# Access Management

An Online Continuing Education Course for Engineers

**Course Number: T-3027**

**Credit: 3 Hours / 3 PDH / 3 CPD**

# Access Management

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## I. Introduction

Access management is the practice of managing the location, number and spacing of connections, median openings and traffic signals on the highway system. Research has shown that access management can lead to a significant increase in safety and capacity. Access management is the control and regulation of the spacing and design of:

- Driveways/Intersections
- Medians
- Median Openings
- Traffic Signals
- Interchanges

### A. History

The 1988 State Highway System Access Management Act (Florida Statute 335-18) mandated that Florida's access management strategy be based on:

- Rule 14-96 was adopted to implement the State Highway System Access Management Act of 1988 that addresses the regulation and control of vehicular access and connection points of ingress to, and egress from, the State Highway System. This rule chapter describes the connection permit application process and procedures, a voluntary pre-application process, and requirements for modification or closure of connections to the State Highway System. This rule chapter was also adopted to promote close cooperation with local governments in their site planning decisions that increase the safe traffic operations of the State Highway System.

- Rule 14-97 adopted an access classification system and standards to implement the State Highway System Access Management Act of 1988 for the regulation and control of vehicular ingress to, and egress from, the State Highway System. The implementation of the

classification system and standard is intended to protect public safety and general welfare, provide for the mobility of people and goods, and preserve the functional integrity of the State Highway System. All segments of the State Highway System shall be assigned an access classification and standard. The standards shall be the basis for connection permitting and the planning and development of Department construction plans.

**B. Development of Access Management**

Based on the requirements of the 1988 State Highway System Access Management Act, the two mandated rules were developed. The issue of balancing a property owner's rights with the State responsibility for providing and maintaining a safe and efficient highway system considered several sources including:

- Research developed by the Institute of Transportation Engineers and the U.S. DOT.
- Comments from property owners during Public Workshops and Public Hearings during the rule development process.
- Comments from Department Legal and Right-of-Way staff and the results of appropriate court cases.
- Access management experience from the State of Colorado.

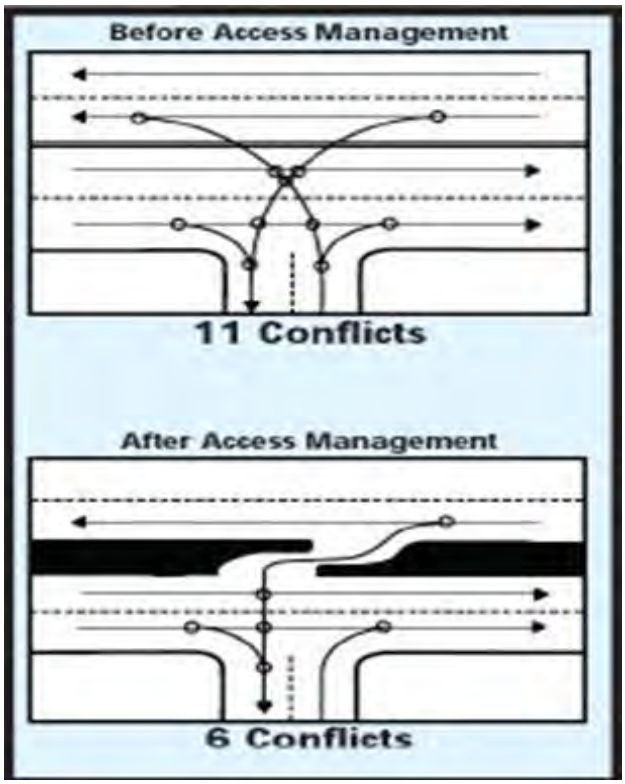
**C. Municipality Coordination**

It is critical in the permitting process that the Department coordinates with the local municipalities. They can provide information such as local land use plans, zoning and land development regulations as set forth in adopted comprehensive plans. Local land use planning and regulation decisions must be considered in the access management classification process. Such decisions can impact the Department's ability to meet the access standards assigned to a segment of highway. Effective access management must not only involve access permitting, but should also be coordinated with local government land use planning, development and subdivision regulation activities. The application of the access management classification system and standards shall be the responsibility of the Department. The Department can assist the local municipalities by requesting uniform modifications to the submitted plans.

**D. Purpose of Access Management**

The purpose of access management is to control access points to the mainline roadway. With access management, there are less access points which reduces the number of conflict points.

The illustration below shows that a full access connection for a driveway presents 11 possible conflict points. A roadway designed with a raised median and a dedicated left turn lane only presents 6 conflict points.




The illustration below shows how access management can be used to reduce five access connections to two access connections to the mainline roadway. This reduces the number of conflict points while providing adequate access to the parcels.


**E. Access vs. Movement**

Highway functional classification means classifying highways with respect to the amount of access or movement they are to provide and then designing and managing each facility to perform that function.

It should be noted that as the amount of through traffic increases the access to property decreases (e.g., interstate). Also, as the amount of thru traffic decreases, the access to property increases (e.g., local street). With the addition of connections and/or medians on roadways, the designer must consider the balance between access to property and thru traffic movement.


An example of an Access Class 1 would be a freeway with high mobility and limited access points. An example of an Access Class 7 would be a local street with decreased mobility and greater access. Access Classes 2 through 6 fall in between these two extremes.

**F. Definition of Terms**

*Area Type* means one of four specific land categories reflecting certain land use and intensity characteristics used in specifying the interchange spacing standards for limited access facilities.

*Central Business District (CBD)* means that portion of a municipality in which the dominant existing and projected land use is for intense business and commercial activity. The term is applicable for access classification 1 (limited access facilities) within Urbanized Areas.

*Connection* means a driveway, street, turn out or other means of providing for the right of access to or from controlled access facilities on the State Highway System. Two one-way connections to a property may constitute a single connection.

*Controlled Access Facility* means a transportation facility to which access is regulated using a permitting process by the governmental entity having jurisdiction over the facility. Owners or

occupants of abutting lands and other persons have a right of access to and from such facility at such points only and in such a manner as may be determined by the permitting authorities.

*Corner Clearance* means the distance from an intersection of a public or private road to the nearest connection along a controlled access facility. This distance is measured from the closest edge of pavement of the intersection road to the closest edge of pavement of the connection measured along the traveled way (through lanes).

*Directional Median Opening* means an open… that provides a U-turn only, and/or left-turn… wo opposing left or "U-turn" movements alo… onal median opening.

*Full Median Opening* r… to allow all turning movements to take pla… connection.

*Intersection* means an a… nother state highway with a state highway.

*Limited Access Facility* m… rough traffic and over, from, or to which o… ns have no right or easement of access, light… ted access facility or for any other reason.



*Minimum Connection Spacing* means the minimum allowable distance between conforming connections, measured from the closes edge of pavement of the first connection to the closest edge of pavement of the second connection along the edge of the traveled way.

*Minimum Median Opening Spacing* means the minimum allowable spacing between openings in a restrictive median to allow for crossing the opposing traffic lanes to access property or for crossing the median to travel in the opposite direct (U-turn). The minimum spacing or distance is measure from centerline to centerline of the openings along the traveled way.

*Minimum Signal Spacing* means the minimum spacing or distance in miles between adjacent traffic signals on a controlled access facility measured from centerline to centerline of the signalized intersections along the traveled way.