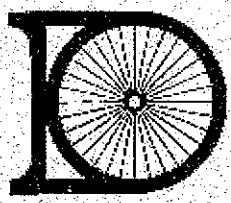


DELAWARE COUNTY



CITY OF DELAWARE

ACCESS MANAGEMENT GUIDELINES

October 17, 2001

Appendix 9

DELAWARE COUNTY

CITY OF DELAWARE

ACCESS MANAGEMENT GUIDELINES

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Appendix A ODOT District 6 Functional Classification of State and Federal Roadways

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It is the intent of Delaware County and the City of Delaware to improve and manage the roadways in their jurisdiction effectively. Establishing access management guidelines as part of the Thoroughfare Plan is a means to achieve this goal. The primary objective of establishing access management guidelines is to expedite the movement of traffic. This is achieved by clearly identifying access points, providing connections between adjacent properties to reduce trips on through streets, and reducing delay by minimizing the number of conflict points between opposing traffic flows and separating turning movements from through movements wherever necessary and practicable. If access points are allowed to occur at random along a roadway with little or no thought given to proper design or long term effects, it will be very costly, perhaps impossible, to correct the situation once development along the corridor is complete. Some existing conditions can be corrected. However, they typically require a significant cooperative effort between private property owners and governmental agencies. Prevention by application of access management techniques to new corridors or existing roads in sparsely developed areas is important to prevent the need for costly retrofit remedies.

Successful application of access management techniques create a corridor with a uniform driving environment which improves traffic safety by providing sufficient sight distance and time to react to potential hazards. It also provides property owners and developers access to their site that is as quick, convenient, and reasonable as possible for the property's approved use.

A. Authority

The ability to adopt and enforce Access Management guidelines or an ordinance is part of the range of authority granted by the state to local units of government to regulate the design and construction of the streets within their jurisdiction. The Kentucky Revised Statutes (KRS 100.273 and 100.281) grant the authority to adopt and enforce these regulations to properly authorized planning commissions. In Ohio, this authority is granted to boards of county commissioners and legislative bodies of villages and cities (Ohio Revised Code 711.05 and 711.09, attached). Each of the governmental bodies is given the authority to base their approval of subdivision plats on the subdivider's compliance with these regulations. To ensure uniform application of access management guidelines and achieve a cohesive and well managed road network, it is important to coordinate decisions made by city, village, township or county planning commissions, zoning officials, traffic engineers, and ODOT. Coordination of access management decisions between involved agencies, property owners and developers can be achieved at the pre-meeting required by the traffic impact study standards which are provided as a supplement to the Delaware Thoroughfare Plan.

Limitations in the authority to enforce access management guidelines exist in that a property owner cannot be denied reasonable access to a site unless compensation is paid for the loss of use of the property. However, it must be noted that the legal obligation mandates a municipality to provide "reasonable" access, not "unlimited" access. In addition, the guidelines are also more effectively used and more easily applied to currently developing corridors than those that will

develop in the future. Emphasis is on prevention although correction of some existing conditions can be remedied as the use of a property changes. Such changes happen slowly but can be an essential part of a long-term plan for any community. It should also be understood that access management guidelines are also not a solution to all traffic problems and do not necessarily negate the need for road widening or additions.

B. Access Management Categories

The access management guidelines shall apply to all existing, planned or proposed roadways within the jurisdiction of Delaware County and the City of Delaware. New or proposed roadways within the County or City not identified on the adopted Thoroughfare Plan should be designed to interconnect with the existing roadway network in a uniform and efficient manner. State routes in Delaware County fall under the access management policies and procedures established by the Ohio Department of Transportation (ODOT) and contained in *their State Highway Access Management Manual.* A listing of the classifications assigned to state routes in Delaware County is contained in **Appendix A.**

The functional classifications of Delaware County and the City of Delaware roadways fall into one of three classifications: arterial, collector, or local. The difference in the classifications depends on the trade off between providing mobility to through traffic with higher speeds and volumes and the degree of permitted access to the abutting land. This trade off between mobility and access for the street classifications is shown in **Figure A.**

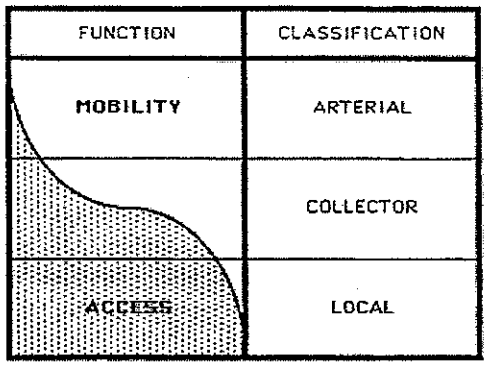


FIGURE A. **Relationship between Roadway Function and Classification**
SOURCE: Adapted from the State Highway Commission of Wisconsin

There are five access management categories based on the functional classification of roadways which define the relative responsibilities for each classification to provide mobility and access to adjacent properties. These categories are similar to those assigned by ODOT to their state highways. **Table 1** describes the types of roads and general provisions allowed for each of the five access management categories. Access Category V applies to minor collector roadways and local roadways. Design and access to these roadways typically follow local subdivision and

street design regulations and, therefore, access management controls for Category V roadways are not included in these guidelines.

Table 1. Access Category Description and General Guidelines

Category		General Design Guidelines
	High speed, high volume, long distance through traffic for interstate, intrastate, intercity travel; All Interstate and Freeway type facilities are included in this category.	Multi-lane; median; access at interchange; no direct private access allowed
	Relatively high speed, high volume, long distance through traffic for interstate, interregional, intercity, and some intra-city travel. Typically includes state routes, major arterials and facilities in an early stage of design, which could become Category I as funding and priorities allow.	Access at interchange or public street intersection; no direct private access allowed unless there are no other reasonable means to provide access or if such access prevents more impact to traffic operations, such as an additional signal. Access is through connections to public streets which intersect Category II roadways. This is the highest category allowing at-grade intersections. Traffic signals should be avoided and grade separations should be considered for high volumes cross streets or other cases where signals do not meet warrants. Where traffic signals must be installed their effect on the mainline traffic flow should be minimized through signal coordination.
	Moderate to high speed, volumes, and longer distances for interregional, intercity, and intra-city travel; Typically includes arterials, some collectors and some state routes. This category is appropriate for areas that have some historic, minor dependence on the highway to serve land access and where financial and social costs of attaining full control would substantially exceed benefits.	General provision is that one private access point will be provided for each parcel unless it can be shown that additional access points are necessary and that they would not be detrimental to the safety and operation of the roadway.
	Balances service for access and mobility at moderate to high speeds and volumes for moderate to short distances providing intercity, intra-city, and intra-community travel. Typically includes collectors, and some local roads	One direct access allowed per parcel with additional access allowed if it meets access safety, design, and operational standards.
	Low to moderate volumes, speed and distance serving intra-city, intra-community traffic. Typically includes most local streets and roads providing local land access where there is little value in providing for high speed travel.	Providing form reasonable and safe access to abutting property is an important purpose of this category but should still consider safe mobility.

Sources: Ohio Department of Transportation, State Highway Access Management Manual, 1998, Ohio State Highway Access Category Table.
Orgeon Department of Transportation Access Management Classification and Spacing Standards, 1996.

Urban, suburban and rural have typically been used in the past to identify the highway environment to define access control. The primary dilemma with adding these labels to functional classifications or access categories is that urban areas tend to expand. Areas once rural in nature become urban as the suburban fringe spreads. Since the location of what is termed the "urban growth boundary" does not negate the need to protect important facilities from over development, the urban, suburban and rural labels have not been applied to the functional class and access management categories contained in the Delaware Thoroughfare Plan.

There remains the difficulty in applying the access management guidelines corresponding to functional classifications to central business districts such as downtown City of Delaware. Major roadways in town have served as main streets historically and have numerous access points, short blocks, and on street parking. The local land uses, businesses, and adjacent properties developed in concert with the highway facilities available and the access allowed at the time. The downtown atmosphere is prized and preservation desired by the community. Although access conditions may be deficient according to current guidelines and the desired level of operation, these 'main street' facilities in the fully developed urban areas should not have their access category changed. Such routes should have their access treatment accepted or "grandfathered" because upgrading would be disruptive to the local economy and culture, too costly to justify, and maybe impossible. This acceptance does not infer that options are not available to improve traffic flow and operation on downtown major routes. Such areas require evaluation and the preparation of an access management plan specific for the downtown City of Delaware area and which addresses the particular needs of the community. Access management guidelines should be applied to other roadways within the City limits as reasonably and practically as feasible. Such "grandfathering" of access treatment may also apply to fully developed areas such as those in the southern Delaware County region.

Delaware County and City of Delaware roadways included in the Delaware Thoroughfare Plan have been assigned to one of five access management categories based on their functional classifications. Generally, the classifications were assigned a category as shown in **Table 2** unless an existing condition placed it differently. The minimum guidelines for driveway, signalized and unsignalized intersection spacing contained in this report are what is desired to provide access while emphasizing through travel according to the function desired for the roadway. The guidelines should be applied to County and City roadways where attainable for current conditions or as opportunities occur as development progresses. If it becomes apparent due to existing or future conditions that a particular roadway or section of roadway will be unable to attain the specifications for its assigned access category, or if it is shown to require a greater degree of control, the County or City Engineer may assign a more applicable access management category or provide a specific access management plan to the roadway. **Appendix B** contains a specific alphabetical listing of the access category assigned to roadways in Delaware County and the City of Delaware included in the Thoroughfare Plan.

Table 2. General Assignment of Functional Classifications to Access Management Categories

Access Management Category	Road Functional Classification
Category I	Freeway
Category II	New Major Arterial Road Undeveloped Major Arterial Road
Category III	Major Arterial Roads Minor Arterial Roads
Category IV	Major Collector Roads
Category V	Minor Collector Roads Local Roads

C. Minimum Driveway and Unsignalized Intersection Spacing

To minimize the potential for accidents and delay to through vehicles, driveways and low volume unsignalized intersections on Category III, and IV roadways should be separated by the minimum distance measured from near edge to near edge of adjacent driveways as shown in **Table 3** according to the posted speed limit on the roadway. Additionally, the spacing of adjacent driveways should be as uniform as possible between major intersections. Distances between adjacent one way driveways with the inbound drive upstream from the outbound drive can be one half the distances shown on Table 3 providing that other requirements are satisfied. Driveways and low volume, unsignalized intersections are not permitted on Access Category I (Freeway) roads. Private direct access to Category II roadways shall be permitted only when the property in question has no other reasonable access to the public roadway network. All private direct access points to Category II roadways, existing and planned, shall be designated as "Temporary" and requirements of Section 4 of these guidelines shall apply.

Table 3. Minimum Driveway and Unsignalized Intersection Spacing for Access Management Category III and IV Roadways

Posted Speed Limit (mph)	Minimum Driveway Spacing (feet)
25	**150**
30	**200**
35	**250**
40	**325**
45	**495**
50	**550**
55	**605**

Source: ODOT State Highway Access Management Manual standards for Class III and Class IV roadways.

1. **Number of Access Points**
   Each existing tract of land is entitled to one direct or indirect access point to the public roadway network provided that its location and design meet the sight distance and design requirements of Delaware County Street and Bridge Design Standards and/or City of Delaware Street Standards. Where the roadway frontage of a tract of land is greater than 500 feet, an additional access point may be allowed if determined by the Delaware County Engineer and/or City of Delaware Engineer that the access point will not adversely affect the capacity of the roadway.

2. **Coordination of Access Points**
   Major access points on opposite sides of Category II, III and IV roadways shall be aligned with each other. If not so located, the Delaware Regional Planning Commission (RPC) and/or City of Delaware Planning Commission may impose turning movement restrictions as determined necessary. In order to maximize the efficient utilization of access points, access drives shall be designed, located, and constructed in a manner to provide and make possible the coordination of access with and between adjacent properties developed (existing or future) for similar or compatible uses. As a condition of approval for construction, use, or reuse of any access point, the County Regional Planning Commission or City of Delaware Planning Commission may require that unobstructed and unencumbered access be provided from any such access point to the adjacent properties.

3. **Consolidation of Existing Access Points**
   Whenever the use of a parcel of land changes, or two or more parcels of land are assembled under one purpose, plan, entity, or usage, the existing driveway permits becomes void. The new permit should be based upon the owner/developer's plans to use some or one existing drives and/or close or relocate other driveways. Any such new or re-authorized access point must be in compliance with these access management guidelines.

4. **Temporary Access Points**
   In some circumstances, due to phased development or future roadway improvement plans, it is possible to allow an access point with a design or location which will ultimately interfere with the operation of traffic on the through street or is otherwise not in compliance with the access management guidelines, but for now is the best practical alternative. Such an access point should be designated as "Temporary" upon approval by the Delaware County RPC or City of Delaware Planning Commission with the understanding that as additional development occurs or when certain traffic conditions on the roadway are met, the temporary access must be converted to a new access scheme which meets all applicable requirements of the access management guidelines. Any access point classified as "Temporary" should be noted on the plot plan or site plan submitted for approval and also upon the deed of the property in question. When a property served by a temporary access point is provided an alternate means of access, such as a connection to a frontage road, an intersection street, or

a shared driveway, the Delaware County RPC or City of Delaware Planning Commission may require that the temporary access be eliminated, altered, or limited to certain turning movements. To ensure that temporary access points do not remain in use indefinitely, a plan should be completed and approved by the Delaware County RPC or the City of Delaware Planning Commission for the eventual and permanent access point(s) before the temporary access is allowed.

D. Minimum Signalized Intersection Spacing

Preserving the quality of traffic flow and safety requires the spacing of signals that assures continuous, progressive movement. Uniform, or near uniform, signal spacing is necessary for the most efficient traffic flow. The optimal spacing of signals depends on cycle length and posted speeds. Long cycle lengths combined with high speeds require long distances between signals. Shorter cycle lengths and lower speeds enable closer spacing between signals. The need for a traffic signal at a new or existing intersection shall be determined by a warrant analysis using the Ohio Manual of Uniform Traffic Control Devices and conducted by a qualified traffic engineer. The spacing of major signalized intersections for Category II, III, and IV roadways is shown in **Table 4**. Intersections are not allowed on Category I (Freeway) roads.

Table 4. Minimum Signalized Intersection Spacing for Access Management Category I, II, III and IV Roadways

	Access Categories		
	I	II	III & IV
Preferred Spacing	At-Grade Intersections Not Permitted	1 mile	1 mile
Acceptable Spacing		½ mile	½ mile
Minimum Spacing		½ mile	¼ mile

Source: ODOT State Highway Access Management Manual standards for Class III and Class IV roadways.

E. Other Access Management Techniques

There are a number of access management techniques which can be implemented to improve the efficiency and operation of Delaware County and City of Delaware roadways. The use of frontage or backage roads, shared driveways, and interconnecting parking areas serves to localize access needs and reduces the use of the through roadway for travel between adjacent properties. If parking lots in areas of commercial development are sufficiently interconnected, a consumer wanting to shop at several different locations can travel between those sites without interfering with the traffic on the adjacent roadway. Other techniques such as medians, dual turn lanes or exclusive turn lanes can be used to minimize conflict points allowing a safer and more efficient operation of the roadway. Once a specific access control problem has been identified, one or a combination of techniques may used to improve the condition. **Tables 5, 6, and 7** provide a list of objectives with a corresponding selection of techniques which can be used to gain insight

into possible access management solutions.

FUNCTIONAL OBJECTIVES

Limit Number of Conflict Points	Limit Number of Basic Crossing Conflict Points	• Install median barrier with no left turn access • Install median divider with left turn deceleration lanes • Install one-way operations on the highway • Channelize median openings to prevent left turn ingress and/ or egress maneuvers
	Limit Encroachment Conflicts	• Widen right through lane to limit right turn encroachment onto the adjacent lane to the left • Install channelizing islands to prevent left turn deceleration lane vehicles from returning to the through lanes
	Reduce Area of Conflict	• Install physical barrier to prevent uncontrolled access along property frontages • Install medial channelization to control the merge of left turn egress vehicles
Limit Maximum Deceleration Requirements	Reduce Roadway Speeds	• Regulate roadway speed limit consistent with driveway operations • Utilize traffic signals where warranted to meter traffic for larger gaps
	Increase Driveway Speeds	• Restrict parking on the roadway next to driveways to increase driveway turning speeds
	Increase Driver Perception Time	• Install visual cues of the driveway • Alter terrain or roadway geometrics for increased sight distance • Improve sight distance by preventing parking on the roadway either totally or partially or for specified time periods • Improve sight distance by preventing parking on the right-of-way
Remove Turning Vehicles or Queues from Sections of the Through Lanes	Improve Left Turn Operations	• Install a two way left turn lane • Install continuous left turn lane • Install alternating left turn lane • Install isolated median and deceleration lane to shadow and store left turning vehicles • Install left turn deceleration lane in lieu of right angle cross over • Install medial storage for left turn egress vehicles • Increase storage capacity of existing left turn deceleration lane
	Improve Right Turn Operations	• Install continuous right turn lane
	Completely Separate Driveway from Through Traffic	• Construct a local service road (backage or frontage) • Construct a bypass road • Reroute through traffic

SOURCE: Technical Guidelines for the Control of Direct Access to Arterial Highways, J. C. Glennon, FHWA, 1975

FUNCTIONAL OBJECTIVES

Limit Number of Conflict Points	Limit Number of Basic Crossing Conflict Points	• Locate driveway opposite a 3 leg intersection or driveway and install traffic signals where warranted • Install two one way driveways in lieu of one two way driveway • Install two two-way driveways with limited turns in lieu of one standard two-way driveway
Separate Basic Conflict Areas	Increase Minimum Spacing of Access Points	• Regulate minimum spacing of driveways • Regulate minimum corner clearance • Regulate minimum property clearance • Optimize driveway spacing in the permit authorization stage
	Increase Average Spacing of Access Points	• Regulate maximum number of driveways per property frontage • Consolidate access for adjacent properties • Require roadway damages for extra driveways • Buy abutting properties • Deny access to small frontage • Consolidate existing access whenever separate parcels are assembled under one purpose, plan entity or usage • Designate the number of driveways permitted to each existing property and deny additional driveways regardless of future subdivision of that property • Require access on collector street (when available) in lieu of additional driveway on roadway
Limit Maximum Deceleration Requirements	Increase Driver Perception Time	• Regulate minimum sight distance • Optimize sight distance in the permit authorization stage
Remove Turning Vehicles or Queues from Sections of the Through Lanes		• Install supplementary one-way right turn driveways to divided highway • Install supplementary access on collector street when available • Install additional driveway when total driveway demand exceeds capacity

SOURCE: Technical Guidelines for the Control of Direct Access to Arterial Highways, J. C. Glennon, FHWA, 1975

FUNCTIONAL OBJECTIVES			
Limit Number of Conflict Points	Limit Number of Basic Crossing Conflict Points	• Install two one-way driveways in lieu of two two-way driveways • Install two two-way driveways with limited turns in lieu of two standard two-way driveways • Install driveway channelizing island to prevent left-turn maneuvers
	Limit Encroachment Conflicts	• Install driveway channelizing island to prevent driveway encroachment conflicts • Install channelizing island to control the merge area of right turn egress vehicles from returning to the through lanes
	Reduce Area of Conflict	• Install channelizing island to control the merge area of right-turn egress vehicles • Regulate the maximum width of driveways
Limit Maximum Deceleration Requirements	Increase Driveway Speeds	• Increase the effective approach width of the driveway • Improve the vertical geometrics of the driveway • Require driveway paving • Regulate driveway construction and maintenance • Install right turn acceleration lane • Install channelizing islands to prevent driveway vehicles from backing onto the roadway • Install channelizing islands to move ingress merge point laterally away from the highway • Move sidewalk-driveway crossing laterally away from highway
Remove Turning Vehicles or Queues from Sections of the Through Lanes	Improve Left Turn Operations	• Reverse one-way driveway operations from in-out (proceeding downstream) to out-in where vehicles must use roadway to achieve internal circulation
	Improve Right Turn Operations	• Install right turn deceleration lane • Install additional exit lane on driveway
	Improve Driveway Operations With Internal Property Design and Controls	• Encourage connections between adjacent properties (even when each has roadway access) • Require two-way drive operation where internal circulation is not available • Require adequate internal design and circulation plan

SOURCE: Technical Guidelines for the Control of Direct Access to Arterial Highways, J. C. Glennon, FHWA, 1975

F. Variance

Unique locations, unusual land conditions or specific access needs may require access designs, locations or spacing that vary from the access management guidelines. In cases where the guidelines cause unreasonable hardship on a particular landowner or in a situation where an alternative access plan has been submitted that meets the objective of the guidelines although not in strict compliance, a waiver or variance may be granted. It should be noted that a variance should be the exception rather than the rule as overuse will cause lack of compliance and respect for the access management guidelines. The developer or land owner should provide a technical study conducted by a qualified transportation engineer to justify the waiver showing that it is impossible to provide reasonable access to the property if the guidelines are not followed.

G. Access Management Plans

An access management plan or corridor study should be prepared for areas which experience existing congestion and poor access controls or have atypical conditions for their assigned access category. Such a plan can identify improvements to the access and operational systems within a corridor to minimize traffic conflicts and delays while maintaining reasonable exposure and access to development fronting the route. Access management plans apply the guidelines but allow for compromise solutions to avoid undue hardships on owners and users of the existing developments. A plan provides long term solutions for 'retro-fit' conditions or improvement of poor access by such items as closure of driveways, temporary access permits, or formation of parking association. When an access management plan is adopted by the community as an official planning document, it takes precedence over the provisions of the guidelines for the access category assigned to the corridor.

H. Summary

The intent of providing access management guidelines is not to place unreasonable demands on developers but to ensure that the provision of vehicular access to private property does not interfere with the safety and welfare of those using the public roadways. Where conflicts between public and private interests exist, the guidelines should be used as a path rather than a barrier toward a solution.

Benefits from implementation of access management techniques is not forthcoming "overnight" and therefore sometimes difficult to justify. As deterioration of existing road operations has been gradual, improvement necessary to restore the functional integrity will also be gradual. However, the slow reversal process and preservation of new or existing corridor operation reaps benefits in cost savings, safety, reduction of energy consumption, and the creation of aesthetically pleasing corridors.

Sources:

State Highway Access Management Manual, Ohio Department of Transportation, 1998.

Access Management Classification and Spacing Standards prepared for Oregon Department of Transportation by Robert D. Layton, Oregon State University, 1996.

Arterial Street Access Control Study, prepared by Jeffrey Kern, Tri-County Michigan Regional Planning Commission.

Access Management: A Policy for Local Communities prepared by the Ohio-Kentucky-Indiana Regional Council of Governments, March, 1998.

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Ohio Revised Code Section 711.05

§ 711.05 Approval or rejection; rules to govern plats.

Text of Statute

(A) Upon the submission of a plat for approval, in accordance with section 711.041 [711.04.1] of the Revised Code, the board of county commissioners shall certify on it the date of the submission. Within five days of submission of the plat, the board shall schedule a meeting to consider the plat and send a written notice by regular mail to the clerk of the board of township trustees of the township in which the plat is located. The notice shall inform the trustees of the submission of the plat and of the date, time, and location of any meeting at which the board of county commissioners will consider or act upon the proposed plat. The meeting shall take place within thirty days of submission of the plat, and no meeting shall be held until at least seven days have passed from the date the notice was sent by the board of county commissioners. The approval of the board required by section 711.041 [711.04.1] of the Revised Code or the refusal to approve shall take place within thirty days from the date of submission or such further time as the applying party may agree to in writing; otherwise the plat is deemed approved and may be recorded as if bearing such approval.

(B) The board may adopt general rules governing plats and subdivisions of land falling within its jurisdiction, to secure and provide for the coordination of the streets within the subdivision with existing streets and roads or with existing county highways, for the proper amount of open spaces for traffic, circulation, and utilities, and for the avoidance of future congestion of population detrimental to the public health, safety, or welfare but shall not impose a greater minimum lot area than forty-eight hundred square feet. Before the board may amend or adopt rules, it shall notify all the townships in the county of the proposed amendments or rules by regular mail at least thirty days before the public meeting at which the proposed amendments or rules are to be considered.

The rules may require the county department of health to review and comment on a plat before the board of county commissioners acts upon it and may also require proof of compliance with any applicable zoning resolutions as a basis for approval of a plat. Where under the provisions of section 711.101 [711.10.1] of the Revised Code the board of county commissioners has set up standards and specifications for the construction of streets, utilities, and other improvements for common use, such general rules may require the submission of appropriate plans and specifications for approval. The board shall not require the person submitting the plat to alter the plat or any part of it as a condition for approval, as long as the plat is in accordance with general rules governing plats and subdivisions of land, adopted by the board as provided in this section, in effect at the time the plat was submitted and the plat is in accordance with any standards and specifications set up under section 711.101 [711.10.1] of the Revised Code, in effect at the time the plat was submitted.

(C) The ground of refusal to approve any plat, submitted in accordance with section 711.041 [711.04.1] of the Revised Code, shall be stated upon the record of the board, and, within sixty days thereafter, the person submitting any plat that the board refuses to approve may file a petition in the court of common pleas of the county in which the land described in the plat is situated to review the action of the board. A board of township trustees is not entitled to appeal a decision of the board of county commissioners under this section.

HISTORY: GC § 3583-1; 113 v 642; Bureau of Code Revision, 10-1-53; 125 v S 361 (Eff 10-1-53); 125 v H 629 (Eff 10-19-53); 138 v H 29 (Eff 9-6-79); 139 v H 1 (Eff 8-5-81); 143 v H 563 (Eff 7-24-90); 147 v H 22 (Eff 10-21-97); 148 v H 187. Eff 9-20-99.

Ohio Revised Code Section 711.09

§ 711.09 Planning commission or legislative approval of plat; petition for recording; village subdivision regulation; limitation on this section.

Text of Statute

(A)(1) Except as otherwise provided in division (A)(2) of this section, when a city planning commission adopts a plan for the major streets or thoroughfares and for the parks and other open public grounds of a city or any part of it, or for the unincorporated territory within three miles of the corporate limits of a city or any part of it, then no plat of a subdivision of land within that city or territory shall be recorded until it has been approved by the city planning commission and that approval endorsed in writing on the plat. If the land lies within three miles of more than one city, then division (A)(1) of this section applies to the approval of the planning commission of the city whose boundary is nearest to the land.

(2) Division (A)(1) of this section does not apply to any unincorporated territory when all of the following conditions are met:

(a) The township in which the territory is located has a zoning resolution covering all the unincorporated territory in the township.

(b) The county in which the territory is located has a county or regional planning commission.

(c) Subdivision regulations other than municipal subdivision regulations are in effect in the county in which the unincorporated territory is located.

When all of these conditions are met, no plat of a subdivision of land in that unincorporated territory shall be recorded until it has been approved by the county or regional planning commission as provided in section 711.10 of the Revised Code.

(B)(1) Except as otherwise provided in division (B)(2) of this section, when a village planning commission, a platting commissioner, or, if there is no commission or commissioner, the legislative authority of a village, adopts a plan for the major streets or thoroughfares and for the parks and other public grounds of a village or any part of it, then no plat of a subdivision of land within that village shall be recorded until it has been approved by the village commission, commissioner, or legislative authority and that approval endorsed in writing on the plat. If the county in which the village lies contains no cities, has no county subdivision regulations in effect, and the village commission, commissioner, or legislative authority adopts a plan for the major streets or thoroughfares and for the parks and other public grounds for the unincorporated territory within one and one-half miles of the corporate limits of the village or any part of it, then no plat of a subdivision of land shall be recorded until it has been approved by the village commission, commissioner, or legislative authority and that approval is endorsed in writing on the plat. If the land lies within one and one-half miles of more than one village, then division (B)(1) of this section applies to the approval of the commission, commissioner, or legislative authority of the village whose boundary is nearest to the land.

(2) Division (B)(1) of this section does not apply to any unincorporated territory when both of the following conditions are met:

(a) The township in which the territory is located has a zoning resolution covering all the unincorporated territory in the township.

(b) The county in which the territory is located has a county or regional planning commission.

When both of these conditions are met, no plat of a subdivision of land in that unincorporated territory shall be recorded until it has been approved by the county or regional planning commission as provided in section 711.10 of the Revised Code.

(C) The approval of the planning commission, the platting commissioner, or the legislative authority of a village required by this section, or the refusal to approve, shall be endorsed on the plat within thirty days after the submission of the plat for approval or within such further time as the applying party may agree to; otherwise that plat is deemed approved, and the certificate of the planning commission, the platting commissioner, or the clerk of the legislative authority, as to the date of the submission of the plat for approval and the failure to take action on it within that time, shall be issued on demand and shall be sufficient in lieu of the written endorsement or other evidence of approval required by this section. The planning commission, platting commissioner, or legislative authority of a village shall not require a person submitting a plat to alter the plat or any part of it as a condition for approval, as long as the plat is in accordance with the general rules governing plats and subdivisions of land, adopted as provided in this section, in effect at the time the plat was submitted. The ground of refusal or approval of any plat submitted, including citation of or reference to the rule violated by the plat, shall be stated upon the record of the commission, commissioner, or legislative authority. Within sixty days after

refusal, the person submitting any plat that the commission, commissioner, or legislative authority refuses to approve may file a petition in the court of common pleas of the proper county, in which the person shall be named plaintiff. The petition shall contain a copy of the plat sought to be recorded, a statement of the facts justifying the propriety and reasonableness of the proposed subdivision, and a prayer for an order directed to the recorder to record the plat and may include a statement of facts to support a claim that the rules of the planning authority under which it refused to approve the plat are unreasonable or unlawful. The planning authority refusing to approve the plat and the recorder of the county shall be joined as defendants and summons shall be issued upon those defendants as in civil actions. Within the rule day provided for a civil action, the planning authority may file an answer in which it may set forth a statement of the facts justifying its refusal to approve the plat, a copy of its rule under which it refused to approve the plat, and a statement of the facts supporting the reasonableness and lawfulness of that rule. The court shall hear the matter upon such evidence as is introduced by either party and the planning authority may introduce as a part of its case a complete transcript of any proceedings had before it. Any detail of the plat may be modified upon motion of the plaintiff before the cause is submitted to the court. If the court finds that the prayer for the recording of the plat or any modification of it as may be agreed to or proposed by the plaintiff, is supported by a preponderance of the evidence, it shall enter an order directed to the recorder to record the plat as originally submitted or as agreed to be modified. Otherwise, the petition shall be dismissed. The court shall return a separate finding upon the reasonableness and lawfulness of the refusal to approve the plat or upon the reasonableness and lawfulness of the rule under which the planning authority refused to approve the plat or both, as the case may require. The judgment or order of the court may be appealed by either party on questions of law as in other civil cases.

The planning commission, platting commissioner, or legislative authority of a village may adopt general rules governing plats and subdivisions of land falling within its jurisdiction in order to secure and provide for the coordination of the streets within the subdivision with existing streets and roads or with the plan or plats of the municipal corporation, for the proper amount of open spaces for traffic, circulation, and utilities, and for the avoidance of future congestion of population detrimental to the public health or safety but shall not impose a greater minimum lot area than forty-eight hundred square feet. The rules may provide for their modification by the planning commission in specific cases where unusual topographical or other exceptional conditions require the modification. The rules may require the county department of health to review and comment on a plat before the planning commission, platting commissioner, or legislative authority of a village acts upon it and may also require proof of compliance with any applicable zoning resolutions as a basis for approval of a plat. However, no city or village planning commission shall adopt any rules requiring actual construction of streets or other improvements or facilities or assurance of that construction as a condition precedent to the approval of a plat of a subdivision unless the requirements have first been adopted by the legislative authority of the city or village after a public hearing. The rules shall be promulgated and published as provided by sections 731.17 to 731.42 of the Revised Code, and before adoption a public hearing shall be held on the adoption and a copy of the rules shall be certified by the commission, commissioner, or legislative authority to the county recorder of the county in which the municipal corporation is located.

In the exercise of any power over or concerning the platting and subdivision of land or the recording of plats of subdivisions by a city, county, regional, or other planning commission pursuant to any other section of the Revised Code, the provisions of this section with respect to appeals from a decision of a planning commission apply to the decision of any such commission in the exercise of any power of that kind granted by any other section of the Revised Code in addition to any other remedy of appeal granted by the Revised Code. When a plan has been adopted as provided in this section, the approval of plats shall be in lieu of the approvals provided for by any other section of the Revised Code, so far as territory within the approving jurisdiction of the commission, commissioner, or legislative authority, as provided in this section, is concerned. Approval of a plat shall not be an acceptance by the public of the dedication of any street, highway, or other way or open space shown upon the plat.

(D) This section does not apply to unincorporated territory in any county having five or more cities and having a regional planning commission or county planning commission not included within the geographic boundaries of a regional planning commission, where the regional or county planning commission has determined, by resolution, to exercise the authority granted under section 711.10 of the Revised Code for the unincorporated territory within three miles of cities within that county.

HISTORY: GC § 3586-1; 110 v 71; Bureau of Code Revision, 10-1-53; 125 v H 629 (Eff 10-19-53); 126 v 929 (Eff 10-6-55); 130 v 228 (Eff 9-24-63); 134 v H 678 (Eff 9-22-72); 143 v H 563 (Eff 7-24-90); 147 v H 22. Eff 10-21-97.

Appendix A

ODOT District 6 Functional Classification
Of State and Federal Roadways

Dist 6 Access Categories

05-Oct-

CO	RT	LOGPT	LENG	CAT	FC	ACC	CL	AREA	NHS	LAN	SFX	ID	MED	RDWTH	ADTPAS	ADTTRK	ADTTOT	COMMENT
DEL	003	0103	0004	3L	06	N	1	000		2	R	U		33	12480	570	13050	
DEL	003	0107	0022	3H	06	N	1	000		2	R	U		33	12480	570	13050	
DEL	003	0129	0569	2	06	L	1	000		2	R	U		44	10512	482	10994	
DEL	003	0698	0023	2	06	L	4	000		2	R	U		44	9550	530	10080	
DEL	003	0726	0038	2	06	L	4	000		2	R	U		44	9550	530	10080	
DEL	003	0764	0002	2	06	L	4	000		2	R	U		44	9550	530	10080	
DEL	003	0824	0047	2	06	L	1	000		2	R	U		44	9550	530	10080	
DEL	004	0000	0198	3L	06	N	1	000		2	R	U		32	3087	512	3599	
DEL	023	0000	0139	3L	14	N	1	030	H	4	R	U		74	26230	4010	30240	
DEL	023	0139	0001	3L	02	N	1	000	H	4	R	U		74	25390	4260	29650	
DEL	023	0140	0001	3L	02	N	1	000	H	4	R	U		74	25390	4260	29650	
DEL	023	0141	0237	3L	02	N	1	000	H	4	R	U		74	25390	4260	29650	
DEL	023	0378	0035	3L	02	N	1	000	H	4	R	U		74	25390	4260	29650	
DEL	023	0413	0100	3L	02	N	1	000	H	4	R	D	20	62	25390	4260	29650	
DEL	023	0513	0032	3L	02	N	1	000	H	4	R	U		74	25390	4260	29650	
DEL	023	0545	0194	3L	02	N	1	000	H	4	R	D	32	62	25390	4260	29650	
DEL	023	0739	0021	3L	02	N	1	000	H	4	R	U		80	25390	4260	29650	
DEL	023	0760	0079	3H	02	N	1	000	H	4	R	D	29	72	25390	4260	29650	
DEL	023	0839	0061	3H	02	N	1	000	H	4	R	U		76	29699	4097	33796	
DEL	023	0900	0015	3H	02	N	1	000	H	4	R	D	17	60	36820	3830	40650	
DEL	023	0915	0036	3H	14	N	1	721	H	4	R	D	17	60	36820	3830	40650	
DEL	023	0978	0012	3H	14	N	1	721	H	4	R	D	17	60	36820	3830	40650	
DEL	023	1308	0004	3H	14	N	1	721	H	4	R	U		70	24900	4110	29010	
DEL	023	1312	0013	3H	14	N	1	721	H	4	R	U		70	24900	4110	29010	
DEL	023	1325	0010	3H	14	N	1	721	H	4	R	U		67	24900	4110	29010	
DEL	023	1357	0017	3L	14	N	1	721	H	4	R	U		67	24900	4110	29010	
DEL	023	1381	0021	3L	14	N	1	721	H	4	R	U		67	21753	4361	26114	
DEL	023	1402	0008	3L	14	N	4	721	H	4	R	U		67	20770	4440	25210	
DEL	023	1410	0008	3L	14	N	4	721	H	4	R	U		71	20770	4440	25210	
DEL	023	1418	0009	3H	14	N	4	721	H	4	R	U		71	20770	4440	25210	
DEL	023	1427	0004	3H	14	N	1	721	H	4	R	U		71	20770	4440	25210	
DEL	023	1431	0010	3H	14	N	1	721	H	4	R	U		71	19374	4360	23734	
DEL	023	1441	0038	3H	14	N	4	721	H	4	R	U		71	17280	4240	21520	
DEL	023	1479	0105	3H	14	L	1	721	H	4	R	U		71	17280	4240	21520	
DEL	023	1584	0026	3H	14	L	1	721	H	4	R	U		71	17280	4240	21520	

Dist 6 Access Categories

DEL	023	1610	0085	3H	14	L	1	721	H	4	R	D	28	64	17280	4240	21520	
DEL	023	1695	0069	3H	14	L	1	721	H	4	R	D	32	64	17280	4240	21520	
DEL	023	1764	0021	2	14	L	1	721	H	4	R	D	32	64	17280	4240	21520	
DEL	023	1785	0097	2	14	L	1	721	H	4	R	D	32	64	17280	4240	21520	
DEL	023	1882	0196	2	14	L	1	721	H	4	R	D	32	56	17280	4240	21520	
DEL	023	2078	0023	2	14	L	1	721	H	4	R	D	28	56	17280	4240	21520	
DEL	023	2101	0052	2	14	L	1	721	H	4	R	D	28	64	17028	4265	21293	
DEL	036	0000	0129	3L	06	N	1	000		2	R	U		28	3650	460	4110	
DEL	036	0129	0149	3L	06	N	1	000		2	R	U		40	3650	460	4110	
DEL	036	0278	0159	3L	06	N	1	000		2	R	U		28	3650	460	4110	
DEL	036	0437	0061	3L	06	N	1	000		2	R	U		28	3650	460	4110	
DEL	036	0498	0024	3L	06	N	1	000		2	R	U		28	4150	520	4670	
DEL	036	0523	0221	3L	06	N	1	000		2	R	U		28	4715	524	5239	
DEL	036	0744	0011	3L	06	N	1	000		2	R	U		40	6810	540	7350	
DEL	036	0755	0013	3L	16	N	1	721		2	R	U		40	6810	540	7350	
DEL	036	0768	0021	3L	16	N	1	721		2	R	U		40	6810	540	7350	
DEL	036	0844	0026	4L	16	N	4	721		2	R	U		40	6810	540	7350	
DEL	036	0870	0012	4L	16	N	1	721		2	R	U		40	6810	540	7350	
DEL	036	0882	0008	4L	16	N	4	721		2	R	U		40	6810	540	7350	
DEL	036	0890	0004	4L	16	N	1	721		2	R	U		40	6810	540	7350	
DEL	036	0894	0010	4L	16	N	4	721		2	R	U		30	6810	540	7350	
DEL	036	1246	0004	3L	14	N	4	721	N	4	R	D	40	74	8810	1400	10210	
DEL	036	1250	0009	3L	14	N	1	721	N	4	R	D	40	74	8810	1400	10210	
DEL	036	1259	0021	3L	02	N	4	000	N	4	R	D	40	74	8810	1400	10210	
DEL	036	1292	0002	3L	02	N	4	000	N	4	R	D	40	74	8810	1400	10210	
DEL	036	1294	0417	3L	02	N	1	000	N	4	R	D	40	74	11180	1954	13134	
DEL	036	1711	0084	3H	02	N	1	000	N	4	R	U		76	17880	3520	21400	
DEL	036	1795	0004	1	02	F	1	000	N	4	R	U		76	17880	3520	21400	
DEL	036	1799	0011	1	06	F	1	000		4	R	U		76	12740	5290	18030	
DEL	036	1810	0029	3H	06	N	1	000		2	R	U		40	10456	2536	12992	
DEL	036	1839	0073	3L	06	N	1	000		2	R	U		40	9582	1649	11231	
DEL	036	1912	0056	3L	06	N	1	000		2	R	U		42	8900	1600	10500	
DEL	036	1968	0098	3L	06	N	1	000		2	R	U		40	8900	1600	10500	
DEL	036	2066	0015	3L	06	N	4	000		2	R	U		40	8900	1600	10500	
DEL	036	2157	0020	3H	06	N	4	000		2	R	U		40	15180	1540	16720	
DEL	036	2194	0026	3H	06	N	1	000		2	R	U		44	12810	940	13750	
DEL	036	2262	0034	3L	06	N	1	000		2	R	U		44	10620	700	11320	
DEL	036	2324	0324	3L	06	N	1	000		2	R	U		44	10620	700	11320	

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DEL	036	2648	0261	3L	06	N	1	000		2	R	U		44	6450	510	6960	
DEL	037	0000	0318	3L	07	N	1	000		2	R	U		30	1983	107	2090	
DEL	037	0318	0035	3L	07	N	1	000		2	R	U		40	2110	120	2230	
DEL	037	0351	0075	3L	07	N	1	000		2	R	U		30	2110	120	2230	
DEL	037	0426	0048	3L	07	N	1	000		2	R	U		40	2750	70	2820	
DEL	037	0474	0219	3L	07	N	1	000		2	R	U		30	2750	70	2820	
DEL	037	0693	0052	3L	07	N	1	000		2	R	U		30	4040	100	4140	
DEL	037	0745	0002	3L	16	N	1	721		2	R	U		30	4040	100	4140	
DEL	037	0747	0006	3L	16	N	4	721		2	R	U		30	4040	100	4140	
DEL	037	0836	0015	4L	16	N	4	721		2	R	U		28	13280	230	13510	
DEL	037	0862	0004	4L	16	N	4	721		2	R	U		28	13280	230	13510	
DEL	037	2206	0013	4L	06	N	4	000		2	R	U		36	10260	1250	11510	
DEL	037	2308	0030	3L	06	N	1	000		2	R	U		36	4530	770	5300	
DEL	037	2340	0581	3L	06	N	1	000		2	R	U		27	3966	726	4692	
DEL	042	0000	0422	3L	06	N	1	000		2	R	U		40	5769	1619	7388	
DEL	042	0422	0004	3L	16	N	1	721		2	R	U		40	7130	1670	8800	
DEL	042	0426	0023	3L	16	N	4	721		2	R	U		40	7130	1670	8800	
DEL	042	0462	0009	3L	16	N	4	721		2	R	U		40	5970	1510	7480	
DEL	042	0500	0016	3L	16	N	1	721		2	R	U		40	5970	1510	7480	
DEL	042	0516	0002	3L	16	N	4	721		2	R	U		40	5970	1510	7480	
DEL	042	0518	0015	3L	16	L	1	721		2	R	U		40	5970	1510	7480	
DEL	042	0533	0002	3L	16	L	4	721		2	R	U		40	5970	1510	7480	
DEL	042	0625	0018	2	16	L	1	721		2	R	U		44	7450	1900	9350	
DEL	042	0692	0003	1	16	F	1	721		2	R	U		44	7450	1900	9350	
DEL	042	0700	0024	1	16	F	1	721		2	R	U		44	7450	1900	9350	
DEL	042	0724	0005	1	16	F	1	721		2	R	D	19	44	7450	1900	9350	
DEL	042	0936	0020	4L	16	N	1	721		2	R	U		32	7170	310	7480	
DEL	042	0956	0026	4L	16	N	1	721		2	R	U		32	5929	281	6210	
DEL	042	0982	0011	4L	16	N	4	721		2	R	U		32	5880	280	6160	
DEL	042	0993	0003	3L	16	N	1	721		2	R	U		32	5880	280	6160	
DEL	042	0996	0225	3L	06	N	1	000		2	R	U		32	5880	280	6160	
DEL	042	1221	0119	3L	06	N	1	000		2	R	U		40	3753	270	4023	
DEL	042	1340	0033	3L	06	N	1	000		2	R	U		40	3680	270	3950	
DEL	042	1373	0106	3L	06	N	1	000		2	R	U		40	3680	270	3950	
DEL	042	1479	0341	3L	06	N	1	000		2	R	U		40	3680	270	3950	
DEL	042	1872	0029	3L	06	N	1	000		2	R	U		40	1950	230	2180	

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DEL	047	0000	0107	4L	07	N	1	000		2	R	U		28	2380	150	2530	
DEL	061	0043	0020	3L	07	N	1	000		2	R	U		42	5650	300	5950	
DEL	061	0063	0005	3L	07	N	1	000		2	R	U		26	5650	300	5950	
DEL	061	0068	0001	3L	07	N	4	000		2	R	U		26	5650	300	5950	
DEL	061	0069	0715	3L	07	N	1	000		2	R	U		26	2847	205	3052	
DEL	071	0000	0001	1	11	F	1	030	N	6	R	D	33	99	65290	12050	77340	
DEL	071	0140	0003	1	11	F	1	030	N	5	R	D	33	99	45550	11110	56660	
DEL	071	0143	0018	1	01	F	1	000	N	5	R	D	33	99	45550	11110	56660	
DEL	071	0161	0806	1	01	F	1	000	N	4	R	D	33	78	45550	11110	56660	
DEL	071	0967	0183	1	01	F	1	000	N	4	R	D	33	78	34990	10090	45080	
DEL	071	1150	0150	1	01	F	1	000	N	4	R	D	60	80	34990	10090	45080	
DEL	071	1300	0019	1	01	F	1	000	N	4	R	D	60	80	34990	10090	45080	
DEL	071	1319	0101	1	01	F	1	000	N	4	R	D	60	80	34990	10090	45080	
DEL	071	1420	0017	1	01	F	1	000	N	4	R	D	60	80	34990	10090	45080	
DEL	071	1437	0117	1	01	F	1	000	N	4	R	D	60	80	34990	10090	45080	
DEL	071	1554	0017	1	01	F	1	000	N	4	R	D	60	80	34990	10090	45080	
DEL	071	1571	0152	1	01	F	1	000	N	4	R	D	60	80	34990	10090	45080	
DEL	203	0000	0907	3L	07	N	1	000		2	R	U		27	2042	95	2137	
DEL	229	0000	0012	4L	07	N	1	000		2	R	U		32	1360	110	1470	
DEL	229	0012	0013	3L	07	N	1	000		2	R	U		32	1800	180	1980	
DEL	229	0013	0072	3L	07	N	1	000		2	R	U		28	2250	210	2460	
DEL	229	0085	0027	3L	07	N	1	000		2	R	U		28	2250	210	2460	
DEL	229	0112	0249	3L	07	N	1	000		2	R	U		28	2250	210	2460	
DEL	229	0362	0024	3L	07	N	1	000		2	R	U		28	2250	210	2460	
DEL	229	0386	0258	3L	07	N	1	000		2	R	U		24	2250	210	2460	
DEL	229	0736	0112	3L	07	N	1	000		2	R	U		32	2670	120	2790	
DEL	257	0000	0085	3L	17	N	1	030		4	R	U		54	14270	490	14760	
DEL	257	0085	0065	3L	17	N	1	030		4	R	D	03	50	11283	437	11720	
DEL	257	0150	0089	3L	17	N	1	030		2	R	U		28	6130	260	6390	
DEL	257	0239	0054	3L	07	N	1	000		2	R	U		28	6130	260	6390	
DEL	257	0293	0083	3L	07	N	1	000		2	R	U		44	6130	260	6390	
DEL	257	0376	0106	3L	07	N	1	000		2	R	U		28	4560	224	4784	
DEL	257	0482	0013	3L	07	N	1	000		2	R	U		40	2590	180	2770	
DEL	257	0495	0113	3L	07	N	1	000		2	R	U		28	2590	180	2770	

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DEL	257	0608	0013	3L	07	N	1	000		2	R	U		40	2590	180	2770	
DEL	257	0621	0134	3L	07	N	1	000		2	R	U		28	2590	180	2770	
DEL	257	0755	0025	3L	07	N	1	000		2	R	U		32	2590	180	2770	
DEL	257	0837	0045	3L	07	N	1	000		2	R	U		36	2140	120	2260	
DEL	257	0882	0544	4L	07	N	1	000		2	R	U		23	1845	111	1956	
DEL	257	1426	0836	4L	08	N	1	000		2	R	U		22	1051	70	1121	
DEL	315	0000	0142	4L	16	N	1	030		2	R	U		24	14570	610	15180	
DEL	315	0142	0031	4L	17	N	1	030		2	R	U		24	7540	370	7910	
DEL	315	0173	0005	4L	17	N	4	030		2	R	U		24	7540	370	7910	
DEL	315	0195	0078	4L	17	N	1	030		2	R	U		24	7540	370	7910	
DEL	315	0273	0595	4L	07	N	1	000		2	R	U		24	5313	220	5533	
DEL	521	0229	0449	3L	07	N	1	000		2	R	U		26	2780	90	2870	
DEL	521	0678	0027	4L	07	N	1	000		2	R	U		36	2780	90	2870	
DEL	521	0705	0021	3L	07	N	1	000		2	R	U		26	2780	90	2870	
DEL	521	0726	0636	3L	07	N	1	000		2	R	U		26	1376	38	1414	
DEL	605	0000	0605	3L	07	N	1	000		2	R	U		26	2494	205	2699	
DEL	605	0605	0016	3L	07	N	1	000		2	R	U		36	2180	240	2420	
DEL	656	0000	0469	4L	07	N	1	000		2	R	U		26	1403	32	1435	
DEL	745	0038	0047	4L	16	N	1	030		2	R	U		28	7280	200	7480	
DEL	745	0085	0011	4L	16	N	4	030		2	R	U		28	7280	200	7480	
DEL	745	0096	0001	4L	16	N	1	030		2	R	U		28	7280	200	7480	
DEL	745	0097	0016	4L	16	N	4	030		2	R	U		28	4900	430	5330	
DEL	745	0151	0031	4L	16	N	4	030		2	R	U		28	4900	430	5330	
DEL	745	0182	0016	4L	16	N	1	030		2	R	U		32	4900	430	5330	
DEL	745	0198	0059	4L	16	N	1	030		2	R	U		32	3310	180	3490	
DEL	745	0257	0007	4L	16	N	1	030		2	R	U		28	3310	180	3490	
DEL	745	0264	0439	3L	07	N	1	000		2	R	U		28	3096	151	3247	
DEL	750	0000	0071	4H	16	N	1	030		2	R	U		26	6550	340	6890	
DEL	750	0071	0019	4H	16	N	1	030		2	R	U		43	6550	340	6890	
DEL	750	0090	0050	4H	16	N	1	030		2	R	U		46	6550	340	6890	
DEL	750	0140	0027	4H	16	N	1	030		2	R	U		26	6550	340	6890	
DEL	750	0167	0046	4H	16	N	4	030		2	R	U		26	6550	340	6890	
DEL	750	0311	0018	4H	16	N	4	030		2	R	U		26	13670	450	14120	

Dist 6 Access Categories

05-Oct-

DEL	750	0329	0002	4H	16	N	1	030		2	R	U		26	13670	450	14120	
DEL	750	0331	0011	4H	16	N	4	030		2	R	U		26	13670	450	14120	
DEL	750	0342	0056	4H	16	N	1	030		2	R	U		26	13670	450	14120	
DEL	750	0398	0107	4H	16	N	1	030		2	R	U		28	12210	530	12740	
DEL	750	0505	0015	4H	16	N	1	030		2	R	U		45	12210	530	12740	
DEL	750	0520	0023	3H	16	N	1	030		4	R	U		70	12210	530	12740	
DEL	750	0543	0059	3H	16	N	1	030		4	R	U		80	13800	840	14640	
DEL	750	0602	0079	3H	16	N	1	030		4	R	U		80	13800	840	14640	

Appendix B

Delaware County and City of Delaware
Roadways Access Management Classification

DELAWARE COUNTY MAJOR ARTERIAL ROADWAYS
ACCESS MANAGEMENT CATEGORY II

County Road Name

BIG WALNUT ROAD
CENTER VILLAGE ROAD
CONDIT ROAD
COUNTY HOME ROAD
HOME ROAD
LEWIS CENTER ROAD
LOCUST STREET
MINK STREET ROAD
NORTH COUNTY ROAD 605
NORTH SECTION LINE ROAD
POLARIS PARKWAY
PORTER CENTRAL ROAD
SAWMILL PARKWAY

DELAWARE COUNTY MINOR ARTERIAL ROADWAYS

ACCESS MANAGEMENT CATEGORY III

County Road Name

AFRICA ROAD
ASHLEY ROAD
BEVELHEIMER ROAD
BUNTY STATION ROAD
CHESHIRE ROAD
CLEVELAND AVENUE
CONCORD ROAD
COUNTY LINE ROAD
FANCHER ROAD
GLENN ROAD
GLICK ROAD
HANAWALT ROAD
HARLEM ROAD
HARTFORD ROAD
HORSESHOE ROAD
HYATTS ROAD
KLONDIKE ROAD
LACKEY OLD STATE ROAD
LIBERTY ROAD
LONDON ROAD
MAXTOWN ROAD
NEW COUNTY LINE ROAD
NORTH COUNTY LINE ROAD
NORTH GALENA ROAD
NORTON ROAD
OLENTANGY RIVER ROAD
OLIVE GREEN ROAD
RADNOR ROAD
ROME CORNERS ROAD
SANCUS BOULEVARD
SMOTHERS ROAD
SOUTH COUNTY LINE ROAD
SOUTH GALENA ROAD
SOUTH OLD STATE ROAD
SUNBURY ROAD
TROY ROAD
WILSON ROAD
WORTHINGTON ROAD

DELAWARE COUNTY MAJOR COLLECTOR ROADWAYS

ACCESS MANAGEMENT CATEGORY IV

County Road Name
BAKER ROAD
BALE KENYON ROAD
BEAN - OLLER ROAD
BERLIN STATION ROAD
BISHOP ROAD
BLUE CHURCH ROAD
BOWTOWN ROAD - US 36/SR 37 to Skinner Rd
BRAUMILLER ROAD
BURNT POND ROAD
CARTER'S CORNER LANE
CASE ROAD
CENTERBURG ROAD
CLARK ROAD
COOVER ROAD
CURTIS ROAD
CURVE ROAD
DIX ROAD
DOMIGAN ROAD
DONOVAN ROAD
EAST ORANGE ROAD
EAST POWELL ROAD
FONTANELLE ROAD
GREEN COOK ROAD
HANOVER ROAD
HILLS - MILLER ROAD
HODGES ROAD
HOSKINS ROAD
HUDSON ROAD
KILBOURNE ROAD
KLONDIKE ROAD
LEONARDSBURG ROAD
LEWIS CENTER ROAD -existing alignment from US 23 to proposed alignment east of Piatt Road
MAIN ROAD
MILLER PAUL ROAD
MILLS ROAD

County Road Name
MONKEY HOLLOW ROAD
MOONEY ROAD
NORTH OLD 3C HIGHWAY
NORTH OLD STATE ROAD
NORTH THREE B'S & K ROAD
OSTRANDER ROAD
OWEN FRALEY ROAD
PANHANDLE ROAD - US 23 to Main Rd
PEACHBLOW ROAD
PENN ROAD
PENRY ROAD
PIATT ROAD
PLUMB ROAD
POLLOCK ROAD
PORTER CENTRAL ROAD
RED BANK ROAD
RIVER ROAD
ROLOSON ROAD
ROSECRANS ROAD
ROSS ROAD
SAWMILL ROAD
SHANAHAN ROAD
SOUTH THREE B'S & K ROAD
SPRING ROAD
STEAMTOWN ROAD
STEITZ ROAD
STOVER ROAD
STRATFORD ROAD
TAWAY ROAD
THOMAS ROAD
TUSSIC STREET ROAD
VANS VALLEY ROAD
WARREN ROAD
WARRENSBURG ROAD
WELSH ROAD

DELAWARE COUNTY MINOR COLLECTOR ROADWAYS

ACCESS MANAGEMENT CATEGORY V

County Road Name	County Road Name	County Road Name
BEACOM ROAD	GLENGARY DRIVE	PEERLESS ROAD
BEACON ROAD	GORSUCH ROAD	PIPER ROAD
BUTTS ROAD	GRACE ROAD	PLANTATION ROAD
BENNETT PARKWAY	GREGORY ROAD	PLUMB ROAD
BERKSHIRE ROAD	GRIGSBY ROAD	PLUNKETT ROAD
BIRCH ROW DRIVE	HARRIOTT ROAD	PRICE ROAD
BOWTOWN ROAD - Skinner Rd to N. Old State Rd	HARRIS ROAD	ROBERTS ROAD
BRINDLE ROAD	HEDLEY ROAD	ROBINS ROAD
BROWN ROAD	HIGHLAND LAKES AVENUE	ROSS ROAD
BUEHLER DRIVE	HOLLENBACK ROAD	RUSSELL ROAD
BUTTERMILK HILL ROAD	HOSKINS ROAD	RUTHERFORD ROAD
BYERS ROAD	HOUSEMAN ROAD	SELDOM SEEN ROAD
CACKLER ROAD	HOWARD ROAD	SHERMAN ROAD
CALHOUN ROAD	JEWETT ROAD	SHERWOOD ROAD
CARR ROAD	JONES ROAD	SHIPLEY ROAD
CARRIAGE ROAD	JUMPER ROAD	SHOEMAKER ROAD
CHAMBERS ROAD	JUSTAMERE ROAD	SKINNER ROAD
CHAPMAN ROAD	KELLY - MCMASTER ROAD	SLOCUM ROAD
CHESHIRE STREET	KENNEY ROAD	SMART ROAD
CHURCHILL DRIVE	LANE ROAD	SMITH ROAD
CLARK-SHAW ROAD	LARCOMB ROAD	SMOKEY ROAD
COOK ROAD	LAWRENCE ROAD	STEAMTOWN ROAD
CREEK ROAD	LONGSHORE ROAD	STOCKWELL ROAD
DALE FORD ROAD	LOTT ROAD	STRINE ROAD
DAVID ROAD	MALONEY ROAD	SWEENEY ROAD
DAVIS - KIRK ROAD	MANNING PARKWAY	TODD STREET ROAD
DEAN ROAD	MARSH ROAD	TRENTON ROAD
DEGOOD ROAD	MERCHANT ROAD	TRIMMER ROAD
DILDINE ROAD	MEREDITH ROAD	TROUTMAN ROAD
DONOVAN ROAD	MEREDITH STATE ROAD	TYLER ROAD
DUNHAM ROAD	MONKEY HOLLOW ROAD	ULERY ROAD
DUSTIN ROAD	MOODY ROAD	VELEY ROAD
FERN DRIVE	MOORE ROAD	WALTON ROAD
FORD ROAD	MURPHY PARKWAY	WATKINS ROAD
FREDRICKS ROAD	MURPHY ROAD	WHEELER ROAD
FREEMAN ROAD	NEWHOUSE ROAD	WHIPPLE ROAD
FRESHWATER ROAD	PANHANDLE ROAD - Main Rd to Horseshoe Rd	WINTER ROAD
FULTON CREEK ROAD	PATRICK ROAD	WOODTOWN ROAD
GIEHL ROAD	PEEL ROAD	