STREET CLASSIFICATIONS→ ↓ STREET DESIGN MINIMUM	A ARTERIAL STREETS Principal Arterial	B Minor Arterial	C COLLECTOR STREETS	D LOCAL STREETS Cont., Loop, Cul-de-Sac	E Marginal Access	F Alley
Street Dimensions						
1 Right-of-Way *0	80'–100'+*1	60'–100' *1	60'	40'–50'	50'–60'	24'
2 Roadway (Back to Back of Curbs) *0	*1	*1	26'–40'	24'–34'	27'–34'	18'
3 Curb and Gutter *0	*1	*1	Yes	Yes	Yes	No
4 Median *0	*1	*1	*1	No	No	No
5 Sidewalk Width	*1	*1	4'	4'	4'	None
6 Driveway Access Control	*3,*4	*3,*4	*2,*3,*4,*6	*2	*2	None
7 For New Lots: Rev. Front. / Marg. Acc.	Yes *5	Yes *5	No *6	No	No	*1
8 For New Lots: Only Rear Alley Access	*1	*1	*10	*11	No	*1
9 Grade, Maximum Street	4%	5%	8%	10%	10%	*1
10 Grade, Minimum Street	0.4%	0.4%	0.4%	0.4%	0.4%	*1
Street Alignment Related to Centerline						
11 Horizontal Curve Radius	*1	500'	500'	100' *7	150'	*1
12 Stopping Sight Distance *13	*1	250'	250'	120'	120'	*1
13 Vertical Crest Curve Formula	*1	L=30A or	L=30A or	L=30A or	L=30A or	*1
14 Design speed: 30mph or 35mph		L=50A	L=50A	L=50A	L=50A	
15 Vertical Sag Curve Formula	*1	L=40A or	L=40A or	L=40A or	L=40A or	*1
16 Design speed: 30mph or 35mph		L=50A	L=50A	L=50A	L=50A	
Street Intersections						
17 Maximum Street Legs	4	4	4	4	4	*1
18 Intersection Angle (Preferred & Max.)	90°–75°	90°–75°	90°–75°	90°–75°	90°–75°	*1
19 Minimum Offset Between Centerlines	300'	200'	200'	150'	150'	*1
20 Intersection Spacing Along Street	1500'	500'	250'	200'	200'	*1
21 Property Line Radius Along Street	*1	*1	20'	20' *12	20'	*1
22 Curb Radius Along Street	*1	*1	20'	20' *12	20'	*1
23 Vertical Alignment with Intersection	0.4% min. 2.0% max	0.4% min. 2.0% max	0.4% min. 2.0% max	0.4% min. 2.0% max	0.4% min. 2.0% max	*1
24 Max. Grade Within 50' of Intersection	3%	3%	3%	3%	3%	*1
25 Sight Triangle, Along Thru Street *0	550'	350'	350'	250'	250'	*1
26 Sight Triangle, Along Stop Street *0	35'	30'	30'	25'	25'	*1
27 Deceleration, Turnlanes, Etc. Req. *0	*1,*4	*1,*4	*1,*4	*1	*1	*1
28 Preferred "T" Intersections Along St.	No	No	*1	Yes	Yes	*1
Street Continuity, Length						
29 Street Continuity Through Nbhd.	Yes	Yes	1 mile max.	No	No	*1
30 Maximum Distance from Any Lot Along Street to Arterial or Collector	---	---	---	1600' *8	1600'	*1
31 Cul-de-Sac Maximum Length	---	---	---	1000' *8	---	*1
32 Cul-de-Sac Right-of-Way Diam., Opti.	---	---	---	100' *1	---	*1
33 Cul-de-Sac Curb Diameter, Optimum	---	---	---	81' *1	---	*1
34 Cul-de-Sac Design, Shape (Circular, Square, Center Med., etc.)	---	---	---	*1	---	*1
35 Stub Street to Unplanned Adjacent Tract	Yes *1	Yes *1	Yes *1	*9	*9	*1

* See Notes, Exhibit 3-2
L – Refers to Length of Vertical Curve
A – Refers to Algebraic Grade Difference

OWENSBORO METROPOLITAN
PUBLIC IMPROVEMENT SPECIFICATIONS

CHAPTER 3
STREETS

STREET DESIGN
STANDARDS

EXHIBIT NO. 3-1

NOT TO SCALE

*0   REFER TO DETAILED SPECIFICATIONS IN OTHER EXHIBITS OF THIS SECTION.
*1   AS DETERMINED BY OMPC ON ADVICE OF, OR BY, CITY OR COUNTY ENGINEERS OR OTHER AGENCIES.
*2   REFER TO ZONING ORDINANCE.
*3   REFER TO SUBDIVISION REGULATIONS.
*4   REFER TO ACCESS MANAGEMENT MANUAL.
*5   EXCEPT FOR AGRICULTURAL ZONES OR LARGE LOTS IN OTHER ZONES, DRIVEWAY ACCESS POINTS MAY BE
      PERMITTED IF SPACING REQUIREMENTS ARE MET (*2, *4).
*6   TYPE CC COLLECTOR STREETS SHALL HAVE NO INDIVIDUAL DRIVEWAY ACCESS POINTS.
*7   HORIZONTAL CURVE RADIUS FOR CONTINUING LOCAL STREETS SHALL BE 250'.
*8   RESIDENTIAL AREAS WITH DENSITIES OF TWO (2) DWELLING UNITS PER ACRE OR LESS MAY BE EXCEPTED (*1).
*9   LOCAL STREETS MAY BE PERMITTED OR REQUIRED TO STUB OUT IN SPECIAL SITUATIONS IF OTHER DESIGN
      MINIMUMS REGARDING STREET CONTINUITY HEREIN ULTIMATELY CAN BE MET (*1).
*10 YES, FOR LOTS WITH FRONTAGE WIDTHS LESS THAN 50 FEET PER DWELLING UNIT.
*11 YES, FOR LOTS WITH FRONTAGE WIDTHS LESS THAN 30 FEET PER DWELLING UNIT FOR STREETS WITH ON–STREET
      PARKING. IN PLANNED RESIDENTIAL DEVELOPMENT PROJECTS, INDIVIDUAL FRONTAGE LOT DRIVEWAYS ON STREET
      WITH NO ON–STREET PARKING MAY ACCESS SUCH STREETS WITHOUT LIMITATION.
*12 MAY BE REDUCED IN PLANNED RESIDENTIAL DEVELOPMENT PROJECTS (ZON. ORD., ARTICLE 10)(*1).
*13 EXISTING STREETS/ROADS, SHALL CONFORM TO AASHTO "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS
      AND STREETS" CURRENT EDITION FOR NEW ACCESS POINTS.

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| NOT TO SCALE |

ARTERIAL STREETS IN NEW DEVELOPMENT AREAS OR WHERE
ADEQUATE RIGHT-OF-WAY CAN BE OBTAINED: MINIMUM 4
LANES WITH MEDIAN AND SIDE STRIPS RESERVED FOR LEFT
AND RIGHT DECELERATION/TURN LANES WHERE NEEDED. BOX
CURB IS USED. NO ON-STREET PARKING.

CROSS SECTION MINIMUMS:

ARTERIAL	TYPE	R-O-W					
COMMERCIAL	AAA-1	100'	18'	24'	16'	24'	18'
RESIDENTIAL	AAA-2	80'	10'	24'	12'	24'	10'

CROSS SECTION: OTHER STREETS
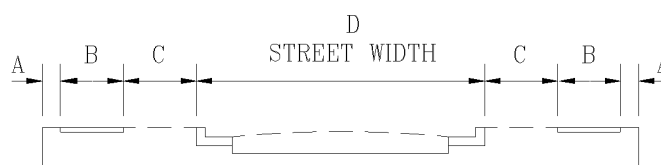
DESCRIPTION	R-O-W	CURB TYPE	PAVEMENT CROWN	A	B	C	D
ARTERIAL							
(TYPE BBB)*0	60-80' *1	BOX *1	*1	*1	*1	*1	*1
COLLECTOR							
TYPE AA	60'	BOX	5.0"	.5'	4'	5.5'	40'*2
TYPE BB	60'	ROLL	5.0"	.5'	4'	7.0'	37'*2
TYPE CC	60'	BOX	3.5"	.5'	4'	12.5'	26'*2,*5
LOCAL: CONTINUING, LOOP, CUL-DE-SAC							
TYPE A	50'*3	BOX	4.0"	.5'	4'	3.5'	34'*2
TYPE B	50'*3	ROLL	4.0"	.5'	4'	3.5'	34'*2
TYPE C	50'*3	ROLL	4.0"	.5'	4'	5.0'	31'*2
TYPE D	50'*3	BOX	4.0"	.5'	4'	5.0'	31'*2
TYPE E	40'*3	BOX	3.5"	.5'	4'	3.5'	24'*2
MARGINAL ACCESS							
TYPE F	60'	BOX	4.0"	*4/.5'	0'/4'	3.5'~18.0'	34'
TYPE G	50'	ROLL	3.5"	*4/.5'	0'/4'	4.5'~14.0'	27'
ALLEY							
TYPE H	24'	NONE	3.0"			3.0'	18'*5

NOTE: ALTERNATE "VALLEY CURB" TYPE MAY BE USED FOR PARTICULAR
LOCAL AND COLLECTOR STREETS, WHERE APPROVED BY THE ENGINEER.

*0. ARTERIAL STREETS IN EXISTING COMMERCIAL AND RESIDENTIAL
DEVELOPMENT AREAS WHERE ADDITIONAL RIGHT-OF-WAY CANNOT BE
OBTAINED.

*1. AS DETERMINED BY OMPC ON ADVICE OF, OR BY, CITY OR COUNTY
ENGINEER OR OTHER AGENCIES.

*2 WIDER STREET AND RIGHT-OF-WAY WIDTHS MAY BE REQUIRED AT
INTERSECTIONS WITH STREETS OF HIGHER CLASSIFICATION, FOR TRAFFIC
CONTROL MEDIAN, TURN LANES, ETC. (*1).

*3 RIGHT-OF-WAY MAY BE REDUCED IN PLANNED RESIDENTIAL
DEVELOPMENT PROJECTS (ZONING ORD., ART. 10) IF SUFFICIENT WIDTH IS
PROVIDED IN STREET RIGHT-OF-WAY OR IN SEP. EASEMENTS OR
RIGHTS-OF-WAY, FOR THE FOLLOWING (IF REQ. BY THE PROPOSED
DEVELOPMENT)(*1): UTILITIES; WALKWAYS; BIKEWAYS; PLANTING STRIPS;
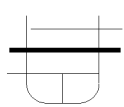TURNING LANES; CUT OR FILL SLOPES; ETC.

*4 RIGHT-OF-WAY RESERVATION FOR FUTURE WIDENING OF
HIGHER-CLASSIFICATION STREET SHALL BE REQUIRED IN ADDITION TO FULL
MARGINAL ACCESS RIGHT-OF-WAY (*1).

*5 NO ON-STREET PARKING PERMITTED.

| OWENSBORO METROPOLITAN |
| PUBLIC IMPROVEMENT SPECIFICATIONS |
| CHAPTER 3 |
| STREETS |
| TYPICAL STREET |
| CROSS SECTIONS |
| EXHIBIT NO. 3-3 |
| NOT TO SCALE |

STREET TYPE	COMMENT
ARTERIAL STREETS TYPES AAA-1, AAA-2, BBB	THE LOCATION OF SUCH STREET IS GENERALLY INDICATED BY THE TRANSPORTATION ELEMENT OF THE COMMUNITY'S COMPREHENSIVE PLAN. IMPROVEMENTS TO EXISTING AND PROPOSED ALIGNMENTS ARE SCHEDULED AS NEEDED OR ARE NEGOTIATED WITH THE DEVELOPER OF A PROPOSED SUBDIVISION. DETAILED IMPROVEMENT SPECIFICATIONS ARE DETERMINED FOR EACH STREET ON A PROJECT BY PROJECT BASIS.
COLLECTOR STREETS	USED IN RESIDENTIAL, PROFESSIONAL/SERVICE, BUSINESS AND INDUSTRIAL ZONES GENERALLY WHEN ANY PORTION OF A PROPOSED SUBDIVISION OR ANY PORTION OF SURROUNDING TRACTS (WHICH MAY EVENTUALLY BE SERVED BY THE PROPOSED SUBDIVISION'S STREET SYSTEM) IS MORE THAN 1600 FEET FROM AN EXISTING ARTERIAL OR COLLECTOR STREET. GENERALLY THE PREFERRED STREET TYPE FOR STUBS TO ADJACENT LARGE FUTURE DEVELOPMENT TRACTS.
TYPE AA (COMMERCIAL)	USED FOR SEGMENTS OF COLLECTOR STREETS SERVING BUSINESS AND INDUSTRIAL ZONES, AND PROFESSIONAL OFFICE PARKS.
TYPE BB (RESIDENTIAL)	USED FOR SEGMENTS OF COLLECTOR STREETS IN MULTI-FAMILY RESIDENTIAL ZONES, AND IN SINGLE-FAMILY RESIDENTIAL ZONES WITH FRONTAGE LOTS. WHERE LOT WIDTHS ARE LESS THAN 50 FEET PER DWELLING UNIT, TYPE H ALLEYS ARE USED FOR VEHICULAR ACCESS TO REAR OF LOTS.
TYPE CC (RESIDENTIAL)	USED FOR SEGMENT OF COLLECTOR STREETS IN SINGLE-FAMILY ZONES WHERE ALL LOTS ONLY FRONT ON AND ONLY ACCESS INTERSECTING LOCAL STREETS; OR IN PLANNED RESIDENTIAL DEVELOPMENT PROJECTS WHERE SPILLOVER PARKING IS ACCOMMODATED ELSEWHERE AND WHERE ONLY LOCAL STREETS OR COMMON PARKING AREAS MAY HAVE ACCESS (INDIVIDUAL FRONTAGE LOT DRIVEWAYS SHALL HAVE NO ACCESS).
LOCAL STREETS	USED IN AGRICULTURAL ZONES TO ACCESS LOTS AND TO CONNECT TRAFFIC TO EXISTING ARTERIAL OR COLLECTOR STREETS. USED IN RESIDENTIAL, PROFESSIONAL/SERVICE, BUSINESS AND INDUSTRIAL ZONES TO ACCESS LOTS LESS THAN 1600' FROM EXISTING OR PROPOSED ARTERIAL OR COLLECTOR STREETS

LOCAL FRONTAGE STREET CONFIGURATION

TYPES A, B, C, D, E, F, G DEVELOPMENT CATEGORY	CONTINUING	LOOP >200 ADT	LOOP <=200 ADT	CUL-DE-SAC >200 ADT	CUL-DE-SAC <=200 ADT	MARGINAL ACCESS
BUSINESS, INDUSTRIAL PROFESSIONAL OFFICE PARK	A	A	A	A	A	F
PLANNED RESIDENTIAL DEVELOPMENT PROJECT	AorE ▪	AorE ▪	DorE ▪	AorE ▪	DorE ▪	N/A
REGULAR RESIDENTIAL ZONE SUBDIVISION — LOTS WIDTHS LESS THAN 100 FEET PER DWELL. UNIT	B	B	C	B	C	G
REGULAR RESIDENTIAL ZONE SUBDIVISION — ...GREATER THAN OR EQUAL TO 100 FEET PER D.U.	C	C	C	C	C	G
AGRICULTURAL ZONE	C	C	C	C	C	N/A

DWELLING UNIT TYPE	ADT/D.U.	200 ADT ◆ PRODUCED BY	200 ADT ◆ PRODUCED BY
SINGLE-FAMILY DETACHED	10.0	40 DWELLING UNITS ON LOOP	20 DWELLING UNITS ON CUL-DE-SAC
DUPLEX, FOURPLEX, TOWNHOUSE	8.0	50 DWELLING UNITS ON LOOP	25 DWELLING UNITS ON CUL-DE-SAC
MULTIPLEX	5.5	72 DWELLING UNITS ON LOOP	36 DWELLING UNITS ON CUL-DE-SAC

◆ AVERAGE DAILY TRAFFIC VOLUME ON SUBJECT STREET AT INTERSECTION WITH HIGHER ORDER STREET

▪ SPILLOVER PARKING FOR GUESTS PROVIDED OFF-STREET OR ON OTHER PROJECT STREETS OF APPROPRIATE WIDTH (ZONING ORDINANCE ARTICLE 10)

ALLEY TYPE H	USED IN RESIDENTIAL ZONES FOR REAR ACCESS TO LOTS WITH FRONTAGE WIDTH LESS THAN 30 FEET PER DWELLING UNIT ON STREETS OF TYPES A, B, C, OR D; OR FRONTAGE WIDTHS LESS THAN 50 FEET PER DWELLING ON TYPE BB STREETS. RESIDENTIAL ALLEYS SHALL PROVIDE REAR ACCESS TO NO MORE THAN 50 DWELLING UNITS. ALSO MAY BE USED IN BUSINESS, PROFESSIONAL/SERVICE AND INDUSTRIAL ZONES.

Classes of Streets (Cross-Sections)

50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50

ARTERIALS
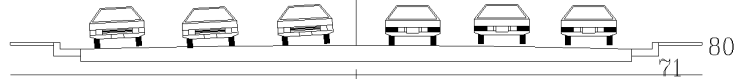
COMMERCIAL AAA-1
12
28   28   100
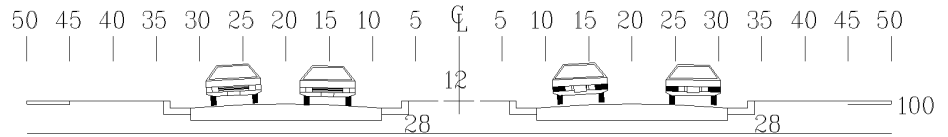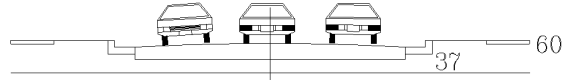
RESIDENTIAL AAA-2
8
28   28   80
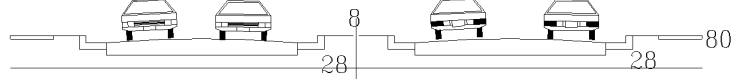
COMMERCIAL/RESIDENTIAL
BBB-maximum
71   80

RESIDENTIAL
BBB-minimum
37   60

COLLECTORS

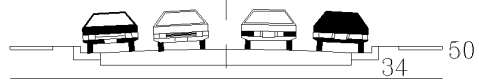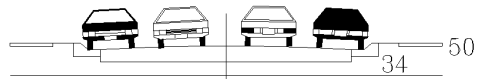COMMERCIAL AA
40   60

REGULAR
RESIDENTIAL BB
37   60
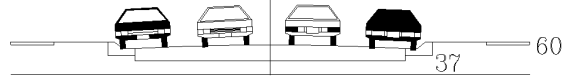
PLANNED
RESIDENTIAL CC
26   60

LOCALS

COMMERCIAL/
PLANNED RESIDENTIAL A
34   50

REGULAR RESIDENTIAL B
34   50

REGULAR RESIDENTIAL C
31   50

PLANNED RESIDENTIAL D
31   50
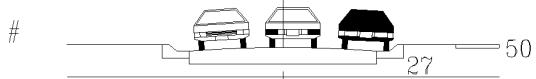
PLANNED RESIDENTIAL E
24   40
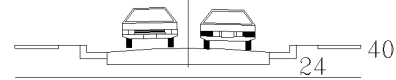
COMMERCIAL
MARGINAL ACCESS F   #
*
34   60
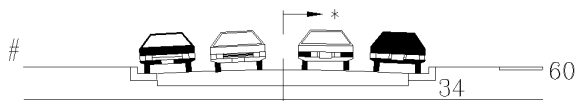
RESIDENTIAL
MARGINAL ACCESS G   #
*
27   50

RESIDENTIAL
COMMERCIAL ALLEY G
18   24

MOVING   PARKED
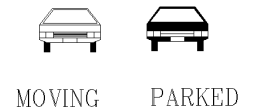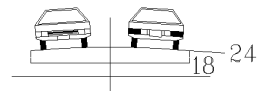
*   STREET ℄ IS OFFSET FROM
    RIGHT OF WAY ℄
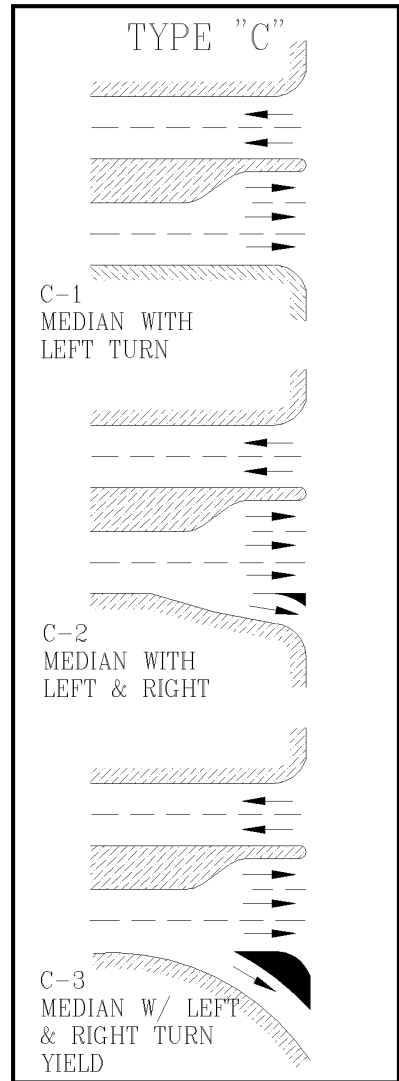
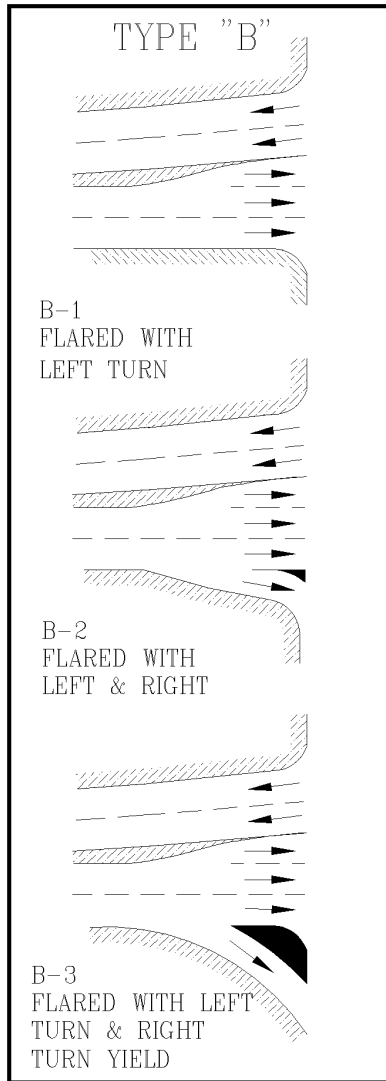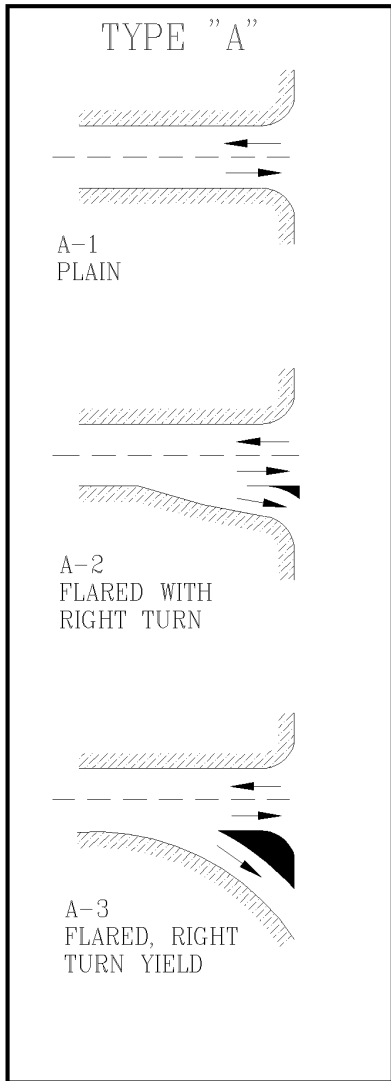#   ADJOINS MAJOR STREET
    RIGHT OF WAY RESERVATION

OWENSBORO METROPOLITAN
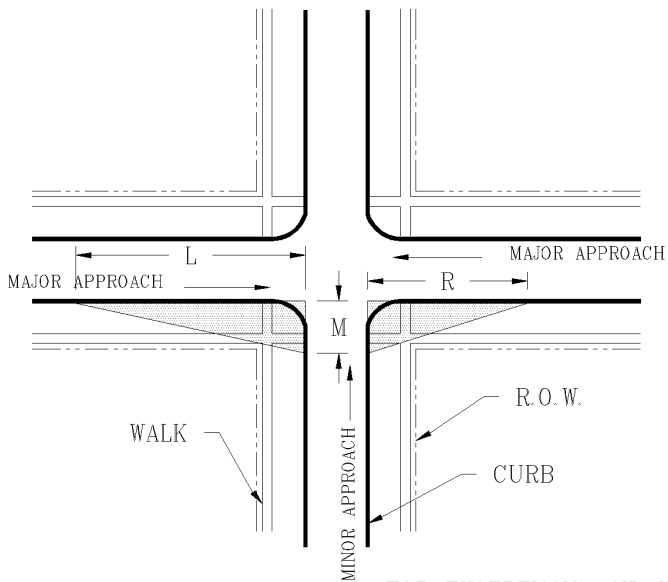PUBLIC IMPROVEMENT SPECIFICATIONS

CHAPTER 3
STREETS

CLASSES OF STREETS
(CROSS-SECTIONS)

EXHIBIT NO. 3-5

NOT TO SCALE

TYPICAL STREET INTERSECTIONS

TYPE "A"

A-1
PLAIN

A-2
FLARED WITH
RIGHT TURN

A-3
FLARED, RIGHT
TURN YIELD

TYPE "B"

B-1
FLARED WITH
LEFT TURN

B-2
FLARED WITH
LEFT & RIGHT

B-3
FLARED WITH LEFT
TURN & RIGHT
TURN YIELD

TYPE "C"

C-1
MEDIAN WITH
LEFT TURN

C-2
MEDIAN WITH
LEFT & RIGHT

C-3
MEDIAN W/ LEFT
& RIGHT TURN
YIELD

SIGHT TRIANGLE REFERENCE

L
R
M
MAJOR APPROACH
MAJOR APPROACH
MINOR APPROACH
WALK
R.O.W.
CURB

FOR EXCEPTIONS AND VERTICAL OBJECT
DETAILS SEE OMPC FORM 115S

SIGHT TRIANGLE AT INTERSECTIONS				
MAJOR APPROACH >	ARTERIAL STREET		ANY OTHER STREET	
MINOR APPROACH >	ANY STREET EXCEPT ALLEY	ALLEY OR DRIVEWAY	ANY STREET EXCEPT ALLEY	ALLEY OR DRIVEWAY
L=	300'	200'	150'	100'
R=	150'	100'	75'	50'
M=	15'	10'	15'	10'

OWENSBORO METROPOLITAN
PUBLIC IMPROVEMENT SPECIFICATIONS

CHAPTER 3
STREETS

INTERSECTION DESIGN
STANDARDS

EXHIBIT NO. 3-6

NOT TO SCALE