TxDOT's NEW ACCESS MANAGEMENT PROGRAM

Bill Frawley Texas Transportation Institute Access Management Conference August 31, 2004



BRIEF HISTORY

2001 - Frontage Road Policy

2002 – Access Management Program

2003 – Second version
 Legislative involvement

January 1, 2004 – Effective Date

2004 – Transition Year

PROGRAM ELEMENTS

Access Rules

 State that TxDOT Will Use Access Management Practices in Roadway Design . . .

Access Management Manual

- On-line
- Coordinated with Roadway Design Manual

Dynamic Process

- Continual Training
- Manual will Continually Evolve

ACCESS MANAGEMENT GUIDING PRINCIPLES FOR TEXAS

IMPROVE SAFETY AND MOBILITY

PROVIDE REASONABLE ACCESS TO DEVELOPMENTS

PROMOTE LOCAL GOVERNMENT PARTNERSHIPS ACCESS MANAGEMENT GUIDING PRINCIPLES FOR TEXAS

PROMOTE LOCAL GOVERNMENT PARTNERSHIPS"

- Coordinate Development and Access Review
- Ensures Both Agencies are "On The Same Page"
- Statewide Implementation Consistency
- San Antonio Model

WHAT LEGISLATION SAYS

SB 361 states:

 "An order of the Commission ... does not supersede a conflicting rule or ordinance of a municipality ... unless the USDOT FHWA notifies the department that enforcement would impair the ability of the state or the department to receive funds for highway construction or maintenance from the federal government."

WHAT LEGISLATION MEANS

 Cities with access management program elements will be allowed to permit driveways on State highways

HOW WILL IT WORK?

Two Primary Options regarding local permitting:

1. City does not state a desire to follow any local AM plan, rule, ordinance, etc.

2. City can take over permit process on state highways

HOW WILL IT WORK?

TxDOT has no control past the ROW

Permit review cooperation with cities

Cities have to present AM rule, plan, ordinance so TxDOT knows what it is

Cities need to understand liabilities

HOW WILL IT WORK?

Another possible approach (2-Tier)

- City applies one set of standards to offsystem streets
- City or TxDOT applies another set of standards to on-system roads

Many cities may be developing AM plans – opportunities exist to have input – additional cooperation

WHO IS DOING IT?

A Tale of Two Cities . . .

Longview

Midland

LOCAL PERMITTING DEVIATION PROCESS

If local agency permits, they handle deviations and appeals

 Deviation process to be coordinated with TxDOT to evaluate impacts on state system

Developers cannot go back and forth between local agency and TxDOT seeking answer they want

Deviation Process (TxDOT Permitting Authority)

- Distances shorter than minimums
- Submitted to TxDOT District office
- Ideally handled at the District level
- Dispute can go through Design Division to Administration
- Administration ruling is final—no further appeal

Deviations

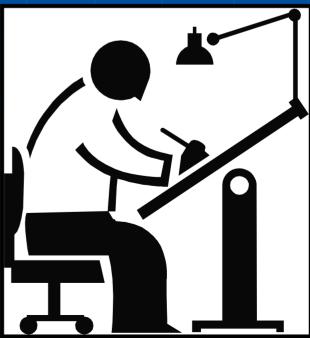
When deviation is approved:

- Include conditions of approval (max. volume, etc.) in the permit
- Violation of conditions or safety/operational issues may require reevaluation of the access permit
- Opportunity to encourage cities to approve with conditions

Application of Access Criteria

 Conditions for granting access will be stated in the permit

Violations may require reevaluation of the access by TxDOT



When Deviations are Not Required

Smaller spacing allowed without deviation:

 Avoid land-locking a property where TxDOT does not control access

 Replace or re-establish access for reconstruction/rehabilitation projects

AM Classification System

- New highways on new alignments
- Freeway mainlanes
- Frontage roads
- Other state system highway



New Highways on New Alignments

- Designed per TxDOT Roadway Design Manual
- If Commission determines highway to be accesscontrolled:
 - Access rights will be obtained by TxDOT and described in the ROW deed
- Where TxDOT controls access rights:
 - Only Commission may approve the sale of rights



New Highways on New Alignments

 Initially could have at-grade intersections (prior to freeway criteria)

Temporary access to avoid landlocking

Temporary access permit will specify conditions and that it will be closed when permanent access is provided

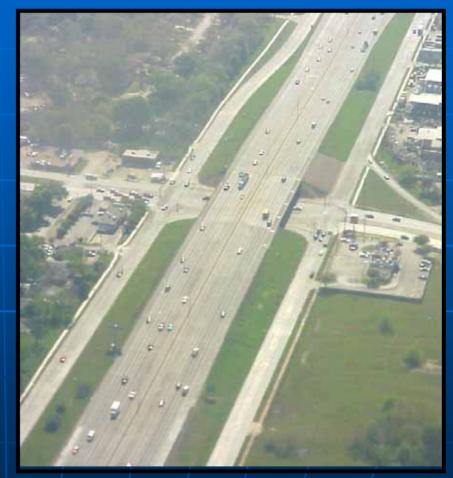
Freeway Mainlanes

No direct access to property Access provided at interchanges/ ramps Ensure appropriate weave space Designed according to **TxDOT** Roadway Design Manual



Frontage Roads

- May be considered when:
 - Alternative access is not available and property would otherwise be landlocked
 - Not feasible to purchase access
 - Where FR allows for improved mobility together with the property access



Frontage Roads

Direct access prohibited near ramp connections

- TxDOT Roadway Design Manual
- Channelization and/or delineators possible
- Spacings based on posted speed and one- or two-way operation



Other State System Highways

 All state highways that are not new highways on new alignments, freeway mainlanes, or frontage roads

Lesser spacings without deviation:
 To keep from land-locking a property

 Replacement or re-establishment of access under highway reconstruction/rehabilitation projects

Minimum Connection Spacing

Spacing criteria are not required on:

- Low volume rural roads with little potential for development
 - Outside MPO boundaries and
 ADT < 2,000

Shorter connection spacing may be approved based on safety and operational considerations

FINAL COMMENTS

Working Well To Date
 World has not stopped spinning!

Very Few Cities Showing Interest in Taking Over Permits on State Highways

 Increased Awareness of Need to Coordinate Review Between State and Cities