

ARTICLE IX GENERAL DESIGN REQUIREMENTS

A. Roads and Streets

1. HENRY COUNTY ROAD ACCEPTANCE POLICY Revised March 1999

This policy on road acceptance has been developed to provide a coordinated process for the establishment of new public roads in Henry County. This policy shall apply to new public roads proposed in either of the following two ways : (a) the proposed road is constructed as part of the development of a subdivision in which property sales are anticipated and for which a subdivision plat is required under the Henry County or the Paris Regional Subdivision Regulations, or (b) the road may be an existing private road or new road developed independently from a subdivision for which a road plat is required under the Henry County or Paris Regional Subdivision Regulations and policies adopted by the Henry County Highway Commission.

The following process has been established for road acceptance:

- a. The developer of any subdivision or proposed new road in Henry County must, prior to the construction of any roads, drainage facilities or infrastructure, prepare a preliminary plat in accordance with the requirements of the applicable Subdivision Regulations. The developer **shall** consult with Road Supervisor and the planning staff during the preparation of the preliminary plat to ensure that the roads and drainage system are in conformity with the adopted specifications.
- b. When complete, the preliminary plat shall be submitted to the planning commission having jurisdiction over the property subdivided. Copies of the preliminary plat **shall** be forwarded to the Henry County Road Supervisor and the planning staff for review and comment. The Road Supervisor will **communicate to** the commission indicating whether or not the proposed facilities conform to the requirements of the applicable Subdivision Regulations. This statement should address the adequacy of the entire road plan, including but not limited to location of roads; drainage; placement of culverts and conformity of planned roads to the adopted specifications.

- c. The Planning commission will consider and approve, reject or conditionally approve the preliminary plat. The developer should be present at this meeting to present the plat and answer questions.
- d. Once preliminary approval has been granted, the developer may begin actual construction of the subdivision or road. All roads and culverts must be built in accordance with the preliminary plat. **The developer shall** consult with the Road Supervisor during this period. If, after construction has begun, any major changes are required, an amended preliminary plat must be brought back to the Planning Commission for approval.
- e. Upon completion of the road construction work or the posting of a bond to cover construction costs, the developer shall prepare and submit a final subdivision or road plat to the planning commission having jurisdiction in accord with the applicable Subdivision Regulations. Copies of the final plat **shall be forwarded** to the Henry County Road Supervisor and the planning staff for their recommendations. The Road Supervisor shall conduct a field inspection of all completed work and prepare a written report and checklist. This report should note any deficiencies. If the report recommends for approval, it should state that construction is consistent with minimum adopted standards of Henry County. A copy of this report **shall** be furnished to both the Henry County Highway Department and either the Henry County Regional Planning Commission or the Paris Regional Planning Commission.
- f. Once the plat has been approved by the planning commission it may be submitted to the County Road Commission for a recommendation on road acceptance. The information submitted should include: copy of the final plat, evidence the final plat has been approved by the Planning Commission and recorded in the office of Register of Deeds.

- g. Once approved by the Planning Commission and Road Commission, the final plat, deeds, all reports, and recommendations are to be submitted to the County Commission for final action on road acceptance. The information submitted should include proof that the plat has been recorded in the Office of the Register of Deeds.
- h. The County Commission agrees not to provide any public funds for any improvements to roads not accepted through this process and when a building permit system is established not to issue permits for building construction for lots on unapproved roads.
- i. The Henry County Commission, Paris City Commission, the Paris Board of Public Utilities, and any other utility districts within Henry County agree not to install, lay or authorize water mains, sewer lines or electrical service in or along any road not formally accepted through this process unless the private road is shown defined as such on an approved and recorded final plat.
- j. It is the developers' responsibility to see that all required documents are submitted to the proper official or commission in time for the required actions.
- k. Abandonment of any road by the-subdivider will require vacation of the plat. Abandonment by the County shall be noted on any affected plat.

2. **Conformity to the Major Road Plan**

The location and width of all streets and roads shall conform to the official Major Road Plan.

3. **Relation to Adjoining Road System**

The proposed road system shall extend existing roads or projects. They shall be extended at a width no less than the required minimum width.

4. Design

The design for all roads and streets shall conform to the requirements as set forth in Article VII of these regulations.

5. Right-of-Way Widths

The minimum width of right-of-way, measured from lot line to lot line, shall be as shown on the Major Road Plan, or if not shown on such plan, shall not be less than as follows:

- a. Arterial R roads and Highways 60-150 feet as may be required

Arterial roads and highways are those to be used primarily for fast or heavy traffic and will be located on the Major Road Plan.

- b. Collector Street..... 50 feet

Collector streets are those which carry traffic from minor streets to the major system of arterial streets and highways and include the principal entrance streets to a residential development and streets for major circulation within such a development.

- c. Minor Residential Streets.....50 feet

Minor residential streets are those which are used primarily for access to the abutting residential properties and designed to discourage their use by through traffic.

3. Minimum Size

The size, shape and orientation of lots shall be such as the Planning Commission deems appropriate for the type of development and use contemplated. When an existing public water supply is reasonably available to a proposed subdivision it shall be the developers option to tap into the existing water main. If the developer chooses to tap into the existing main the appropriate utility district shall determine the adequate size of waterlines for the subdivision and the installation of the water lines shall be done in accordance with the utility district's standards and policies.

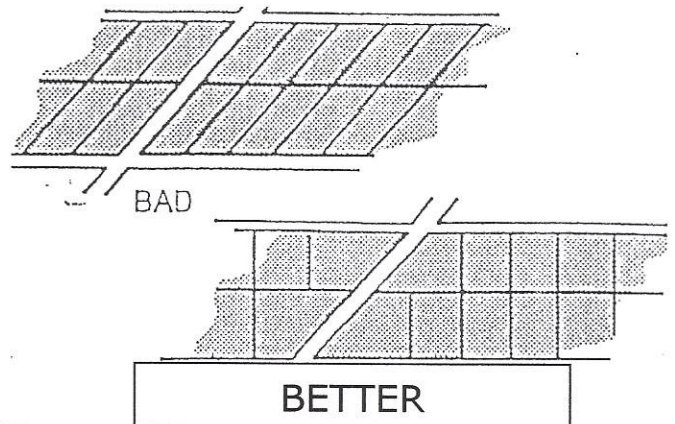
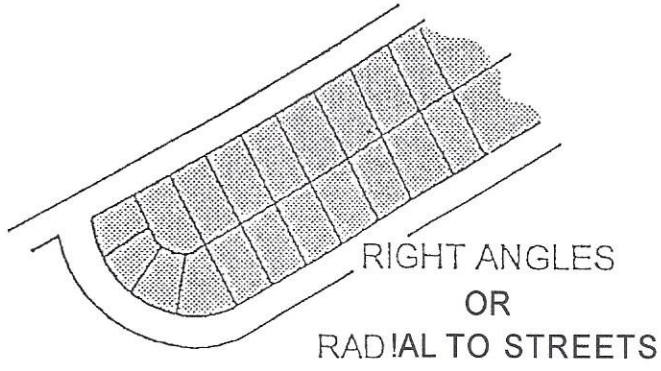
- a. Residential lots served by public water and sanitary sewer systems shall not be less than seventy (70) feet in width at the building setback line nor less than 10,000 square-feet in area.
- b. Residential lots not served by public water and sanitary sewer systems shall not be less than eighty-five (85) feet in width at the building setback line nor less than 15,000 square-feet in area. Provided, however, greater area may be required by the Planning Commission as indicated by data from percolation tests and investigations or as determined by the county health officer.
- c. Size of properties reserved or laid out for commercial or industrial properties shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated. Platting of individual lots should be avoided in favor of an overall design of the land to be used for such purposes.

4. Building Setback Lines

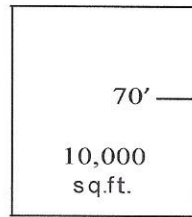
- a. The minimum depth of building setback lines from the street **right of way** shall not be less than **twenty-five (25) feet**, and in the case of corner lots, **twenty- five (25) feet** from the side street of the **right of way**.
- b. In the case of electric transmission lines, where easement widths are not definitely established, there shall be a minimum building setback line from the center of the transmission line as follows:

<u>Voltage of Line</u>	<u>Minimum Building Setback</u>
46KV	37 1/2 feet
69KV	50 feet
161KV or more	75 feet

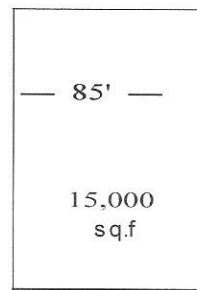
LOT ARRANGEMENT



MINIMUM LOT SIZE

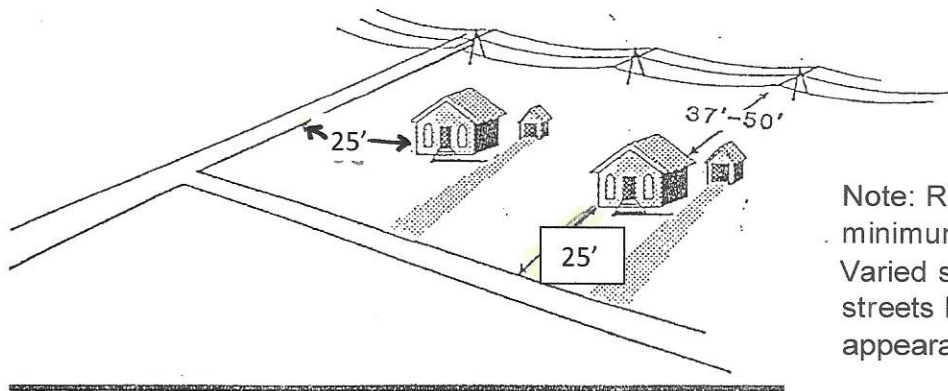


WITH PUBLIC WATER AND
SEWER CONNECTIONS . .



WITHOUT PUBLIC WATER AND
SEWER CONNECTIONS.

BUILDING SETBACK LINES



Note: Required setbacks are a minimum - not a uniform standard. Varied setbacks on straight streets help avoid monotonous appearance.