CHAMBERS COUNTY
Access Management Policy

Adopted: JUNE 3, 2013

The Chambers County Commission adopts the following access management policy. This policy is deemed necessary in order to accomplish the following objectives:

1. The Chambers County Commission has and does hereby find that in order to protect and provide for the general welfare and safety of the traveling public and to protect the public highway and road system within Chambers County, it is necessary to provide criteria and conditions which must be met by any person, firm, corporation, or entity seeking to access or connect roads, streets, highways, or any part thereof, to any Chambers County public road, highway, highway system, to any part thereof, and to prohibit any access or connection to the Chambers County highways, streets, roads or the highway system, which do not meet with and conform to proper engineering design and which do not have approval of the Chambers County Engineer or his designee:

The following guidelines are hereby set forth and adopted by the Chambers County Commission to serve as the Chambers County Access Management policy. This policy shall be administered and interpreted by the Chambers County Engineer, or his/ her designee. The policy is as follows:

1. No person, firm, corporation, or other entity (hereinafter "Applicants"), public or private, shall construct or cause to be constructed or allow any (temporary or permanent) driveway, highway, road, alley, street, other roadway, or any aspect or part thereof, to connect to or otherwise access or allow motor vehicle traffic on or onto any part of the Chambers County public road system including the Chambers County rights-of-ways, without first applying for and obtaining an access permit from the Chambers County Commission, acting by and through the Chambers County Engineer or his designee. Access permits shall only be issued to Applicants who own fee simple title to the real property that is the subject of the point of access to the Chambers County public road system;

2. All access and access permits to Chambers County maintained roads shall be subject to the approval by the Chambers County Engineer. No access permit will be granted or approved which does not properly address drainage, sight distance, and other safety criteria including but not limited to proper lane widths, guardrail, front and back slopes, right-of-way encroachments, or roadway/pavement buildup to support anticipated future traffic on the public highway and highway system at affected points, as established and determined to be appropriate by the Chambers County Engineer;

3. An access permit does not grant any right, claim, or control over any part of the Chambers County highway right-of-way. The applicant is not permitted to use Chambers County's right-of-ways for any purpose other than for highway access and the maintenance or construction of the permitted access point. All structures, including gas pumps, tanks, sheds, signs, equipment, vehicles, etc. shall be placed beyond the right-of-way and in no way encroach thereon. In addition, during construction activities involving heavy equipment or large trucks, all driveways, highways, roads, alleys, streets, other roadways, or any aspect or part thereof, used to connect to or otherwise access or allow motor vehicle traffic on or onto any part of the Chambers County public road system including the Chambers County rights-of-ways, shall be maintained sufficiently in order to prevent safety hazards along the Chambers County public road system resulting from the proposed access. In the event that the construction activities resulting from the residential, commercial, agricultural or industrial development or operation jeopardize the safety of the motor vehicles traveling the Chambers County road system, as determined by the Chambers County Engineer, the Chambers County Sheriff or designee shall have the additional right to prevent entry onto the Chambers County Highway System until conditions improve to a point that there is no longer a safety hazard;

4. Compliance with all requirements of the access permit is the responsibility of the owner applying for the access. Construction and material requirements shall be consistent with the Chambers County Subdivision Regulations. Driveways for individual residences as well as larger developments must comply with these access procedures and requirements;

5. All subdivisions of real property including all commercial, residential, and industrial developments, along, adjacent to, or accessing existing paved or unpaved Chambers County public roads, and any person or entity seeking to connect a highway, street, alley, road, or other public or private way, thereto, shall be required to improve and upgrade such existing public road and connecting roads, and associated drainage facilities, to the extent required by the Chambers County Engineer. These improvements may include, but are not limited to, the construction of additional lanes to increase capacity, turn lanes, acceleration and/or deceleration lanes, traffic signals, guardrail, clear zones, or other improvements deemed necessary by the Chambers County Engineer or his designee. The existing road system may be required to be upgraded in order to provide for future anticipated traffic demand and/or traffic volume increases. In addition to these requirements, subdivisions located on certain highways or roads may include at a minimum turn lanes, larger radius, or tapers to enter into the proposed subdivision and shall have the following limitations to include frontage lots on this type of facility (subject to classification as shown on ALDOT Highway Functional Classification Map):

    a. Residential lots fronting on a major or minor collector with an average daily traffic volume (ADT) of 1000 vehicles per day (vpd) or greater shall be limited to one (1) access point and shall be subject to stopping sight distance requirements based on the design speed or posted speed of the road (whichever is greater) and site conditions. These lot access points shall also be required to be spaced at

intervals equal to the stopping sight distance required above with a tolerance of ± 5 mph for spacing;

b. Residential lots which are proposed denser than the requirements in 4(a) shall be limited to one (1) access point for subdivisions with two (2) lots or less and/ or limited to two (2) access points for subdivisions with three (3) or more lots. These access points must still comply with all sight distance requirements and all roads/ drives shall be constructed in accordance with the Chambers County Subdivision Regulations;

c. Residential lots on routes classified above a major collector (ie arterials) shall have limited access through service roads or equivalents.

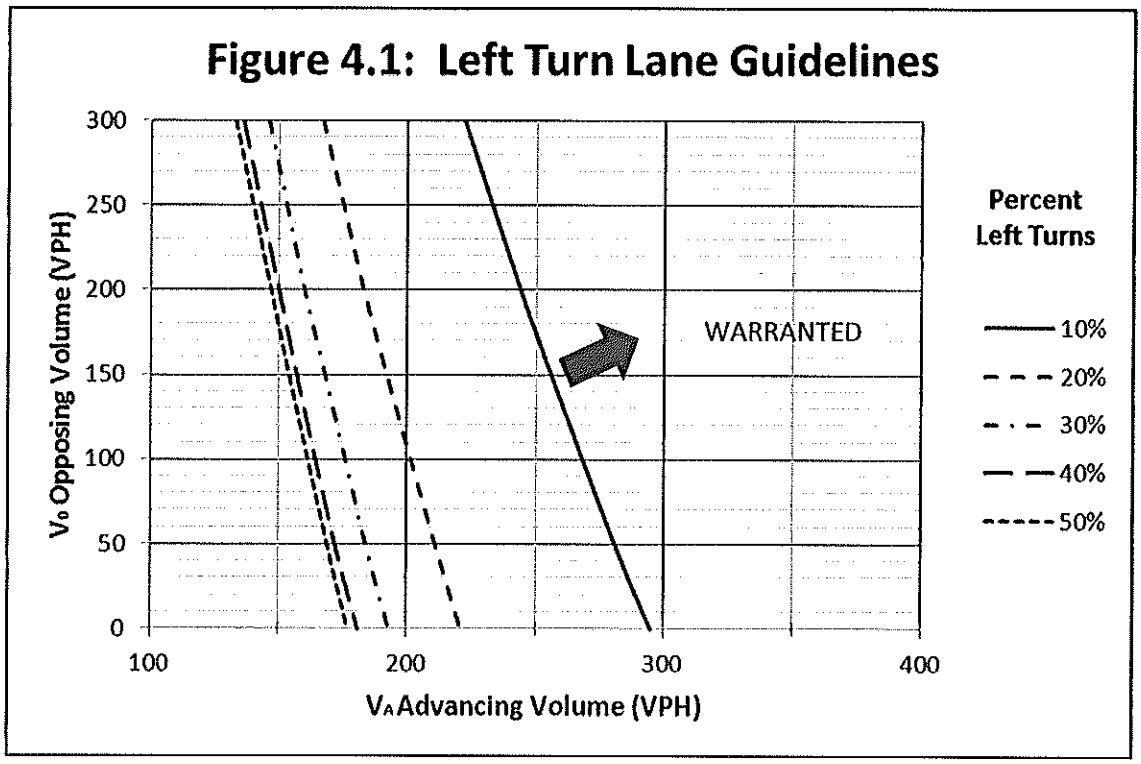
d. Existing lots (as of the dates of the adoption of this policy shall be grandfathered or exempt from spacing requirement of 4 (a) provided the lot configuration does not change. If a subdivision of the existing lot occurs or is proposed, the new lot (s) must meet the criteria set out herein.

e. Turn lane requirements shall apply to residential, industrial, and commercial developments. The guidelines for these turn lanes are as follows:

I. Turn lanes shall be 12' minimum width. Right lanes constructed with no center or left turn must be constructed with a minimum of 6' additional width to accommodate a future need for a center turn lane. Curb and gutter shall be the preferred method of drainage in turn lane areas;

II. Left Turn Lane Warrants:

High Volumes of left turns may warrant construction of left turn lanes on two-lane and multi-lane roadways. Left turn lane warrants are typically governed by the volume of opposing traffic (V_o), volume of advancing traffic (V_a), the percentage of left turns in the advancing volume of traffic, and the average speed on the roadway. The warrants for the installation of a left turn lane on a two-lane roadway are illustrated below:



Note: In addition to the requirments in Figure 4.1, a left turn lane will be warranted along a road classified Minor Rural Collector or higher when the daily traffic exceeds 1,000 vpd and the development is anticipated to generate an additional 500 vpd or greater. However, if in the opinion of the Chambers County Engineer, a left turn lane is needed to prevent crashes or improve the safety at the proposed intersection, a left turn lane may be required.

III. Right Turn Lane Warrants:

High volumes of right turns may warrant construction of right turn lanes on two-lane and multi-lane roadways. The warrants for the recommended installation of a right turn lane on a two-lane roadway are illustrated below:

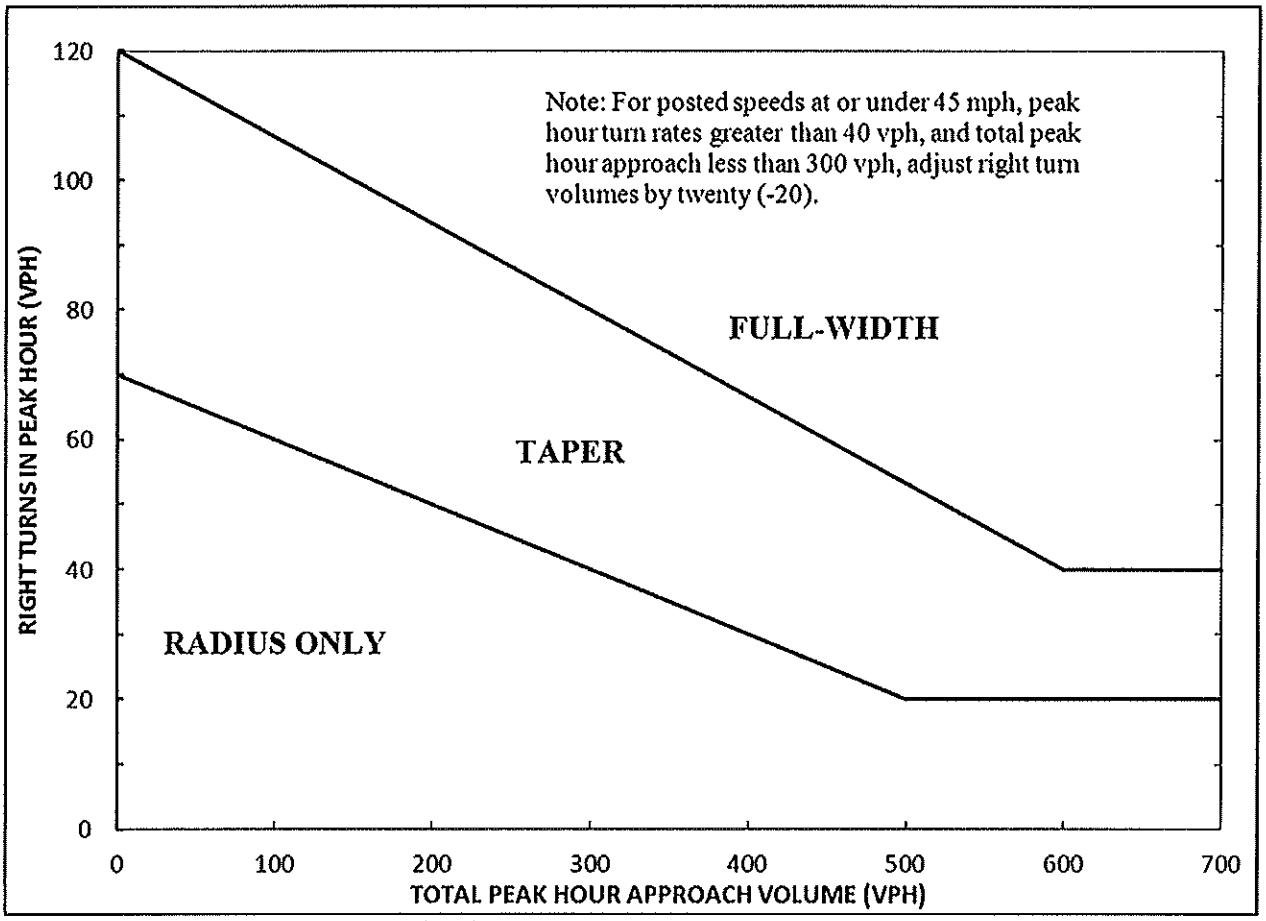


Figure 4.2: Right Turn Lane Guidelines

Note: In addition to the requirments in Figure 4.1, a right turn lane or taper will be warranted along a road classified Minor Rural Collector or higher when the daily traffic exceeds 1,000 vpd and the development is anticipated to generate an additional 500 vpd or greater. However, if in the opinion of the Chambers County Engineer, a right turn lane or taper is needed to prevent crashes or improve the safety at the proposed intersection, a right turn lane may be required.

IV. Taper Lengths and Storage lengths will vary by site and are subject to the approval of the Chambers County Engineer. However, tapers should be of sufficient length for a vehicle to decelerate and brake entirely outside the through travel lanes.

f. Existing drainage structures including culverts, bridges, and ditches, may be required to be upgraded or replaced as determined by the Chambers County Engineer;

g. Any utility installation that is required to serve the subdivision or development that must be relocated as a result of the required roadway or drainage improvement is the responsibility of the owner or developer thereof. Utility installation or relocation must be performed in accordance with the requirements of the Chambers County Engineer. All costs associated with the installation or relocation of utilities must be borne by the developer or owner;

h. Additional right-of-way may be required by Chambers County in order to be able to properly construct the required roadway and drainage improvements or utilities. The developer, traffic generator, or applicant for an access permit is not necessarily entitled to exclusive use of any excess capacity of the existing roadway or any right-of-way that may be available and suitable for construction or any right-of-way in excess of that which is necessary to construct improvements required by the Chambers County Engineer. The developer, owner, or applicant for an access permit is responsible for all costs associated with acquiring additional right-of-way;

i. Design and construction plans which show all of the proposed access and improvements must be submitted to the Chambers County Engineer for review and approval. All such plans shall bear the signature and seal of a professional engineer licensed to practice in the State of Alabama;

j. Prior to approval, an estimate of all costs of the proposed improvements shall be submitted by the applicant to the Chambers County Highway Department for review and approval. Upon approval by the Chambers County Engineer, a bond in form and substance as approved by the Chambers County Commission, with an acceptable surety, in the amount not less than 150 % of the approved cost, must be made and posted by the access permit applicant with the Chambers County Highway Department to assure proper and timely completion of the improvements specified. Construction of any public improvement or any construction in the right-of-way must not commence until written approval has been granted by the Chambers County Engineer. Construction notification and inspection requirements shall be in accordance and consistent with the Chambers County Subdivision Regulations;

k. If construction is not substantially commenced within one (1) year from the date of the issuance of an access permit, or if commenced applicant fails to continuously and satisfactorily work toward completion of the project according to the approved construction plans, the application and approval thereof will be void and application for an access permit must be resubmitted. Any resubmitted application for an access permit and approval or rejection thereof would take into consideration any additional improvements or change in construction or design based on conditions which the County Engineer deems necessary;

6. Regardless of any provisions contained herein to the contrary, an individual seeking access for the purpose of ingress and egress to only one (1) single family residence shall be required to obtain an access permit to be issued by the County Engineer allowing same, but shall not be required to present engineering studies and detailed construction plans unless the County Engineer determines that such is necessary due to particular safety, engineering, or other concerns associated with that specific point of intended access. A turnout for private entrance application will be required in addition to the access permit;

7. In the event any person or entity shall gain, establish, allow access to or otherwise connect or allow connection of any public or private highway, street, alley or road or other public or private way / facility to any part of the Chambers County maintained road system, in violation of any part of this resolution or without first obtaining an access permit as herein provided, and without the express written permission of the Chambers County Engineer. The Chambers County Sheriff or designee shall have the additional right to place impassable barricades between the traveled portion of the county road or right-of-way and the point of unpermitted access, thus preventing entry onto the Chambers County Highway System and ingress and egress thereto. The Chambers County Commission also realizes that the County Engineer may in some cases be required to remove items placed on the right-of-way without permission that pose a safety threat to the traveling public;

8. Any person, firm, corporation or entity who or which violates any part or portion of this resolution or otherwise connects or allows the connection to any Chambers County public road or right-of-way of any portion of the Chambers County Road System in violation of the aforementioned requirements, or any portion, section or aspect thereof without first obtaining a written access permit to access the same as provided herein, shall in addition to all other remedies available to Chambers County, including but not limited to injunction and assessment of damages, be subject to and liable for the payment of civil penalties and reimbursement to Chambers County in an amount equal to all costs or damages incurred by Chambers County, the Chambers County Highway Department or the Chambers County Engineer in order to bring said access point and use of the Chambers County public road system into compliance with the provisions hereof and the costs, including, but not limited to , the cost of design, construction and installation of all necessary improvements to comply with the requirements herein, and for the cost of physically preventing ingress and egress to and from the Chambers County Road System. Nothing contained herein shall, however, be interpreted to limit Chambers County to any one or more available legal remedies, and the provisions herein providing for remedies shall be cumulative to all other remedies available now or in the future;

9. The requirements hereof shall be cumulative to any other legally imposed conditions or requirements provided by law or by Chambers County and/or the Chambers County Engineer;

10. The provisions of this resolution are severable. If any portion hereof shall be declared invalid by any court of competent jurisdiction, such declaration shall not effect the remaining portions hereof;

11. The provisions hereof shall become effective immediately upon the adoption by the Chambers County Commission, and all municipalities in Chambers County shall be advised of the adoption hereof and directed to withhold any and all permits for developments accessing Chambers County public highways and roads until such Access Permits have been adopted and issued by Chambers County acting by and through Chambers County Engineer or other designee of the Chambers County Commission.

Debbie Wood

Chambers County Commission Chairman
Debbie Wood

6/3/2013

Date