

SCOTT FISCAL COURT  
ORDINANCE NO. 98- 01 \_\_\_\_\_

AN ORDINANCE RELATED TO THE AMENDMENT  
OF THE SIGHT DISTANCE REGULATIONS IN THE  
SUBDIVISION AND DEVELOPMENT REGULATIONS OF  
GEORGETOWN, SADIEVILLE, STAMPING GROUND  
AND SCOTT COUNTY

WHEREAS, the existing sight distance requirements provided by the Subdivision and Development Regulations of Georgetown, Sadieville, Stamping Ground and Scott County have not been upgraded to maintain a professionally accepted level of safety for streets proposed as access to and from existing roads and new development. This amendment is required to attain that appropriate level of safety; and

WHEREAS, This proposed amendment to the Subdivision and Development Regulations of Georgetown, Sadieville, Stamping Ground and Scott County have been submitted to the citizens through properly advertised public hearing before the Georgetown/Scott County Planning and Zoning Commission, who at the close of that hearing unanimously recommended the adoption of this amendment to the City and County governments of Scott County.

NOW, THEREFORE, BE IT ORDAINED BY THE SCOTT COUNTY FISCAL COURT, COMMONWEALTH OF KENTUCKY, AS FOLLOWS:

**SECTION ONE: PROVISIONS BEING AMENDED.** [New language is underlined. Language which is unchanged is not marked. superseded language is shown a stricken.]

1. ARTICLE II, DEFINITIONS, is amended to include the following amended definition:

Sight Distance: A straight line of unobstructed view measured along the normal path of the roadway. See Article X, Section 1000, paragraph P. Intersection Standards, subparagraph 8; and Appendix VII(A) for required distances and method of measurement.

2. ARTICLE X, SECTION 1000, paragraph P., sub paragraph 8., a new section, is created to read:

The minimum corner sight distance requirements set forth in Appendix VII(A) are required for traffic exiting through an intersection created by a proposed road within new development to an existing road. The minimum sight

distance at that intersection shall be the line of sight between a point above the surface of the proposed road to a point above the existing road. The points at either end of the sight line shall be determined as follows:

a. beginning on the proposed road, along the center line of that road, measure at least fifteen feet from the edge of the existing road pavement;

b. then from the point located under paragraph a., above, to the height of four and one-half feet above the pavement surface to establish the end of the sight line on the proposed road;

c. beginning on the existing road, measure along the center line of the existing road from the center of the intersection for the distance indicated on the Design Speed/Corner Intersection-Sight Distance Table, below, to a point in the center line of that road;

d. then from the point located under paragraph c., above, to the height of four and one-half feet above the pavement surface to establish the end of the sight line of the existing road;

The minimum corner sight distance requirements set forth in Appendix VII(A) shall be met. For the purpose of this section, the roads forming a proposed intersection shall be designated as the minor and the major road. The minor road shall be defined as that road which, when compared to the other, has the lesser projected traffic count. The major road shall be defined as that road which, when compared to the other, has the greater projected traffic count.

3. APPENDIX (VII(A),g. Corner Sight Distance at Intersections, a table, is amended as follows:

The minimum standard for corner sight distance are determined by the posted speed for the streets which intersect. For intersections where no speed limited is posted, a minimum design speed of 30 MPH shall be required. In no event shall the required sight distance be less than 250 feet. The following minimum distances are required:

Design Speed (MPH)	Corner Intersection Sight Distance (Feet)*
25 mph or less	250
30	300
35	350
40	400
45	450
50	500

55  
60

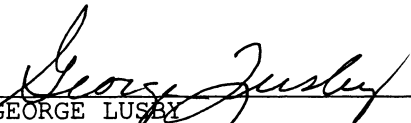
550  
600

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\*Sight distance measured to the right and to the left of the proposed intersection (example: 20 mph design speed would require a minimum of 250' of sight distance to the right and a minimum of 250' of sight distance to the left.

Note: This table assumes right angle intersections and straight major street movement within the sight distance. Situations involving skewed intersections, curvilinear streets or other mitigating factors may be required to have additional sight distance beyond that required above, in the discretion of the Planning Commission Engineer or City Engineer.

**SECTION TWO: EFFECTIVE DATE:** This Ordinance shall take effect upon passage and publication.

  
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GEORGE LUSEY  
SCOTT JUDGE EXECUTIVE

ATTESTED BY:

  
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~~MARSHA WOODRICK~~ Heather Bloemer

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