

ARTERIAL HIGHWAY DEVELOPMENT POLICIES AND STANDARDS
for
DUPAGE COUNTY

Adopted by the DuPage County Board
on September 11, 1984

Prepared By
DuPage County Development Department - Planning Division
DuPage County Regional Planning Commission

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OVERVIEW

Historically, land development along major arterial highways in DuPage County (and elsewhere in the region), has occurred without the benefit of an overall plan or consistently applied policies and standards for coordinating access to the arterial. The result, as evidenced most dramatically by such streets as Roosevelt Road and Ogden Avenue, has been a proliferation of driveway access, lack of adequate left-turn storage, and demand for frequent signalization, which have led to increased accident rates, reduced street capacity and inefficient traffic signal spacing. Public investment in the highway system in such cases has not been maximized, and the cost to the motoring public of traffic accidents, excess fuel consumption, delay, and pollution has increased.

In an effort to provide a consistent and comprehensive policy and regulatory framework for the development of all arterial corridors in DuPage County, the County Board, in September of 1984, adopted Arterial Highway Development Policies and Standards for DuPage County. These Policies and Standards were reviewed with, and reflect the input of, the DuPage County Regional Planning Commission, the DuPage Mayors and Managers Conference, the Illinois Department of Transportation and the County Highway Department.

The adopted Arterial Highway Development Policies and Standards for the DuPage County address three critical aspects of the development of land adjacent to arterial highways; access control, land use, and urban design, as discussed below.

Access Control Policies and Standards

The design, operation and location of access on arterial highway facilities can have a significant impact on the quality of traffic flow as well as safety. Although individual, property specific development decisions regarding access and land use may not appear significant, the cumulative effect of many such decisions can lead to traffic safety and operational problems. Several studies, including those done by the DuPage County Regional Planning Commission, confirm the strong correlation between frequency of driveway access and accident experience.

The trip-generation characteristics of the land use, design and location of its driveway access, as well as arterial highway design and operating speed, all combine to determine the safety and efficiency of arterial highways. Therefore, simply reducing the number of driveway access points is not, or should it be, the only element of an access control program. Section 4.1 of the Policies and Standards (see Page A3) provides a set of general Policies to guide access control decisions. Section 5.0 (see Page A7) contains specific driveway design standards.

Land Use Policies

Arterial highway corridor development programs must explicitly recognize the interrelationship between land use and transportation. Planning and

review of arterial highway access must therefore be incorporated into the land development process, beginning with initial corridor land use planning and carrying through to the final stages of detailed site planning and design. The Land Use Policies contained in Section 4.2 (see Page A5) of the attached Policies and Standards (see Page A5) are designed to facilitate that coordination.

Because land along arterials is often limited to a narrow, lineal frontage, it can be difficult to create "centers" of functionally related land use and avoid the "stringing-out" of development in the common commercial strip. In addition, because arterial frontage lots commonly abut residential areas, arterial land development must be planned and designed carefully to achieve a compatible and complementary mix of land uses in the corridor. The Land Use Policies of Section 4.2 also address these general concerns.

Urban Design Policies

The typical location of these arterial routes near community boundaries, and away from the towncenter area, can lead to a tendency to ignore aesthetic and design considerations. This problem is exacerbated by two factors. One is the presence of existing small lots-of-record fronting the arterial which, because of size limitations, do not often afford good opportunity for landscaping or visual design considerations. The other is the competition for traffic exposure, through placement of numerous and often visually unappealing advertising signs, as well as building design and orientation itself. In addition, the use of highway right-of-way for utility purposes can result in unsightly telephone and electrical lines and poles. Finally, landscaping and similar aesthetic considerations are generally lacking in all but the major road improvement projects.

The irony of arterial corridor development however, is that in many cases the appearance of these arterial highways may convey the only impression passing motorists may have of the community or County. Urban Design Policies intended to reflect these concerns are contained in Section 4.3 of the Policies and Standards (see Page A6).

IMPLEMENTATION

The Highway Development Policies and Standards have been incorporated into the Standards and Procedures for Driveways Within DuPage County Highway Department Right-of-Way as adopted by the County Board on January 8, 1985. In addition, the Illinois Department of Transportation has indicated that they will support such Policies and Standards which are more restrictive than their own, when they are backed by policy or ordinance of the appropriate authority (municipality or County) having jurisdiction over land that abuts state-maintained highways. Finally, the Arterial Highway Development Policies and Standards for the DuPage County have been added as requirements and provisions of the DuPage County Zoning Ordinance.

The Policies and Standards will be enforced on unincorporated land and on DuPage County Highways through the application of the County Zoning (and Subdivision) Ordinance and the Highway Department's driveway permit procedures. Driveway permits, zoning certificates and other related land development requirements, including letters of credit or bonds to secure improvements must be in hand prior to the issuance of a building permit. Occupancy permits will not be issued until and unless the provisions for arterial access, and site landscaping, signing, parking, and traffic circulation as determined for each site have been constructed or installed (or a cash bond for the improvement has been received).

Review Process

A conceptualized Arterial Highway Development Review Process is shown in Figure 1. This process will be used by the County to implement the Policies and Standards which have been adopted. The cornerstone of this system is the establishment of an effective and reliable method of communication between the County Development Department, having responsibility for planning and regulating land use in unincorporated DuPage, and the County Highway Department and other agencies responsible for the operation of arterial highways.

Zoning and subdivision applications, as well as all building permit applications that have not gone through the zoning or subdivision process will be reviewed for consistency with the DuPage County Zoning Ordinance (which has incorporated the new Arterial Highway Development Policies and Standards). Changes in driveway access, parking, circulation and landscaping may be required at that time.

Corridor Land Use and Access Control Plans

The public review of driveway access should be done within the broadest possible framework of interagency involvement and geographic coverage. The former is desirable because it insures that all potential problems or opportunities can be identified; the latter is crucial because the physical location of driveway access and traffic generation for a particular property determine access location and land use characteristics for nearby sites.

A desirable method of building in this concern is through the development of arterial corridor land use and access control plans. Although driveway access requirements and location will depend on the specifics of the particular land use that is developed on an arterial frontage, a conceptual access plan, showing driveways and local street access, potential future signalization, etc., should be included in the corridor land use plan. These plans are extremely valuable in determining the potential for future shared access, whether it is driveways or local public streets.

ARTERIAL HIGHWAY DEVELOPMENT

REVIEW PROCESS

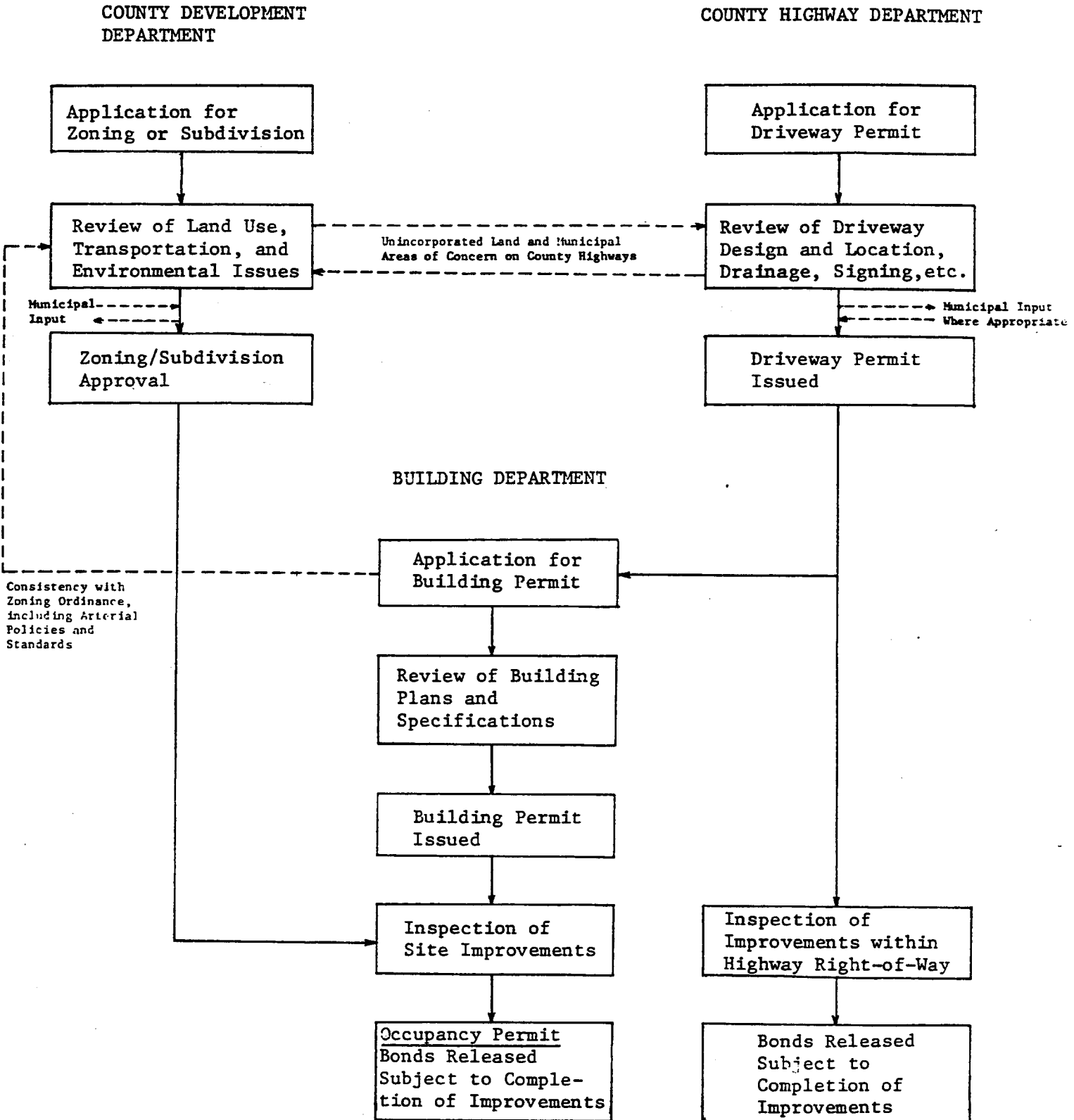


FIGURE 1

The corridor land use and access plans can be prepared for all arterial streets within a single municipal planning area¹, or for a group of adjacent communities within an arterial corridor². When coordinating with a programmed improvement of the roadway itself, these plans will be especially useful in implement improved access at the time of road construction or reconstruction.

CONCLUSION

Through adoption of the Arterial Highway Development Policies and Standards that follow, the County Board has taken the first step in insuring that the development of unincorporated arterial frontage and access to County Highways is done in such a way that highway capacity and safety are maximized, and that arterial corridor land use is well designed and functional. We encourage communities to adopt similar policies and standards, so that we can achieve overall consistency and coordination in the development of land use and access for all arterial corridors in DuPage County.

¹"Arterial Access Control Plan for Carol Stream," An element of the Comprehensive Land Use Plan prepared by the DuPage County Regional Planning Commission, 1980.

"Arterial Corridor Development Plan for Illinois Routes 59 and 56 in Warrenville," An element of the Comprehensive Land Use Plan prepared by the DuPage County Regional Planning Commission, 1984.

"Arterial Access Control Plan for Villa Park," An element of the Comprehensive Land Use Plan prepared by the DuPage County Regional Planning Commission, 1984.

²Lake Street-Land Use and Arterial Improvement Study (Bloomingdale, Hanover Park, Roselle) prepared by the DuPage County Regional Planning Commission, 1979.

Appendix

Arterial Highway Development Policies And Standards

ARTERIAL HIGHWAY DEVELOPMENT POLICIES AND STANDARDS
FOR DUPAGE COUNTY

Adopted by the County Board on
September 11, 1984

1.0 PURPOSE

Arterial highways perform the dual role of carrying large volumes of through traffic, as well as providing for access to abutting land uses. Because of their accessibility and traffic exposure, the arterial highway corridors have also become viable urban places, supplementing or even substituting for downtowns as places for people to live, work, shop, and do business.

Without proper control and regulation, however, arterial highway land development and access can reduce arterial capacity and safety, as evidenced by several "strip commercial" corridors in DuPage County. In these cases the highway does not continue to function as an efficient traffic mover. The end result is a decrease in highway safety and an increase in delay and congestion to the motoring public using the arterial. When this happens the arterial corridor also loses some of the accessibility that had made it a viable business center.

Conflicts between through vehicles and driveway vehicles entering, leaving, or crossing the highway can be minimized through the use of appropriate design standards and arterial access policies. Application of these Policies and Standards throughout DuPage County will foster consistent driver expectations and result in maximum operating efficiency, safety, and protection of public investment on arterial highways in DuPage County. In addition, implementation of these Policies and Standards will help sustain economic development within these arterial corridors.

To this end, and consistent with the rights of abutting property owners to access the arterial highway, the Arterial Access Policies and Standards for DuPage County contained on the following pages provide for the regulation and control of the number, location, and design of access driveways on arterial highways as designated on the Year 2000 Street and Highway Plan for DuPage County (as amended).

2.0 JURISDICTION AND ENFORCEMENT

DuPage County, through its Highway and Development Departments will have primary authority for the administration and application of the Arterial Access Standards and Policies in the following circumstances:

- 2.1-1 All property located within the unincorporated area of the County, and abutting or otherwise requiring direct access to an Arterial Highway (as determined by the Year 2000 Street and Highway Plan for DuPage County) shall be

subject to these Policies and Standards, with review of the number, location, and design of driveways made by the authorized representative(s) of the DuPage County Development Department. Enforcement of these Policies and Standards shall be as provided for in the DuPage County Zoning Ordinance (as amended). The Illinois Department of Transportation, County Highway Department, and Municipalities have ultimate authority for issuance of driveway permits for roads under their jurisdiction.

- 2.1-2 All property in DuPage County abutting or otherwise requiring direct access to a County Highway functionally classified as an Arterial Highway (as determined by the Year 2000 Street and Highway Plan for DuPage County, as amended) shall be subject to the requirements of these Policies and Standards. The review and approval of applications for driveway permits shall be made by the authorized representative of the DuPage County Highway Department.

3.0 GENERAL ADMINISTRATIVE PROVISIONS

- 3.1-1 For all uses of land established after the adoption date of these Policies and Standards, or any amendment hereto, driveways shall be located and designed as per these Policies and Standards. Where a driveway permit has been issued prior to the effective date of these Policies and Standards, provided construction is begun within ninety (90) days after the effective date thereof and diligently processed to completion, an existing driveway permit will be held valid and not subject to the provisions of these Policies and Standards.
- 3.2-1 Where there are practical difficulties; where public convenience would be better served; or where due cause is shown, modifications to the Policies and Standards may be granted by the appropriate authority, for lots of record existing on the date of application of the Policies and Standards.
- 3.3-1 Any application for a driveway permit, and all site plans shall include the following:
- a. Driveway design and geometrics including curb return radius, width of driveway at the property line, curbed or uncurbed, dimension of any channelizing islands or medians, length of driveway (measured parallel to driveway between edge of street and building line) and change in grade between driveway and street (measured where driveway meets the street).

- b. Sketch (not necessarily to scale) showing distance between proposed driveways and existing driveways on both sides of the street, within 200 feet each direction from subject property line, with distances to be measured parallel to the street. Sketch shall also show the name and type of land use currently served by these existing driveways.
- c. Identification of proposed driveway, signing/-marking/stripping for intersection control, inbound/-outbound movements, turn prohibitions (if any), etc.
- d. Based on a review of site topography, street alignment and other factors, the Director of County Development may require a survey to establish the site distance along the intersecting street measured from the driveway.

3.4-1 The Highway Agency responsible for issuance of driveway permits shall not issue such a permit unless the appropriate municipal or county authority has received written notice of that possible action, and has been given a reasonable time to comment, as determined by local procedures for zoning and subdivision review.

3.5-1 These Policies and Standards will be reviewed and amended as needed to insure consistency with State or nationally accepted standards and criteria of arterial highway access and land development.

4.0 ARTERIAL HIGHWAY CORRIDOR POLICIES

The control of driveway and local street access to arterial highways in DuPage County is critical to the safe and efficient operation of these facilities. Experience has shown that implementation of these arterial access control, land use, and urban design policies will minimize highway delay and accidents, while creating more attractive, functional, and economically viable urban places in arterial corridors throughout DuPage County. The following policies apply to all highways designated as Principal or Minor Arterials on the Year 2000 Street and Highway Plan for DuPage County (or subsequent amendments). These Policies shall be used by the Appropriate County Authority in the application of access control guidelines and criteria in areas not specifically addressed by the Arterial Access Control Standards in Section 5.0 (see Figures 2 and 3 for illustrations of these policies and concepts).

4.1 ACCESS CONTROL POLICIES

4.1-1 Encourage development of consolidated arterial access systems serving corridor land uses, which will provide safe and efficient access to the arterial. Plan for new signal location where isolated operation is possible (generally 1/2 mile or more apart), but where spacing shall be less, insure that adjacent signals can be coordinated to provide efficient arterial traffic flow.

- 4.1-2 Where traffic signals are required to serve a private development, and are anticipated to meet traffic warrants, the property owner shall contribute to the cost of installing and operating the traffic sign on a basis determined by the appropriate Highway Authority. When signal spacing or other considerations warrant or are anticipated to warrant traffic signal interconnection, as determined by the appropriate Highway authority, the cost of interconnection shall be included in a signal installation.
- 4.1-3 Minimize the number of driveways on arterial highways by allowing no more than one driveway (or a one-way pair) per property unless appropriate documentation is provided demonstrating the need for additional driveways.
- 4.1-4 Whenever possible, access should be provided via existing crossstreets, in lieu of additional arterial driveway access. If supplemental driveway access is required, it shall limit left-turn maneuvers through the use of curbed barrier medians on the arterial, or channelizing islands on the driveway.
- 4.1-5 Encourage the consolidation (sharing) of driveways for adjacent land uses, especially where the frontage length is less than 200 feet, in order to minimize the number of driveways in the corridor.
- 4.1-6 Encourage access (or access easements) between properties in order to minimize the number of driveways as well as allow vehicles to travel between adjacent properties via frontage or rear access roads instead of the arterial.
- 4.1-7 Driveways should be located and designed to minimize interference with the operation of left-turn lanes at arterial street intersections. Wherever feasible, barrier medians along the full length of left-turn storage should be included in major arterial highway improvements.
- 4.1-8 Encourage consideration of continuous two-way left-turn lanes and frontage roads in the planning and design of arterial reconstruction and widening projects in DuPage County.
- 4.1-9 Encourage property owners and highway agencies to make every effort to incorporate improvements in driveway access design, and eliminate unnecessary driveways, in major reconstruction or widening projects in DuPage County.

- 4.1-10 Promote the use of these Access Control Standards and Policies in DuPage County and encourage the State of Illinois to enforce such standards where they are more strict than their own.
- 4.1-11 Encourage highway agencies to review existing driveway access when land uses along an arterial change, and require corrective measures or new driveway permits based on that review.
- 4.1-12 Local and County land use planning and zoning agencies and highway agencies shall work closely together to insure complete consideration of the relationship between land use and transportation in development of the arterial corridor.

4.2 LAND USE POLICIES

- 4.2-1 Intergovernmental coordination and cooperation should be promoted through an arterial corridor development plan prepared for each arterial in DuPage County to guide the type, location, and intensities of arterial land uses in a coordinated and comprehensive manner.
- 4.2-2 The arterial land use plan (map) should include the creation of identifiable nodes of activity along the arterial and avoid the "stringing-out" of commercial (retail) activity in a strip along the highway.
- 4.2-3 Land use in the arterial corridor should be a mixture of development which benefit from highway visibility (exposure) and accessibility, and complement, not compete, with a municipality's Central Business District.
- 4.2-4 Evaluate individual development with respect to those surrounding it, addressing type of use, joint access, common circulation areas, pedestrian linkages, coordinated landscape treatment, location and type of signing, and building orientation and design.
- 4.2-5 Planned Developments and consolidation of parcels into a single development should be encouraged particularly in areas where numerous narrow or odd-shaped frontage lots exist and where development of appropriate arterial access control techniques would be difficult to achieve.
- 4.2-6 Discourage the subdivision of land fronting arterial highways unless individual property access is an integral and coordinated part of an overall access plan for the subdivided land.

- 4.2-7 Land use developed in the arterial corridor should complement, or at least minimize, impact to adjacent existing or planned uses. Residential uses should be separated with a suitable buffer or screen from non-residential uses.
- 4.2-8 Redevelopment of blighted or depressed areas of the arterial corridor should be encouraged, consistent with County and Municipal arterial corridor land use plans.
- 4.2-9 Arterial access needs and design should be based on the projected trip generation of the arterial land uses. Where sufficient driveway or street access capacity cannot be provided without compromising the safety and efficiency of arterial operation, then the density or type of the proposed use should be changed accordingly.
- 4.2-10 Pedestrian access to and from arterial land uses should be encouraged by planning community oriented development near local or collector street intersections, and/or including pedestrian/bicycle sidewalks or paths in site design.

4.3 URBAN DESIGN POLICIES

- 4.3-1 Preserve areas of natural open space as defined by the Open Space Opportunities Plan for DuPage County or local plans, along the highway to provide relief and diversity from built-up areas.
- 4.3-2 To the extent permitted by budgetary priorities, include landscaping improvements and retention of scenic vistas as part of major highway improvements (reconstruction or widening) through the use of berms, grassy or landscaped median, street trees, aesthetic street lights and utility poles (when underground placement is not feasible), and other landscaping or man-made materials.
- 4.3-3 Maximize opportunities for landscaping on private property by encouraging consolidation of small adjacent parcels and Planned Developments. A landscaping plan shall be prepared for the site, with requirements as specified in the DuPage County Zoning Ordinance.
- 4.3-4 Parking areas shall be "hidden" from the road where possible by locating them in rear or side yards, utilizing berms and/or parking lot construction below arterial street grade, trees or shrubs, or fences and walls. Landscaping should be used to break up the expanse of parking, and better define parking lot circulation.

- 4.3-5 Burial of overhead utility lines shall be considered when road construction occurs. In developing corridors, property developers should participate in the cost of utility line burial.
- 4.3-6 Use of building materials and architecture that blends with or complements the existing or desired character of an arterial corridor shall be encouraged in the review of development plans.
- 4.3-7 The number, location, and design of business and advertising signs for properties along arterial highways should incorporate public safety (sight distance), motorist reaction time, aesthetic appeal, and simplicity of design and shall comply with provisions of the DuPage County Proposed Zoning Ordinance.
- 4.3-8 Buildings adjacent to arterial highways with significant daytime and/or night-time population, (e.g., residential, office) should apply appropriate site design principles, and utilize construction materials and landscaping to minimize the effects of highway noise.

5.0 ARTERIAL ACCESS CONTROL STANDARDS

The standards contained on the following pages are intended to guide the number, location and design of arterial highway access in DuPage County. These standards will be modified, as needed, to conform with nationally accepted principles and practices of access control. Measurement of the following dimensions are as shown in Figure 1.

<u>Provision</u>	<u>Standards</u>
5.1 Driveway Permits	5.1-1 A driveway permit review shall be required when: <ul style="list-style-type: none"> a. A new development occurs b. Where the intensity of any building, structure, or premises shall be increased through addition of dwelling units, gross floor area, seating capacity, or other units of measurements related to trip generation. c. An existing use is changed to a new use. Based on this review, new driveway permit(s) may be required. All costs associated with a change in access, as per the new permits, shall be the responsibility of the property owner.

- 5.1-2 A temporary permit for additional driveways may be allowed by the appropriate Highway Authority subject to replacement of that temporary access at a future date with one of the following:
- a. an adjacent public street or access (frontage) road; or
 - b. a shared-driveway, as shown on the approved development plans for the site.

The drive for which the temporary permit was issued, at the discretion of the appropriate Highway Authority, may remain as a limited-turn driveway.

5.2 Corner Clearance

- 5.2-1 Minimum separation of a driveway from an adjacent collector or arterial intersection (edge of pavement or face of curb of street to centerline of drive) shall be the maximum of:
- a. 200' (this distance may be reduced to 150' for a collector street)
 - b. length of full left-turn storage on the arterial
 - c. length of full left-turn storage and taper for a major driveway

- 5.2-2 Right-in/Right-out only drives may be located within the above distances provided that the corner radius for that drive shall not compound with that of the arterial street.

5.3 Property Line Clearance

- 5.3-1 Wherever feasible, driveways shall be located so that the required curb-return lies entirely within the subject property lines (extended) unless the driveway is being shared by adjacent property owners.

5.4 Maximum Number
of Driveways

5.4-1

One driveway

- a. Unless a traffic engineering study or other documentation indicates, to the satisfaction of local authorities, the need for additional driveways.
- b. Where additional driveways are necessary, first consideration shall be given to supplemental driveways which limit left-turns.
- c. Shared driveways or provision of access from adjacent public streets is encouraged.

5.5 Corner Radius

5.5-1

Two-Way Drives

- a. 25'

At the discretion of the appropriate municipal and County Authority, a minimum of 15' will be allowed for low volume driveways, or where a shoulder or right-turn lane provides for deceleration off of the through arterial lane.

- b. 30' - 50' for High Volume generators such as shopping centers, office or industrial parks, etc.

Basis for design shall include the truck design vehicle for that drive

5.5-2

One-Way Drives

- a. 15' minimum outside radius
- b. 5' minimum inside radius

5.6 Driveway Width
(Measured at right
angles to the
driveway curb or
edge of pavement
at the property
line)

5.6-1

Two-Way Drives

- a. 30' (2 lanes)

At the discretion of the appropriate Municipal and County Authority lesser widths may be allowed for low volume driveways.

- b. 36' (undivided 3 lanes)
- c. 48' maximum (divided-2, 24' drives excluding median)

5.7 Curbs and Gutter 5.7-1

All driveways shall be provided with concrete curb and gutter (minimum B6.12) for full length of curb return to at least the property line.

5.8 Limited-Turn Driveways 5.8-1

Driveways which are designed to prohibit left-turns in and out shall have a channelizing island and the following minimum dimensions:

- a. width of channelizing island (measured parallel to the arterial) 40'
- b. length 25'
- c. offset 5'
- d. curb return 50'
- e. driveway width 30'
- f. lane width at island 14'

5.8-2

Minimum signing shall include stop sign and no left-turn sign at the exit lane, and a no-left turn sign on the road right-of-way opposite the driveway, visible to oncoming arterial traffic.

5.8-3

Where driveways are to have left-turn prohibitions only at selected times of the day, the requirement for a channelizing island may be waived and replaced with signing only, at the discretion of the permit engineer with the appropriate highway authority.

5.8-4 At the discretion of the appropriate highway authority and where sufficient land is not available on site, the minimum dimensions for width, length, and curb return may be reduced to 20', 15', and 30' respectively.

5.9 Angle of Intersection

5.9-1 Two-Way Drives

a. 90° minimum

The appropriate local authority may allow a minimum angle of 70° if necessitated by site conditions.

5.9-2 a. 60° minimum

The appropriate local authority may reduce the minimum to 45° where sufficient deceleration length on the driveway is provided.

5.10 Driveway Separation

5.10-1 Two-Way Drives

a. 185' minimum. Separation is based on speed limit as determined in the table below.

Driveway Separation Table

<u>Speed Limit</u>	<u>Driveway Separation¹</u>
MPH	(feet)
35	185
40	200
45	230
50	275
55	335

¹ centerline to centerline of drives

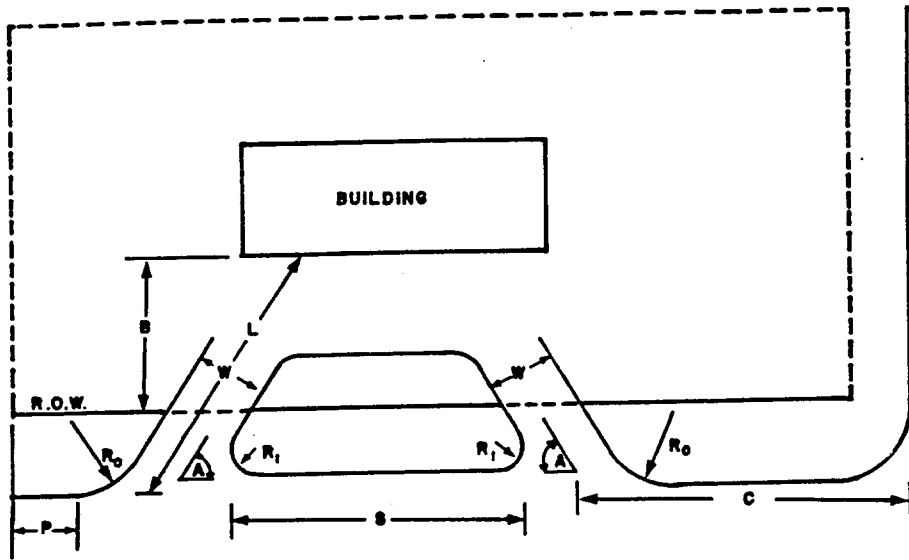
b. 300' minimum where, in the opinion of the appropriate local authority, weaving movement between drives is or will be significant.

- 5.10-2 The appropriate local authority shall increase the minimum separation for high volume generators such as shopping centers, office or industrial parks, etc., in order to prevent overlapping of left-turn lanes or other driveway interference.
- 5.10-3 Where driveways cannot meet minimum separation requirements, the appropriate Highway Authority will determine spacing based on the location, design, and traffic volume of adjacent driveways.
- 5.10-4 One-Way Drives
a. 80' minimum between a one-way driveway pair serving the same land use.

5.11 Traffic Signals

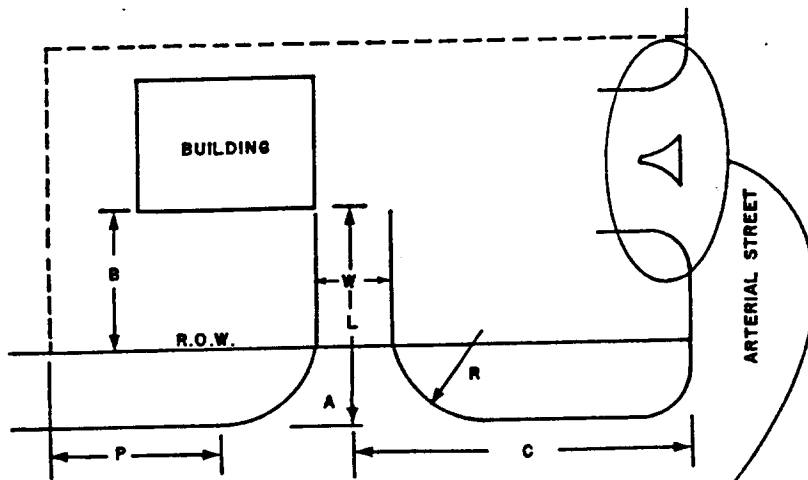
- 5.11-1 Minimum signal spacing will be determined by appropriate local authority. The desirable separation for maximum coordination of adjacent arterial signals is 1500'.
- 5.12-2 Where a driveway is to be signalized and is within 1/2 mile of an adjacent signal, and where the appropriate Highway Authority has determined that signal interconnection is needed; the property owner will participate in the cost of signal interconnection on a basis determined by the appropriate Highway Authority.
- 5.11-3 Where a driveway is to be signalized, the driveway shall be provided with a minimum two outbound lanes, with separate detection for each lane. A left-turn deceleration and storage lane shall be provided on the arterial street at the signalized driveway intersection.
- 5.11-4 The property owner shall be responsible for the cost of construction and operation of driveway signals on a basis determined by the appropriate Highway Authority.

5.12 Sight Distance, Acceleration and/or Deceleration Lanes, Left-Turn Lanes	5.12-1	As per requirements of the appropriate Highway Authority
5.13 Driveway Storage Length	5.13-1	50' minimum (measured from the edge of pavement on the arterial and parallel to the drive, to the building line)
	5.13-2	125' minimum for high-volume generators such as shopping centers, office or industrial parks, etc.
5.14 Driveway Median	5.14-1	Minimum of: 4' wide 25' long 5' offset from nearest edge of arterial through lane, right- -turn lane, or paved shoulder
	5.14-2	Use of medians on two-or-three lane driveways shall be permitted only after the appropriate Highway Author- ity determines that the median will not interfere with vehicle turning paths.



One-Way Pair

- A Driveway Angle
- B Building Setback
- C Corner Clearance
- I Median Island Width
- L Driveway Storage Length
- LW Lane Width
- O Offset
- P Property Line Clearance
- R Corner Radius
- Ro Outside Corner Radius
- Ri Inside Corner Radius
- S Separation Between One-Way Drives
- W Driveway Width



ARTERIAL STREET
Two-Way Driveway and
Right-In/Right-Out Only Driveway

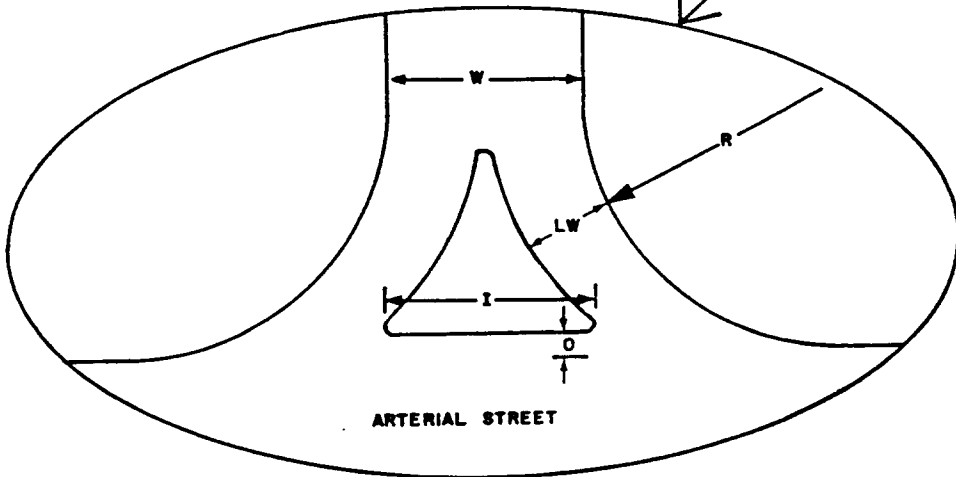


Figure 1. Measurement of
Access Control Standards

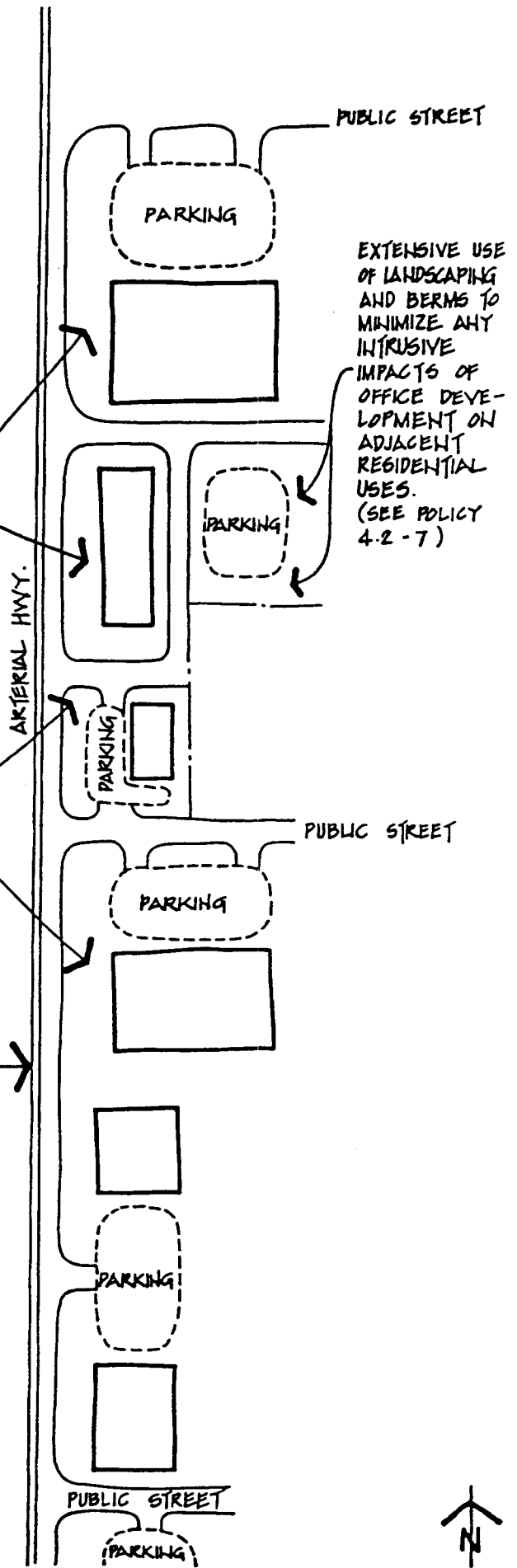
PLANNED OFFICE ALONG THE EAST-SIDE OF ARTERIAL. THIS TRANSITION LAND USE SEPARATES A SINGLE-FAMILY RESIDENTIAL AREA FROM AN INDUSTRIAL PARK AND ARTERIAL TRAFFIC. (SEE POLICY 4-2-4)

CONSOLIDATION OF SMALL FRONTAGE LOTS, USE OF EXISTING STREETS AND VARIATIONS IN BUILDING SETBACK AND ORIENTATION CAN BE USED TO MINIMIZE "STRIP" DEVELOPMENT APPEARANCE AND NUMBER OF DRIVEWAY ACCESS POINTS (SEE POLICIES 4-2-5 AND 4-2-7)

INCLUDE FLUGH MEDIAH FOR 2-WAY LEFT-TURNS IN ROAD WIDENING PLANS. (SEE POLICY 4-1-8)

EXTENSIVE USE OF LANDSCAPING AND BERMS TO MINIMIZE ANY INTRUSIVE IMPACTS OF OFFICE DEVELOPMENT ON ADJACENT RESIDENTIAL USES. (SEE POLICY 4-2-7)

Figure 2. Arterial Highway Development Planning Concepts



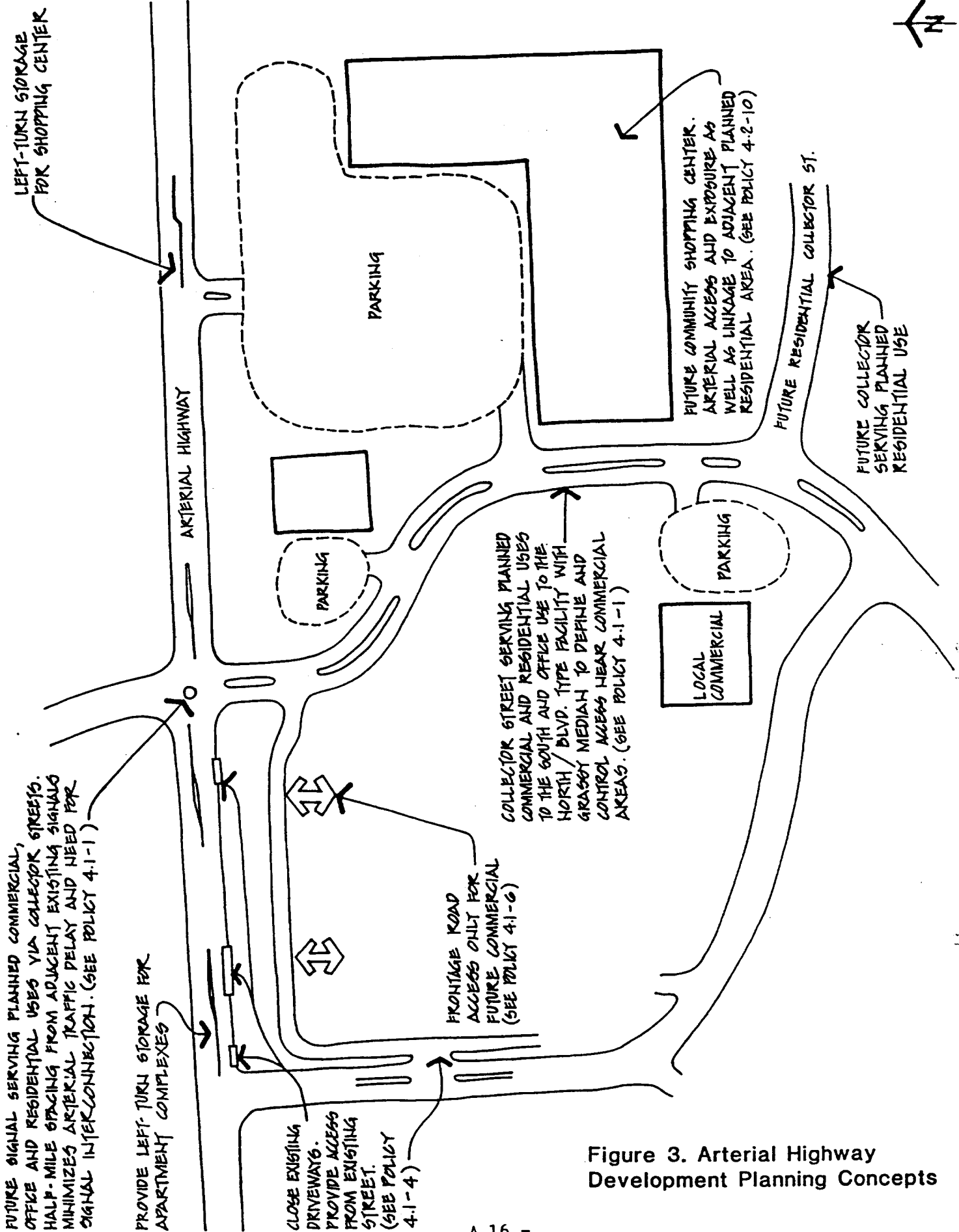


Figure 3. Arterial Highway Development Planning Concepts