

This form describes the standards for vehicular access points to public streets and roads in Owensboro-Daviess County, Kentucky. Access points are either driveways or roadway intersections.

Within the Urban Service Area

Vehicular access is subject to the standards listed in the table below. Policies regarding specific application of the standards are included in the *Access Management Manual* and are summarized at right. **See map on page 2.**

Intersection & Driveway Spacing Standards

Spacing standards are measured from center-line to center-line of roadways and driveways. Minimum spacing between access points within different development categories below is the less restrictive standard indicated.

- INT** Roadway intersections
- PBI+** Driveways in professional, business or industrial zones, with traffic volumes of 1,000 vehicles-per-day or greater
- PBI-** Driveways in professional, business or industrial zones, with traffic volumes less than 1,000 vehicles-per-day
- RES** Driveways in residential or agricultural zones

"Existing roadways" means roadways already in existence.

"Existing lots" means individual lots fronting on existing roadways where such lots are not part of a development plan or subdivision plat with specific access limitation.

"New development" means development plans or major subdivision plats that would provide for new building construction or substantial site redevelopment.

"New/reconstructed roadways" means newly constructed roadways where they previously did not exist or major roadway reconstruction within existing alignments.

FUNCTIONAL CLASS Features	SPACING STANDARDS (FEET)			
	INT	PBI+	PBI-	RES
PRINCIPAL ARTERIAL				
Existing roadways				
Existing lots	N/A	500	250	250
New development	1,500	500	500	500
New/reconstr. roadways	1,500	1,500	1,500	1,500
MINOR ARTERIAL				
Existing roadways				
Existing lots	N/A	500	250	250
New development	500	500	500	500
New/reconstr. roadways	1,000	1,000	1,000	1,000
MAJOR COLLECTOR				
Existing roadways				
Existing lots	N/A	250	150	150
New development	250	250	250	250
New/reconstr. roadways	250	250	250	250

OTHER STREETS

- Residential driveways shall be located at least 10 feet from the right-of-way line of an intersecting street. Non-residential driveways along streets or shared drives shall be located at least 50 feet from the right-of-way line of an intersecting street.
- The total width of all driveways shall not exceed 40% of street frontage, measured at the building setback line. Driveway widths shall not exceed the standards in the table at right.
- For uses other than detached single-family and duplex dwellings, vehicles should not back directly onto streets.
- Where lots are narrow, alleys should be used for vehicular access to lots.

Outside the Urban Service Area

Vehicular access is generally subject to the standards for **"OTHER STREETS"** in the table at lower left. However, on continuing rural roads and highways, no vehicle should be required to back onto the roadway. In addition, to maintain safety on rural highways with traffic volumes exceeding 5,000 vehicles per day, direct access points should be shared or access should be provided via internal or frontage streets.

Application of the Spacing Standards

For major streets in the Urban Service Area, access points must be noted on the plat or plan in compliance with the following:

Sufficient Frontage Available

Whenever new development or redevelopment is proposed for a property or assembled properties, and sufficient frontage is available, **access points will be designated based on the spacing standards table**, according to the following procedures:

- The developer will designate access points to be retained, relocated, added or closed to assure conformance with spacing standards.
- No additional access points will be permitted, regardless of future subdivision, so frontage roads or other forms of marginal access should be provided in areas with an anticipated high level of development.
- Major driveways should be located opposite from each other or opposite a three-leg intersection, where a traffic signal exists or may be warranted.
- Driveway widths will be in accordance with the design standards listed in the table below.

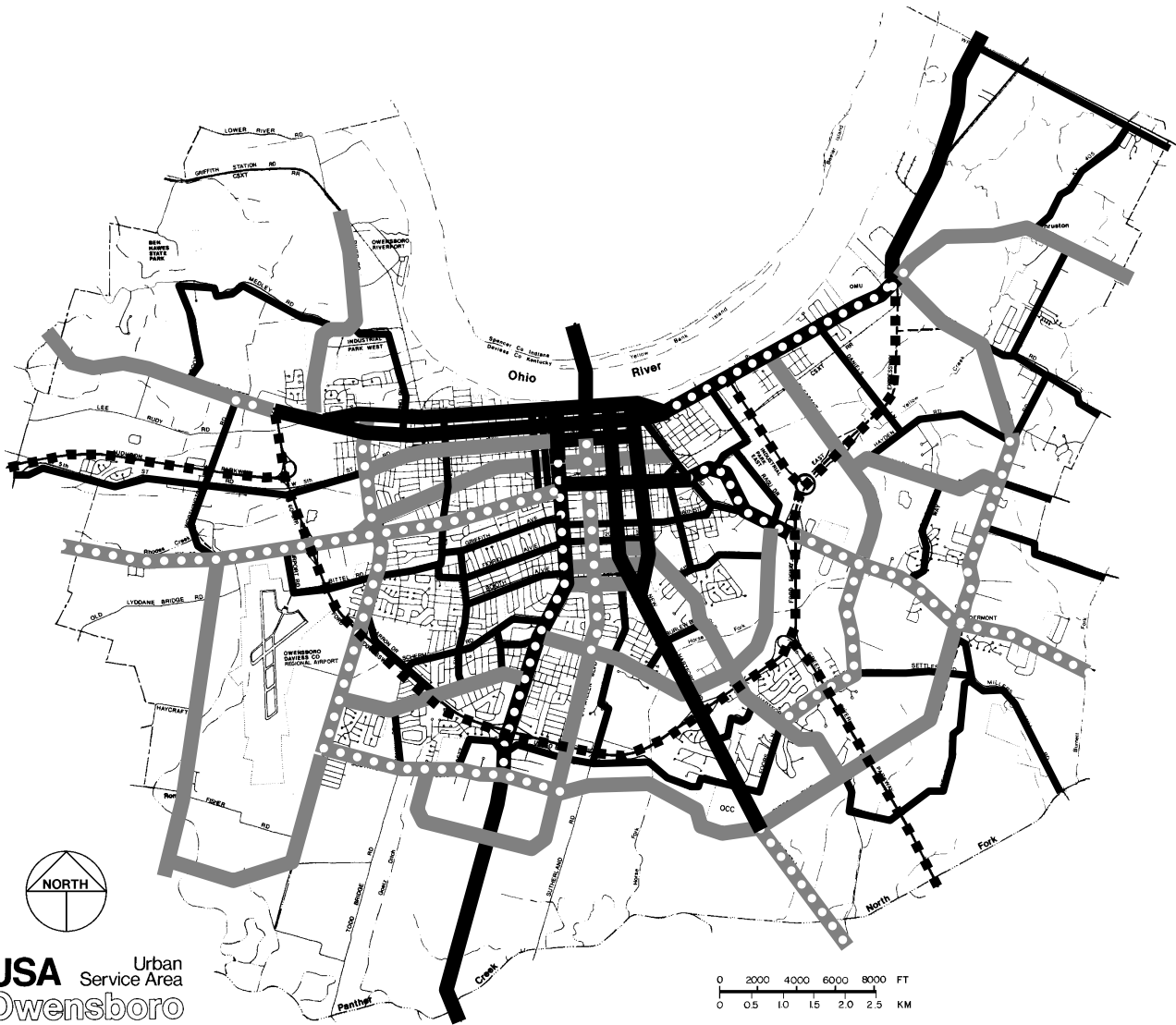
Sufficient Frontage NOT Available

Whenever new development or redevelopment is proposed for a property or assembled properties, and sufficient frontage is NOT available to allow application of the spacing standards in the table at left, **not more than one access point will be permitted**. The following requirements must also be met:

- Existing access points may remain in use, with no alteration or relocation if spacing is sufficient.
- The developer will locate new or relocated access points, maximizing the spacing between adjacent driveways along the street.
- No additional access points will be permitted, regardless of future subdivision, so joint-use driveways that straddle the property line or other connections between adjoining properties are encouraged.
- For corner lots, access will be limited to the intersecting side street with the lower functional classification.
- Driveway widths will be in accordance with the design standards listed in the table below.

Driveway Width Standards along All Streets

TYPE OF DRIVEWAY	Width at the property line	
	MINIMUM	MAXIMUM
Two-way driveway		
Residential	18 ft	30 ft
Non-residential		
Commercial	24 ft	40 ft
Industrial	24 ft	50 ft
With median		60 ft
One-way driveway		
Residential	10 ft	16 ft
Non-residential	12 ft	26 ft



USA Urban Service Area Owensboro

J R Miller Blvd Access (10/24/1985)

Transportation Policy Committee adopted special access control policies for J. R. Miller Boulevard between 3rd Street and Southtown Boulevard: 1. **DRIVEWAY ACCESS:** No lot of record or newly created lot will be permitted direct access to the boulevard where there was no street improvement in existence in January, 1985; or where marginal access may be provided by a frontage street along the boulevard. 2. **STREET INTERSECTIONS:** A public side street may intersect with the boulevard if the following specifications are met: a. The new street leg must complete an existing three-leg street intersection to create a four-leg intersection; or be at least 500 feet from an existing or planned street intersection. Street intersection spacing is measured from centerline to centerline. b. The new street leg must connect with the public street system serving the adjoining neighborhood.

Martin Luther King Jr. Loop Access (9/9/2002)

The loop's design designates local street access points at 1,000 ft+ spacing. Property driveways shall be prohibited along the loop and shall be restricted to the local streets that intersect the loop.

Map of Major Streets

Functional Classification from Transportation Plan

	Segment Miles
■ ■ ■ ■ ■ Freeway/ Expressway	32.1
● ● ● ● ● Principal Arterial	
Over 20,000 vpd	7.2
Under 20,000 vpd	43.0
● ● ● ● ● Minor Arterial	
Over 10,000 vpd	27.9
Under 10,000 vpd	95.6
———— Major Collector	57.1

Existing/ planned one-way arterial streets:

- 2nd St (west) / 4th St (east)
- 5th St (west – Breckenridge to Walnut)
- Breckenridge St (north) / Triplett, New Hartford (south – to intersection with Breckenridge)
- 24th St (west) / 25th St (east – Frederica to Breckenridge)