LIMESTONE COUNTY
SUBDIVISION REGULATIONS

2023

FOREWORD

A subdivision is defined as 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 of the lot or lots. Further explanation of the definition and any exemptions from these subdivision regulations can be found in Section 2-1-60 of these regulations.

Any individual who plans to develop and/ or divide a parcel of land in the County should consult with the County Engineer early in the planning phase of the development to assure compliance with these regulations.

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ARTICLE I

PURPOSE AND POLICY

SECTION 1-1 PURPOSE AND POLICY

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 Limestone County, Alabama. These regulations shall be applicable to the development of any subdivision, whether for immediate or future sale, lease or building development, within the County's subdivision jurisdiction, and shall include, at a 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.

Additionally, unless waived by the Limestone County Commission, these regulations shall also apply to the county's plat approval for developments within the territorial jurisdiction of a municipal planning commission; provided, however, that in such instance, the County's approval shall be limited to the approval required in Code of Alabama 1975, § 11-52-30(b) regarding approval of plats, and shall not include enforcement.

By Resolution _____ of the Limestone County Commission, adopted on the _____ ____ day of _____, ~~20~~ June, 2022, and pursuant to the powers and jurisdiction granted by Code of Alabama 1975, § 11-24-1 et seq., the Limestone County Commission does hereby set a policy to exercise the power and authority to review, approve, and disapprove plats for all subdivisions within the subdivision jurisdiction of Limestone County, Alabama. The Limestone 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, to charge fees for said inspection as set out in Section 1- 3 of these regulations and authorized under Code of Alabama 1975, § 11-~~24~~3~~24~~-3, and to enforce these regulations as provided in Section 1-4 and authorized in Code of Alabama 1975, § 11-24-3.

The regulations set out herein shall be in force and applicable to the development of all subdivisions in the subdivision jurisdiction of the Limestone County Commission from and after the date of adoption by resolution. Subdivision regulations previously in place in Limestone County are hereby repealed and rescinded.

These regulations shall be in effect and shall apply to the development of any subdivision within the subdivision jurisdiction of Limestone County as defined in Section 2-1-60 from and after thirty (30) ~~(30)~~ days from the date of the County's filing a certified copy of these regulations with the

Probate Judge. 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 given final approval by Limestone County.

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 Limestone County Commission is in Appendix V of these regulations.

SECTION 1-2 TITLE

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

SECTION 1-3 FEES

Limestone County has established the following schedule of fees, as authorized under Code of Alabama 1975 § 11-24-3, to cover costs associated with the inspection and review of subdivision developments. The total fee is dependent on the type of subdivision (as defined in Section 2-1-61) and is a guide as to the charges that will be incurred by the developer. The developer is responsible for all charges, including inspection and testing, incurred by the county during the subdivision approval process. Inspections included with the initial fee are 3 proof roll visits and 1 final inspection. The fee schedule is as follows:

(1) Minor Subdivision Fee: ~~$~~ $250 plus $10 per lot/ site in the development; or

(2) Major Subdivision Fee: $ ~~250~~500 plus $ ~~10~~15 per lot/ site plus $ 0.25/ linear foot on new road to be constructed. A reinspection fee of $200 will be required for each failed inspection and must be paid prior to scheduling follow up inspections.

SECTION 1-4 ENFORCEMENT AND VIOLATIONS

Pursuant to authority granted under Code of Alabama 1975, § 11-24-3(d), the Limestone County Commission shall enforce the provisions of these regulations by the issuance of citations issued by a county license inspector appointed by the Limestone County Commission to enforce these regulations. Acting under authority granted in Code of Alabama 1975, § 11-24-3(d) and § 40-12-10, the county license inspector may issue a citation for the failure to properly obtain the permit to develop required under Section 3-6 and/or for any other violations of these regulations or of Code of Alabama 1975, § 11-24-1 et seq.

As authorized by Code of Alabama 1975, § 11-24-3(a), the fine for noncompliance of any provisions of these regulations shall be $1000 per lot that has been sold, offered for sale, transferred, or leased. A separate citation shall be issued for each violation.

All fines shall be paid to the office of the judge of probate within thirty (30) days of the issuance of

a citation by the county license inspector, and all fines shall be doubled upon the failure to remit the fine within thirty (30) days of the issuance of the citation.

In addition to the issuance of citations for violation of these regulations, the Limestone County Commission retains the right to seek an injunction against any developer or owner who fails to comply with these regulations as provided in Code of Alabama 1975, § 11-24-3(b), and may bring action against a developer or owner to compel compliance with these regulations in the event that work on the subdivision has been completed in violation of these regulations and the requirements of Code of Alabama 1975, § 11-24-1 et seq.

SECTION 1-5 AMENDMENTS

The Limestone County Commission may adopt amendments to these regulations. Procedures to adopt amendments are detailed in Section 10-4.

ARTICLE II

DEFINITIONS

2-1 ~~2-1~~ DEFINITION OF TERMS

SECTION 2- 1 DEFINITION OF TERMS

2-1-1 ~~2-1-1~~ ACCESS: Deeded portion of property or lot that provides travel way to a city, county, or state road. All access must have thirty (30) foot minimum width from the city, county, or state road to the building site. [Parcels excluded in Section 2-1-60(d) must have a minimum of sixty (60) foot access along with any lot in a subdivision of land covered by these regulations which has the ability to be further divided to provide additional building sites/ lots.]

2-1-2 ~~2-1-2~~ ADT (AVERAGE DAILY TRAFFIC): total volume of vehicles during a given time period, in whole days, as measured during a non-holiday weekday.

2-1-3 ~~2-1-3~~ 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.

2-1-4 ~~2-1-4~~ APPLICANT: The owner of land proposed to be subdivided or a person designated in writing by the legal owner as his or her representative.

2-1-5 ~~2-1-5~~ APPLICATION ASSEMBLY: The packet of materials that the developer is required to submit with his or her application for proposed plat approval.

2-1-6 ~~2-1-6~~ ARTERIAL: A term used to describe a road or street whose primary purpose is to connect areas that produce a large amount of trip generation. These routes have a dual function to move traffic and to provide access to land uses, particularly the high trip-generating commercial activities. In terms of counties, major and minor collector routes, as classified by the Federal Highway Administration, may require treatment as this type of route even though they are termed collector roads.

2-1-7 ~~2-1-7~~ 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.

2-1-8 ~~2-1-8~~ BUILDING: Any structure built for the support, shelter, or enclosure of persons, animals, chattels, or movable property of any kind, and includes any structure.

2-1-9 ~~2-1-9~~ BUILDING SETBACK LINE: A line parallel to the property over which no structure may be erected.

2-1-10 ~~2-1-10~~ COLLECTOR: 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.

2-1-~~11~~ 1 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 4-2 for complete list of items required.)

2-1-12 CORNER LOT: A lot which occupies the interior angle at the intersection of street lines.

2-1-13 COUNTY: The County of Limestone, Alabama.

2-1-14 ~~2-1-14~~ COUNTY ADMINISTRATOR: The duly designated Administrator or Clerk of Limestone County, Alabama.

2-1-15 ~~2-1-15~~ COUNTY COMMISSION: The County Commission of the County of Limestone, Alabama. 2-1-16 COUNTY ENGINEER: The duly designated Engineer of the County of Limestone, ~~Alabama.~~

~~2-1-17~~ Alabama.

2-1-17 COUNTY SPECIFICATIONS: All construction specifications which are included in these regulations and any special specifications required by the County Engineer or other state or local entity based upon the particular development.

2-1-18 ~~2-1-18~~ CUL-DE-SAC: A minor street with only one outlet and having an appropriate terminal for the safe and convenient reversal of traffic movement.

2-1-19 ~~2-1-19~~ DAY: A calendar day.

2-1-20 ~~2-1-20~~ DEDICATION: The transfer of property from private to public ownership.

2-1-21 ~~2-1-21~~ DEVELOPER: The owner of land proposed to be subdivided or a person designated in writing by the legal owner as his or her representative.

2-1-22 ~~2-1-22~~ DEVELOPMENT: 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, and any other applicable construction or improvement required or included in a certain subdivision project.

2-1-23 ~~2-1-23~~ DEPTH OF LOT: The mean horizontal distance between the front and rear lot lines. 2-1-24 DOUBLE FRONT LOT: A lot having frontage on two (2) non-intersecting streets as distinguished from a corner lot.

2-1-25 ~~2-1-25~~ 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.

2-1-26 ~~2-1-26~~ 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.

2-1-27 ~~2-1-27~~ ENGINEERING PLAN (AS-BUILT/ AS-CONSTRUCTED): A post construction record giving details of construction and locations of improvements as they were built or installed.

2-1-28 ~~2-1-28~~ 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 Limestone County, Alabama.

2-1-29 ~~2-1-29~~ 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.

2-1-30 ~~2-1-30~~ 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 and governed by the County's Flood Damage Prevention Resolution.

2-1-31 ~~2-1-31~~ LAND SUBJECT TO FLOODING: For the purpose of these regulations, land subject to flooding shall be defined in the County's Flood Damage Prevention Resolution.

2-1-32 ~~2-1-32~~ 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.

2-1-33 ~~2-1-33~~ FLOOD, TEN (10) YEAR: A flood that has, on average, been equaled or exceeded at a frequency of once every ten (10) years.

2-1-34 ~~2-1-34~~ FLOOD, TWENTY-FIVE (25) YEAR: A flood that has on average been equaled or exceeded at a frequency of once every twenty-five (25) years.

2-1-35 ~~2-1-35~~ 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.

2-1-36 ~~2-1-36~~ HEALTH DEPARTMENT: Alabama State Department of Public Health or Limestone County Health Department.

2-1-37 ~~2-1-37~~ IMMEDIATE FAMILY MEMBER: As defined in Black's Law Dictionary, a person's parents, spouse, children, and siblings.

2-1-38 ~~2-1-38~~ LICENSED ENGINEER: An engineer properly licensed and registered in the State of Alabama in good standing with the Alabama State Board of Licensure for Professional Engineers and Land Surveyors.

~~2-1-39 LICENSED~~
2-1-39 LICENSE INSPECTOR: The person or persons appointed by the County Commission to enforce the county's subdivision regulations pursuant to Code of Alabama 1975, § 11-~~2432~~4- 3, utilizing the authority granted to a ~~licensed~~license inspector under Code of Alabama 1975, § ~~4012~~40-12-10.

2-1-40 ~~2-1-40~~ LICENSED LAND SURVEYOR: A land surveyor properly licensed and registered in the State of Alabama in good standing with the Alabama State Board of Licensure for Professional Engineers and Land Surveyors.

2-1-41 ~~2-1-41~~ 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.

2-1-42 ~~2-1-42~~ 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.

2-1-43 ~~2-1-43~~ MAJOR SUBDIVISION: See Section 2-1-61(a), Subdivision Categories.

2-1-44 ~~2-1-44~~ MINOR ROAD OR STREET: A route used to connect collector roads in a road system and service only the residents of that road.

2-1-45 ~~2-1-45~~ MINOR SUBDIVISION: See Section 2-1-61(b), Subdivision Categories.

2-1-46 ~~2-1-46~~ MONUMENT: A permanent object serving to indicate a limit or to mark a boundary.

2-1-47 ~~2-1-47~~ 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.

2-1-48 ~~2-1-48~~ OWNER'S ENGINEER: The licensed engineer who is the agent of the owner or developer of land which is proposed to be subdivided or which is in the process of being subdivided.

2-1-49 ~~2-1-49~~ PERMANENT REFERENCE POINTS: As defined by the ~~Minimum Technical~~ Standards of Practice set out and required by the Alabama Society of Professional Land Surveyors.

2-1-50 ~~2-1-50~~ PERMIT FEE: The fee assessed to obtain the permit to develop required in

Section 3-6. 2-1-51 PERMIT TO DEVELOP: An instrument issued by the County Engineer

following the
approval of a proposed plat by the County Commission and which authorizes the developer to proceed with the development of the subdivision.

2-1-51.1 PRE-SALE AGREEMENT: An agreement between a developer and a prospective purchaser evidencing interest in purchasing a lot within a subdivision development in the event the proposed subdivision plan is approved by the county pursuant to Code of Alabama 1975, § 11-24-1 et seq. and these regulations. A pre-sale agreement is not a contract to purchase and shall clearly state that no final sale of the property shall take place until and unless the developer fulfills the requirements set out in Code of Alabama 1975, § 11-24-2.

2-1-52 ~~2-1-52~~ PROPOSED PLAT: A plan for a subdivision of land which is submitted for approval to develop the subdivision as required in Section 3 of these subdivision regulations and Code of Alabama 1975~~,§,~~ § 11-24-2.

2-1-53 ~~2-1-53~~ PROBATE JUDGE: The Judge of Probate of Limestone County, Alabama.

2-1-54 ~~2-1-54~~ 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.

2-1-55 ~~2-1-55~~ 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 which has been accepted into the county road system through construction by the county, dedication and formal acceptance by the county commission, or prescription and is maintained by the county. A road which has been dedicated to the public and is used by the public is not a county road, unless it has been accepted into the county road system through construction, acceptance or prescription as set out herein.

3. PUBLIC ROAD: A street or road that has been constructed for public use, established by statutory proceedings, or dedicated for public use. A public road may or may not be a county road.

4. PRIVATE ROAD: Road which has not been dedicated to the public and is 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.

2-1-56 ~~2-1-56~~ SETBACKS: A setback is synonymous to “building setback line”. See Section 2-

1-9. 2-1-57 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.

2-1-58 ~~2-1-58~~ SKETCH PLAN: Drawing submitted prior to the preparation of the Proposed Plat (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.

2-1-59 ~~2-1-59~~ 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.

2-1-60 ~~2-1-60~~ SUBDIVISION: As defined in Code of Alabama 1975, § 11-24-1(a)(4), 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 of the lot or lots.[1]

EXCLUSIONS: ~~A subdivision shall not include any~~Divisions of lots, parcels, or tracts meeting the following~~:~~ criteria shall not be subject to the requirements of these regulations:

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. The public acquisition by purchase or donation of strips of land for the widening or opening of streets:

c. The division of land into parcels greater than two (2) acres wherein all of the following criteria are met ~~and shown on a plat to be filed in the judge of probate with a certificate on the plat stating that all criteria are met: :~~

(i) frontage on existing roads of each parcel ~~is~~of at least 60 feet~~,~~ and a minimum available driveway spacing to meet Section 5-6(7), and

(ii) the extension of public utilities is not required, and

(iii) ~~in the opinion of the developer's licensed engineer,~~ there will be no additional storm water runoff created.

d. Property divided between immediate family members as provided in Code of Alabama 1975, § 11-24-2(d~~) provided they also meet all of the criteria set out in (c)(i), (ii), and (iii) above; ~~);

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 (c)(i), (ii),

[1] Subdivisions include, but are not limited to, multifamily dwellings (even if contained within a single structure on one recorded parcel of real property), such as condominiums, townhouses, and apartment buildings.

and (iii) above;

2-1-61 ~~2-1-61~~ SUBDIVISION CATEGORIES:

a. SUBDIVISION, MAJOR: All subdivisions not classified as a minor subdivision.

b. SUBDIVISION, MINOR: Any subdivision

(i) with parcels or lots two (2) [(see section 2-1-60(d)] acres or less ~~fronting;~~

~~(i)~~(ii) frontage on an existing county road that does not involve any new street (or road) or the extension of public facilities, does not require the creation of any public improvements~~,~~; and

~~(ii)~~(iii) does not, in the opinion of the developer's licensed engineer with the concurrence of the County Engineer, create any additional storm water runoff.

2-1-62 ~~2-1-62~~ SUBDIVISION JURISDICTION: All areas outside the corporate limits of any municipality in Limestone County, except areas within the territorial jurisdiction of a municipal planning commission presently organized and functional or which shall become organized and functional within six months of the date Limestone County first assumes such jurisdiction by publishing and adopting notice of these regulations ~~*(this will really be the date that the county first adopted subdivision regulations so will not be the date of the amendment).*~~ .

2-1-63 ~~2-1-63~~ 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.

2-1-64 ~~2-1-64~~ TERRITORIAL JURISDICTION OF MUNICIPAL PLANNING COMMISSION: As provided in Code of Alabama 1975, § 11-52-30(a), 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 ~~non-municipal~~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.

2-1-65 ~~2-1-65~~ 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.

2-1-66 ~~2-1-66~~ 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.

2-1-67 ~~2-1-67~~ WIDTH OF LOT: The mean horizontal distance between the two side lot lines.

ARTICLE III

APPROVAL OF SUBDIVISION PLATS

SECTION 3-1 APPROVAL OF SUBDIVISION PLATS

This section details the general steps necessary to achieve approval of a subdivision in Limestone County. Except as specifically provided in Section 3-1.1, no lots within a proposed subdivision may be offered to the public for sale, transfer, or lease before the proposed plat approval has been granted and a permit to develop has been obtained as set out in Section 3-6.

It shall be a violation of these regulations and Code of Alabama 1975, § 11-24-1 et seq. for the developer to file or have filed any plat, deed, property description, or document of property transfer without full compliance with these regulations and Code of Alabama 1975, ~~§~~ § 11-24-2.

SECTION 3-1.1 AUTHORITY FOR PRE-SALE AGREEMENTS

As provided in Code of Alabama 1975, § 11-24-~~2~~1.1, the county engineer may authorize a developer to secure pre-sale agreements from prospective buyers of property included in a proposed subdivision development prior to obtaining the permit to develop required in Section ~~3~~6 under the following circumstances:

(1) The developer submits a sketch plan as a preliminary plan for the proposed subdivision development as set out in Section 3-2,

(2) The county engineer is satisfied that the developer's preliminary plan is likely to be approved under these regulations, and

(3) The developer has explained to the satisfaction of the county engineer the reasons for requesting authorization to secure pre-sale agreements.

Any pre-sale agreements entered into between the developer and a prospective buyer pursuant

to authorization granted under this section shall clearly state that any final sale of property shall not take place until and unless the developer has fulfilled all the requirements of Code of Alabama 1975, § 11-24-2.

Any developer who obtains authority to pursue pre-sale agreements prior to receiving plat approval and the permit to develop shall notify the county engineer in writing once financing for the subdivision development project has been secured. The developer shall then comply with the process for approval of the proposed subdivision plat and obtaining a permit to develop as required in these regulations and Code of Alabama 1975, § 11-24-1 et seq. No final sale of property that is the subject of a pre-sale agreement authorized under this section shall take place until and unless the developer has complied with all the requirements in Code of Alabama 1975, § 11-24-2.

The authorization to pursue pre-sale agreements shall be revoked by operation of law six months after the date granted by the county engineer unless the developer requests an extension of time. No pre-sale agreements may be entered into following the expiration of the six-month period until and unless extended by the county engineer.

Any pre-sale agreements executed without the developer obtaining authorization to pursue such agreements as provided herein shall be a violation of this section and Code of Alabama 1975, § 11-24-1.1. Such violation shall be punishable by fines as set out in Section 1-4 and Code of Alabama 1975, § 11-24-3. Additionally, the county engineer may revoke any authorization granted to the developer to secure pre-sale agreements in the event there is any failure to comply with this section.

SECTION 3-2 SKETCH PLAN

Whenever the subdivision of a tract of land is proposed within the jurisdiction of these regulations, the developer, or 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 along with the proposed layout and development of the subdivision. The purpose of this sketch plan 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 3-3 PROPOSED PLAT SUBMISSION

Following sketch plan review or in the event the subdivider does not submit a sketch plan for review, the subdivider shall submit a complete Application Assembly to the County Engineer for review of the proposed plat. The application shall be submitted at least twenty-five (25) calendar days prior to a regularly scheduled meeting of the County Commission. ~~The Proposed Plat Application Assembly shall include each of the following:~~ When computing (that is, counting backwards on the calendar to) the due date of the application, the date of the relevant County Commission meeting shall not be included. The last day of the period so computed (that is, the date the application is due) shall be included, unless it is a Saturday, Sunday, or legal holiday, in which event the period runs to the next earlier day which is not a Saturday, Sunday, or legal holiday. Application submittal dates will be posted on Limestone County Commission Website and at Engineering Department Office. The Proposed Plat Application Assembly shall include each of the following:

(1) A letter stating that the proposed plat is being submitted for review. This letter shall state the developer's intent as to the final ownership of any new roads included on the proposed plat, if applicable. (The developer is reminded to refer to Appendix V for the County's Road Acceptance Policy);

(2) Application for Proposed Plat Review (Appendix II);

(3) At least ~~four (4)~~two (2) printed copies and an electronic copy in pdf format of the proposed plat prepared in accordance with the requirements detailed in Section 4-1 of these regulations~~;~~, including, but not limited to, the proposed certificates and dedications required in Section 4-1(18)a-d;

(4) Construction Plans for all required improvements prepared in accordance with the requirements detailed in Section 4-2 of these regulations (Major Subdivisions only);

(5) If the Development/Subdivision is defined by Ala. Admin. Code, Reg. 420-3-1-.01(56) as a "Large Flow Development", then a letter from the Health Department detailing field review by the Health Department for the general lot layout has been completed;

(6) Any variances requested accompanied by detailed supporting documentation; and

(7) The names and addresses of each adjoining land owner and utility entitled to notice pursuant to Code of Alabama 1975, §11-24-2(b~~); and~~).

Failure to submit a complete Proposed Plat Application Assembly initially shall delay the consideration of such plat for approval by the County Engineer and the County Commission.

SECTION 3-4 REVIEW BY COUNTY ENGINEER

The County Engineer or his or her designee shall use this minimum twenty-five (25) day period to review the submitted Application Assembly and ensure its compliance with these regulations. In the event the Application Assembly does not meet these regulations~~,~~; the County Engineer or his or her designee shall notify the developer that it is deficient. No further action will be taken by the County Commission or County Engineer until and unless the developer shall correct the deficiencies and resubmit the corrections to the County Engineer for his or her approval.

If upon completion of the review the County Engineer or his or her designee determines that the Application Assembly complies with these regulations, he or she shall notify the developer in writing to that effect. The County Engineer or his or her designee shall also send proper notice of his/her recommendation for approval, as required in Code of Alabama 1975, § 11-24-2(b), to each of the adjoining landowners and the affected utilities submitted by the developer.

In the event the proposed subdivision is a major subdivision, the County Engineer shall require the developer to submit a detailed construction estimate covering all proposed infrastructure for ~~approval. Once the County Engineer receives and approves this detailed construction estimate, the **Developer** shall be required to provide an acceptable surety to Limestone County equal to 150% 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.~~ approval. The construction estimate shall be itemized by major construction pay items (i.e. Asphalt, Base, Curb & Gutter/Storm Sewer, & Sidewalks).

SECTION 3-5 COUNTY COMMISSION APPROVAL OF PROPOSED PLAT

Once the County Engineer or his or her designee verifies that the Application Assembly meets the County Regulations and, if applicable, the developer provides the required surety, the Proposed Plat shall be submitted to the County Commission for their approval at the next regularly scheduled County Commission meeting. Pursuant to Code of Alabama 1975, § 11-24-2(b), the County Commission shall approve the proposed plat in the event that the County Engineer or his or her designee has determined that the proposed plat meets these regulations.

SECTION 3-6 PERMIT TO DEVELOP

Following the approval of the Proposed Plat by the County Commission, the County Engineer shall issue a Permit to Develop for the Proposed~~.~~ Plat. The Permit to Develop allows the developer to proceed with construction of the development in compliance with these regulations.

Once the developer has obtained the Permit to Develop, he or she may offer lots in the proposed subdivision for sale, transfer, or lease. However, no sale, transfer, or lease may be completed and no plat, deed, property description, or document of property transfer shall be filed or recorded until after the final plat has been recorded in the office of the Probate Judge under the provisions of Code of Alabama 1975, § 11-24-2(c).

SECTION 3-7 CONSTRUCTION OF MAJOR SUBDIVISION

Once the permit to develop has been issued, the developer of a major subdivision may proceed with construction of the proposed subdivision in accordance with these regulations. The developer should refer to Article V for detailed requirements pertaining to construction. The developer of a minor subdivision shall proceed in accordance with the requirements set out in Section 3-8 of these regulations.

The developer shall have one (1) year from the date of issuance of the permit to develop to begin substantial work on the proposed development. If work does not begin within the one (1) year time frame, the proposed plat must be resubmitted to the County Engineer and County Commission for approval as if the plat had never been submitted.

~~If~~

In the event of any changes ~~in the development plans of the~~or modifications to a previously approved ~~proposed~~preliminary plat ~~are required for any reason~~or construction plans, the developer shall submit the proposed ~~changes to the County Engineer **prior**~~modifications to ~~construction or implementation of the proposed changes. Approval of the County Engineer shall be required before any changes are constructed. Any changes or deviations from the approved proposed plans prior to the County Engineer's approval shall be in violation of these regulations and shall be subject to removal or correction at the expense of the developer.~~

~~Changes to the proposed subdivision~~ the preliminary plat or construction plans ~~that do not change the overall layout of the subdivision may be reviewed and approved by the County Engineer without the requirement of the proposed plat having to be resubmitted for approval by the County Commission. Any changes that do change the overall layout of the subdivision shall require the proposed plat to be resubmitted for approval by the County Commission~~to the County Engineer as outlined in Section 3-9.

SECTION 3-8 FINALPLAT APPROVAL

Once the developer has met all requirements of these regulations, he or she shall submit the final plat to the county engineer for signature verifying the subdivision meets these regulations.

A final plat shall be submitted to the County Engineer for approval of the proposed subdivision as follows:

(1) Once infrastructure construction is complete for a major subdivision ~~or an acceptable surety bond, in the amount of 150% of the detailed construction estimate as described in section 3-4, is provided. (If surety bond is provided in lieu of completed construction, all improvements are to be completed in 12 months from the approval of final plat);~~ ;

(2) Immediately following approval of the proposed plat for minor subdivisions.

At the point that the final plat is submitted for approval, the developer shall comply with each of the following:

(1) Remit all testing and inspection charges required under Section1-3 of these regulations as authorized in Code of Alabama 1975, § 11-24-3

(2) A final as-built set of plans certifying all improvements meet ~~this~~the design construction plans. If variances from original construction plans exist~~,~~. These variances are to be noted on the as-built plan set. Final as-built plans shall include a certification from the Design Engineer (See Example J in Appendix 1);

~~Four (4)~~

(3) Two (2) printed copies and an electronic copy in pdf format of the Final Plat as approved by the County Engineer

(4) If the Development/Subdivision is defined by Ala. Admin. Code, Reg. 420-3-1-.01(56) as a "Large Flow Development", then a letter from the Health Department certifying the compliance of the subdivision with their regulations.

After the final plat has been signed by the county engineer, it shall be filed for record or received for filing in the office of the judge of probate.

Final plat approval does not include the acceptance of roads. If the developer desires to have the roads accepted into the county road system by the county commission, he or she shall comply with the procedures for road acceptance set out in Appendix V. Developers of major subdivisions whose infrastructure has been constructed to be privately owned and maintained shall have their surety bond released following the signing of the final plat.

Once the final plat has been signed and recorded pursuant to these regulations and Code of Alabama 1975, § 11-24-2(c), the developer may proceed with the actual sale, transfer, or lease of any lots, sites, etc. No building development shall take place until the final plat has been recorded in the office of the Judge of Probate pursuant to these regulations and Code of Alabama 1975, § 11-24-2(c).

SECTION 3-9 MODIFICATIONS TO AN APPROVED PRELIMINARY PLAT OR CONSTRUCTION PLANS

Any applicant wishing to revise, amend, alter, or otherwise change an approved Preliminary Plat and/or Construction Plans shall first submit a request to the County Engineer detailing the proposed modification. The request for modification shall be supported by a written narrative and by the proposed revised Plat and/or Construction Plans. The County Engineer, or his designee, at his sole discretion will determine if the proposed modification is a major change or a minor change.

(a) A major change is considered any modification which affects the intent and/or character of the development, the location or dimensions of streets, or similar substantial changes. These major changes shall require resubmittal in accordance with Sections 3.3, 3.4, and 3.5 of this document. Major changes include, but are not limited to, the following:

- Overall, external boundary change
- Relocation or realignment of streets
- Creation of additional lots or increase of home densities
- Redesign or relocation of stormwater conveyance features and/or detention facilities
- Changes to finished floor elevation of lots located within Special Flood Hazard Areas.
- Any changes to site grading or drainage features that would adversely affect stormwater discharge from the site.

(b) A minor change is considered any modification which does not affect the intent or character of the development. These minor changes may be reviewed and approved administratively at the sole discretion of the County Engineer or his designee. Minor changes include, but are not limited to, the following:

- Decrease in the number of lots developed in the subdivision phase from the previously approved number of lots (i.e. “short phasing”)
- Revised name of the development
- Sale of the development or change in ownership of the development

Proposed modifications to previously approved plats and/or construction plans must receive appropriate approval prior to the implementation or construction of the proposed modifications. Any changes or deviations from the approved proposed plans prior to the County Engineer’s approval shall be in violation of these regulations and shall be subject to removal or correction at the expense of the developer.

ARTICLE IV

PLAT AND PLAN REQUIREMENTS

SECTION 4-1 PROPOSED PLAT REQUIREMENTS

The Proposed 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 Proposed Plat shall include 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 field measured bearings and distances~~;~~ , noting any discrepancies with the bearings and distances of record; No orphan tracts or unusable remnant tracts shall remain from original tract;

(6) Point of Commencement (POC) and Point of Beginning (POB) for the legal description of the tract being subdivided shall be labeled on the Preliminary Plat; POC and POB labels shall include State Plane Coordinates for the respective points; POC and POB coordinate information may be omitted on Final Plats recorded.

~~(6)~~(7) 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, including the radius, central angle, point of tangency, tangent distance, and arcs and chords; the relation of the land so platted to the Government Survey of Limestone County; and "Point of Beginning" as referred to in the written description;

~~(7)~~(8) Names and addresses of the owners of land immediately adjoining the tract of land being subdivided, as the names appear on the plats in the County Tax Assessor or Revenue Commissioner's office;

~~(8)~~(9) Wooded areas, marshes, and any other conditions affecting the site;

~~(9)~~(10) 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;

~~(10)~~(11) The names and locations of adjoining subdivisions and streets, with reference

to recorded plats by record name;

~~(11)~~(12) Proposed rights-of-way or easements including locations, widths, purposes, and street names;

~~(12)~~(13) Proposed lot lines with bearings and distances and lot and block numbers;

~~(13)~~(14) Proposed minimum building setback lines;

~~(14)~~(15) Proposed parks, school sites, or other public open spaces, if any;

~~(15)~~(16) Size of required drains for each lot;

~~(16)~~(17) Site data, which includes:

a. Acreage in total tract;
b. Smallest lot size;
c. Total number of lots;
d. Linear feet in streets;

~~(17)~~(18) Any area within or adjacent to the proposed subdivision subject to inundation by the 100-year flood projections as defined by the County Flood Damage Prevention Resolution;

~~(18)~~(19) The following endorsements and certificates shall be submitted with and placed on the Proposed Plat (see Appendix I for sample certificates):

a. Licensed Land Surveyor's Certificate and Description of Land Platted;
b. Licensed Engineer's Certificate of Engineering Design and Construction (Proposed Plat Statements);
c. Dedication by owner;
d. A notary's Acknowledgment of the Dedication Certificate referred to in "c";
e. A Certificate of Approval by the appropriate electric utility distributor;
f. A Certificate of Approval by the appropriate water and sewer utility;
g. A Certificate of Approval by the County Engineer of Limestone County;

~~a. Certificate of Approval by the Limestone County Commission;~~

h. A Certificate of Approval by the Limestone County Health Department (if ~~septic tanks and/~~the Development/Subdivision is defined by Ala. Admin. Code, Reg. 420-3-1-.01(56) as a "Large Flow Development") which shall substantially conform, at the discretion of the Limestone County Health Department, with the form of one of the statements set forth in Ala. Admin., Reg 420-3-1-.54 or ~~wells are necessary).~~ the relevant sample certificate set forth in Appendix I.
i. Flood zone certification if in FEMA Zone A

SECTION 4-2 CONSTRUCTION PLAN REQUIREMENTS

At the time of submission of a Major Subdivision Proposed Plat, the applicant shall also submit Construction Plans for all required improvements as part of the Proposed Plat Application Assembly required under Section 3-3. 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 Proposed Plat. Construction Plans shall be prepared by a licensed engineer. The following construction plans shall be included:

(1) Street plan containing all of the following information:

a. Location of all proposed and existing streets or rights-of-way in or adjacent to the subdivision;

b. Location of community mailboxes (mail kiosks) required for mail delivery by USPS. Community mailboxes shall be located outside of the Right of Way in a Common Area of the subdivision and shall be ADA compliant.

c. Width of existing and proposed rights-of-way and easements;

d. Road numbers/names;

e. 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;

f. Cross sections of proposed streets at a minimum of 50' stations or as required by the County Engineer;

g. Curve data for the centerline of each street: Delta, Tangent, and Radius;

h. Location of all required sidewalks and crosswalks;

i. Location of all proposed utilities.

j. Size and location of side drains required for each lot.

(2) Storm Drainage Plan containing all of the following information:

a. Location of proposed drainage ways, 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. 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)].

f. Phased stormwater management plan including temporary storage and mitigation to ensure no increase in runoff during construction activities.

~~f.~~g. Location of easements and rights-of-way for drainage ways and maintenance access thereof;

~~g.~~h. Typical cross-sections of each drainage way;

~~h.~~i. Direction of water flow throughout subdivision and compatibility with existing drainage.

(3) 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.

(4) Water Distribution Plan containing the location and size of water distribution system including pipes, valves, fittings, hydrants, high-pressure pumping equipment, etc.

(5) 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.

(6) 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.

(7) Erosion Control Plan containing all erosion control items to be utilized during the construction phase. This erosion control plan shall include the construction entrance, water discharge point, silt fence, wattles, etc.

a. The developer shall be required to submit the ADEM permit to the County Engineer prior to the beginning ofconstruction.

b. The developer shall be responsible for submitting the CBMPP, regardless of whether or not the project site is an ADEM Priority Site ~~or not.~~ .

SECTION 4-3 FINAL PLAT REQUIREMENTS

The final plat shall be identical to the proposed plat with the exception of the certificate detailed in Section 4-1-18(b) which is for proposed plat submission. This certificate shall be replaced with the appropriate certificate for final plat submission found in Appendix I.

ARTICLE V

DEVELOPMENT STANDARDS

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~~;~~, including any Federal, State, or Local laws and regulations applicable to this development;

(2) The special requirements and rules of the Limestone County Health Department;

(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 Limestone 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 ~~5-2-1~~ CHARACTER OF THE LAND

Development of any land within the floodplain shall be governed by the Limestone County Flood Damage Prevention Resolution. This resolution shall supplement these regulations to govern floodplain/ floodway issues.

5-2-2 ~~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 Proposed Plat Review stage.

5-2-3 ~~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 Engineer 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.

~~Subdivisions shall be designed such that there is no increase in flow from the site. All developments shall be provided with adequate storm drainage facilities such that the new development shall not cause an adverse effect on adjacent or downstream property.~~

~~Routine maintenance, including but not limited to mowing and debris removal, of retention/ detention ponds shall be the responsibility of the HOA or owner. The County, as it deems necessary, shall provide maintenance for the purpose of the pond's functionality.~~

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 to a city, county, or state road as defined in Section 2-1-1.

5-3-1 ~~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 Engineer deems variations necessary.

5-3-2 ~~5-3-2~~ MARGINAL ACCESS ROADS

Where, in the opinion of the County Engineer, development which abuts or has included within the proposed subdivided area any arterial, the County Engineer 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 ~~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 ~~5-3-4~~ ROAD NAMES

Proposed roads, which are obviously in alignment with others existing and named, shall bear the assigned name of the existing roads. The County Engineer and/or the Limestone County 911 Board shall assign Road numbers.

5-3-5 ~~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.~~ landowners.

5-3-6 ~~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 Limestone County Probate Judge's office.

Any such street or highway must be suitably improved with the width and right-of-way required by these subdivision regulations or be secured by an improvement guarantee required under these subdivision regulations.

5-3-7 ~~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 2-1-44 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 Engineer, 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 access ways 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~~

(7) At intersections with existing county thru roads decel lanes are required where minimum stopping sight distance cannot be obtained

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 ~~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 ~~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 10 feet in depth in addition to the normal depth of the lot required in the district shall be provided adjacent to the railroad right-~~ofway~~ 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 ~~5-3-11~~ CUL-DE-SACS

Dead end roads shall be provided with a turnaround having a roadway diameter of at least sixty (60) feet and a right-of-way diameter of at least one hundred (100) feet. Permanent dead-end streets shall not exceed eight hundred (800) feet in length. The entrance radius for cul-de-sacs shall be thirty (30) feet.

5-3-12 ~~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. 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.~~ "A Policy on Geometric Design of Highways and Streets" shall be used.

(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 (20) ~~(20)~~ 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 (20) ~~(20)~~ feet.

5-3-13 ~~5-3-13~~ SIDEWALKS

Sidewalks may be included at the discretion of the developer. Sidewalks should be shown on the construction plans and adequate provisions maintained for drainage and installation. All sidewalks are to comply with the following:

(1) Sidewalks must be designed and constructed to meet current Americans with Disabilities Act (ADA) standards.

(2) Accessible ramps and detectable warning devices shall be installed in the curb by the developer during initial construction.

(3) If sidewalks are not completely constructed by Final Plat Approval, a sidewalk performance bond in an amount equal to 120% of the construction cost to install the remainder of the sidewalk shall be required. The sidewalk bond shall be valid for three (3) ~~(3)~~ years. Sidewalks are to be completely constructed within the three-year bond period. There shall be no extensions on the sidewalk bond.

(4) The location of sidewalks must be coordinated with all utilities.

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 decision 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 road building 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~~5(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 Engineer 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 XIII.

5-4-1 ~~5-4-1~~ RIGHT-OF-WAY WIDTHS

Minimum street right-of-way widths shall not be ~~not~~ less than the following:

Collector Streets	80 ft
Minor Streets with Curb and Gutter	50 ft
Minor Streets with Open Ditches	60 ft

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

5-4-2 ~~5-4-2~~ PAVEMENT WIDTHS AND SHOULDER WIDTHS

Pavement widths and shoulder widths shall be as shown on the Typical Section in Appendix VI of these Regulations.

5-4-3 ~~5-4-3~~ GEOMETRIC DESIGN

(1) TYPICAL

SECTIONS 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 TRAFFIC ~~CALMING~~ STUDY REQUIREMENTS

~~The development design should incorporate traffic calming measures (ex. chicanes, mini-roundabouts, etc.) in the design and layout of roads that have a continued centerline distance greater than that listed for the blocks in section 5-5(2).~~

For proposed subdivisions (a) containing 100 lots or more, (b) adding phases or additions that increase the total number of lots within a subdivision to 100 or more, (c) creating a new subdivision or adding phases or additions to an existing subdivision which in the aggregate with other adjoining subdivisions will total 100 lots or greater, or (d) which in the opinion of the County Engineer will generate Average Daily Traffic of 500 trips or more, the applicant shall have a traffic study performed for the proposed development and shall pay all costs associated with that traffic study. In addition, Developers and/or property owners shall be required to conduct traffic impact studies, as described in Appendix VII to these regulations, for all proposed developments that meet any or all of the following:

a. When traffic generated by the proposed development would cause the daily or peak hour traffic volumes on adjacent streets that serve as access for the development to exceed acceptable levels as defined by Limestone County;

b. Where a development proposes to take direct access to a collector or arterial roadway (map of collector and arterial roadways can be obtained from the Limestone County Engineering department on request); or

c. In the opinion of the Limestone County Engineer significant operational deficiencies and/or safety concerns currently exist or would be created as a result of the development's expected trip generation.

Developers who are proposing developments are required to contact the Limestone County Engineer to discuss traffic impact requirements prior to submitting a subdivision/site plans.

After consultation with [the Developer or the Developer's representative], the County Engineer will define the scope of the traffic study. The County Engineer shall determine the improvements required to be made by the Developer along with the other subdivision improvements. The Developer will perform the Traffic Study using the services of a qualified traffic engineer preapproved by the County Engineer. This study will be submitted simultaneously with the subdivision application. All studies shall be in accordance with the Traffic Impact Study Requirements of Limestone County, Alabama, as may be amended from time to time. See Appendix VII or latest approved version. All recommendations of the study will be considered as the minimum conditions required for the subdivision to be approved. However, the County Engineer may require improvements within the County Right-Of-Way that the study does not require, if in the opinion of the County Engineer the improvements are necessary to ensure safe and convenient travel on the associated and adjacent roadways. At the discretion of the County Engineer, the applicant may, at any time, choose to bypass the full study and accept improvements agreed upon by the traffic engineer and the County Engineer as conditions of subdivision approval.

For subdivision developments containing less than 100 lots, the applicant may be required, at the option of

the County Engineer, to submit current (within the last 12 months before the submission) traffic counts of the links adjacent to the proposed development. Deceleration, Acceleration and/or Left-turn lanes or other roadway improvements may be required by the County Engineer.

If turn lanes are required or otherwise implemented, then the standards from the current Alabama Department of Transportation Permit Manual shall be used as the required minimum standards for the design and construction of such turn lanes.

5-4-5 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 road 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. All required tests shall be to the satisfaction of the County Engineer or his representative.

(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.

~~(3)~~(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;

~~(4)~~(5) Slope Paving: Slope paving shall be required in ditches as determined necessary by the County Engineer. Ditch bottom paving shall be required in ditches under 0.75% grade. Other alternatives must be approved by the County Engineer;

~~(5)~~(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";

~~(6)~~(7) Subgrade: The subgrade shall be compacted and properly shaped prior to the placing of base materials. The embankment or subgrade may be inspected by proof rolling, under the supervision of the County Engineer or his/her designee, with a ~~fully~~ loaded tandem axle dump truck loaded with a minimum of 22 tons to check for soft or yielding areas. Any unsuitable materials shall be removed and replaced with a suitable material compacted to the satisfaction of the County Engineer. Suitable material shall be determined by the County Engineer.

~~(7)~~(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. The density requirements for compaction shall be in accordance with Section 306 of the Alabama Department of Transportation Standard Specifications for Highway Construction.

~~(8)~~(9) Roadbed Width: See Appendix VI

~~(9)~~(10) Roadway Pavement: All roads and/or streets shall be paved and comply with the following:

a. See Appendix VI

b. A bituminous pavement shall be constructed on a suitable base as approved by the County Engineer. 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 Limestone County Commission. As covered in Section 1-1, the current policy is available from the office of the County Commission or the County Engineer.

c. Where improvements area required within the Right-of-Way of existing county roads, the entire impacted roadway section shall be completely overlaid with an approved bituminous pavement.

(11) Storm Drainage: ~~An adequate~~

a. General Requirements. The responsible Design Engineer shall not submit any plat of a subdivision which does not make provision for storm water runoff as required by these regulations. The storm water drainage system shall be separate and independent of any sanitary sewer system.

The applicant shall submit a design narrative and complete drainage calculations, including but not limited to, assumptions, maps, and computations for each inlet, pipe, or ditch section. The design data and calculations shall be prepared, sealed and submitted by a Professional Engineer, licensed in the State of Alabama. The design narrative shall summarize the assumptions, calculations, and results of the design for the whole project as well as each drainage basin.

Fill may be used to alter the existing grades, provided that proposed fill does not restrict the flow of water from adjacent properties or unnaturally redirect stormwater to adjacent properties.

The applicant shall be required to carry away by pipe or open ditch any spring or surface water that exists either previously to, or as a result of, the subdivision. Such drainage facilities shall be located in the road right-of-way where feasible, or in common areas with perpetual unobstructed drainage easements of sufficient width.

b. Effect on Downstream Drainage Areas. The Design Engineer shall review the effect of each subdivision on existing downstream drainage facilities outside the area of the subdivision. Where it is anticipated that the additional runoff incident to the development of the subdivision will overload an existing downstream drainage facility, the County Engineer, or his/her designee, may withhold approval of the subdivision until provision has been made for the necessary downstream improvement.

~~a.~~c. Certain Required Minimums. The storm drainage system required in this Section 5-4-5(11) shall be based on a minimum twenty-five (25) year design storm ~~including~~ (although a FEMA flood zone may require a one-hundred (100) year design and FEMA coordination), including, but not necessarily limited to, curb, pipes, culverts, headwalls, and ditches ~~shall be provided for the drainage of surface water.~~ . Bridge or box culverts require a minimum of fifty (50) year design storm. In all cases the Design Engineer must analyze the backwater profile that is produced and verify that no upstream property is being flooded or otherwise adversely affected. All cross drains 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 (15) inches. Cross drains shall be concrete pipe and shall meet or exceed the current ALDOT specifications. All headwalls shall meet or exceed the current ALDOT specifications.

Curb and gutter shall be required in subdivisions with lot sizes that are less than ~~three-quarter (3/4~~one-half (1/2) of an acre in size. Open-ditch subdivisions shall be acceptable in subdivisions with lot sizes that are all greater than or equal to (~~3/4~~1/2) of an acre.

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. Side drains shall be designed to adequately handle a ten (10) year design storm. Side drains shall be reinforced concrete pipe. Driveway side drains shall be a minimum of twenty-four (24) feet long and a maximum of forty (40) 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.

Design Flow Velocities
Excessive flow velocity can cause erosion problems, may pose a threat to bank stability and may create safety problems. Additionally, velocities that are too low may allow sediment deposition resulting in loss of channel capacity. Generally, design flow velocities in unlined open channels should be between 2 and 5 fps. Flow velocities in concrete lined channels may increase to be between 5 and 8 fps.

Ditch Channel Slope
Unlined ditch channels shall have a uniform, minimum constructed channel slope of 1% to prevent sediment deposits. The constructed channel slope for slope-paved concrete ditches shall have a uniform, minimum constructed channel slope of 0.5%

Ditch Side Slopes
In grass lined channels, maximum side slopes shall be 4:1 (horizontal: vertical). Variance from these criteria may be granted by the County Engineer to accommodate site specific issues, but 3:1 slopes shall be the steepest unlined slope proposed. Side slopes for concrete lined channels shall be based on field conditions and shall be site specific.

Ditch Bottom Width
The bottom width for ditches should be no less than 2 feet. A larger bottom width may be required to meet other parameter requirements including ditch capacity, design velocity, etc.

Ditch Horizontal Curves
In general, centerline curves for grass channels should be as gradual as possible and should have a radius greater than three times the ultimate ditch top width. Smaller curvature radii can be allowed with adequate slope paving as approved by the County Engineer.

Detention Facilities
Detention facilities shall meet the following criteria:

- Horizontal width of top of berm shall be at least 10 feet to allow full access around perimeter of structure with maintenance equipment
- Interior and exterior side slopes shall have a slope of 4:1 or less
- Bottom of structure shall have a minimum 1% cross slope
- Embankments shall be constructed in compacted lifts measuring 12 inches or less per lift; Each lift to be compacted to 95% of Maximum Dry Density as determined by Standard Proctor Test (ASTM D698)
- Top of structure shall be located at least 20 feet from the property boundary
- Discharge from the facility shall be directed to the receiving channel at an angle no greater than 60° in relation to the centerline of the receiving channel.

d. Effect on Downstream Properties. Subdivisions shall be designed such that there is no increase in flow from the site. All developments shall be provided with adequate storm drainage facilities such that the new development shall not cause an adverse effect on adjacent or downstream property. The Design Engineer shall submit detailed engineering calculations and plans to the Limestone County Engineer including historical runoff, developed runoff, developed runoff with detention/retention, stormwater facility details, method of discharge, and other information as required for review. The required design shall be based on at least the worst-case scenario of runoff up to and including a one-hundred (100) year, twenty-four (24) hour rainfall event. This shall be based on sound engineering criteria. All computations shall be submitted to the County Engineer for review. Post-development discharge from retention/detention facilities shall be equal to or less than pre-

development conditions for two (2), five (5), ten (10), twenty-five (25), fifty (50) and one-hundred (100) year storm events. In no case shall the discharge from a drainage basin exceed the hydraulic capabilities of the downstream drainage structures and facilities. Retention/detention facilities shall be provided with obvious and effective control structures. Plan view and sections of the structure with details shall be included in plans. Care should be taken in evaluating the following items (1-3) in the design of the outlet control structure:

1. The maximum overflow opening, or emergency spillway shall be designed to accept the total peak runoff of the improved tributary area during the base flood.
2. Proper engineering judgment shall be exercised in analysis of secondary routing of discharge of greater intensity than the basic design storm in order to avoid economic losses or damage downstream. Review with the maximum probable precipitation event is recommended.
3. When existing downstream pipe sizing, outside the developers control jurisdiction, is inadequate, an evaluation for under sizing of pipes may be performed by the developer and evaluated by the County Engineer. In no case shall the discharge from a drainage basin exceed the hydraulic capabilities of the downstream drainage structures and facilities.

Routine maintenance, including but not limited to mowing and debris removal, of retention/detention ponds shall be the responsibility of the HOA or owner. The County, as it deems necessary, shall provide maintenance for the purpose of the pond's functionality. It is required that retention/detention facilities and open swales (ditches) along with access to those facilities shall always be located in common areas. Projects developed under these procedures shall establish (in the recorded plat) common areas for the retention/detention facilities and include provisions for maintenance pursuant to the Detention Facility Maintenance Agreement (Appendix XIII).

~~(10)~~(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 (6) of these regulations. Temporary easements for utility installation are covered in Section 4-2-1 (h). Easements for utilities shall be ~~shall be~~ a minimum of at least ten (10) feet wide. The developer is encouraged, but not required, to place all utilities underground. All utility facilities existing and proposed throughout the subdivision shall be shown on the Proposed Plat. Proper coordination shall be established between the applicant and the applicable utility companies for the establishment of utility easements.

~~(11)~~(13) Signage of Subdivision: Proper signage in accordance with the "Manual of Uniform Traffic Control Devices" (MUTCD) shall be required and maintained in all subdivisions. The Developer will be responsible for the placement and maintenance of proper signage on new streets or roads until 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~~).~~. Standard traffic signs are to be aluminum signs on U-channel posts~~,~~. See Appendix VI for details. All ~~non-~~standard/decorative signs and posts

shall need written approval ~~of~~from the County Engineer.

~~(12)~~(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.

~~(13)~~(15) 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.

~~(14)~~(16) Drainage Easements: Where a subdivision is traversed by a watercourse, drainage way, 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.

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 ~~nonresidential~~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) Pedestrian ways 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/ or sewer are not provided shall be determined by the regulations of the Health Department. (See required submittals in proposed and final plat application assemblies);

(2) The subdivision plat shall provide each lot with satisfactory access as defined in Section 2-1-1;

(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 ~~re-subdivision;~~ 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 building site that complies with the County's Flood Damage Prevention Resolution.

(7) Each lot created with access to an existing through road within Limestone County shall be required to maintain a minimum driveway spacing equivalent to the stopping site distance in the following table. Minimum Lot Widths are designated for alternating and grouped driveways. If driveway grouping is not possible then a lot will need to be wide enough to accommodate the stopping sight distance spacing. The designated driveway location for each lot shall be shown on the plat.

Posted Speed (MPH)	Stopping Sight Distance (Ft)	Minimum Lot Width At Roadway (Ft)
25	155	80
30	200	100
35	250	125
40	305	155
45	360	180
50	425	215
55	495	250

ARTICLE VI

INSTALLATION OF PERMANENT REFERENCE POINTS

6-1 ~~6-1~~ PERMANENT REFERENCE POINTS

SECTION 6-1 PERMANENT REFERENCE POINTS

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

6-1-1 ~~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 Limestone 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 ~~6-1-2~~ MONUMENTS

~~Concrete~~ Permanent 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 ~~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

GUARANTEE OF CONSTRUCTION

~~7-1 SURETY~~

~~7-2~~

7-1 COMPLETION OF INFRASTRUCTURE

~~7-1~~7-2 CONSTRUCTION, INSPECTION AND CERTIFICATION

~~7-3 RELEASE OF GUARANTEE~~

SECTION 7-1 ~~SURETY~~ COMPLETION OF INFRASTRUCTURE

The developer or subdivider shall be responsible for all required infrastructure construction related to the subdivision. With the exception of the construction of sidewalks within the development, the developer shall be required to complete the full installation of all required infrastructure prior to the signing of the Final Plat ~~along with providing financial guarantee of performance under conditions set out in these regulations prior to approval of the Proposed Plat.~~ .

~~The guarantee of performance by the subdivider shall be a surety in a form approved by the County Engineer and in the amount detailed in Section 3-4 of these regulations. If within twelve (12) months after filing said surety, the subdivider has not completed all necessary construction or if, in the opinion of the County Engineer, said construction have not been satisfactorily installed, the County may take such steps as may be necessary to require performance under the bond.~~

SECTION 7-2 CONSTRUCTION, INSPECTION AND CERTIFICATION

The County Engineer or his designee shall monitor and periodically inspect for defects in the construction of the required improvements. The developer shall pay to the County the inspection fee as set out in Section 1-3 and authorized by Code of Alabama 1975, § 11-24-3, and the County Engineer shall not sign the final plat unless such fees have been paid at the time of application for final plat approval. 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 developer shall be responsible for correcting any deficiencies prior to final plat approval. ~~Wherever the cost of improvements is covered by a surety, the developer 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 Engineer a statement stipulating the following:

(1) That all required infrastructure construction is complete;

(2) That these improvements are in compliance with the minimum standards specified by the County and the County Engineer for their construction;

(3) That the developer knows of no defects in these improvements; and

(4) That these improvements are free and clear of any encumbrances or liens.

~~SECTION 7-3 RELEASE OF GUARANTEE~~

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

ARTICLE VIII

VARIANCES

SECTION 8-1 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 for variance shall be made to the county engineer as part of the application for proposed plat approval. 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 variance approval. Where the county engineer has recommended granting the variance, the County Commission shall vote on the request along with proposed plat approval.

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, as distinguished from a mere inconvenience, would result 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 Limestone County.

SECTION 8-2 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.

ARTICLE IX

CONFLICT WITH PUBLIC AND PRIVATE PROVISIONS

SECTION 9-1 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 9-2 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; provided, however, that neither the County Commission nor the County Engineer shall be responsible for enforcing, regulating, or ensuring compliance with any such easement, covenant, or other private agreement or restriction.

ARTICLE X

LEGAL PROVISIONS

SECTION 10-1 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 10-2 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 10-3 INCORPORATION BY REFERENCE

Code of Alabama 1975, § 11-24-1 et seq., Code of Alabama 1975, § 11-52-30, and Code of Alabama 1975, § 40-12-10 are attached hereto as Appendix IV, and are hereby specifically incorporated by reference and made a part of these regulations.

SECTION 10-4 AMENDMENT PROCEDURE FOR COMMISSION

The County Commission may adopt amendments to these regulations at a regularly scheduled meeting of the County Commission. In addition, the amendments shall not take effect for thirty ~~(30) days after the action of the County Commission. Amendments adopted by the County~~ (30) days after the action of the County Commission. Amendments adopted by the County Commission shall not apply to any plat submitted prior to the date that the amendments take effect.

APPENDIX I

SAMPLE CERTIFICATES

Example A

(Proposed 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 overall design of this development is in compliance with all Federal, State, and Local laws and regulations applicable to this development.

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 ~~_____~~
LIMESTONE

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 X through ~~_____~~,XX, inclusive of (Name of Subdivision), more particularly described as follows:

DESCRIPTION
(Out boundary Description)

I further state that this survey and plat meets the ~~Minimum Technical~~current Standards of Practice 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_~~_____~~,_____, 20~~___~~-~~_____~~.

~~_____~~(

(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

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-1

nal Plat)

(

F

i

DEDICATION

~~I,~~ _____,

I, [Corporate Official's Name], as [Corporate Official's Title] of [Corporation Name], the owner~~(s)~~ of said lands surveyed by _____,[Survey Firm], do hereby certify that title was and is vested in said owner(s) and join in the foregoing statement made by said _____,[Survey Firm], and as stated in Code of Alabama 1975, § 35-~~250~~ 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:

_____

[Corporate Officer's Name]
[Corporate Officer's Title]
[Corporation Name]
Example D-2

I, [Private Individual Name(s)], the owner(s) of said lands surveyed by [Survey Firm], do hereby certify that title was and is vested in said owner(s) and join in the foregoing statement made by said[Survey Firm], and as stated in Code of Alabama 1975, § 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 Name(s)]

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_____

)_____)

I,_____, Notary Public in and for said County, in said State, hereby certify that ([corporate officer's name),]), whose name as (title) ([Corporate 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_____, , 20___.

_____.

_____

_____

NOTARY PUBLIC

_____

Example of (E-2)

ACKNOWLEDGMENT

STATE OF ALABAMA)

) COUNTY OF_____

)_____)

I,_____,

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_____, , 20___.

_____.

_____

_____
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 _____ County, Alabama, this _____ day of _____, 20____.~~

_____

~~(Electric utility authorized~~

The Electric Department has reviewed the required submission material for the proposed subdivision in sufficient detail to determine that service can be made when improvements are completed. "As-Built" construction plans will be submitted to the [Electric Utility Name].

Note:

1. The [Electric Utility Name] will provide service according to its stand services and regulations.
2. The cost for the relocation of any [Electric Utility Name] facilities required due to this project must be paid by the developer/property owner.

_____ _____

(Electric utility authorized signature) _____ Date

~~Example G~~

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_____ County, Alabama, this the_____day of_____,_____, 20____.

_____

_____

(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_____,____, Alabama, hereby certifies approval of this plat for the recording of same in the Probate Office of _____ County, Alabama, this _____day of_____,_____,20___.

_____

County Engineer

County of_____,_, Alabama

Example I

(Final Plat)

CERTIFICATE OF APPROVAL BY THE ~~COUNTY~~LIMESTONECOUNTY HEALTH DEPARTMENT

The undersigned, as authorized by the ~~_____~~Limestone County Health Department, Alabama. hereby certifies this subdivision meets the approval of the ~~_____~~Limestone 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 ~~_____~~Limestone County, Alabama, this ~~_____~~ day of ~~_____~~, ~~_____~~, 20___.

_____

_____

_____

Health Officer

Example J-1

(Final As-Built)
CERTIFICATE OF COMPLIANCE BY DESIGN ENGINEER

I, _____, a professional engineer licensed in the State of Alabama, License Number _____, do hereby certify that I have reviewed the data contained in the Final As-Built drawings for **[Subdivision Name]**.

I further certify that the stormwater drainage system and stormwater detention structures have been constructed in compliance with the approved construction plans and to the respective design grades specified with the approved construction plans.

NAME _____

P.E.# _____

TITLE _____

FIRM _____

DATE _____

Example J-2

(Final As-Built)
CERTIFICATE OF COMPLIANCE BY DESIGN ENGINEER

I, _____, a professional engineer licensed in the State of Alabama, License Number _____, do hereby certify that I have reviewed the data contained in the Final As-Built drawings for **[Subdivision Name]** and have noted any variances found between the design data and As-Built data for the stormwater drainage system and stormwater detention structures on the As-Built drawings.

I further certify that, upon review of the noted variances, the stormwater drainage system and stormwater detention structures will perform as well as or better than the original design contained in the approved construction plans.

and that the stormwater drainage system and stormwater detention structures have been constructed in compliance with the approved construction plans and to the respective design grades specified with the approved construction plans.

NAME _____

P.E.# _____

TITLE _____

FIRM _____

DATE _____

APPENDIX II

SAMPLE FORMS

APPLICATION FOR PROPOSED PLAT REVIEW

DATE:_____:__

1. Name of Subdivision
_____

2. Name of Applicant
_____Phone _____

Address _____

Address _____

Email _____

3. Ownerof Record
_____

Address _____

Address _____

Email _____

4. Engineer
_____Phone _____

Address _____

Address _____

Email _____

5. Land Surveyor
_____Phone _____

Address _____

Address _____

6. Attorney

Phone _____

Address

Address

Email

7. Subdivision Location:

8. Total Acreage_____ Number of Lots

Total Length of New Roadway

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.

Attach four (

1. _____

2. _____

3. _____

4. _____

5. _____

6. _____

11. Attach two (2) copies of proposed plat.

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

APPLICATION FOR FINAL PLAT REVIEW

DATE: _____

1. Name of Subdivision _____

2. Name of Applicant _____ Phone _____

   Address _____

   Email _____

3. Ownerof Record _____

   Address _____

   Email _____

4. Engineer _____ Phone _____

Address _____

Email _____

5. Land Surveyor _____ Phone _____

Address _____

Email _____

6. Attorney _____ Phone _____

Address _____

Email _____

7. Total Acreage _____ Number of Lots _____

8. Date of Preliminary Approval? _____

9. Have there been changes made since these plans were last before the Commission?

If so, describe the changes

_____

_____

_____

_____

10. Attach two (2) copies of Final plat.

11. Attach two (2) copies of As-built Survey.

APPENDIX III

AMENDMENTS

APPENDIX IV

APPLICABLE STATE LAWS

APPENDIX V

ACCEPTANCE OF ROADS AND STREETS FOR COUNTY MAINTENANCE

Before the County accepts any road for County maintenance, a maintenance period is required from the developer after final plat approval has been given. The developer must obtain a Maintenance Surety Bond in an amount equal to ten percent (10%) of the total construction costs. The developer must maintain the road for a 2-year period of time and correct all deficiencies which appear. After the 2-year period, the County Commission shall accept the roads or streets for maintenance by resolution. The developer shall be responsible for requesting the County ~~commissions~~Commission's acceptance of the road after the 2-year period has passed.

APPENDIX VI

TYPICAL SECTIONS

APPENDIX VII

TRAFFIC IMPACT STUDY REQUIREMENTS OF LIMESTONE COUNTY, ALABAMA

Rev. June. 2022

1. TRAFFIC IMPACT STUDY REQUIREMENTS

1.1 General

The transportation impact report shall identify the traffic impacts and potential problems to be generated by a proposed use, and improvements required to ensure safe ingress and egress from a proposed development, maintain street capacity, and eliminate hazardous conditions. The following policies and guidelines have been established for the preparation of Traffic Impact Studies (TIS) for development proposals of all land use types. These policies exist to ensure consistent and proper traffic planning and engineering practices are followed when land use actions are being considered. The guidelines provide for a standard process, set of assumptions, set of analytic techniques, and a presentation format to be used in the preparation of the TIS.

1.2 Applicability

As stated in the Limestone County Subdivision Regulations (and in addition to any other requirements in those regulations), Developers and/or property owners shall be required to conduct traffic impact studies, as described herein, for all proposed developments that meet any or all of the following:

a. When traffic generated by the proposed development would cause the daily or peak hour traffic volumes on adjacent streets that serve as access for the development to exceed acceptable levels as defined by Limestone County;

b. Where a development proposes to take direct access to a collector or arterial roadway; or

c. In the opinion of the Limestone County Engineer significant operational deficiencies and/or safety concerns currently exist or would be created as a result of the developments expected trip generation. Developers who are proposing developments are strongly encouraged to contact the Limestone County Engineer to discuss traffic impact requirements prior to submitting subdivision/site plans.

1.3 Applicant Responsibility

The responsibility for conducting a TIS and assessing the traffic impacts associated with an application for development approval rests with the Applicant. The assessment of these impacts shall be contained within a TIS report as specified herein. It shall be prepared under the supervision of, and sealed by, a Licensed Professional Engineer in Alabama with experience in traffic engineering and transportation planning/engineering.

For all State Highways within the study area, the Applicant is required to meet the requirements of the Alabama Department of Transportation (ALDOT) in addition to those of Limestone County.

1.4 Capacity and Safety Issues

Development of property has a direct impact on transportation, including vehicular, transit, bicycle, and pedestrian traffic. In order to meet capacity and safety needs as they relate to the traffic generated from a particular land use, specific traffic circulation improvements should be made. The goal of the TIS is to address traffic related issues that result from new development and to determine the improvements required to address and mitigate those issues such that street

maximum capacities are not exceeded and traffic and pedestrian safety is maintained. The competing objectives of vehicular movement, pedestrians, bicyclists, and others must be balanced in the development review process. The TIS will provide information and guidance as plans are developed and decisions made for the proposed development plan.

1.4.1 Vehicular Traffic Improvements.

Examples of traffic capacity and safety improvements to mitigate development impacts include: road widening, turn lanes, deceleration lanes, intersection through lanes, traffic signals, stop signs, design speed adjustments, modifications to access points, roundabouts and other traffic calming techniques as approved by the County.

1.4.2 Pedestrian Traffic Considerations and Improvements.

Examples of street conditions that promote safe, comfortable and convenient pedestrian environments include: narrower roadways that promote shorter walking conditions; short blocks; lower prevailing travel speeds; sidewalks; well-defined crosswalks; median refuge areas; and islands at street intersections..

1.4.3 Bicycle Traffic Improvements.

The addition of on-street bicycle lanes or off-street bicycle paths may be needed to achieve connectivity between the proposed project and the existing bikeway system.

2. TRAFFIC IMPACT STUDY PROCEDURES AND CRITERIA

2.1 Scoping Meeting/Telephone Conference

2.1.1 Purpose.

A Scoping Meeting/telephone conference prior to the submittal of a request for site/development plan will be required and used to determine the study area, study parameters and documentation requirements for conducting a Traffic Impact Study (TIS) for specific development proposals. The parameters determined in the scoping meeting/telephone conference represent general agreement between the County and the Applicant's consulting engineer, but they may not be all-inclusive. The County retains the right to require additional information and/or analysis to complete an evaluation of the proposed development project.

2.1.2 Meeting/Telephone Conference Setup and Content.

The applicant is required to contact the County to arrange for a Scoping Meeting/telephone conference to discuss the TIS requirements and determine the base assumptions. It is incumbent upon the Applicant to discuss the following:

1. Previous TIS prepared for the site, if any;
2. Location of the site;
3. Proposed access and its relationship to adjacent properties and their existing/proposed access;
4. Preliminary estimates of the site's trip generation and trip distribution at buildout;
5. Identification of proposed year of build-out;

6. Anticipated roadway improvements required to mitigate development impact;
7. Phasing plan proposed; and
8. Special analysis needs.

2.1.3 Results of Meeting/Telephone Conference

The Scoping Meeting/telephone conference shall conclude with the County and Applicant in mutual agreement with regard to determining the level of detail and extent to which the TIS will need to address each of the following:

1. Study area for the impact analysis;
2. Other developments within the study area;
3. Existing intersection counts;
4. Intersections and roadways to be studied in detail;
5. Existing traffic volume forecasts;
6. Location of the nearest bicycle and pedestrian facilities; and
7. Special analysis needs (non-traditional peak hour volumes for some uses, neighborhood impacts, access management plans, etc.)

2.2. Evaluation Elements

The key elements of the project traffic impact assessment shall be specified by the County from the following list:

1. Conformity with the transportation related policies of Limestone County, including any other adopted access plans.
2. Peak hour intersection and roadway level of service.
3. Appropriateness of access locations.
4. Location and requirements for turn lanes or deceleration lanes at accesses or intersections, including recommendations for taper lengths, storage length, deceleration lengths, and other geometric design requirements as required by the County or ALDOT.
5. Sight distance evaluations and recommendations (intersection, stopping, passing).
6. Continuity and adequacy of pedestrian and bike facilities.
7. Recommended traffic control devices for intersections which may include two way stop control, four way stop control or yield signs, school flashers, school crossing guards, crosswalks, traffic signals or roundabouts.
8. Traffic signal and stop sign warrants.
9. Other items as requested by the County Engineer and agreed to in the Scoping Meeting/telephone conference.
10. Neighborhood and public input issues.

2.3 Roadway Traffic Volumes/Traffic Counts

Current morning and afternoon commuter peak hour (7-9 A.M. and 4-6 P.M.) traffic counts as specified by the County Engineer shall be obtained for the roadways and intersections within the study area for one, non-holiday Tuesday, Wednesday, or Thursday. Each peak hour count shall be conducted over the designated hours (or as specified by the County Engineer) and shall include fifteen (15) minute count data to clearly identify the peak hours. Weekend counts and/or average daily counts may also be required where appropriate and when required by the County Engineer. ALDOT average weekday traffic (AWT) counts may be used when available. Pedestrian counts and bike usage should be obtained. Vehicle classification counts may be required.

In any case, these volumes shall be no more than one year old (from the date of application submittal). The source(s) of each of the existing traffic volumes shall be explicitly stated (ALDOT counts, new counts by Applicant, etc.). Summaries of current traffic counts shall be provided. Based on the impacts to daily and peak hour traffic volumes from Limestone County Schools or immediately adjacent City Schools, the County will require the use of adjustment factors for data collected when either of these facilities is not in operation. Adjustment factors proposed for use in any TIS shall be submitted along with all supportive data to the County Engineer for review and approval. If in the opinion of the County Engineer, the proposed adjustment factors will not accurately reflect traffic conditions that would be in place during school operations, traffic count data will be accepted and require collection during those periods when the educational facilities are in operation.

In most cases, the actual completion of developments will occur at some time in the future. As part of the TIS, an annual growth rate of adjacent roadways and intersections will be developed. Growth rates utilized in the preparation of a TIS must be based on historical traffic growth, use of a regional travel demand model or other methods as approved by the County Engineer. Application of traffic growth shall be applied for buildout conditions and other interim development levels as required by and approved by the County Engineer.

2.4 Intersection Level of Service.

As a minimum, A.M. and P.M. peak hour intersection levels of service shall be determined for the existing signalized and unsignalized intersections at all study intersections and roadways. Additional intersections should be included in the analysis where post development conditions are considered by the County to be significant. The analysis shall use procedures as described in the latest edition of the Highway Capacity Manual. Capacity analyses for intersections shall be based on individual approach levels of service whereas impacts on roadways shall be based on daily traffic volumes and the specific roadway classification.

2.5 Trip Generation Rate.

Trip generation rates utilized for conducting traffic impact studies in Limestone County should be taken from actual rates developed and generated from land uses in the area. When data is not available for a proposed land use or for a land uses unique to the Limestone County area is proposed, the Applicant must conduct a local trip generation study following procedures prescribed in the Institute of Transportation Engineers' (ITE) Trip Generation Manual and provide sufficient justification for the proposed generation rate. This rate must be approved by the County Engineer prior to its use in the TIS written study.
If, in the opinion of the Limestone County Engineer, trip generation rates found in the latest edition of the Institute of Transportation Engineers' Trip Generation Manual or other industry publications accurately reflect the trip generation characteristics of a particular land use proposed, that trip generation rate may be used in forecasting traffic to be generated by a development.

2.6 Trip Generation Table.

The Applicant shall prepare a Trip Generation Table, listing at a minimum, each type of land use within the site at build-out, the size and unit of measure for each land use, trip generation rates (total daily traffic, A.M. and P.M. peaks), and the resultant total trips generated.

2.7 Trip Distribution.

The distribution of site generated traffic must be documented in the TIS. The procedures and rationale used in determining the trip distributions for proposed developments must be fully explained and documented. It is recommended the Applicant coordinate with the Limestone County Engineer to establish an acceptable distribution pattern. Distribution patterns assumed for development shall be illustrated in graphic format and provided to the County Engineer prior to proceeding with the remainder of a traffic impact study.

2.8 Requirement for Additional Lanes

Within the study area of a TIS, as established by agreement between the County and the Applicant, additional lanes may be required on streets where minimum levels of service are exceeded for existing cross sections based on post development conditions. If such additional lanes are required, as established as part of the TIS, they can include general purpose through lanes, left turn lanes and right turn lanes. Additional lanes, when determined by a TIS and in the opinion of the County Engineer of the need for such lanes is established, shall be provided by the Applicant. Such improvements must be designed and constructed to county or state standards. The cost of such improvements will be borne entirely by the Applicant.
During the design phase of providing additional lanes on public streets and roadways, if it is determined that additional right-of-way is required to construct such additional lanes; the Applicant shall provide additional right-of-way along their property frontage as directed by the County Engineer. If the construction of such additional lanes requires right-of-way beyond the property frontage of the Applicant, the Applicant shall work with the County to devise a method to provide the additional right-of-way and related roadway improvements or modify their development plan to remove the requirement for such additional lanes.

2.10. Intersection Delay

An A.M. and P.M. commuter peak hour intersection level of service analysis shall be conducted for each intersection analyzed in the TIS for existing conditions and those that reflect post development conditions. This analysis shall be based on procedures specified in the most recent release of the Highway Capacity Manual. In those areas adjacent to or in close proximity to County schools or adjacent City Schools, additional peak hour analyses shall be conducted for those afternoon hours which reflect the peaks for those facilities. The intent of this analysis is to establish the existing and post development intersection delays and related levels of service for comparison and determination of impacts on operations.

2.11. Driveway Access.

Driveway plan concepts for a development shall be submitted to the County for approval prior to development of construction plans if lots are proposed to front existing County thru roads (see section 5-6(7) for stopping sight distance and driveway spacing requirements). Because frequent curb cuts and driveways providing access to numerous adjoining properties are an impediment to the proper functioning of major streets, on-site circulation and cross-access agreements between lots are encouraged. Minimum spacing of driveways and other curb cuts shall conform to the minimum standards outlined in the Subdivision Regulation of Limestone County.

Where an intersection contains a left-turn stacking lane, any driveway opposite such lane shall not permit left turns into or from the driveway. Raised islands or other approved methods of restricting these movements will be required as approved by the County Engineer. Limitations on movements

from driveways near intersections shall also apply to deceleration lanes.
Required distances between curb cuts and street corner property lines shall be measured from the edge of the curb cuts.

On those routes maintained by the Alabama Department of Transportation, an access permit is required from that agency. The County shall be copied on all ALDOT permit applications within Limestone County and its planning jurisdiction.

2.12. Traffic Signals.

2.12.1. Proposed and existing access points, proposed intersections, and existing intersections effected by the land use actions being analyzed in the report that have any potential for traffic signalization will be reviewed and discussed during the Scoping Meeting/telephone conference.

2.12.2 During the Scoping Meeting/telephone conference an outline of locations for signal warrant analysis will be agreed upon.

2.12.3 Signal Warrant Analysis for potential signal locations shall consist of a review of the applicable signal warrants contained in the Manual on Uniform Traffic Control Devices. On roadways controlled by the Alabama Department of Transportation, procedures for meeting traffic signal warrants as established by that Department shall be followed.

2.12.4 Alternatives to signalization at potential signal locations will be discussed in the Scoping Meeting/telephone conference and the TIS report. The alternatives to adding new intersections would include added access points, limited movements at access points, frontage roads, joint use access points, roundabouts and other such designs as required and/or approved by the County.

2.12.5 If any signal timing and/or phasing changes are proposed as a mitigation measure of a TIS, an appropriate analysis of the intersection where the signal exists shall be conducted to demonstrate the potential implications of the suggested modifications. Such modifications to existing traffic signals in Limestone County shall require submittal of a request for such change with supportive documentation of analysis and findings and shall not be undertaken without approval from the County Engineer.

2.12.6 Sight distance concerns that are anticipated or observed which may impact driveway, intersection, or roadway operation and safety need to be discussed in the TIS. Recommendations regarding stopping sight distance, intersection sight distance, and passing sight distance needs should be provided by the Applicant's traffic engineer for detailing on the final development, site plan, or final construction plans. Intersection sight distances requirements shall meet the guidelines as established in the AASHTO policy on Geometric Design of Highways and Streets.

2.13 Mitigation Measures

When a project's vehicular impacts are determined to not meet the minimum acceptable level of service standard, the TIS shall include feasible measures which would mitigate the project's impacts. An appropriate measure of traffic mitigation would be the ability of roadway, intersection and traffic control improvements to maintain acceptable levels of service for the impacted facility. A minimum level of service of "C' will be required on all roadways and intersections created or

impacted by development. Mitigation measures could include the addition of added through lanes (roadway widening), left turn lanes, right turn lanes, improved traffic control, access management and other such measures as deemed appropriate by analysis and concurrence by the County.

2.14 Traffic Signal Operations Improvements

Traffic Signal Operational improvements shall include upgrading signals to include additional signal phases and timing plans, signalization of an unsignalized intersection and/or implementation of traffic signal systems. Signal improvements and/or installations on County streets must be approved by the County Engineer. Traffic signals recommended to be installed on ALDOT roadways shall be jointly approved by the State and County.

2.15 Street Widening and Other Physical Improvements

Mitigation measures, which include street widening, and other physical improvements must be demonstrated to be physically feasible and must meet minimum County standards and codes for both on-site and off-site improvements. As part of the basic TIS analysis, a determination of the need for left and right turn lanes as a result of development generated traffic should be undertaken. The analysis techniques utilized shall include procedures and methods outlined in the National Cooperative Highway Research Program (NCHRP) report 213 or other methodologies as approved by the County Engineer.

2.16 Geometric Improvements

The need for turn lanes and other auxiliary lanes shall be determined based on the criteria as established by Limestone County for each development access and study intersection included in the TIS. The basis of design for such devices shall generally be ITE, AASHTO, ALDOT, or other nationally accepted standards as approved by the County. All proposed project entrances onto arterial and collector streets shall be evaluated as to whether they require deceleration lanes.

3. TRAFFIC IMPACT STUDY REPORT CONCLUSIONS

3.1 Recommended Improvements

The findings of the Traffic Impact Study should be provided in summary format, including the identification of any areas of significant impacts and recommended improvements/mitigation measures to achieve the maximum volume standards for all modes.

3.1.1 Geometric Improvements

The TIS shall include recommendations for all geometric improvements such as pavement markings, signs, adding through or turn lanes, adding project access and assorted turn lanes and changes in medians. Sufficient dimensions/data shall be identified to facilitate review. Anticipated right-of-way needs shall also be identified. This information shall be made available to the project civil engineer for use in preparing scaled drawings.

3.1.2 Responsibility

The Traffic Impact Study shall describe the location, nature and extent of all transportation improvements required to achieve the required post development levels of service within the study area. The responsibility for implementation of the post development mitigation measures

shall rest with the Applicant.

4. TRAFFIC IMPACT STUDY REPORT OUTLINE

The Traffic Impact Study Report shall be provided to the County Engineer in writing in the following format:

4.1 Introduction (Purpose of report and study objectives)

4.2 Proposed Development

A. Site Description (include small version of site plan in appendices)
B. Site Location (include site location map)
C. Time Frame of Development (include any phasing of development which is anticipated)

4.3 Background Information

A. Background Traffic Growth Rate (include projected traffic growth rate for the development time frames included in the proposed development and include method for traffic growth projections)
B. Off-Site Developments (description of other significant development in the vicinity which could impact traffic conditions in the study area)
C. Planned and Programmed Roadway Improvements (description of any Planned or Programmed Roadway Improvements within the study area which could impact traffic conditions within the study area during the time frame for development of the proposed project)

4.4 Existing Traffic Conditions

A. Traffic Count Data (introduce and illustrate current traffic counts for the study area roadways and intersections)
B. Existing Conditions Capacity Analysis (evaluate study area roadways and/or intersections based upon industry standard capacity analysis methods)
C. Summary of Existing Traffic Conditions in the study area

4.5 Future Traffic Conditions

A. Background Traffic Growth (apply the background growth rate for the time frame for a give phase of development)
B. Inclusion of Planned or Programmed Improvements (in the event any of the Planned or Programmed improvements are to be included in the analysis of future traffic conditions, a status of the projects and time frame of the projects should be demonstrated)
C. Trip Generation Estimates (estimate trip generation potential for each level of development)
D. Trip Distribution (describe the anticipated routes for traffic expected to be generated by the proposed development and illustrate the findings in graphic format)
E. Traffic Assignment (assign traffic expected by the proposed development to the study area roadways based upon the distribution patterns established)
F. Future Conditions Capacity Analysis (evaluates the study area roadways and intersections as well as site accesses with post-development traffic volumes)
G. Identify Capacity Deficiencies (identify roadways and/or intersections in which capacity

deficiencies are expected for future traffic conditions)

H. Recommended Roadway and Traffic Control Improvements (develop and test potential improvements for the study area roadways and intersections aimed at mitigation of traffic impacts resulting from development traffic)

I. Internal Circulation (demonstrate the ability of the site's internal circulation pattern to handle site generated traffic)

J. Capacity Analysis with Recommended Improvements (demonstrate the effectiveness of Recommended Roadway and Traffic Control Improvements and resultant levels of service)

Note: These steps should be taken for each level of development within the corresponding time frame.

4.6 Summary and Conclusions

Provide a summary of the findings of the study effort to include existing traffic conditions, future traffic conditions for each level of development (based on lot counts), and the recommended improvements aimed at mitigating potential traffic impacts resulting from the proposed development for each level of development.