

HDR



# MoDOT Access Management Guidelines Update: Meeting Current Best Practices

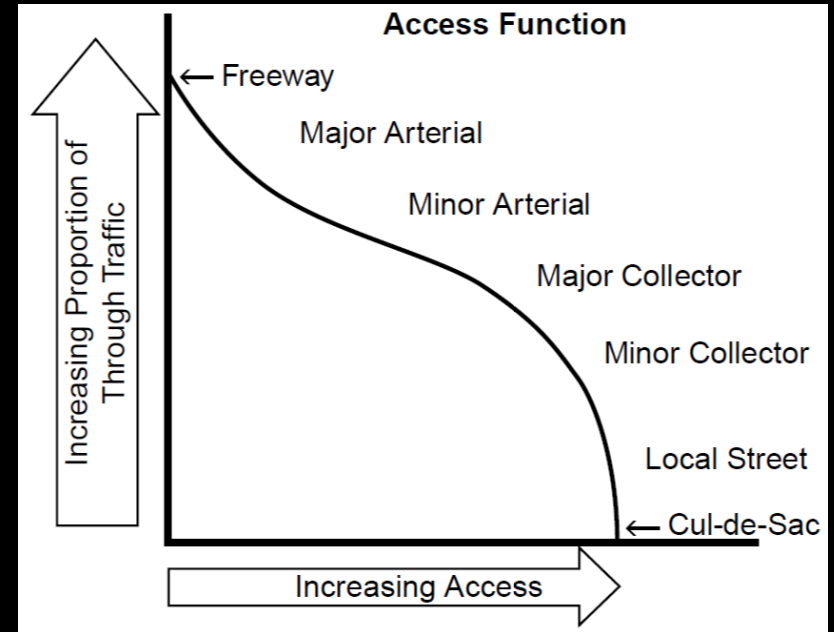
By: Christopher Kinzel, P.E.  
Jason Haynes, P.E., P.T.O.E.



# Purpose of the Update

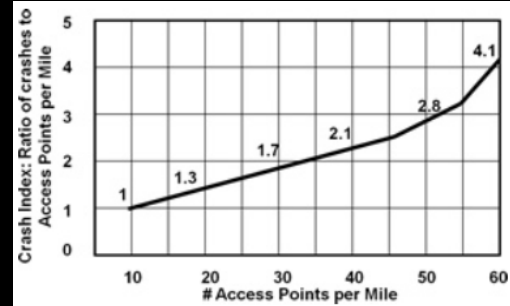
The purpose of this project is to develop a set of recommended changes to EPG 940 – Access Management that would bring current MoDOT guidance in line with existing research and best practices.

- Meet Current Best Practices
  - Last Update was in Approximately 2005
- Improve Ease of AM Implementation
- Improve AM Values to Meet MoDOT's Needs



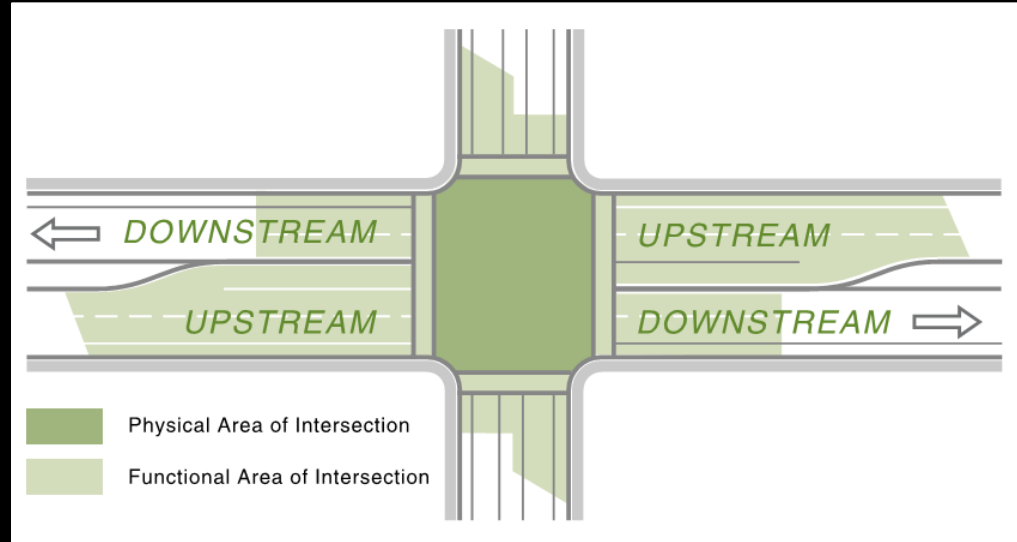
# Key Steps

- Attend a kick-off meeting to identify special interest/focus for the project.
- Compare existing EPG 940 to applicable recent publications.
- Identify and interview three (3) state DOT's known for access management leadership to identify best practices.
- Compile a list of proposed updates (annotated version).
- Develop draft updated EPG 940 text.



# Major Discussion Points

- Identify Issues with Existing AM Guidelines
- Application of Guidelines Varies between Districts
- Ranges of Values vs. Single Values
- Draft New Material vs. Reference to Other Documents (i.e. TRB Access Management Manual)



# Resource Library

- TRB Access Management Manual, Second Edition, 2014
- TRB Access Management Application Guidelines, 2016
- NCHRP Report 659, "Guide for the Geometric Design of Driveways", 2010
- NCHRP Synthesis 404, "State of the Practice in Highway Access Management", 2010
- AASHTO, "A Policy on Geometric Design of Highways and Streets", 6<sup>th</sup> Edition, 2011
- FHWA Access Management in the Vicinity of Intersections Technical Summary, FHWA-SA-10-002, 2010

# Access Management Manual

SECOND EDITION



# Resource Library Cont. (State DOT Documentation)

- FDOT "Driveway Information Guide", 2008
- FDOT "Median Handbook", 2014
- VDOT Appendix F, "Access Management Design Standards for Entrances and Intersections", 2008, Rev. 2018
- VDOT Access Management Regulations, 24VAC30-73, 2013
- MnDOT Access Management Manual, Chapter 3, Guidelines for Public Street and Driveway Connections, 2018
- ODOT State Highway Access Management Manual, 2008
- City of Greensboro Department of Transportation, Driveway Manual, 2004

## Driveway Information Guide

FLORIDA DEPARTMENT OF TRANSPORTATION 2008

The purpose of this document is to guide the professional through the existing rules, standards and current accepted practice. The background behind the guidelines is also provided.

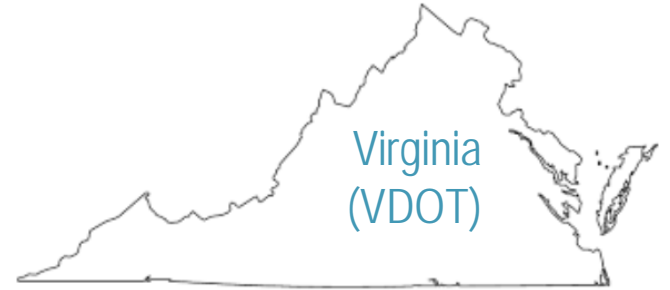
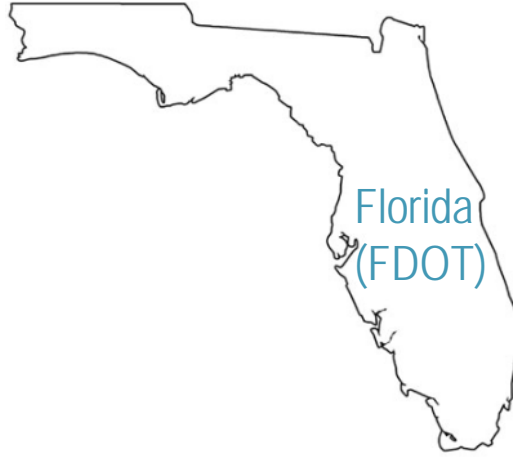
Unless stated otherwise or referenced, this is not a set of Department Standards but is a comprehensive guide to assist the professional in making better decisions for driveway placement and design.



Florida Department of Transportation  
Systems Planning Office  
605 Suwannee St. - Station 19  
Tallahassee, Florida 32399  
850-414-4900

[www.dot.state.fl.us/planning](http://www.dot.state.fl.us/planning)





## State DOT Interviews



# State DOT Key Access Management Practices

AM Technique	FDOT	VDOT	MnDOT
Statutory Authority or Admin. Rules	✓	✓	○
Conduct AM Safety Research	✓	✓	✓
Provide AM Safety Education Material	✓	✓	✓
Provide AM Training to Staff	✓	?	?
Provide AM Brochures to Public	✓	✓	✓

# Access Management Technique Comparison

- Compile a List of Necessary AM Techniques
- Compare with MoDOT's Existing Techniques
- Utilize MoDOT's Existing Language where applicable
- Draft New Language as Necessary

PRIORITY	ACCESS MANAGEMENT TECHNIQUE	MODOT EPG TECHNIQUE
1	Establish Traffic Signal Spacing Criteria	940.6
	Establish Spacing for Unsignalized Access	940.13 & 940.15
	Establish Corner Clearance Criteria	940.14
	Establish Access Separation Distances at Interchanges	940.2
2	Install Nontraversable Median on Undivided Highway	940.8
	Replace TWLTL with Nontraversable Median	940.10
	Close Existing Median Openings	None
	Replace Full Median Opening with Median Designed for Left Turns from the Major Roadway	None
3	Install Left-Turn Deceleration Lanes Where None Exists	940.9
	Install Left-Turn Acceleration Lane	None
	Install Continuous TWLTL on Undivided Highway	940.10 & 940.11
	Install U Turns as an Alternative to Direct Left Turns	None
	Install Jug Handle and Eliminate Left Turns Along Highways	None
4	Install Right-Turn Acceleration/Deceleration Lane	940.9
	Install Continuous Right-Turn Lane	None
5	Consolidate Driveways	None
	Channelize Driveways to Discourage or Prohibit Left Turns on Undivided Highways	None
	Install Barrier to Prevent Uncontrolled Access Along Property Frontage	None
	Coordinate Driveways on Opposite Sides of Street	940.16.1
6	Install Frontage Road to Provide Access to Individual Parcels	940.12
	Locate/Relocate the Intersection of a Parallel Frontage Road and a Cross Road Further from the Arterial-Cross Road Intersection	None

- Revise Existing MoDOT Text for Update

- Need to include in MoDOT update

Data from NCHRP Report 420, "Impacts of Access Management Techniques"

Proposed EPG Section		Link to Section #
<b>940</b>	<b>Access Management</b>	--
	Table of Contents	
<b>940.1</b>	<b>Purpose of Access Management</b>	--
<b>940.2</b>	<b>Principles of Access Management</b>	--
940.2.1	Functional Classification System	--
<b>940.3</b>	<b>Access Permit Applications</b>	941
940.3.1	Site Plan Requirements	941
940.3.2	TIS Requirements	941.8
940.3.3	Exception Process (Appeals)	941.7.5
<b>940.4</b>	<b>Driveway Design</b>	--
940.4.1	Driveway Spacing	233.1.1
940.4.2	Driveway Sight Distance	233.1.2
940.4.3	Driveway Corner Clearance	233.1.4.2
940.4.4	Driveway Alignment	233.1.4.3
940.4.5	Driveway Angle	233.2.22
940.4.6	Driveway Radii (Approach/Exit)	233.1.4.4
940.4.7	Driveway Width	233.1.4.5
940.4.8	Driveway Length ("Throat")	233.1.4.6
940.4.9	Driveway Grade (Vertical Geometrics)	233.1.4.7
940.4.10	Driveway Channelizing Islands	233.2.13
940.4.11	Driveway Accommodation of Pedestrians	233.1.4
940.4.12	Driveway Accommodation of Bicycles	233.1.4
940.4.13	Driveway Surface	233.2.11
<b>940.5</b>	<b>Intersection/Interchange Spacing</b>	--
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940.5.1.1	Clearance of Functional Areas of Interchanges	233.5
940.5.2	Interchange Spacing	234.1
<b>940.6</b>	<b>Non-Traversable Medians and Barriers</b>	--
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<b>940.8</b>	<b>Network Considerations</b>	--
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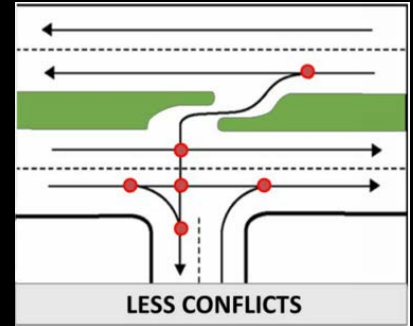
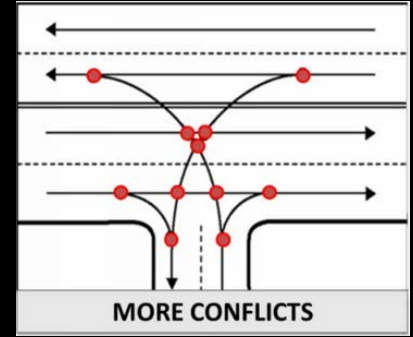
# Revised EPG 940 Outline

- New EPG 940
  - 940.1 Purpose of Access Management
  - 940.2 Principles of Access Management
  - 940.3 Access Permit Applications
  - 940.4 Driveway Design
  - 940.5 Intersection/Interchange Spacing
  - 940.6 Non-Traversable Medians and Barriers
  - 940.7 Auxiliary / Turn Lanes
  - 940.8 Network Considerations

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# EPG 940 Subsections

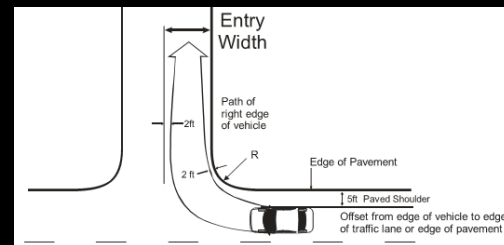
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  - 940.3.2 TIS Requirements
  - 940.3.3 Exception Process (Appeals)



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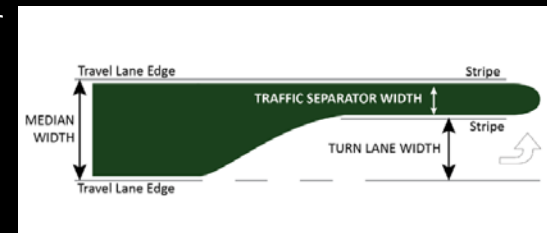
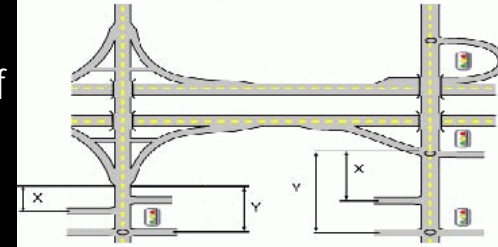
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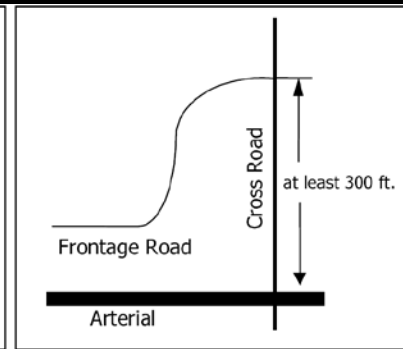
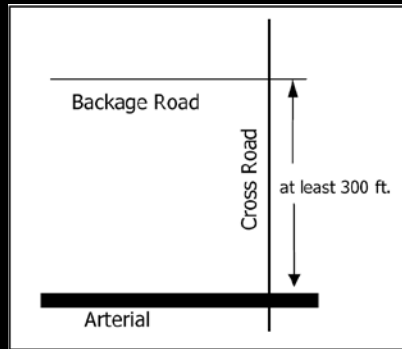
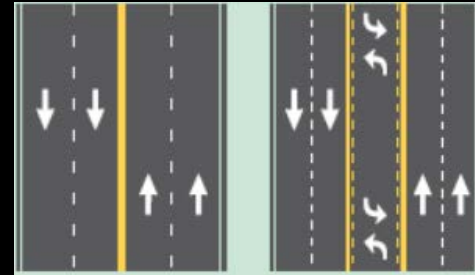
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# EPG 940 Subsections

- 940.7 Auxiliary / Turn Lanes
  - 940.7.1 Left- and Right-Turn Lanes
  - 940.7.2 Two-Way Left-Turn Lanes (3/5-lane)
  - 940.7.3 Through Bypass Lanes
  - 940.7.4 Acceleration Lanes
- 940.8 Network Considerations
  - 940.8.1 Frontage and Backage Roads
  - 940.8.2 Freeway / Expressway Transitions



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# Recommend Moving AM Selection Criteria to Applicable EPG 230's

- EPG 231 – Typical Section Elements for Roadways
- EPG 232 – Facility Selection
- EPG 233 – At-Grade Intersections
- EPG 234 – Interchanges

EPG 940 becomes a skeleton of AM information with links to applicable EPG 230's article

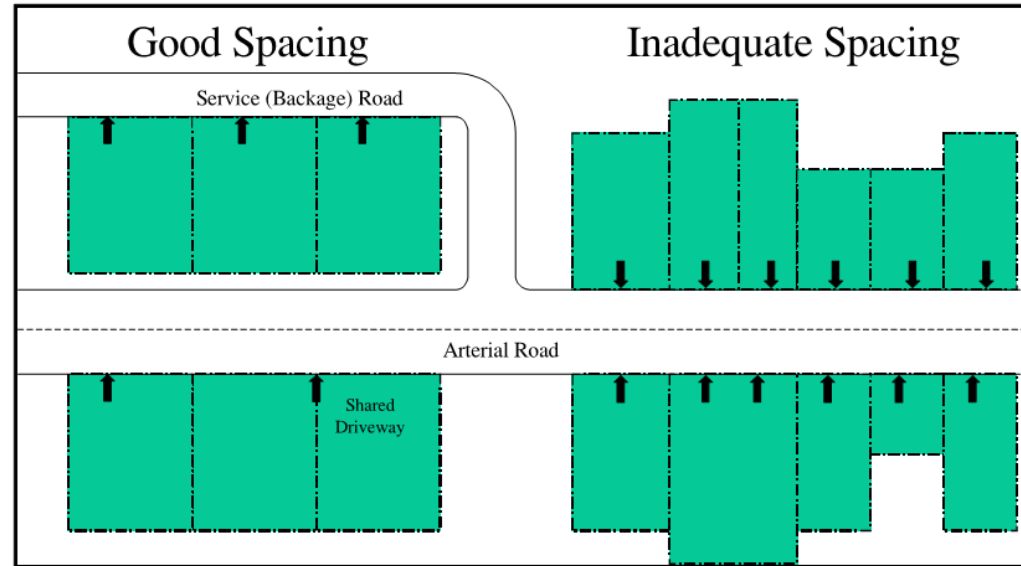
This recommendation is currently under review by the MoDOT project team for viability!



# Access Management Challenges

## Driveway Spacing

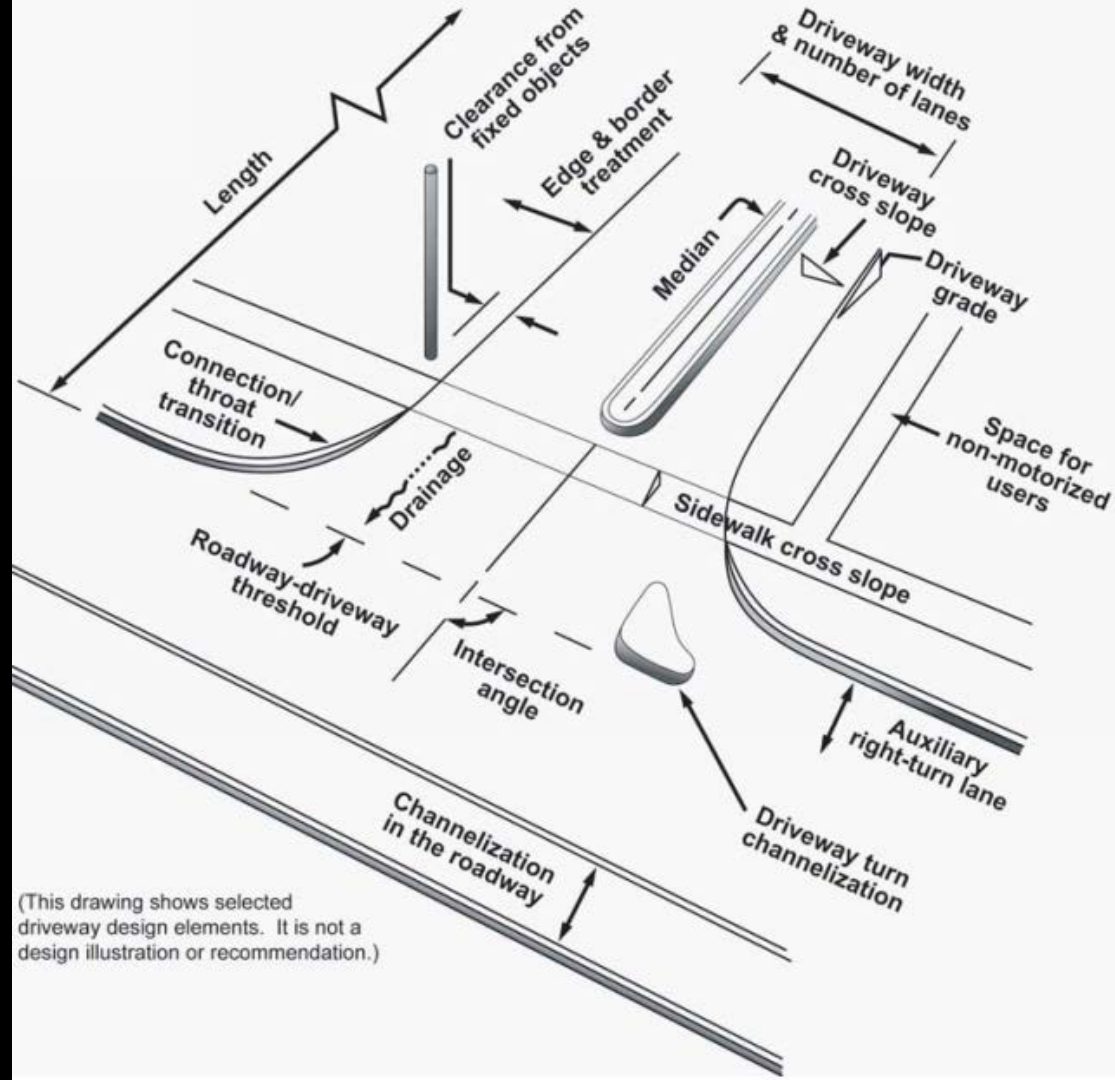
- No One-Size Fits All
- Drastic Variation from State to State
  - Different Methodologies
    - » Intersection Sight Distance
    - » Decision Sight Distance
    - » Minimum Sight Distance
    - » Stopping Sight Distance
- Variability of Recommended Best Practices



# Access Management Update Challenges

## Driveway Geometry

- No One-Size Fits All
- Drastic Variation from State to State
- Variability of Recommended Best Practices
- Recommended Guidelines Not Violate Existing Standard Drawing Details

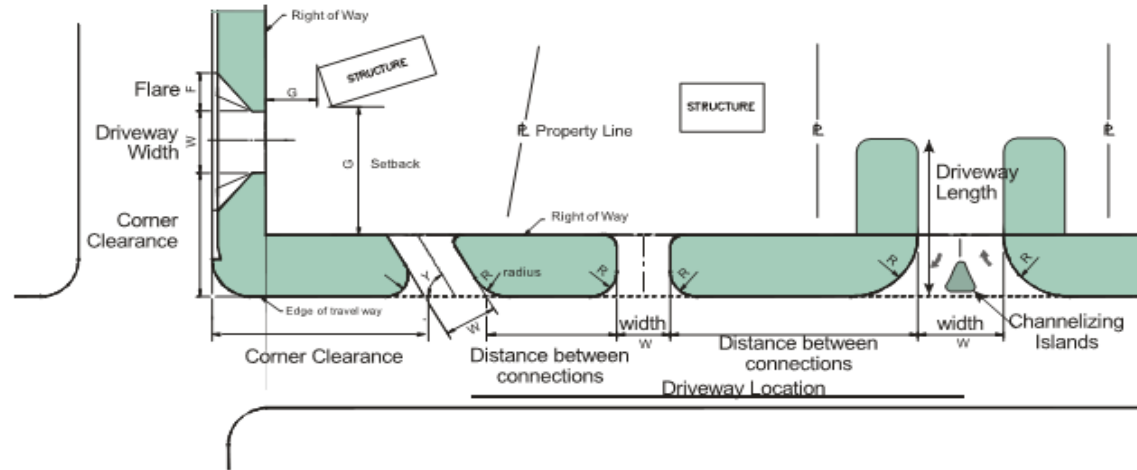


# Access Management Update Challenges

Specific Techniques Not Violating Other Techniques

Examples:

1. Roadway Spacing and Corner Clearance Need to Provide Enough Mid-Block Space for Sufficient # of Driveways at a Reasonable Spacing
2. Driveway Spacing Should Not be Shorter than Required Stopping Sight Distance or Intersection Sight Distance



# Next Steps

- Continue Refining Draft Guidelines for:
  - EPG 940
  - EPG 231
  - EPG 232
  - EPG 233
  - EPG 234
- Prepare Drawings / Graphics for Final Documents
- Convert Material into Wiki Online Format
- State Approval Process Prior to Rollout



- Main Page
- 100 General
- 136 LPA Policy
- 200 Geometrics
- 300 Bases
- 400 Flexible Pavement
- 500 Rigid Pavement
- 600 Incidental Construction
- 700 Structures and Hydraulics
- 800 Roadside Development
- 900 Traffic Control
- 1000 Materials
- 1100 Maintenance Materials
- Safe and Sound
- Minor Routes
- Shouldering Project Guidelines
- Help
- QRGs

Search Options  
EPG search

Other MoDOT Standards

- Specifications
- Standard Plans
- Job Special Provisions
- Standards Letters
- Bid Items
- Engineering Policy
- Revision Request Form

Tools

- What links here
- Related changes
- Special pages
- Printable version
- Permanent link
- Page information

## Category:940 Access Management

[Help](#)



Roadways must provide efficient and safe access to homes and businesses. This concept is the foundation of any successful access management effort. Economic prosperity for businesses of all sizes is dependent upon the appropriate level of access and is an important consideration in determining where access should be restricted and/or limited.

Local and lower-volume routes provide access to homes and businesses while higher-volume arterial routes like interstates and major highways are needed to serve longer, higher-speed travel. The more traffic on a roadway, the more essential access management becomes. Properly managed access provides access to homes and businesses while still improving roadway safety and traffic operations and protecting the taxpayers' investment in roadways.

In order to be successful in managing access, MoDOT must work to gain the cooperation and support of affected communities, business owners, and the public. Flexibility, good judgment, negotiation and compromise will be necessary to determine the right solution for each location.



### Additional Resources

[Corridor Visualization Explorer](#), a high-level planning tool for managing corridors

[MHTC Policy about Limited Access Roadways - Delegation of Authority](#)

[MHTC Policy about Limited Access Roadways – Execution of Documents](#)

### Additional Information

[Managing Access to Missouri's Highways](#)

Access management is the proper planning and design of access to the public roadway system that helps ensure traffic flow more smoothly, with fewer crashes, which means everyone travels safer. Access management guidelines include proper spacing of interchanges, public road intersections, traffic signals and driveways.

Successful access management also involves a partnership between MoDOT and local land use planning officials. Districts are to establish mutually beneficial and cooperative relationships with city and county stakeholders. Local governments can help MoDOT manage on-site issues that influence the operation of our roadway, but occur beyond the MoDOT right of way.

Roadways serve dual purposes of providing both efficient movement of traffic and access to adjacent property. A higher level of access management is necessary on major roads so that traffic can move safely and efficiently. Many minor roads may also warrant some level of management. However the techniques used are to provide an appropriate balance between the through

movement and the need to access the adjacent properties. At a minimum, it is important to maintain adequate sight distance.

Decisions regarding the spacing and design of interchanges, public road intersections and driveways must reflect a balance of access to homes and businesses with sound traffic engineering principles. Decision points could include:

- spacing between interchanges
- clearance of functional areas for interchanges

### How MoDOT Manages Access

- >>> Purchasing access rights along with the needed right of way for future projects.
- >>> Retrofitting existing roadways.
- >>> Relocating highways.
- >>> Working with local governments to review development plans and establish local land use/access-management plans for highways, which creates new types of access to state roadways using the local road network.
- >>> Reviewing plans for subdivisions that border state roadways and issuing permits to ensure new driveways comply with spacing, visibility and other criteria.

# THANK YOU

photo by J. L. Gattis

