

ARTICLE 200

ROADS AND RIGHTS-OF-WAY

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200.00 ROADS AND RIGHTS-OF-WAY

200.01 GENERAL REQUIREMENTS

- I. **Frontage on Improved Roads.** No subdivision shall be approved unless the area to be subdivided shall have frontage on and access from an existing road or:
 - 1. an existing state, or federal highway; or
 - 2. a road shown upon a plat approved by the Planning Commission and recorded in the County Clerk's office. Such road must be suitably improved as required by the highway rules, regulations, specifications, or orders, or be secured by a performance bond required under these subdivision regulations, with the width and right-of-way required by these subdivision regulations.
- II. **Grading and Improvement Plan.** Proposed roads shall be graded and improved and conform to the Planning Commission's construction standards and specifications and shall be certified by an engineer as to design and specifications in accordance with the construction plans required to be submitted prior to major subdivision plat approval and shall be approved by the Planning Commission prior to final plat approval.
- III. **Topography and Arrangement.** Proposed roads shall be related appropriately to the topography. All roads shall be arranged so as to obtain as many as possible of the building sites at, or above, the grades of the roads. Grades of roads shall conform as closely as possible to the original topography. A combination of steep grades and curves shall be avoided.
 - 1. All roads shall be properly integrated with the existing and proposed system of thoroughfares and existing or dedicated rights-of-way.
 - 2. All thoroughfares shall be properly aligned 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. Local and Residential roads 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 roads necessary to provide convenient and safe access to property.
 - 4. In non-residential developments, the roads and other accessways shall be planned in connection with the grouping of buildings; location of rail facilities; and the provision of alleys, truck, loading and maneuvering areas; and walks and parking areas so as to minimize conflict of movement between the various types of traffic, including pedestrian.
- IV. **Access to Major Arterials.** Where a subdivision borders on or contains an existing or proposed major arterial, the Planning Commission may require that access to such roads be limited by one of the following means:

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

Lots within a major subdivision that have access to the subdivision roads may not have a separate access onto state or county roads or other access roads.

- V. **Road Names and Regulatory Signs.** The names of all roads and the addressing of all lots shall meet the standards set forth in the WV 911 Addressing Handbook. Roads must be properly named to allow for efficient emergency service dispatching.

The Planning Commission shall further require the placement of road name signs and stop signs at all road intersections. The road name signs shall meet the standards set forth in the WV 911 Addressing Handbook.

Road regulatory signs may be required by the Planning Commission to facilitate the safe and orderly flow of traffic.

- VI. **Reserve Strips.** The creation of reserve strips shall not be permitted adjacent to a proposed road in such a manner as to deny access from adjacent property to such road.

- VII. **Construction of Roads and Dead-End Roads.** The arrangement of roads shall provide for the continuation of principal roads between adjacent sections when such continuation is necessary for convenient movement of traffic, effective fire protection, or efficient provision of utilities. If the adjacent section has major subdivision approval and is undeveloped and the road must be a dead-end road temporarily, the right-of-way shall be extended to the section line. A temporary T- or L-shaped turnabout shall be provided on all temporary dead-end roads, with the notation on the subdivision plat that land outside the normal road right-of-way shall revert to abutters whenever the road is continued. The Planning Commission may limit the length of temporary dead-end roads in accordance with these regulations. A temporary turnabout may not be indicated on a preliminary plat. A temporary turnabout may be placed at the end of a section only if the adjacent section has major subdivision approval.

- VIII. **Dead-End Roads (Permanent).** Where a road does not extend to the boundary of the subdivision and its continuation is not required by the Planning Commission for access to adjoining section, its terminus shall normally not be nearer to such boundary than twenty (20) feet, unless its terminus is adjacent to developed property or potentially developable property, at which time the buffer will be increased to 50'. However, the Planning Commission may require the reservation of an appropriate easement to accommodate drainage facilities, pedestrian traffic, or utilities. A cul-de-sac turnaround shall be provided at the end of a permanent dead-end road in accordance with Planning Commission construction standards and specifications.

200.02 DESIGN STANDARDS

- I. **General.** See Table I Minimum Design Standards for All Proposed Roads. The Planning Commission shall determine the classification of all roads.
- II. **Gradient.** See Table I Minimum Design Standards for All Proposed Roads. All grades 15% and above for residential roads must have the grade verified by an engineer and the certification submitted to the Planning Commission prior to pouring concrete or placement of asphalt.
- III. **Railroads and Limited Access Highways.** Railroad rights-of-way and limited access highways, where so located as to affect the subdivision of adjoining lands, shall be treated as follows:

1. In residential developments, a buffer strip at least 25 feet in depth, in addition to the normal depth of the lot required in the development, shall be provided adjacent to the railroad right-of-way or limited access highway. This strip shall be part of the platted lots and shall be designed on the plat: "This strip is reserved for screening. The placement of structure hereon is prohibited".

Screening shall be placed within the 25 foot buffer strip. A screening plan shall be provided to the Planning Commission showing the placement of a six (6) foot fence, wall or earthen mound/berm and a mix of evergreen trees, deciduous trees and shrubs OR a screening area planted with evergreens at least five (5) feet in height or an evergreen hedge at least four (4) feet in height, situated so as to provide an effective opaque and permanent visual screening upon installation.

2. For applications involving non-residential 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 which crosses the railroad at grade shall, to the extent practicable, 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.

IV. **Intersections.** 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 seventh-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 sixty (60) feet therefrom. Not more than two (2) roads shall intersect at any one point unless specifically approved by the Planning Commission.

1. Proposed new intersections along one side of an existing road shall, wherever practical, coincide with any existing intersections on the opposite side of such road. Road jogs with center-line offsets of less than 150 feet shall not be permitted, except where the intersected road has separated dual drives without median breaks at either intersection. Where roads intersect residential roads, their alignment shall be continuous. Intersections of residential collectors or arterials shall be at least eight hundred (800) feet apart.
2. 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 six percent (6%) rate at a distance of sixty (60) feet, measured from the nearest edge of pavement of the intersecting road.
3. Where any road intersection will involve earth banks or existing vegetation inside any lot corner that would create a traffic hazard by limiting visibility, the developer shall cut such ground and/or vegetation (including trees) in connection with the grading of the public right-of-way to the extent deemed necessary to provide an adequate sight distance.
4. When the subdivision street intersects a county or state highway, the curb radii shall meet the requirements of the Manual on Rules and Regulations for Constructing Driveways on State Highway Rights-of-Way of the West Virginia Department of Transportation, Division of Highways.

V. **Road Right-of-Way.** An existing or proposed road right-of-way may not be included in the area of a lot.

VI. **Guardrail.** Guardrail shall be constructed at locations where potential roadside hazards are proposed within the clear zone for the roadway. The clear zone shall be defined utilizing Figure 3.1 and Table 3.1 from the American Association of State Highway and Transportation Officials' *Roadside Design Guide*. In addition, guardrail shall be constructed at locations where fill slopes exceed the slope of 3:1, and have a fill height of 12 feet or more (measured from the profile

grade). The Planning Commission may require guardrail at other locations not listed above.

Guardrail shall be Type I Guardrail (Galvanized Steel Deep Beam) unless otherwise approved by the Planning Commission. The spacing of the guardrail posts shall be a maximum of 12'-6" and all posts shall have wooden blocks. The guardrail shall be constructed as per WVDOH Specifications and Standard Details.

200.03 PERIMETER ROADS

New Perimeter Roads. Road systems in new subdivisions shall be laid out so as to eliminate or avoid new perimeter half-roads. Where an existing half-road is adjacent to a new subdivision, the other half of the road shall be improved and dedicated by the subdivider. The Planning Commission may authorize a new perimeter road where the subdivider improves and dedicates the entire required road right-of-way width within his own subdivision boundaries.

200.04 EXISTING ROADS AND RIGHTS-OF-WAY

- I. **Improvement of Existing Roads and Rights-of-Way.** When a subdivision borders or gains access from an existing road, the Planning Commission may require realignment, or widening, or improvement of the road and right-of-way. For the subdivision of property, an existing right-of-way, with the exclusion of county, state, and federal rights-of-way, must meet the minimum standards as set forth in Table I of these regulations. The applicant shall be required to improve, at his expense, such areas for widening or realignment of such roads and rights-of-way. Appendix B, vehicular moving information, provides general guidelines on appropriate width of roads.
- II. **Protection of Health, Safety, and Welfare.** Where an existing road and right-of-way exist and will be used by the proposed subdivision, the subdivider must demonstrate the road and right-of-way are not detrimental to the public health, safety, and welfare or injurious to other property. The Planning Commission may require certain conditions be met to secure the objectives of the purpose of the subdivision regulations and County plans.