

Private Access Design at the Intersection of a Public Road

Standard

The connection of a private driveway or private road to a public road must provide a safe and efficient intersection for motorists and pedestrians and must comply with applicable standards.

The following criteria shall be used as a general guide for private access design at the intersection of a County public road.

Nonresidential and Multi-family Dwelling Access

All access points shall intersect with the public road at 90 degrees for a minimum of 75' as measured from the near edge of pavement of the public road at its ultimate section.

For Minor Collectors and Major Access Roads, no access point shall be located closer than 150 feet from another access point or road (as measured from the near edge of pavement of the existing access point or road to the centerline of the new access point).

For Major Collectors and Arterials, no access point should be located closer than 250 feet from another access point or road (as measured from the near edge of pavement of the existing access point or road to the centerline of the new access point).

No access point should be located within 12.5 feet of a property line (as measured between the property line and the near edge of pavement of the driveway).

On undivided roadways, the centerline of an access point shall align with the centerline of a driveway or road located across the street if the driveways are planned to be within 150 feet of each another (centerline to centerline) on Minor Collectors and Major Access Roads or 250 feet on Major Collectors and Arterials.

Access points intended for two-way traffic flow shall have a minimum width of 24 feet. A wider driveway may be required in order to accommodate proper lane alignment, truck access, a raised median to separate opposing traffic flows, or if additional lanes are needed to satisfy recommendations of the Traffic Engineer. Truck turning movements shall be provided with each plan of development. The size of the truck shall be the largest truck that will have access to the development.

A median may be permitted to separate opposing traffic flows on two-way access points. Medians which are provided shall have a minimum width of 4 feet and a maximum width of 16 feet. The minimum length of the median shall be 50 feet.

Access points intended for a single one-way travel lane shall have a minimum width of 18 feet and a maximum width of 20 feet.

A minimum radius of 15 feet shall be provided at the intersection of the access point and the public roadway. Larger radii may be permitted depending on the use, design and location of the access point.

Along the private driveway or private road, the first conflict point shall be a minimum of 150 feet from the public roadway for developments with more than one business or greater than 82 housing units and 30 feet for developments with a single business. This point shall be measured from the near edge of pavement of the public road at its ultimate width. These distances may be adjusted by the Traffic Engineer based on the type of development proposed.

Adequate sight distance shall be provided at all access points. Left turn and/or right turn lanes on the public road at the access point may be required.

Access to properties that are considered out parcels to other developments (such as shopping centers, office complexes, etc.) shall be internal to the overall development. Separate and/or exclusive access points will not be permitted for the out parcels.

Single Family Dwelling Driveways

The width of the driveway at the right-of-way line shall be 12 feet. Wider driveways will be considered on a case-by-case basis considering need, physical conditions of the area and safety. On roadways with speed limits of 35 mph or greater, the driveway at the right-of-way line shall be 16 feet.

No driveway shall be permitted to be placed within the radius of a public road intersection.

All driveways shall intersect with the public road at 90 degrees.

Applicability of the Standard

This standard applies to all types of development, including residential subdivisions, PODs, and CIPs.

Design Requirements