ARTICLE VI
SUBDIVISION REGULATIONS

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SECTION 60 GENERAL PROVISIONS

Section 60.01 Purpose and intent

The purpose of these subdivision regulations is to provide criteria for the development of subdivisions within the County. The regulations contained herein are based on and implement the requirements of Section 6-29-1110 et. seq., South Carolina Code of Laws. These regulations also implement the objectives and policies of the most recent version of the Clarendon County Comprehensive Plan. In addition, these regulations are intended:

(a) To assure the timely provision of required streets, utilities and other facilities and services to subdivisions;

(b) To assure the adequate provision of safe and convenient traffic access and circulation, both vehicular and pedestrian, in and through subdivisions;

(c) To assure the provision of needed public open spaces and buildings in subdivisions through dedication and/or reservation of land for recreational, educational, transportation and other public purposes; and

(d) To generally assure wise and timely development in conformance with the requirements of the County's Comprehensive Plan.

Section 60.02 Subdivision definition

A subdivision is any division of a tract or parcel of land into two or more lots, building sites, or other divisions for the purpose, whether immediate or future, of sale, lease or building development, and includes all division of land involving a new street or change in existing streets, and includes re-subdivision which would involve the further division or relocation of lot lines of any lot or lots within a subdivision previously made and approved and recorded according to law; or the alteration of any streets or the establishment of any new streets within any subdivision previously made and approved and recorded according to law and includes combinations of lots of record, with the exemptions listed in (a), (b) & (c) below:

(a) The combination or recombination of portions of previously platted and recorded lots where the total number of lots is not increased and the resultant lots are equal to the standard herein;

(b) The division of land into parcels of five acres or greater each in area and does not result in the creation of a new roadway nor the widening of an existing roadway;

(c) The combination or recombination of entire lots of record where no new street or change in existing streets is involved;

(d) The division of land by will or by inheritance under the statute of descent and distribution or by gift conveyed by deed, provided the other applicable development standards of this Code are met, including the road access requirements of Article VI. Gifts by deed or inheritance are limited to the same immediate family defined as mother, father, children, grandchildren, brothers or sisters, further property conveyances shall not be allowed for a period of twenty four (24) months from the date of the plat approval by the PC: or

(e) The partition of land by a Court decree pursuant to the requirements of Section 15-61-10 et. seq., SC Code of Laws, provided the applicable development standards of this Code are met.

Section 60.03 General Procedures

(a) The subdivision exemptions shall be reviewed by the PC staff to ensure compliance with the appropriate portions of this Code and shall be recorded in the public records of Clarendon County;

(b) All subdivisions, other than the exemptions described in Section 60.02 above, shall comply with the process outlined below:

  [1] Preparation of sketch plan, or concept plan that generally describes the location and size of the proposed project;

  [2] Preparation of subdivision engineering plans; an

  [3] Preparation of the final plat for recording.

(c) Under no circumstances may lots subject to the requirements of this Article be sold or represented as available for sale until the Final Plat is approved by the PC and recorded in the public records of Clarendon County;

(d) No applications shall be processed without completion of the proper forms and payment of the requisite non-refundable fees as provided in Article IX of this Code;

(e) The staff shall determine the number document sets required at each step;

(f) All applicants shall schedule a pre-application conference with the staff prior to submitting an application;

(g) All subdivision documents shall be signed and sealed by a SC licensed engineer or SC licensed surveyor as appropriate for the document;

(h) The Department shall develop and periodically revise various subdivision application materials. It is the applicant's

responsibility to ensure that the current requirements of the applicable requirements are met and the most current forms are used;

(i) All actions and recommendations by the Department shall be based on findings of fact and provided in written form to the applicant and other appropriate parties;

(j) The Department may establish an advisory committee to assist in the technical review of subdivision applications; and

(k) The plats of parcels meeting the definition of exemption in Section 60.02 shall be submitted to the Department for information and certification purposes.

Section 60.04 General requirements

(a) No plat of the subdivision of any land within the unincorporated areas of Clarendon County shall be filed with or recorded by the Clarendon County Clerk of Court until such plat shall have been submitted to and approved by the Clarendon County Planning (PC) according to the procedures set forth herein.;

(b) No street or other way or land shall be accepted or maintained, nor shall any water lines, sewerage, street lighting or similar improvements be extended or connected, nor shall any Certificate of Occupancy be issued by any department of the County for any building or other improvements in any subdivision established hereafter which has not been approved by the PC;

(c) Failure to complete the process described herein or the filing or recording of a plat of a subdivision without PC approval is declared to be a misdemeanor and is subject to penalties described in Article X of this Code;

(d) All streets constructed pursuant to the development of a subdivision shall comply with the relevant standards in Section 52 of this Code;

(e) No subdivision shall be permitted unless the parcel is located on and gets its access from a paved road, except as provided in 65.01 and 65.07;

(f) If a subdivision proposes to locate on an unpaved road the developer shall be required to pave the road to County standards to the nearest paved road, except as provided in 65.01 and 65.07. If the developer at his expense is not able to obtain the necessary easements and/or rights-of-way, the County may at its option exercise its power of eminent domain to obtain such easements and rights-of-way, or waive the requirement to pave the County road;

(g) If a public water supply is installed, the system facilities shall be installed in conformance with plans and specification approved by DHEC. When the water main will be located within the street right-of-way, a connection for each lot shall be stubbed out before the street is paved;

(h) If a sanitary sewer is installed, the system facilities shall be installed in conformance with plans and specification approved by DHEC. When the sewer main will be located within the street right-of-way, a connection for each lot shall be stubbed out before the street is paved;

(i) If curb and gutter are provided, they shall be constructed in accordance with the plans and specifications of the SC DOT;

(j) The stormwater management system shall be constructed in accordance with the plans and specifications approved by the South Carolina Department of Health & Environmental Control (SCDHEC);

(k) In no case shall a subdivision be approved without the concurrence of the Clarendon County Fire and Rescue Department's determination that the respective requirements of the Standard Fire Prevention Code and other applicable safety Codes have been met;

(l) Subdivisions shall include connections for the installation of fire hydrants, when sufficient fire flow is available to the project;

(m) No subdivision lot subject to the requirements of this Article shall have a depth greater than three (3.0) times the width nor less than one (1) times the width;

(n) No land clearing activity other than for construction roads surveying or routine maintenance, shall be initiated until the Final Plans are approved;

(o) All subdivision lots shall have access only to interior subdivision roadways; and

(p) The applicant shall be responsible to install all street signs in conformance with the criteria in Sections 57.04, 57.05 and 57.06.

(q) For corner lots a front yard setback shall be required on the street of higher classification ranked in the following order: (1) arterial, (2) collector, (3) local; or in the case of two equally classified streets, the street having the higher traffic volume. A second front yard setback of one-half the depth shall be provided on the one having the lower traffic volume.

Section 60.05 Minor subdivision

The purpose of this Section is to establish criteria to permit construction of subdivision in remote areas of the County. Single family, and/or duplex, residential subdivisions, whether conventional, modular and/or manufactured home construction, may be located in a AGR, RC, SFR, and RMF zoning district without Zoning Map amendment, only if:

(a) No more than ten (10) lots per parcel shall be permitted on an existing paved road without completion of the subdivision requirements in Article VI;

(b) Flag lots are prohibited;

(c) All driveways shall conform to the driveway separation requirements mandated by the SCDOT;

(d) All lots shall front on a paved road;

(e) The Department may, at its discretion, transmit an application for minor subdivisions to the Technical Review Committee members for review comment prior to staff approval. The PC consideration of these applications will be determined by the department on an as needed basis. If an agency does not respond within 30 days, the County will assume the agency has no objection to the subdivision;

(f) The plat shall be recorded upon approval by the PC;

(g) It shall be a violation of this Code to sell, or represent for sale, any lots until the plat is approved by the PC and recorded in the public records.

(h) For corner lots a front yard setback shall be required on the street of higher classification ranked in the following order: (1) arterial, (2) collector, (3) local; or in the case of two equally classified streets, the street having the higher traffic volume. A second front yard setback of one-half the depth shall be provided on the lower classified street or the one having the lower traffic volume.

SECTION 61 SKETCH PLANS

Section 61.01 Criteria

The purpose of the Sketch plan is to generally identify the general characteristics of the proposed project in enough detail to give the PC an idea of its acceptability, but without engaging in an engineering analysis. In order to ensure proper street naming and parcel addressing for the E 911 system, all sketch plans shall identify the general alignment of all proposed roadways regardless of the subject phase of development. All sketch plans shall provide the information identified in the Subdivision Plans Checklist as provided by the Department.

Section 61.02 Review process

(a) Upon submission of a Sketch Plan application, the PC staff will determine whether the application is complete enough for review and consideration by the staff, the Technical Review Committee (TRC) and the PC and notify the applicant within ten (10) working days;

(b) No application will be reviewed unless the Planning Director or his/her designee determines the application is complete enough to evaluate and the requisite non-refundable fee paid;

(c) Upon determination the application material is complete, the sketch plan application package shall be transmitted to the TRC for review and comment and the matter will be scheduled for PC consideration at their next available meeting;

(d) No later than seven (7) days prior to the PC meeting at which the sketch plan will be considered, the staff shall transmit a report and recommendation regarding the proposed project to the applicant and the PC;

(e) At a minimum, the staff report shall identify how the proposed project implements or does not implement the objectives and policies of the Comprehensive Plan and other such issues as may be pertinent to the subject project;

(f) The applicant shall be afforded the opportunity to present such evidence and dispute any aspect of the staff's sketch plan recommendation, and;

(g) The TRC may determine acceptable if less than three (3) lots are to be developed, skipping 61.03 below (if required).

Section 61.03 Planning commission review

The PC is the final County authority regarding subdivisions.

(a) The PC shall consider the staff report and recommendations and shall offer the applicant the opportunity to discuss any issues raised in the staff report or the discussions;

(b) The PC shall not approve a sketch plan unless it finds:

[1] The proposed project substantially complies with the policies and objectives of the Comprehensive Plan;

[2] The applicant submits a water and/or sewer capacity confirmation letter from a private or public service provider, if applicable;

[3] The County Fire and Rescue Department determines that adequate fire and rescue service can be reasonably provided; and

[4] The project appears to substantially comply with the relevant provisions of this Code.

(c) If the PC approves the sketch plan, the applicant may begin preparation of subdivision engineering plans that conform to the parameters established in the sketch plan action;

(d) Approval of a sketch plan shall automatically expire 270 days from approval, unless an application for preliminary plat approval has been filed; and

(e) The PC may upon a finding of good cause grant one extension of the sketch plan approval for up to 180 days.

Section 61.04 Rehearing/reconsideration

The PC may reconsider a sketch plan decision under the following conditions:

(a) The applicant shall submit new facts directly related to the proposed project that have been discovered since the sketch decision was made, or facts that were not previously introduced, but simply seeking an opportunity to make a better argument shall not warrant the PC reconsideration of a sketch plan decision;

(b) Such alleged new factual information shall be submitted within 30 days of the PC sketch plan decision to be eligible for consideration;

(c) The PC shall consider whether the request for reconsideration meets the criteria above at a regular, or special call meeting; and

(d) If the PC determines a rehearing is warranted, the reconsideration discussion shall be scheduled for the next available PC meeting.

SECTION 62 PRELIMINARY SUBDIVISION PLAT

Section 62.01 Criteria

The purpose of the preliminary plat is to conduct a detailed analysis and prepare the necessary documentation to ensure the approved sketch plan can be implemented as planned. The minimum criteria for Preliminary Subdivision plats are provided in the information identified in the Subdivision Plans Checklist as provided by the Department.

Section 62.02 Review process

(a) Upon submittal of the Engineering Plans, the Department shall transmit a copy of the appropriate materials to the TRC for their review and comment at the next available meeting; and

(b) Upon TRC review, the Department shall transmit a report and recommendations to the applicant and the TRC. Said report shall approve, approve with conditions, or deny the preliminary Subdivision plat application based on written findings of fact;

(c) The Department shall not submit any Preliminary Plat for PC consideration until substantial compliance with all the standards and criteria described herein is obtained;

(d) An applicant may appeal a Department decision regarding the Preliminary Subdivision Plat to the Planning Commission at their next available meeting;

(e) Upon Department approval of the Preliminary Subdivision Plat the applicant may prepare the Final Plat; and

(f) Approval of a Preliminary Subdivision Plat for any project shall automatically expire 365 days after its approval, unless an application for Final Plat has been received; and

(g) The PC may grant an extension of the Preliminary Subdivision Plat upon a finding of good cause.

Section 62.03 Provision of infrastructure

(a) Upon approval of the Preliminary Subdivision Plat, an applicant may elect either to construct all of the required infrastructure, or provide the financial guarantee for construction of said infrastructure described in Section 63.02 prior to approval of the Final Plat; and

(b) If the applicant elects to construct the infrastructure rather than providing surety for the construction, all construction shall be inspected and approved by the appropriate agencies prior to approval of the Final Plat by the PC.

Section 62.04 Vested preliminary rights

Upon approval of the Preliminary Subdivision Plat, the subject project shall be vested , in accordance with the provisions and exceptions provided in 6-29-1530 of the South Carolina Code of Laws, 1976, as amended, from further changes in the regulations or the application fees provided that the approval from the PC has not expired.

SECTION 63 – FINAL PLAT

Section 63.01 Criteria

The Final Plat is the document that legally subdivides the subject property into separate taxable parcels of land and is recorded in the public records of Clarendon County. The criteria for a Final Plat shall be provided in the Subdivision Checklist and shall at a minimum include the following matters of concern:

(a) Upon approval of the Final Plat by the Planning, the plat shall be stamped with the certificate of the Planning Commission and returned to the applicant. This copy constitutes the instrument to be recorded in the office of the Clerk of Court and shall constitute final approval;

(b) All lot corners shall be marked with an iron pipe at least 20 inches long and driven to within 6 inches above the finished grade of the lot;

(c) Concrete monuments may be used as corner stakes provided they substantially conform to the iron pipe requirements; and

(d) If available, the street addresses shall be shown on the Final Plat.

Section 63.02 Surety agreements

(a) All applicants for subdivisions that wish to guarantee construction of the needed infrastructure rather than construct said infrastructure, i.e., including but not limited to streets or roads, water facilities, sewer facilities, stormwater facilities and other facilities that may be identified in the subdivision process, prior to final plat approval shall enter into a Subdivision Infrastructure Financing Agreement with the County;

(b) Said Infrastructure Agreement shall be signed by the applicant and the Department Director and shall provide a financial guarantee for a minimum of 125 percent of the estimated construction cost to ensure completion of the project infrastructure;

(c) Acceptable financial guarantees are bonds, irrevocable letter of credit for life of construction and an escrow account meeting county approval; and

(d) Execution of the Subdivision Infrastructure Financing Agreement shall be completed prior to approval of the Final Plat by the PC.

Section 63.03 Deeds, restrictions and covenants

(a) An applicant may restrict the use of lots within the subdivision, guarantee a minimum building floor area, control the use of fencing and landscaping or in other ways control the development of the subdivision by recording covenants or deed restrictions applicable to all lots within the subdivision;

(b) Such covenants or restrictions shall not violate any existing Clarendon County ordinances, or the laws of the State of South Carolina laws;

(c) A copy of the covenants or restrictions, and any future additions or alterations, shall be filed with the Department and

recorded by the Clerk of Court of Clarendon County; and

(d) The County shall not be responsible to enforce any covenants, or restrictions, nor shall be liable for any actions in regard thereto.

Section 63.04 Recording and effect

(a) Upon approval of the Final Plat by the PC, the applicant shall record the entire plat for all the lots within the subject phase of the subdivision in the public records of Clarendon County;

(b) Except for construction trailers and model homes, no building permits shall be issued until the subdivision has been recorded;

(c) Approval of the Final Plat does not release the applicant from obtaining all other necessary County development permits, building permits, street number assignments and applicable state and/or federal agency permits;

(d) Once the Final Plat has been recorded, building permits may be issued for construction of the residences; and

(e) Certificates of Occupancy shall not be issued until all other applicable agency approvals have been recorded.

Section 63.05 Road dedication

(a) If the proposed streets will be private, a notation similar to the following shall be included on the plat "The County shall not be responsible for, nor expend any public funds for, the maintenance, construction or reconstruction of the streets within this subdivision;

(b) If the streets will be public, the applicant shall dedicate the right-of-way to the County at no cost to the County;

(c) The applicant must submit a separate road dedication agreement for approval by the County Council;

(d) A Road Right-Of-Way Dedication Agreement may be submitted to the Department at any time in the process, but the Department shall not submit the Agreement for County Council consideration until the road has been constructed and certified by the County Engineer as meeting the road construction standards;

(e) No less than 365 days after the County Engineer's certification that the road meets the County road standards, the developer may a submit a request to the Department for the County to assume maintenance responsibility for the road and a Road Right-of-Way Dedication Agreement; and

(f) Upon County Council acceptance of the Deed of Dedication, the Department shall notify the developer in writing that the Subdivision Infrastructure Finance Agreement has been satisfied and may be released.

SECTION 64 - SUBDIVISION PLANS/PLAT CHECKLIST

The following checklist is used to determine completeness of subdivision plans/plat submissions. A minimum of five (5) sets of plans/plats shall be submitted for each stage of approval.

Sketch Plans

All Sketch Plan Maps Shall Include the Whole Site Regardless Of Phasing

___Pre-application Conference

___Tax Parcel Map and Complete Legal Description, i.e., metes & bounds or lot #

___Payment of **$100** Application Fee

___ Location Maps At a Scale of No Smaller Than 1"=1 Mile, or On a 24" By 36" sheet. One Set of the Same Maps Shall Be Reduced To 11" By 17 " Sheets

___ A Property Boundary Survey by A SC Licensed Surveyor

___ Total Acreage to be Divided and Identification of Phases, If Any

___The Typical Lot Area & Number of Lots

___ Existing and Proposed Land Use Map

___ Map Showing On-site & Adjacent Parcels Existing Land Use & Zoning

Proposed Name of Subdivision

___Proposed Street Names

___Name, Address, Phone and Fax Number of Developer

__ Name, Address, Phone and Fax Number of Plans Preparer

___The General Location of Access Points to the Nearest County or State Road

___The General Location of Wetland Areas and/or Water Bodies

___A Predevelopment Drainage Map

___An Identification of the Source of Potable Water and Sanitary Sewage Disposal

__ A Statement Regarding Dedicated Public or Private Streets

__ A Soils Map - Available From the County Assessor's Office

Construction/Development Plans/Preliminary Plat

All Documents and Maps Shall Be Signed and Sealed By A SC Registered Engineer

__ Preapplication Conference

Tax Map Parcel Number

__ Payment Of Application Fee - **min. $300 plus $5 per lot**

__ Location Maps at a Scale of No Smaller than 1"=100 Feet, Or On A 24"By 36" sheet. One Set of the Same Maps Shall Be Reduced To 11" By 17 " Sheets

__ Name, Address, Phone and Fax Number of Developer or Owner of Record

___ Name, Address, Phone and Fax Number of Plans Preparer

__ Subdivision Name

___ A Graphic Scale, North Arrow and Date of Submission

___ Adjacent Properties Existing Land Use & Zoning Map

___ The Acreage to Be Subdivided By Phase

___ The Bearings and Distances of All Site Boundaries

___ Pre and Post Profiles of All Proposed Streets

__ Benchmarks

___ A Soils Map

___ Layout of All Lots Including:

- ___ a. Building Setback Lines
- ___ b. Lot Dimensions
- ____ c. Lot & Block Numbers
- ____ d. Utility Easements (including width & use)

___ Construction Plans for Sanitary Sewers Including:

- ____ a. Grade
- ____ b. Pipe Size
- ____ c. Location of Manholes
- ____ d. Points of Discharge
- ____ e. Copy of DHEC Application or Approval Thereof

___ Construction Plans for Storm Sewers Designed For 25 Year Storm Including:

- ____ a. Grade
- ____ b. Pipe Size
- ____ c. Location of Outlet

___Construction Plans for Potable Water Including:

- ____ a. Pipe Size'
- ____ b. Location of Hydrants and Valves
- ____ c. Copy Of DHEC Application or Approval Thereof

Construction/Development Plans/Preliminary Plat cont'd

Designation of Any Parcels Reserved for Public Use
Designation of Proposed Use of All Lots
Depiction of All Major Contours on the Site
Total Number of Lots
Total Acreage
Total Length of Streets
Deed Record Names of Adjoining Property Owners or Subdivisions
Location of Water Bodies
Location of 100 Year Flood Elevation Line
Location and Right-Of-Way of All Streets Roads and Utility Lines On and Adjacent To The Subject Site
Specific Locations of Utility Lines and Poles within Easements
Location and Size of Existing Sewers Includes Grades and Invert Elevations
Location and Size of Existing Water Mains
Location and Size of Existing Drains
Location and Size of Existing Culverts
Location and Size of Existing Other Underground Facilities
Acreage of Each Drainage Basin Affected by the Proposed Subdivision
Water Line Elevations
Sewer Line Elevations
Location of City Limits or County Line
Layout of Streets and/or Roads
Layout of Any Public Crosswalks
Layout of Streets and/or Road Grades and Typical Cross Sections
Approval Letter from Federal or State Funding Agency, As May Be Applicable
Stormwater & Erosion Control Permit **Prior To Any Grading Onsite**

FINAL PLAT

Before a Final Plat may be submitted for approval, Construction/Development Plans must receive final approval and be designated as the FINAL CONSTRUCTION/DEVELOPMENT PLANS by the County Engineer. All Plats shall be signed and sealed by a SC Registered Surveyor. All dimensions shall be to the nearest 1/100 of a foot and angles to the nearest 20 seconds.

___ Tax Map Parcel Number
___ Final Plat Fee – **minimum $300 plus $5 per lot**
___ Plat at a Scale of No Smaller Than 1"=100 Feet, or on a 24" by 36" Sheet. One set of the Plats Shall be Reduced to 11" by 17 " Sheets
___ Map Showing Zoning On-site and Adjacent Parcels
___ Name, Address, Phone and Fax Number Of Plat Preparer
___ Final Subdivision Name
___ A Clear Identification of Phases, if applicable
___ A Graphical Scale, North Arrow, & Date of Submission
__ Location Bearings & Length of Each Street, Including Radius, Tangents, etc
___ Location Bearings & Length of Each Lot Line, Including Radius, Tangents, etc
__ Location Bearings & Length of Each Easement, Including Radius, Tangents, etc
__ The Exact Boundaries of the Tracts Being Subdivided
__ Approved Street Names and Lot Addresses
__ All Lot Lines, Lot Numbers and Block Numbers
___ Building Envelopes (setback lines) For All Lots
__ All Public Sites, If Any
__ An Accurate Description of the Location of All Monuments and Markers
__ Water Line Easements Including Width and Use, If Any
___ Gas Line Easements Including Width and Use, If Any — Sewer Line Easements Including Width and Use, If Any _ Stormwater Easements Including Width and Use, If Any
___ Power Line Easements Including Width and Use, If Any
___ Private Street Maintenance Statement, if applicable
__ County Council Approval of Road Dedication Agreement, if applicable
___ Certificate of Approval for Recording

SECTION 65 - ROAD DESIGN & CONSTRUCTION STANDARDS

Section 52.03 of the Clarendon County Unified Development Code delegates the Planning Commission (PC) with the responsibility to prepare, and periodically revise as may be necessary, road construction standards and criteria. The standards must generally be based on the South Carolina Standard Specifications For Highway Construction Manual and the USDOT Manual of Uniform Traffic Control Devices of Streets and Highways. The County may deviate from these standards as deemed appropriate by the County Council.

SECTION 65.01 - Purpose and Applicability

The purpose of these road construction standards is to ensure that all public and private roads built in the County meet minimum standards of safety and construction. Since the County declares these standards necessary to protect public safety, no existing, or new, roadway shall be accepted for County maintenance unless it complies with the criteria herein.

Except roads constructed by the SCDOT and/or the USDOT or their contractors, the standards and criteria herein shall apply to all roadways constructed in Clarendon County, whether funded by public or private sources. These standards also apply whether the roadway is maintained by the County, or any private body. All persons wishing to construct a road within Clarendon County shall be required to comply with the standards and process described herein.

Unpaved roads shall be constructed and maintained in a safe manner. All unpaved roads shall be privately constructed and maintained. Roads in a Residential Estates Zone where the lot minimum is 5 acres or greater and there are no more than four (4) lots on the road can be subdivided on an unpaved road, however, any further subdivision above these standards will not be allowed (See also Section VI Unpaved Private Drives),

No public funds shall be spent on any road until the road construction complies with the requirements herein.

SECTION 65.02 - Minimum Design Standards

1. Roadway Classification

The Community Facilities Element of the Comprehensive Plan as it may be revised from time to time_establishes a roadway classification system for the County. The roadway classifications are described below and shown in Figure V-2 of the Community Facilities Element.

TABLE 1

ROADWAY CLASSIFICATIONS

Classification	Roadway Name
Principal Roadways	I-95; US 301; US 521; US 378; US 15
Arterial Roadways	S 261; S 58; S 527; Raccoon Rd From S 261 to US 301
Collector Roadways	S 260; Brewington Rd; Old Georgetown Rd; Raccoon Rd; Old River Rd; Bloomville Rd; Dingle/Bonanza Crossing Rd; Bill Davis Rd.; Richardson Rd; Cane Savannah Rd; Wash Davis Rd; Elliott Rd; Silver Rd.; Brailsford Rd.; Rhames Rd.; June Burn Rd.; Plowden Mill Rd.; Old Manning Rd.; Salem Rd.; Burnt Branch Rd.; Barrineau Rd.; Puddin Swamp Rd; St James Rd.; Dubose Rd.; and Horse Branch Rd.;
Local Streets	All Others

2. Right-of-Way & Pavement Width Requirements

Table 2 below shows the minimum right-of-way/easement and pavement requirements for county and private funded and/or maintained roadways.

TABLE 2
RIGHT-OF-WAY & PAVEMENT REQUIREMENTS

Roadway Classification	Right of Way or Easement Width (ft)	Pavement Width (ft)	Lane Width (ft)	Design Speed (mph)
Collector	66	24	12	40
Local	50	20	10	25
Principal	SCDOT	SCDOT	SCDOT	SCDOT
Arterial	SCDOT	SCDOT	SCDOT	SCDOT

Notes:

Widths are measured from the curb face to curb face or pavement edge to pavement edge depending on the type of roadway.

The roadway centerline and right-of-way/easement centerlines are to be coincident, except in instances where public safety would be better served by relocating the road within the right-of-way/easement.

3. Average Daily Vehicle Trip Generation

The average daily vehicle trips generated by various types of land use are depicted below:

TABLE 3
AVERAGE DAILY TRIP GENERATION BY LAND USE TYPE

Land Use Type	Trip Rate
Single Family Detached	10.0 per unit
Duplex & Multi-family	8.1 per unit
Mobile Home Park	5.4 per unit
Retirement Community	3.3 per unit
Other Uses	ITE Manual Rates

4. Cul-de-sacs

a. All permanent dead-end streets shall terminate in a paved turnaround area with a minimum 50 foot radius.

b. The turnaround area shall have a minimum right-of-way radius of 65 feet.

5. Obstructions & Utilities

a. Placement of any man-made structure, except those associated with public utilities, within the right-of-way /easement of a County funded or maintained roadway shall be prohibited.

b. The PC may permit a structure within the right-of-way/easement of a County funded and/or maintained roadway, provided that under no circumstances may a structure be closer than 5 feet to the curb or edge of the pavement.

c. All underground utilities shall be installed within the right-of-way, or easement, prior to construction of the subgrade proof roll described herein.

6. Decorative Islands and Plantings

a. Decorative islands are required to be shown on alignment or roadway plans.

b. Details of islands shall be included.

c. Islands shall not interfere with the orderly and safe flow of traffic nor the safety of pedestrian traffic. They shall not contribute to the degradation of the roadway in the future.

NOTE: The County will not assume responsibility for the operation or maintenance of a decorative island. An instrument designating the entity responsible for such maintenance shall be submitted with other final submittals. This entity shall be responsible for all liability associated with the structure including repair to the island for safety purposes and maintenance of the adjoining roadway, at the direction of the County, when required.

d. Trees and Plantings: No trees or planting shall be located on the right of way. Plantings shall be located off the right of way a sufficient distance as not to interfere with the maintenance of the roads, sidewalks, drainage inlets, or any other structure considered part of the overall roadway system. Plantings determined to interfere, or potentially interfere, with these or other features will be removed by the County, or at the County's direction.

7. Temporary Dead-end Streets

a. Temporary dead-end streets extending greater than the depth of two abutting lots shall have a temporary cul-de-sac having a diameter of 80 feet.

8. Intersections

a. No more than two streets centerlines can intersect at any one point.

b. Streets shall be designed to intersect at a 90 degree angle to the maximum extent possible, but no less than a 60 degree angle.

c. The angle of intersections shall be measured from the intersection of road centerlines.

d. No roadways shall have offsets to alignments at intersections.

9. Reverse Curves

a. Where practical, a tangent of at least 150 feet on collector streets shall be provided.

10. Horizontal Curves

a. Where a deflection angle of more than 10 degrees in the alignment of the street occurs, the right-of-way shall be curved. The minimum horizontal radius or curvature at the centerline shall not be less than:

Arterial Roadways – 800 feet
Collector Roadways – 300 feet
Local Roadways – 150 feet

11. Vertical Curves

a. Where the algebraic difference of a change of grade is more than two percent, a vertical curve shall be used to connect the two grades.

b. The minimum length of any vertical curve shall be 100 feet.

12. Street Intersection Spacing

a. The minimum street intersection separation requirements are as follows:

Arterial Roadways – 200 feet
Collector Roadways – 150 feet
Local Streets – 150 feet

13. Alleys

a. Alleys shall not be permitted, except as part of an approved development agreement.

14. Park & School Access

a. Roadways shall be designed to ensure safe and convenient access to public parks, playgrounds and schools.

b. Dedicated pedestrian walkways and bike lanes, where provided, shall not be less than 15 feet in width.

15. Additional Design Standards

Table 4 describes other roadway design requirements by roadway classification.

TABLE 4

ADDITIONAL DESIGN STANDARDS

Roadway Classification	Minimum Curve Radius (ft)	Stopping Sight Distance (ft)	Maximum Grade (%)	Minimum Corner Distance (ft)
Local	150	160	15	160
Collector	800	350	10	350
Principal	SCDOT	SCDOT	SCDOT	SCDOT
Arterial	SCDOT	SCDOT	SCDOT	SCDOT

16 Special Structures

a. Special structures, including curbing, islands, sidewalks, drainage inlets, sediment pond control structures, and any other features common to the roadway or drainage shall comply to the requirements of the South Carolina Department of Transportation, the Americans with Disabilities Act, the South Carolina Department of Health & Environmental Control, and the County Engineer.

SECTION 65.03 – Minimum Construction Standards

1. Pavement Thickness

Table 5 below presents the paving thickness requirements by roadway classification.

TABLE 5
PAVEMENT THICKNESS CRITERIA

Layer Type	Local (in)	Collector (in)
Surface – Hot Plant Mix Type I	2 / 1.5 (c)	3 / 2
Base With Plant Mix Macadam	8 / 6	9 / 7
Sand Clay	10 / 8	12 / 10
Base With TST Macadam	10 / 8	Nap
Sand Clay	12 / 9	NAp
Compacted Subgrade	12 / 6	12 / 6
Full Depth Paving (a) (d)		
Prepared Subgrade	12 / 6	12 / 6
Prepared Subgrade	3 / 2.5 (b)	4 / 3
AC Binder Course	2 / 1.5 (b)	3 / 2
AC Binder Course	1.25	1.5 / 1.25

Notes:

- All base and surface course materials shall meet SCDOT specifications
- All asphalt thickness mean compacted thickness
- Binder course shall be installed within 24 hours of black base installation
- Aggregate thickness cannot exceed one-half this thickness
- If there is uncertainty regarding the actual placed pavement thickness, the Contractor shall provide up to three coverings per development and/or one covering per 500 of roadway, whichever is greater. If an area is found to be deficient in thickness, the Contractor shall overlay substantial ARGAS with the greater of one inch thickness of plant mix or the thickness shortfall plus one-half inch. A tack coat shall be applied prior to plant mix placement.
- 1st number is thickness w/o soils report and 2nd number is with soils report
- Pavement Materials may be composed of hot rolled asphalt or roller compacted concrete. In the case of hot rolled asphalt, a two to three inch binder layer shall be installed to remain until 75% of dwelling construction is complete, depending on the size of the development. At that time inspection shall be made by the County Engineer to determine the condition of the binder. Subsequent surface course design will be determined based on conditions found. Roller compacted concrete may be placed on base material at recommended rates to grade with no further concern to traffic. Specific specifications for the formulation, installation, and construction management of roller compacted concrete must be included in the initial specification submittal. A hot rolled asphalt overlay may be required should the surface prove inconvenient as a riding surface.

2. Pavement Surfaces
   a. Surface course shall consist of asphaltic concrete

3. Weather Conditions
   a. Plant mix base and binder courses shall not be installed unless, the temperature is above 45 degrees and the surface is not frozen.

4. Compaction Requirements
   a. Compaction of subgrade and base course shall be to 95 % standard proctor (ASTM-D-698) maximum density.
   b. Industrial roads shall have a standard proctor (ASTM-D-698) maximum density of 100%.
   c. Compaction of the subgrade shall be to a distance at least 12 inches outside the back of the curbing or the top of the back slope on valley gutter roads.
   d. Compaction of the base course shall be to a distance at least 6 inches outside the gutter or as shown on typical cross section for other type roadways.
   e. Where road cross section meets only shoulders, compacted subgrade and base course shall extend 12 inches beyond the edge of pavement.
   f. At least one proctor for the subgrade and one for the base course shall be provided for each source of material used.

5. Groundwater
   a. The elevation of the groundwater table shall be a minimum of3 feet below the base materials roadways.
   b. Where groundwater is found less than 3, feet provisions for artificial lowering of the groundwater level to minimum of 3 feet is required.

6. Under drains
   a. Under drains shall be provided in high water table areas to intercept seepage that may affect the roadway stability, strength, etc. Under drains shall be designed by a licensed registered engineer.

7. Cuts & Patches
   a. Roadway cut and patch areas shall minimize unevenness.
   b. The cut areas shall be cut out in rectangles and after installation of bedding materials, backfilled with stone and compacted as described above.
   c. A light tack coat shall be applied around the edges of the cut area and a surface course of the necessary thickness installed.

8. Sand Clay Base Course
   a. The material for the sand-clay base course shall consist of naturally or artificially proportioned sand-clay obtained from locations designated or approved by the County Engineer.
   b. A naturally proportioned sand-clay is a naturally proportioned soil composed of sand and clay, suitable for the proposed purpose, usually occurring in a layer of considerable depth.
   c. An artificially proportioned sand-clay is an artificially proportioned combination of sand and clay suitable for the proposed purpose.
   d. Table 6 presents the sand-clay requirements for road construction.
   e. Whenever a suitable sand-clay material occurs naturally in a roadbed, the material will be loosened to such a depth that when compacted it will have the thickness and width required under these regulations.
   f. Whenever the roadbed material is suitable to be mixed with an approved pit material, the pit material shall be evenly spread to such a depth that when mixed and compacted, the mixture will be correctly proportioned and meet the approval of the County Engineer.
   g. If the subgrade becomes unstable, the Contractor, or Owner, shall be responsible to correct the problem to the satisfaction of the County Engineer.
   h. All stones larger than 6 inches and all roots, sod, weeds and other deleterious substances shall be removed during construction.
   i. The sand-clay base course shall conform to Section 303 of the latest version of the South Carolina Department of Transportation Standard Specifications For Highway Construction.

TABLE 6
SAND CLAY BASE REQUIREMENTS

Material	Min. Type 1	Max. Type 1	Min. Type 2	Max. Type 2
Passing 12 sieve, % by weight	100	--	100	--
Passing # 10 sieve, retained # 60 sieve, % by weight	35	75	35	--
Silt - % by weight	--	10	--	10
Clay - % by weight	5	20	5	25
Passing # 40 sieve liquid limit	--	25	--	30
Passing # 40 sieve plasticity index	--	6	--	12

9. Driveway approaches
   a. Single family and duplex residential driveway approaches shall be a minimum of 12 feet and a maximum of 16 feet wide, excluding the apron.
   b. The flares shall be a minimum of 5 feet and a maximum of 10 feet.
   c. Commercial/industrial driveway approaches shall be between 13 feet and 15 feet wide for one-way traffic and 25 feet and 30 feet wide for two-way traffic.
   d. Driveway shall, at a minimum allow the flows from a 10 year return frequency storm.
   e. The minimum driveway culvert pipe shall be 15 inches in diameter. Transitions to driveway culverts shall convey storm water smoothly and accommodate the design frequency storm event.

SECTION 65.04 - Drainage

1. Drainage System Design

a. General

1. All roadways designed to convey surface water to drainage catchments shall possess a sufficient number, according to the length and grade, to collect water without ponding.
2. The minimum velocity for the piping shall be 3 feet per second flowing full. Computations according to the Manning method, with the Manning number variable with depth, or comparable method, is acceptable. The storm drainage system shall be capable of conveying the 10 year storm event while flowing full. Should the depth of collection boxes be capable, surcharge beyond the full pipe flow may be considered. Lesser storm events, 10 year and 2 year, should be investigated in terms of sediment deposition.
3. Where pipe sizes change from a smaller to larger size, the energy grade lines shall be made to match across the transition. Box transitions shall offset pipe elevations to provide for one additional velocity head difference.
4. Stormwater flows may be computed according to the Rational Method, within the scope of its performance. Other methods demonstrated to yield adequate results will be considered.

b. Sediment and Erosion Control Structures

1. Retention and Detention Ponds: Stormwater attenuation structures including detention and retention ponds will be reviewed as they are proposed in development plans. If, in the opinion of the County Engineer and the local Department of Health & Environmental Control personnel, a structure is required to preserve water quality and proper stream flow, those developments not presenting such a structure may be compelled to provide such structure.
   a. Detention pond discharge rates shall be commensurate with the receiving streams capacity.
   b. Retention basins are not acceptable except where soils are demonstrated to have effective percolation and can be demonstrated to cause no effect on groundwater quality.
   c. Easements must be established for accessing the pond for necessary maintenance.
   d. The pond must be fenced.
   e. Outfall structures must demonstrate a calibrated stage - discharge curve.
   f. Length of outfall not to exceed one hundred feet, unless otherwise approved.
   g. Influent piping shall not terminate below the anticipated high water line of the pond.
   h. Pond accumulated volume must accommodate a minimum 120 minutes oif the 25 year storm event.

Note: The County of Clarendon will not assume responsibility for the operation or maintenance of a stormwater attenuating structure. An instrument designating the entity responsible for ownership and maintenance shall be submitted with other final documents. This entity shall be responsible for all liability associated with the structure including repair for safety purposes and maintenance to ensure its continued proper operation.

c. Piping: Stormwater piping shall subscribe to the following characteristics.

1. Piping may be SCDOT approved reinforced concrete, ductile iron, or smooth, double walled, HDPE. PVC 900 or 905 may be used in unusual circumstances where approved by the County Engineer.
2. Special attention during construction of HDPE with respect to grade and alignment must be observed, to the extent of providing specialized methods for anchorage of the pipe. PVC may only be used with sufficient cover and where approved.
3. No metallic pipe will be accepted other than ductile iron.
4. All piping must be laid to true grade and straight alignment.
5. All piping crossing beneath roadways shall be SCDOT approved reinforced concrete pipe or ductile iron.

d. Inlets and boxes: Stormwater inlets shall subscribe to the following characteristics.

1. All inlets to be of childproof sizes.
2. All inlets are to have boxes of monolithic precast boxes unless otherwise approved.
3. Boxes are to be watertight with solid bottom, transitional invert, and grouted pipe entrances.
4. No grated inlets will be accepted.
5. Blind boxes shall be marked by a monument at grade or raised above grade, and plainly visible.

6. Where drainage piping leaves the roadway right of way, a twenty foot right of way off the roadway right of way shall be supplied by deed or easement to the County and be reflected on final plats for the operation and maintenance of the drainage system. Sufficient space shall be provided to accommodate the necessary turning radius of maintenance vehicles.
7. Easements or deeds shall be conditioned to hold the County harmless for damage to structures and plantings that might be placed on the right of way.

e. Swales & ditches: Swales & ditches shall subscribe to the following characteristics.
1. Swales shall carry the design quantity of stormwater using Manning roughness and associated grade.
2. Swales should not be over fifteen inches deep and five feet wide. Here the depth and width are negotiable but should be a dimension favorable to maintenance. The swale should conform to the topography such that continued deepening is eliminated.
3. The swales shall be grassed with turf-like grass.
4. Swales must transition storm water smoothly to catchments or into or out of pipes without erosive turbulence.
5. A swale can be no closer than five feet to the road surface.
6. A swale cannot interfere with buried cables utilities. A two foot cover shall be maintained to any utility unless the nature of the utility requires a greater depth.
7. Open ditches shall not be allowed in residential areas. Ditches may be used as cumulative outfalls from the development. Easement establishment as per those previously described are required for the maintenance of the ditches by the County.
8. Reasonable slopes shall be provided to prevent sliding and spalling of the sidewalls and to protect the safety of persons working in the ditch or children. A 2.5:1 maximum slope is to be provided, or less as soil types may require.
9. Grades must be considered as necessary for conveyance at velocities less than soil tractive velocities and at lowest practical elevation.
10. Ditch depth should be kept to a maximum of five feet unless sidewall slopes are appropriately lowered for safety of workers, children and to remove possible confined space issues.

SECTION 65.05 – Required Documents

The following are the minimum requirements for the road construction documents package described above.
1. All plans shall be signed and sealed by licensed South Carolina professional engineer.
2. All plans shall be drawn to a standard engineer's scale.
3. Roadway Profiles
4. Horizontal Curve Data
5. Vertical Curve Data
6. Pre-construction Grades
7. Post-construction grades
8. Station of all Points of Intersection, Points of Curvature and Points of Tangency
9. Typical roadway cross-sections
10. Pavement Design
11. Drainage structures types, rim elevations and invert elevations to include locations.
12. Utilities types, rim elevations and invert elevations to include water main valve locations.
13. Stormwater & Erosion control measures
14. North Arrow
15. Adjacent Property Owners
16. Adjacent Land Uses
17. General Location Map
18. A complete soils analysis report by a South Carolina Certified laboratory that at a minimum includes California Baring Ratio for every different soil type and a grain size analysis with Atterberg Limit Determination for each soil type.

Note
Repeated unsatisfactory submittals requiring repeated efforts to correct or submittals bearing repeated errors of like nature will result in the refusal to receive plans by the County Engineer.

SECTION 65.06 – Private Roadways

1. A roadway is considered private, unless its right-of-way has been dedicated to and accepted by, the County Council. All non-dedicated roadways shall be so indicated on the maps used in the application material.
2. No roadway shall be designated as private, unless as a part of a subdivision, residential estate, multi-family residential, commercial or industrial development.
3. The plans and recorded instruments for a subdivision, multi-family residential commercial or industrial development shall clearly indicate whether a roadway is public or private.
4. Only private roads may be gated or otherwise restrict access.
5. A public road may be closed, i.e., become a private road, to public use pursuant to the requirements of Section 57-9 et. seq., South Carolina Code of Laws.
6. The County shall not expend any funds, allocate any County personnel or contract with any private company, to construct or maintain any private road.
7. The County shall not accept maintenance responsibility for any road unless, and until, the County Engineer certifies that it meets the standards contained herein.

SECTION 65.07 – Unpaved Private Drives

The intent of this provision is to provide affordable access to developments with a limited number of lots created in a rural environment, without having to construct a road to County public or private road standards. The intent is to provide for the safety of the property owners by requiring adequate access for Fire, Emergency Medical, and Law Enforcement vehicles. By consolidating multiple driveway connections, it provides for safer access to existing public roads. It provides for the continued uninterrupted use of the access for all of the owners by establishing a durable easement, and assigns responsibility for continuing maintenance of the access.

1. For the purpose of dividing property in the Residential Estates Zone of the County, the Department of Planning may authorize the creation of lots utilizing unpaved drives under the following conditions:
   a. No more than four (4) lots are created.
   b. The unpaved private drive must be shown on a Preliminary Plat and must meet all the criteria for a preliminary plat as set forth in the provisions of the Clarendon County Unified Development Code and defined with metes and bounds.
   c. The recorded plat must carry a statement that the unpaved private drive shall not be accepted and/or maintained as a public right-of-way until such time as it meets minimum County standards for a public road.
   d. The unpaved private drive must be established by the creation and recording of an easement which:
      1. Is appurtenant
      2. Is non-exclusive
      3. In which all property owners own an undivided interest in the drive
      4. Names a person, persons, or an entity responsible for ownership and maintenance of the drive.

      A copy of the Unpaved Private Drive Easement Agreement, which address Items I through 4 listed above, shall be provided to the Department of Planning staff prior to recording the plat.
2. In addition to meeting all the County Engineering Division and SCDOT encroachment permit requirements for offsets and construction within a public right-of-way, the unpaved private drive must also conform to the following minimum construction standards for the passage of emergency vehicles listed below. These standards are based in general on the Fire Code Access requirements.
   a. Have an all- weather surface (at least a four-inch thick layer of compacted stone base.)
   b. Have a minimum improved surface of 20 feet for its entire length.
   c. Have a minimum of 13 feet, 6 inches of vertical clearance along its entire length.
   d. Have a turn-around opportunity at its terminus.

e. Adequately provide for storm water drainage. Pipes for stream crossings or storm water drainage must be sized appropriate for the passage of at least the 10-year design storm and be able to withstand the anticipated loads of emergency vehicles without deforming.

f. A stormwater management and an erosion and sediment control plan must be in effect for the subdivision.

g. The maximum length of the drive may not exceed 1200 linear feet without the authorization of the Department of Planning.

h. Vertical and horizontal curves and grades must accommodate the safe passage of emergency vehicles.

i. If the drive is to serve more than two (2) lots, the sub divider must furnish appropriate traffic control signs and road name signs.

j. Right-of-way width for the unpaved private drive must be 50 feet.

k. Each lot created on such an unpaved private drive must have a minimum of 25 feet of road frontage on the unpaved private drive.

3. Before the summary final plan can be filed, the required regulatory signage must be in place and the drive must be constructed. Also, a letter documenting that the drive meets the Fire Code requirements must be furnished to the Department of Planning staff by the Fire Marshal of the appropriate fire district, or a registered professional civil engineer hired by the developer.
4. Plats utilizing this unpaved private drive may not be recorded under Financial Security.
5. Without the authorization of the Department of Planning, lots created on unpaved private drives shall not be further subdivided until such time as the drive is brought into compliance with the County's public or private road standards.
6. Continued maintenance of these access ways must be provided by the owner(s). Upon written notification by the County Fire Marshall or a representative of the fire district, the person(s) or entity responsible for maintenance must correct any cited deficiencies within 60 days of receipt of notification of the need for maintenance.

SECTION 65.08 – Plans Review Process

The following process shall apply to all road construction subject to the requirements of these standards.

1. Three complete sets of construction plans, specifications and calculations shall be submitted to the Department prior to initiating construction.
2. The Department shall transmit the construction documents package to the County Engineer for review and comment.
3. Upon County Engineer's approval of the construction documents, the County Engineer shall notify the Department that the documents have been approved and the Department can notify the owner to initiate construction.

SECTION 65.09 – Encroachment Permits

1. All curb cuts (driveways) on County maintained roadways require submission of a permit to the Planning Department. The permit form is at the end of this document.
2. The Department staff shall review the permit request and may approve, deny or modify the request. If the permit request is denied or modified, the staff shall supply a written statement explaining the staff position.
3. A denied or modified permit may appeal to the PC for consideration at their next available meeting.

SECTION 65.10 - INSPECTIONS & TESTING

1. The County Engineer shall periodically inspect the road throughout the construction process and shall, at a minimum occur at the following steps:
   a. Completion of clearing and grubbing; and
   b. Completion of the fine grading; and
   c. Completion of the subgrade (all required testing will be reviewed at this time); and
   d. During asphalt installation; and
   e. After asphalt installation
2. The road contractor shall notify the Department no less than 48 hours in advance of the needed inspection.
3. If the County fails to provide the requested inspection at the time scheduled, the inspection will be deemed to have been waived.
4. Any construction done prior to inspection, or without the required notice to the Department, shall be done so at the contractor's risk
5. In performance of his inspection responsibility, the County Engineer may:
   a. Require pavement sections to be removed; and/or
   b. Require pavement sections to be replaced; and/or
   c. Require the quality of pavement sections to be substantiated by any test deemed necessary.
6. <u>Subgrade Compaction Proof Roll Test</u>
   a. The project engineer, grading contractor and the County Engineer, or his designee, shall be present during the test.
   b. A tandem axle dump truck must be furnished by the Owner/Contractor with no less than 15 tons of stone or soil shall be used to test the load standards of the roadway or any other method deemed appropriate by the County Engineer.
   c. The alignment of all roadside ditches and utility easements shall be inspected.
   d. All special construction measures, including but no limited to, erosion control, berms, temporary seeding and cross piping, shall be inspected.
   e. The County reserves the right to require the Owner/Contractor to hire an independent, at no cost to the County, to conduct any additional testing and/or inspections deemed necessary by the County Engineer.
7. <u>Stone Compaction Proof Roll Test</u>
   a. The project engineer, grading contractor and the County Engineer, or his designee, shall be present during the test.
   b. A tandem dump truck must be furnished the Owner/Contractor with no less than 15 tons of stone or soil shall be used to test the load standards of the roadway.
   c. The width of stone, shoulder construction, lateral culverts, driveway culverts, roadway crown, ditch slopes, erosion control, and seeding shall be inspected.
   d. All stone tickets, including the road name, development name, if any, and the contractor name with the cumulative totals shall be submitted to the County Engineer.
   e. The County reserves the right to require the Owner/Contractor to hire an independent, at no cost to the County, to conduct any additional testing and/or inspections deemed necessary by the County Engineer.
8. <u>Field Density Tests</u>

The County Engineer may require the following field density tests, if deemed necessary to ensure proper construction:

   a. Subgrade – One test for each 500 linear feet of roadway and one test for each one foot lift of fill with a minimum of two tests per contracted roadway.
   b. Base Course – One test for each 500 linear foot of roadway with a minimum of two tests per contracted roadway
   c. All testing shall be completed at no cost to the County.
   d. All testing shall be completed by a state certified materials testing laboratory.
9. Upon completion of all required testing, the County Engineer may recommend acceptance of the roadway. The design engineer shall submit a statement with the record drawings that the project has been completed according to the approved plans and specifications, approved changes and good engineering and construction practices.

SECTION 65.11 - Definitions

The definitions found below are applicable to road construction issues. The definitions in Article II of the Unified Development Code, as may be applicable, are hereby adopted by reference.

AVERAGE DAILY TRIPS or ADTs means the average number of vehicle trips generated by a given land use in a 24 hour period

COMPREHENSIVE PLAN means a document prepared in conformance with the requirements of Section 6-29 et. seq., South Carolina Code of Laws, and adopted by an ordinance, that requires the conformance of all public and private development.

COUNTY ENGINEER means the person or private contractor designated by the County Council to conduct engineering design and/or review function on behalf of the County.

CUL-DE-SAC means a local street open at one end to traffic and the other end terminates with a planned vehicle turn-around.

DEPARTMENT means the Clarendon County Planning Department.

DEVELOPER means a person, or corporation with authority to submit plans, request approval and construct roadways.

EASEMENT means a grant by a property to another entity for the specific use of a specific portion of real property such as an access easement or right-of-way easement

ENCROACHMENT PERMIT means a permit issued by the Department allowing a property owner access to the roadway. The term is synonymous with the term's curb cut and/or driveway permit.

PRIVATE DRIVEWAY means a roadway serving 2 or fewer lots, building sites, not intended for public use.

PRIVATE ROAD means any road other than a public road.

PUBLIC ROAD means any roadway, other than a State or Federal road, for which right-of-way has been accepted by the County Council or for which an access easement has been granted by the adjacent property owner (s).

RIGHT-OF-WAY means a strip of land within which the actual road, and/or appurtenant stormwater management facilities, is constructed and usually marked by the location of utility poles.

ROADWAY means the entire area between the outside limits of construction, including associated structures, all, slopes, ramps, intersections and drainage facilities and is synonymous with the terms streets and/or roads.

APPLICATION FOR ENCROACHMENT PERMIT
CLARENDON COUNTY, SOUTH CAROLINA

Tax Map #: _____

Road: _____

Applicant Name: _____

Applicant Address: _____

Telephone: (____) _____

The undersigned Applicant hereby applies to the Clarendon County Planning & Public Service Commission for approval to get access from private property to a roadway maintained by the County, as described above and depicted in the diagram below.

_____

Applicant or Agent Signature **Date of Application**

Diagram of subject road goes here or is attached here