

Chart 405-1

URBAN COLLECTOR (FC 17)					
Access Feature	Intersection (A)	High Volume Driveway	Medium Volume Driveway	Low Volume Driveway	Minimum Use Driveway
Spacing (B)	(E)	(E)	ISD (F)	SSD (F)	SSD (F)
Traffic Control	Signal (C)	Signal (C)	Stop	Stop	Stop
Traffic Movement (H)	(G)	(G)	(G)	Full	Full
Right Turn Lane	(D)	(D)	(D)	N/U	N/U
Left Turn Lane	(D)	(D)	(D)	(D)	N/U

Key

Full = full vehicle movements
 ISD = intersection sight distance
 N/U = not used
 SSD = stopping sight distance

- (A) When access to a proposed development will be via a roadway, placed in public or private right-of-way and dedicated in conjunction with or as an adjunct to the development, no other direct access to the pre-existing public road network shall be permitted. All access shall be through the dedicated roadway.
- (B) An access connection classified as an intersection, high volume driveway, or medium volume driveway, shall be spaced so it will not create an offset intersection opposite an existing roadway, high volume driveway, or medium volume driveway. Such access connections shall be offset no less than 150 feet, or shall be located so that access connection ingress and egress travel lanes are appropriately aligned.
- (C) The need for a signal shall be determined by a warrant analysis using the Ohio Manual of Uniform Traffic Control Devices. High volume driveways that do not meet the signal warrants shall be subject to the same restrictions as medium volume driveways.
- (D) The need for auxiliary lanes shall be determined by an analysis using the auxiliary lane graphs of Appendix 1. The design of all auxiliary lanes shall conform to the standards of the Location and Design Manual.
- (E) Signalized access connections shall be located no closer than one-half mile to the nearest intersection or signalized access connection, and no closer than intersection sight distance to the nearest unsignalized access connection. Unsignalized access connections shall be located no closer than one-quarter mile to the nearest intersection, and no closer than intersection sight distance to the nearest access connection. When, on the basis of a traffic impact study submitted by the applicant, the County Engineer determines that the access connection will not be detrimental to the operations and safety of the roadway, the one-half mile and one-quarter mile spacing requirements may be reduced by 50 percent.
- (F) When no reasonable alternative access exists, the County Engineer may reduce this distance by up to 33 percent (50 percent for minimum use driveways), but in no case shall the spacing be less than the current allowable minimum frontage required based on the zoning of the subject property at the time of application.
- (G) Vehicle movements at unsignalized intersections may be restricted by the County Engineer if full vehicle movements will detrimentally affect traffic safety and operations, unless otherwise shown by a traffic impact study submitted by the applicant.
- (H) Restrictions on vehicle movements may apply in order to meet the requirements of Section 406, even for access connections where "Full" is indicated.