MEMORANDUM ON ACCESS MANAGEMENT

**From: Bureau of Technical Services**

**Date: December 13, 2018**

The Division is reviewing our current access management guidelines to be more data driven and align with an asset management approach. This memo provides interim guidance on the decision-making process regarding access management until a more data driven approach is developed and implemented.

**INTERIM GUIDANCE**

This guidance balances transportation safety, mobility, operations and management of the highway facility to prolong the service life of the asset. The highways have been separated into prioritized categories:

* High – SAMP Tiers 1 and 2A
* Medium – SAMP Tiers 2B and 3
* Low – SAMP Tier 4

(See SAMP map at <https://wisconsindot.gov/rdwy/fdm/fd-07-05-att.pdf#fd7-5a1.1>)

Access management and operations consistent with FDM chapters 7 and 11 should be practiced in each category. This interim guidance applies to both proposed new development abutting State or Federal highways and the Department’s highway improvement program projects. Project improvement scope is a major factor in managing the access points to our facilities, projects with the equipment to physically remove unsafe driveways should follow this guidance. Improvement Strategies of Rehabilitation and Modernization as defined in FDM 3-5-1.1 fall into these categories.

<https://wisconsindot.gov/rdwy/fdm/fd-03-05.pdf#fd3-5-1.1>

The projects classified as Perpetuation projects should address access issues only if the safety screening process identifies an issue. When access modification is being considered, regional Systems Planning and Operations resources should be consulted.

Access management to the State and Federal Highway system is important, and there are often many competing interests. When external concerns occur due to suggested access modifications, staff shall consult their next level in the chain of command for consideration of moving forward and incorporate a communication plan to address the issue.

***Category A - High Priority Roadways*** *(SAMP Tier 1 & 2A, FDM 7-5 Att 1.1)*

* Interstates, Freeways and Expressways
  + Maintain existing full access control for Improvement projects and Development driven changes.
* Non-Interstate State and US highways
  + Work with local units of government to review proposed zoning changes during development driven changes.
  + Work with local governments and landowners to reduce or eliminate direct access and encourage them to provide public roads for access or private interconnections between adjacent parcels or neighborhoods. Require commercial properties to provide connectivity with internal circulation patterns during property development.
  + Maintain existing controlled access highways and land interests, acquired through State Statutes 84.25 and 84.09 for improvement projects and property development.
  + Existing direct access should be removed, if it will cause a detrimental effect to the safety or operation of the highway.
  + New direct access should not be allowed if it will cause a critical safety risk (has inadequate sight distance, is in the functional area of an intersection, or has the potential for a high crash rate).
  + Plan/design or allow the fewest number of signals for proposed improvement projects and property development.
  + Use desirable intersection spacing for proposed improvement projects and property development.
  + Perform a review of existing driveways within influence area of intersections with improvement projects and remove when able.
  + Perform a review of redundant driveways between intersections with improvement projects and remove when able.
  + Highly urban divided highways: consider “right turn in-out only” driveway restrictions and directional median openings if it is in the public’s best interest. The modification shouldn’t create an operational or safety issue with improvement projects and property development.

***Category B - Medium Priority*** *(SAMP Tier 2B & 3, FDM 7-5 Att 1.1)*

* State and US Highways
  + Work with local governments and landowners to reduce or eliminate direct access and to provide public roads for access or private interconnections between adjacent parcels or neighborhoods. Request that commercial properties provide connectivity with internal circulation patterns during property development.
  + Maintain existing controlled access highways and land interests, acquired through State Statutes 84.25 and 84.09, with improvement projects and property development.
  + Perform a review of existing driveways within the influence area of intersections. If critical safety or unacceptable operational issues are demonstrated and reasonable access can be provided, remove them with the improvement project and property development.
  + Perform a review of existing driveways between intersections, if safety or unacceptable operational issues are demonstrated, investigate solutions such as removing or relocating driveway, and take corrective action.
  + Investigate the removal of redundant or unused driveways, or field entrances on improvement projects.
  + Apply driveway restrictions such as “Right turn in-out only” and/or directional median openings with a demonstrated safety or operational issue with improvement projects and property development.
  + Consider less than desirable spacing if no operational or safety issues can be demonstrated and the cost to cure is unacceptable.

***Category C - Low Priority*** *(SAMP Tier 4)*

* State and US Highways
  + Work with local governments and landowners to reduce or eliminate direct access and to provide public roads for access or private interconnections between adjacent parcels or neighborhoods. Request that commercial properties provide connectivity with internal circulation patterns during property development.
  + Maintain existing controlled access highways and land interests, acquired through State Statutes 84.25 and 84.09, with improvement projects and property development.
  + Perform a review of existing driveways within the influence area of intersections. If critical safety or unacceptable operational issues are demonstrated and reasonable access can be provided, remove them with the improvement project.
  + Perform a review of existing driveways between intersections, if critical safety or unacceptable operational issues are demonstrated, investigate solutions such as removing or relocating driveway and take corrective action.
  + Consider less than desirable spacing if no operational or safety issues can be demonstrated and the cost to cure is unacceptable.