ARTICLE 1600
ROAD ACCESS

1600.01 GENERAL REQUIREMENTS

1600.01 GENERAL REQUIREMENTS *(Amended 12-13-22)*

It is the intent of this section of the ordinance to provide safe and convenient road access and to provide efficient travel on roads. To achieve this goal, minimum standards have been established. The standards listed in this section shall be enforced along with the West Virginia Department of Highways' Rules and Regulations for Constructing Driveways on State Highway Rights-of-Way. Exception may be made when a traffic engineer study indicates that traffic flows and safety could be enhanced.

A. **Driveways**. Driveways shall be so located that vehicles entering and leaving the property will not interfere with the free movement of traffic or create a hazard on the road.

1. Maximum Number: 2 per site

   An exception may be made for a corner lot development which may require three (3) driveways.

   Where there are adjacent developments or where there is a probability of such development with limited frontage, consideration shall be given to the provision of a frontage road and/or shared driveways, to reduce the number of separate connections to the main road.

2. Spacing: 75' for expressway, trunkline, or feeder roads

   50' for local service roads

   25' for other roads

   These functional classifications are based on the West Virginia Division of Highways' functional classes.

3. Width of traveled way:

   - Two (2) lane nonresidential and multi-family: 24' maximum and 20' minimum
   - Three (3) lane nonresidential and multi-family: 36' maximum and 30' minimum
   - Single family residential: 24' maximum and 10' minimum
   - One-way traffic: 20' maximum and 12' minimum

4. Radius: Where space permits, the radius of curve connecting the edge of through traffic land and edge of driveway should be the minimum radius necessary to permit turns by the largest vehicle to be expected with some frequency.

B. **Major Traffic Generators.** Major traffic generators such as shopping centers, commercial businesses and industrial facilities shall have traffic impact studies completed by a licensed traffic engineer to determine the impact of the potential traffic and the improvements needed to

accommodate it. These studies shall be coordinated with and approved by the West Virginia Division of Highways.

C. **Off-Site Improvements**. Off-site improvements may be required to protect the safety and welfare of individuals and businesses prior to approval of projects that obtain access onto roads with high volume capacity or accident rate or as identified by the Planning Officer. Off-site improvements may include such things as signage, turn lane, warning lights, interchange lights, etc.

D. **Major Subdivision Development Roadways.** Lots within a major subdivision development that have access to the subdivision development roads may not have separate access to other public roadways. *(Amended 12-13-22)*