

From: Benedict Gurney

Sent: November 29, 2001

Subject: Access Control on Cross Streets

Over the past six months there has been discussion, within the higher levels of ADOT Management, as to the criteria for Access Control along streets that cross an ADOT Highway at a Traffic Interchange

Until recently, the criteria has been that Access Control shall extend along a cross street for a distance of one hundred feet from the curb return of the ramp. This criteria has been modified, by a memo (attached for your reference) from John Louis (ADOT), stating that the criteria shall be that the Access Control will extend three hundred feet along the cross street, as measured from the curb return of the ramp. The memo stated that this criteria would apply to rural and urban Traffic Interchanges. There has been some resistance to this memo on the part of various SPMS Project Managers, especially on projects in the later stages of design and in cases where implementation of the three hundred foot standard would result in having to make a total acquisition based solely on the fact that access was being severed. From a R/W Plans standpoint, our Manager has indicated that the implementation of the three hundred foot standard would be used in a general sense, but that the Project Manager should have an opportunity to waive the standard on a case-by-case basis.

Recently, a further clarification of the policy was put forth by the R/W Plans Manager: in general, the terminations of Access Control on a given cross street should be at the same cross street station value for both sides of the street. It is not desirable to have Access Control extending further down the cross street on one side than on the other. Therefore, it will be necessary for the Plans Consultants, in addition to implementing the three hundred foot standard, to extend the Access Control on the shortest side of the street to match (station-wise) the longest side.

RW Plans Consultants should refer questions relating to their specific Plans Projects to their Reviewers; Reviewers should refer questions to their RW Coordinators and/or Project Managers.

For those RW Plans Consultants working with me on Valley Freeway Projects, this policy will be implemented on most (but not all) ongoing projects. There will also be specific locations on several projects where this policy will be waived.

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