement is not applicable if there is a median prohibiting left hand turns into and out of the proposed road.

8-53.4 Auxiliary Turn Lanes

The need for and design criteria for auxiliary turn lanes shall be determined using the criteria set forth in the GDOT's *Regulations for Driveway and Encroachment Control* unless otherwise dictated by the following:

Any proposed road located on an existing County Local, Collector or Arterial and serving six or more single family houses shall have a deceleration lane with a minimum length or 120 feet and a 50-ft taper. A minimum 50-ft taper for an acceleration lane shall be provided whenever a deceleration lane is required.

The Engineering Department shall make recommendations to the GDOT District Traffic Engineer on the need for auxiliary turn lanes on state routes.

8-54 Resurfacing of County Roads and Streets

The following requirements shall apply to resurfacing projects of County roads and streets by an Owner/Developer as a result of a related subdivision or development project.

1. All work and material shall meet minimum *GDOT Standard Specifications,* as available on the GDOT web page.
2. All weak areas, as identified by the Engineering Department, shall be removed and repaired with proper full depth patches. All debris (e.g., soil, GAB, asphalt, etc.) shall be removed and disposed of properly.
3. The surface to be overlaid shall be thoroughly cleaned and all debris removed.
4. A tack coat of asphalt (AC-10 or AC-20) shall be applied to the entire surface to be overlaid.

5. The minimum overlay thickness shall be 1 inch of 9.5 mm SuperPave asphalt concrete. For lifts of 1 ½ inches or greater, 12.5 mm SuperPave asphalt concrete shall be used. The maximum lift thickness shall be 2 inches.
6. Prior to placing the overlay, a County-approved leveling course shall be used where necessary or as determined by the Engineering Department.
7. The County Engineering Department will evaluate the existing pavement conditions and determine the overlay thickness using the methods in the Asphalt Institute's manual, *Asphalt Overlays for Highway and Street Rehabilitation*. For all streets other than residential, actual traffic counts will be obtained and coring, or other acceptable methods of obtaining the actual existing pavement thickness, will be utilized. In no case shall an overlay thickness be less than 1 inch.

8-55 Traffic Control Devices

The fabrication and placement of all street names, signs, traffic control signs, posts, striping, pavement markings, raised pavement markers (RPMs), traffic signals and associated signage shall conform to the standards, materials, and requirements of the *Manual on Uniform Traffic Control Devices (MUTCD)*, latest edition.

8-55.1 Street Names and Property Numbers

Street names shall not be duplicate or similar in sound or spelling to the names of existing streets in the county. Hyphenating, dividing one word into two words, affixing "Drive" for "Road", etc., or other manipulations of an existing street name shall not constitute an acceptable street name. Similar sounding names shall be unacceptable regardless of spelling. *Max character to 18?*

1. *Continuity of Street Names* – A continuous street, one proposed to be continuous, or one proposed to continue an existing street shall bear the same name throughout.
2. *Subdivision Street Numbering* – The County's established residential street numbering system shall be utilized for every residential, commercial or industrial subdivision in the county.
3. *Property Numbers* – Every building shall be assigned and display a property number. Property numbers shall be so located and of such a size as to be visible from the street. If a mailbox is located at the street, such mailbox shall have the property number affixed thereto with numerals measuring at least three inches in height.
4. *Unlawful to Deface, Remove* – It shall be unlawful for any person to alter, deface or take down any property number placed in accordance with this provision except for repair or replacement of such number. (Ordinance No. 86-13, § 3-14, 7-24-86)

8-55.2 Street Signs and Traffic Control Signs

1. *Installation Responsibility* – Street name sign, traffic control signs, and posts shall be installed by the Developer/Owner at the Developer/Owner's expense per a Sign and Marking Plan approved the Engineering Department.
2. *Decorative Posts and Frames* – Ornamental posts and frames may be used within Developments, pending approval by the Engineering Department, however all signs shall conform to the MUTCD with respect to size, shape, color, material and reflectivity. Fayette County will not maintain or provide material replacements to match decorative frames and posts. If replacement of any ornamental traffic control sign within the right-of-way is required, Fayette County Road Department will provide a standard post, frame and sign.
3. *Field Approval* – All traffic control devices shall be installed and functional prior to Final Plat approval unless written exception is provided by the County Engineer, in which case installation requirements shall be incorporated into a performance bond for the subdivision.

8-55.3 Pavement Markings

1. *Specifications* – Pavement markings shall be installed by the Developer/Owner at the Developer/Owner's expense per a Sign and Marking Plan approved by the Engineering Department. Latex and thermoplastic materials shall meet all applicable GDOT standards and specifications.
2. *Thermoplastic* – Thermoplastic pavement markings are required for all striping work on State Routes, arterials and collectors. The materials and placement methods shall meet at GDOT standards and specifications for thermoplastic pavement markings.
3. *Internal Local Roads* – No pavement markings are required on internal local roads except for those indicated on the County's Subdivision Entrance Sign and Striping Detail.

8-55.4 Traffic Signals

1. *Specifications* – Traffic signal requirements vary dependent upon field conditions and proximity to other signals, however, GDOT and MUTCD standards shall be satisfied.
2. *Interconnectivity* – Where, in the opinion of the Road Department, it is necessary to provide traffic signal interconnectivity, coordination and signal timing optimization due to the close proximity to an existing traffic signal, proposed developments shall submit plans and/or traffic studies and fund the installation of these signal impact improvements through the approval, permitting and construction process.

8-56 Utilities

1. *Locations* – In order to promote uniformity in installation and more effective and less damaging maintenance, utilities shall be located per the locations specified in the Fayette County "Typical Utility Locations" figure. Exceptions to the designated utility location shall be made, in writing, to the County Engineer for consideration.
2. *Utility Permits* – No utility work shall be performed within County right-of-way without a Utility Permit approved by the Engineering or Road Department. Supporting information for the permit shall include a description of the proposed work, location (with starting and ending limits) and timeframe. In addition, the utility shall agree to the following conditions:
    - Any damaged caused to the existing pavement or shoulders of road will be repaired and guaranteed, at no cost to the County, by the utility company;
    - Fayette County shall not be liable for any un-willful damage to the utility by County maintenance forces in the future; and
    - The utility shall be relocated and/or adjusted by the utility company at no cost to Fayette County if it is ever necessary or desired to rebuild, widen or improve the road in a manner that conflicts with the utility.

    A fee may be required for the permit.

8-57 Sidewalks

Sidewalks may be installed by an Owner/Developer within County right-of-way in accordance with the following specifications:

1. *Location* – The location of proposed sidewalks shall be shown on the project's construction plans. Consideration should be given to utility placement and any proposed trees.
2. *Specifications* – Sidewalks shall be between 3 and 5 feet wide and a minimum thickness of 4 inches. Sidewalks shall be concrete with a minimum 28-day compressive strength of 3,000 psi unless otherwise approved by the Engineering Department.
3. *Construction Timing* – Sidewalks may be constructed in right-of-way adjacent to commonly-owned property at any time in the development process. Sidewalks in front of individual lots shall be constructed only after a permit for construction has been issued and the driveway established.
4. *Ownership and Maintenance* – Fayette County does not accept ownership of sidewalks within a subdivision as County property. The County shall not be responsible for the maintenance or repair of sidewalks. Instead, maintenance and repair of sidewalks are the responsibility of the adjacent property owner.

8-58 Landscape Islands

Landscape islands located as a dividing feature within a road or street may be installed by an Owner/Developer within County right-of-way in accordance with the following specifications:

1. *Location* – The landscape island shall be located off the main road far enough to ensure the island in no way blocks sight distance for vehicles turning into or out of the subdivision.
2. *Right*-of-Way – the road's right-of-way shall be increased to a minimum of 80 ft in width from its intersection with the main road and extending into the subdivision a minimum of 100 feet or 50 feet beyond the end of the island, whichever is greater.
3. *Curb and Gutter* – Landscape islands shall be delineated with curb and gutter regardless of whether curb and gutter is required in the remainder of the subdivision.
4. *Drainage* – the construction plans for the project shall provide positive drainage (2 percent minimum) away from the landscape island or provide catch basins on either side of the island.
5. *Island Width* – Landscape islands shall have a maximum width of 16 feet, measured back of curb to back of curb.
6. *Travel Lanes* – Single travel lanes adjacent to landscape islands shall have a minimum width of 16 feet. Two lanes or more in the same direction shall have a minimum width of 12 feet each.
7. *Ownership and Maintenance* – Fayette County does not accept ownership of a landscape island within right-of-way as County property. The County shall not be responsible for the maintenance or repair of the island or its vegetation. Instead, maintenance and repair of island are the responsibility of the property owner (typically a Homeowners Association).

8-59 Traffic Calming

Definitions

Thru-Traffic
Truck Traffic
Freight Traffic
Street
Road
GAB
Crusher Run

Sections Dropped

State constitution reference (pg 2)

State law references (pg 2)

8-48(2) – median widths

8-49 - Subgrade stabilized with stone, unless material in-place weighs at least 95 lbs/ft^3