ACCESS CONNECTIONS: RULE & POLICY

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Rule VS Policy

The Rule

- *Enforcement power of state law*
- *Part of the Louisiana Administrative Code*
- *Very specific, strict, "black and white"*

The Policy

- *Provides decision-making authority for "exceptions" to the rule*
- *Less strict, more adaptable to various situations*

Categories of Access Connections

The Rule

Defines 4 categories for access connection requests (single-family residential, non-commercial agriculture, traffic generator, and temporary)

The Policy

Provides examples for each category and assigns typical design vehicles for each

Types of Permits & Design Vehicles

Permit Category	Examples of Property or Development Types	Typical Design Vehicle
Single-Family Residential Access Connections		
Single Family Residential	1-5 single family homes on a single access connection	Passenger Car (P)
Residential Sporting and Recreation Camps	Full-time residential or part-time residential camps used for hunting, fishing, etc. (1-5 on a single access connection)	Passenger Car and Boat Trailer (P/B)
Non-Commercial Agricultural Operations		
Unimproved Land	Farm, pasture, or wooded; passenger vehicle or farm equipment access and use only	Varies (up to WB-40)

Types of Permits & Design Vehicles

Permit Category	Examples of Property or Development Types	Typical Design Vehicle
Traffic Generator Access Connections		
Place of Business	Retail Outlets, Banks, Restaurants, etc.	Varies (up to WB-15)
Medical Facilities	Doctors' Offices, Hospitals, Urgent Care Facilities, Assisted Living Homes, etc.	Single Unit Truck (SU)
Religious Facilities	Churches, Synagogues, Etc.	Passenger Car (P)
Multi-Family Residential Developments	Subdivisions, Condominiums, Apartment Complexes, Trailer Parks, Etc.	Single Unit Truck (SU)
Educational Facilities	Schools, Colleges, Daycares, After-School Care Facilities, Etc.	Large School Bus (S-BUS-40)
Lodging Facilities	Hotels, Vacation Rentals, Motels, RV Parks, Etc.	Varies (up to MH/B)
Recreational Facilities	Sports Fields, Public Swimming Pools, Parks, Golf Courses, Bowling Alleys, Theme Parks, Etc.	Passenger Car (P)

Types of Permits & Design Vehicles

Permit Category	Examples of Property or Development Types	Typical Design Vehicle
Traffic Generator Access Connections (cont'd)		
Private Clubs	Country Clubs, Golf Clubs, Yacht Clubs, Etc.	Single Unit Truck (SU)
Emergency Services	Fire Station, EMS Stations, Police Stations, Etc.	Varies (up to BUS-40)
Mixed-Use Developments	Any Combination of the Above-Listed Uses	Varies
Public Facilities	Libraries, Court Houses, City Halls, Jails, Conference/Convention Centers, Etc.	Single Unit Truck (SU)
Commercial Agricultural Operations	Processing and/or wholesale operations (cotton gin, rice mill, sugar mill, etc.)	Interstate Semitrailer (WB-20/WB-65/WB-67)
Natural Resource Harvesting Operations	Oil, Natural Gas, Logging, Etc.	Interstate Semitrailer (WB-20/WB-65/WB-67)
Utility Company Access	Phone, Electricity, Gas, Etc., Access to Meters	Single Unit Truck (SU)

Types of Permits & Design Vehicles

Permit Category	Examples of Property or Development Types	Typical Design Vehicle
Temporary Permits (Operations lasting up to 1 year)		
Short Term Natural Resource Harvesting	Oil, Natural Gas, Logging, Etc.	Interstate Semitrailer (WB-20/WB-65/WB-67)
Short Term Haul Road	Haul Road for Construction Operations	Interstate Semitrailer (WB-20/WB-65/WB-67)
Short Term Construction Access	Short Term Construction Access to a Building Site until an Access Connection is Approved; Location of Short Term Construction Access Does Not Guarantee the Location for Permanent Access	Interstate Semitrailer (WB-20/WB-65/WB-67)

Permit Process

The Rule

"…process for acquiring an access connection permit shall be defined in DOTD policies…"

The Policy

Defines a multi-step process including a pre-permit meeting with district staff, studies which may be required, and approval and permit issuance processes.

Preliminary AC Request Meeting

PRELIMINARY ACCESS CONNECTION REQUEST MEETING

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WHAT WOULD OR WOULD NOT REQUIRE ONE?

Situations which would most likely NOT need a meeting:

- Single family residential access connection applicants
- Non-commercial agricultural operations access connection applicants
- Traffic generator access connection applicants with low trip generation
- Temporary access connection applicants

Preliminary AC Request Meeting

PRELIMINARY ACCESS CONNECTION REQUEST MEETING

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WHAT WOULD OR WOULD NOT REQUIRE ONE?

<u>Situations which might require a preliminary access connection request meeting:</u>

- Owner's request for clarification of DOTD policies, processes, and procedures
- Multiple uses for a development
- More than 100 peak hour trips expected
- Unknown use for property
- Commercial nature of proposed development
- More than one access connection requested

Preliminary AC Request Meeting

PRELIMINARY ACCESS CONNECTION REQUEST MEETING

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WHAT WOULD OR WOULD NOT REQUIRE ONE?

<u>Situations which might require a preliminary access connection request meeting:</u>

- New signal or median opening requested
- Property in a known congested area
- Access connection requested in close-proximity to an existing signal
- Access connection requested in close-proximity to an existing median opening
- Known need for coordination with other developments nearby

Preliminary AC Request Meeting

Mandatory Attendees

- Applicant for the permit (prop. owner)
- DOTD District Permit Specialist
- DOTD District Traffic Operations Engineer
- DOTD District Hydraulics Engineer
- Local Government Permitting or Zoning Officials

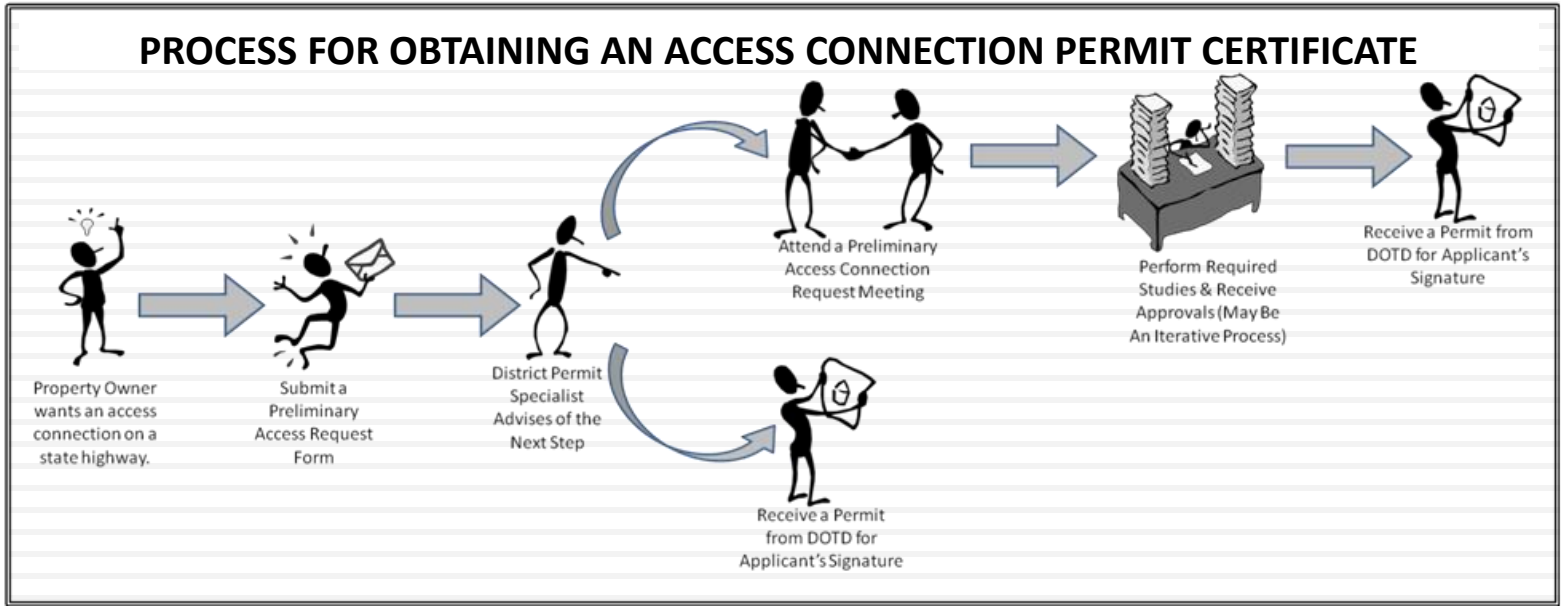
Optional Attendees

- Applicant's Engineer, Architect, etc.
- Other DOTD Staff

Preliminary AC Request Meeting

THINGS WHICH MAY BE DISCUSSED AT THE PRELIMINARY ACCESS CONNECTION REQUEST MEETING

- Other developments in the area
- Proposed or planned work on roadways impacted
- Quantity and location(s) of access connection(s) and how internal circulation would be affected
- Preliminary trip generation
- Need for studies (Traffic Impact Study, Traffic Signal Study, others)
- Establish a tentative review schedule
- Design vehicle (if varies from typical)
- Requirements for work zones



Acquiring an Access Connection Permit

All Steps Completed → Permit Certificate Issued

Bonding Requirements

The Rule

"…may be required to post a bond in order to secure an access connection permit…sufficient to cover the expenses of all work or improvements required within the DOTD right-of-way as a condition of an access connection permit…"

The Policy

Further discusses that DOTD ***may*** require a bond when improvements are being done in the right of way as a permit condition (i.e. mitigation). If a bond is required, post-construction inspections are mandatory for release of the bond.

Single Family Residential

COMPONENTS OF A SINGLE FAMILY RESIDENTIAL ACCESS CONNECTION REQUEST

- Completed Access Connection Request Form
- Location map showing the property
- Site plan or property layout
- Legal description of property (if available)
- Description of requested improvements
- Power of Attorney (if applicable)

Non-Commercial Agriculture

COMPONENTS OF A NON-COMMERCIAL AGRICULTURE ACCESS CONNECTION REQUEST

- Completed Access Connection Request Form
- Location map showing the property
- Site plan or property layout
- Legal description of property (if available)
- Description of requested improvements
- Power of Attorney (if applicable)

Traffic Generator

COMPONENTS OF A TRAFFIC GENERATOR ACCESS CONNECTION REQUEST

- Completed Access Connection Request Form
- Location map showing the property
- Site plan or property layout
- Legal description of property (if available)
- Description of requested improvements
- Trip generation information
- Traffic Impact Study and/or Letter of Compliance (if required)
- Traffic Signal Permit (if applicable)
- Subdivision Plat (if applicable)
- Power of Attorney (if applicable)

Remodeled/Reconstructed/Redeveloped

The Rule

"If the property is reconstructed/remodeled/redeveloped, the owner shall submit a new application for an access connection permit."

The Policy

"Any changes to a property that could result in changes to traffic patterns, trip generation, or functional operation fot he site will result in the requirement for a new access connection permit as well as changes to the means of access to the highway."

Remodeled/Reconstructed/Redeveloped

DEFINITIONS:

RECONSTRUCTED

REMODELED

REDEVELOPED

Reconstructed Property

A property that has any portion of the structure(s) demolished and new structure(s) built on the site. The use of the property may change or remain the same.

Remodeled Property

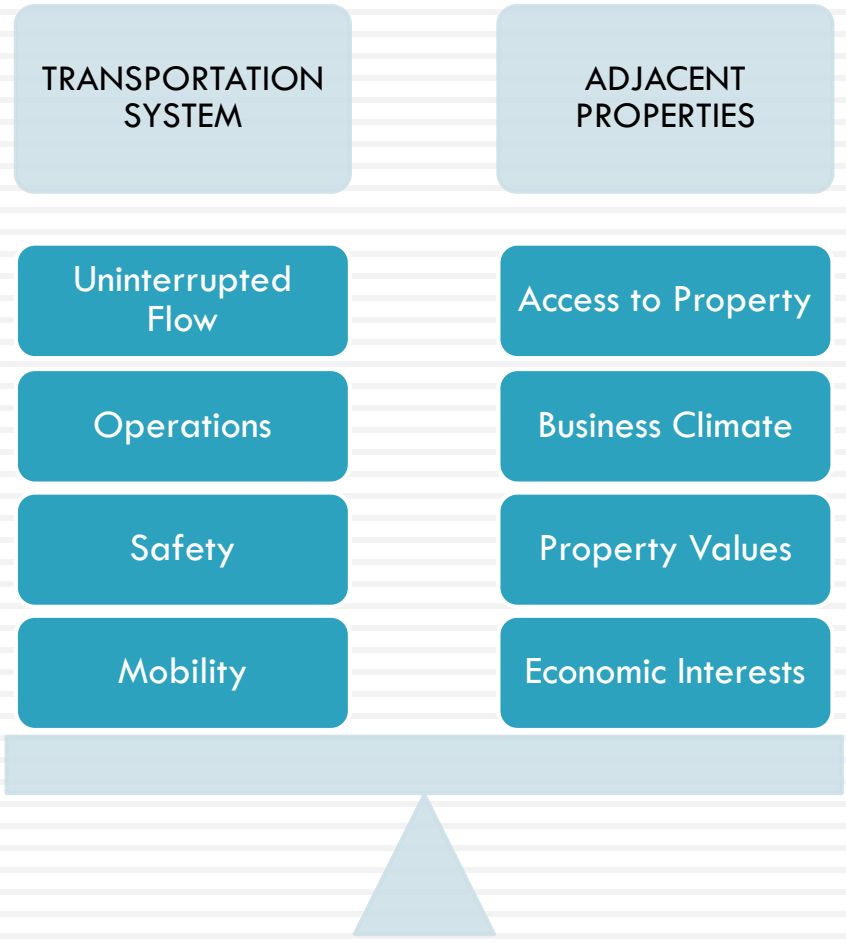
A property that undergoes significant alterations (interior or exterior) that may result in a change in traffic generated by the property.

Redeveloped Property

A property that undergoes a complete change in use, but not necessarily a change in the structure(s).

Retrofit Situations

A DELICATE BALANCING ACT THAT CAN ONLY BE ACCOMPLISHED WITH COMPROMISE



Regulations & Geometric Requirements

Design criteria for the geometry, size, quantity, and location of access connections

Classification & Type of Roadway

Location	Roadway Classification
URBAN	ARETERIAL
SUBURBAN	COLLECTOR
RURAL	LOCAL

Functional Area of the Intersection

The Rule

"Full access shall not be granted within the functional influence area of the intersection."

The Policy

- No AC on acceleration/deceleration lanes/tapers
- Median openings shall not be located here
- If in FA, must be RI/RO and be as far from intersection as possible

Sight Distance

The Rule

"All entrances and exits shall be located so that drivers approaching or using them will have adequate sight distance in all directions along the highway in order to maneuver safely and without interfering with traffic."

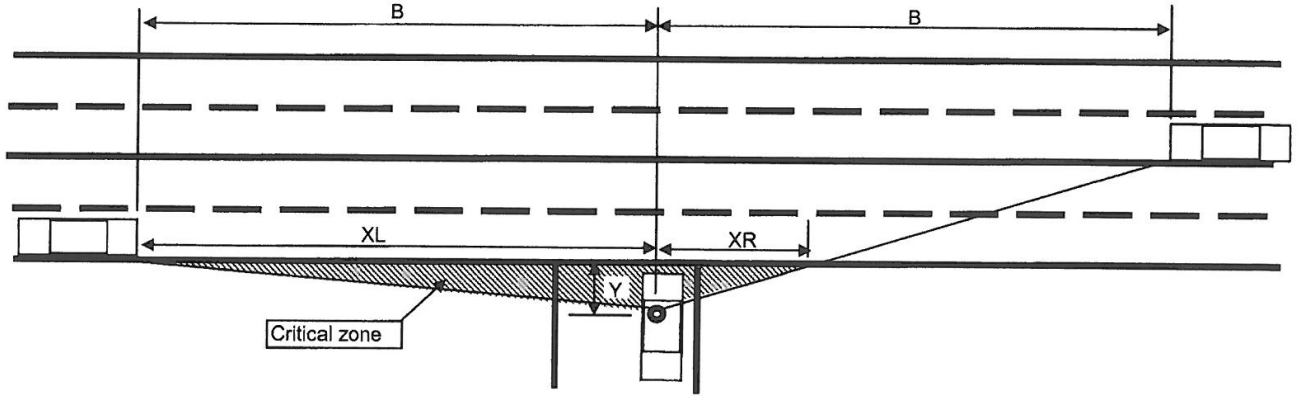
The Policy

Provides chart of critical sight distances for traffic entering the highway based on the HCM.

Sight Distance

CRITICAL SIGHT DISTANCE FOR TRAFFIC ENTERING THE HIGHWAY

To be used for permits for commercial and residential driveways, bus shelters permits, landscaping, and traffic studies.



Speed, mph	Speed, fps	Offset Y, ft	2-Lane (7.1 sec gap)			4-Lane (7.5 sec gap)			5-Lane (8.0 sec gap)		
			Distance "B"	Length XL	Length XR	Distance "B"	Length XL	Length XR	Distance "B"	Length XL	Length XR
20	29	9	208	**208**	**89**	220	**220**	**60**	235	**235**	**47**
25	37	9	260	**260**	**112**	275	**275**	**75**	293	**293**	**59**
30	44	9	312	**312**	**134**	330	**330**	**90**	352	**352**	**70**
35	51	9	364	**364**	**156**	385	**385**	**105**	411	**411**	**82**
40	59	9	417	**417**	**179**	440	**440**	**120**	469	**469**	**94**
45	66	9	469	**469**	**201**	495	**495**	**135**	528	**528**	**106**
50	73	9	521	**521**	**223**	550	**550**	**150**	587	**587**	**117**
55	81	9	573	**573**	**245**	605	**605**	**165**	645	**645**	**129**
60	88	9	625	**625**	**268**	660	**660**	**180**	704	**704**	**141**
65	95	9	677	**677**	**290**	715	**715**	**195**	763	**763**	**153**

Notes:
The critical zone should be free of obstructions which restrict sight (typically between 1 and 7 feet in height).
Sight distance is based on the Highway Capacity Manual, Chapter 17, stop control on the minor roadways.
The 7.1 second acceptance gap is for passanger vehicles turning left onto a two lane roadway.
The 7.5 second acceptance gap is for passanger vehicles turning left onto a four lane roadway.
An additional one-half second is used for each additional 12 foot lane that is crossed.
The values presented are for tangent passanger vehicles and roadways with little or no horizontal or veritcle curvature.

At-Grade Intersection Spacing

The Rule

"…as defined in other DOTD policies…"

The Policy

Provides a table of minimum spacing between at-grade public road intersections

At-Grade Intersection Spacing

	*URBAN***	*SUBURBAN*	*RURAL*
ARTERIAL	¼ mile	¼ mile	½ mile
COLLECTOR	¼ mile	¼ mile	¾ mile
LOCAL	300 ft	300 ft	200 ft

**In downtown urban areas, variances are allowed to meet typical block spacing at the discretion of the DTOE

At-Grade Intersection Spacing

The Rule

"…as defined in other DOTD policies…"

The Policy

Provides a table of minimum spacing between traffic signals

Traffic Signal Spacing

	*URBAN***	*SUBURBAN*	*RURAL*
ARTERIAL	½ mile	½ mile	1 mile
COLLECTOR	¼ mile	¼ mile	1 mile
LOCAL	¼ mile	¼ mile	½ mile

**In downtown urban areas, variances are allowed to meet typical block spacing at the discretion of the DTOE.

Median Opening Spacing

The Rule

"…access connections will not be permitted to align with median cuts or crossovers, and shall be located as far from these cuts and crossovers as possible…"

"…may be restricted to right-in/right-out movements only…"

"…shall be as defined in DOTD policies…"

The Policy

- Differentiates between full-access and directional median openings and their locations
- Provides tables for spacing of median openings
- Outlines procedures for DOTD to consider openings that align with access connections (traffic study)

Median Opening Spacing

DIRECTIONAL* MEDIAN OPENINGS – MINIMUM SPACING

	URBAN	*SUBURBAN*	*RURAL*
ARTERIAL	800 ft	800 ft	¼ mile
COLLECTOR	660 ft	660 ft	¼ mile
LOCAL	800 ft	800 ft	800 ft

*Signalized directional median openings may require greater spacing and must meet requirements for traffic signal spacing.

Median Opening Spacing

FULL-ACCESS* MEDIAN OPENINGS – MINIMUM SPACING

	URBAN	*SUBURBAN*	*RURAL*
ARTERIAL	½ mile	½ mile	1 mile
COLLECTOR	¼ mile	¼ mile	½ mile
LOCAL	400 ft	400 ft	400 ft

*All full-access median openings *shall* meet signal warrant 1-A at 100%.

Access Connection Spacing

The Rule

"…approved locations of access connections… so that the spacing between adjacent access connections is maximized…"

"…minimum spacing as defined in DOTD policy shall be maintained between access connections…"

"…frontage is not available… necessary to maintain the corridor and preserve mobility, adjacent property owners may be required… to share an access connection…"

"…may require adjacent commercial applicant to share access… and/or provide connectivity between properties…"

The Policy

- Specifies for corner lots – access on minor roadway only
- Defines how spacing is measured
- Assigns minimum spacing
- Addresses state route VS non-state route access
- Addresses process for acquiring more than one driveway

Access Connection Spacing

MINIMUM ACCESS CONNECTION SPACING*

	URBAN	*SUBURBAN*	*RURAL*
ARTERIAL	550 ft	550 ft	700 ft
COLLECTOR	300 ft	300 ft	400 ft
LOCAL	**	**	**

** If a non-traversable median exists in within 200' of both sides of the access connection and a right-in/right-out access connection is installed, then spacing may be reduced by one-half.*

*** Locate access connections with the greatest achievable spacing possible within given property constraints. Where possible, interconnectivity and driveway sharing should be used.*

Access Connection Geometry

The Rule

"…all single-family residential and traffic generator access connections shall b constructed with permanent hard surface type materials…"

"…adequate sigh distance in all directions…"

The Policy

Provides guidance on radii, width, and throat distance

Access Connection Geometry

MINIMUM ACCESS CONNECTION RADII*

TYPE OF ACCESS CONNECTION:	*URBAN*	*SUBURBAN*	*RURAL*
SINGLE-FAMILY RESIDENTIAL	10 ft	10 ft	25 ft
NON-COMMERCIAL AGRICULTURE	--	15 ft	15 ft
TRAFFIC GENERATOR**	25 ft	35 ft	50 ft
INDUSTRIAL-TYPE FACILTITIES	*Should be individually designed to handle the typical large truck that uses the access connection.*		

* Posted speed limit of the highway or chosen design vehicle may direct design of a larger radius.

** See design vehicle guidance in Chapter 1.

Access Connection Geometry

MINIMUM ACCESS CONNECTION WIDTHS

ACCESS CONNECTION TRAFFIC CATEGORY	*AVERAGE DAILY TRAFFIC USING ACCESS CONNECTION*	*PEAK HOUR TRAFFIC USING ACCESS CONNECTION*	*WITH TWO-WAY ACCESS*	*WITH ONE-WAY ACCESS*
SINGLE-FAMILY RESIDENTIAL & NON-COMM. AG.	0-100	0-10	12 ft – 15 ft	not applicable
LOW-VOLUME COMM./ INDUST.	< 1,500	< 150	≤35 ft	≤16 ft
MEDIUM VOLUME COMM./ INDUST.	1,500 – 4,000	150 – 400	35 ft – 42 ft	20 ft – 26 ft
HIGH VOLUME COMM./ INDUST.	> 4,000	> 400	determined through a traffic study – preferably 46-54 ft	generally not applicable

NOTE: Striping of access connections should be required when more than one lane in any direction is present. The striping plans shall be in accordance with DOTD Pavement Marking Standards and shall designate the permitted movement(s) for each lane. Boulevard access connections have a maximum median width of 6 ft. Median widths are included in the overall widths listed in this chart.

Access Connection Geometry

MINIMUM ACCESS CONNECTION THROAT DISTANCES

ACCESS CONNECTION TRAFFIC CATEGORY	*PEAK HOUR TRAFFIC USING ACCESS CONNECTION*	*MINIMUM THROAT DISTANCE*
LOW-VOLUME COMM./ INDUST.	< 150	20 FT
MEDIUM VOLUME COMM./ INDUST.	150 – 400	60 FT
HIGH VOLUME COMM./ INDUST.	> 400	*determined through a traffic study*

NOTE: Striping of access connections should be required when more than one lane in any direction is present. The striping plans shall be in accordance with DOTD Pavement Marking Standards and shall designate the permitted movement(s) for each lane. Boulevard access connections have a maximum median width of 6 ft. Median widths are included in the overall widths listed in this chart.

Implementation of the Rule & Policy

LOUISIANA ADMINISTRATIVE CODE

TITLE 70

PART I

CHAPTER 15

- Rule became part of LAC in January 2011
- Implementation date: September 1, 2011
- DOTD Implementation Training in August
- Have not yet schedule other trainings

Contact Information

www.doa.louisiana.gov/osr/lac/books.htm

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