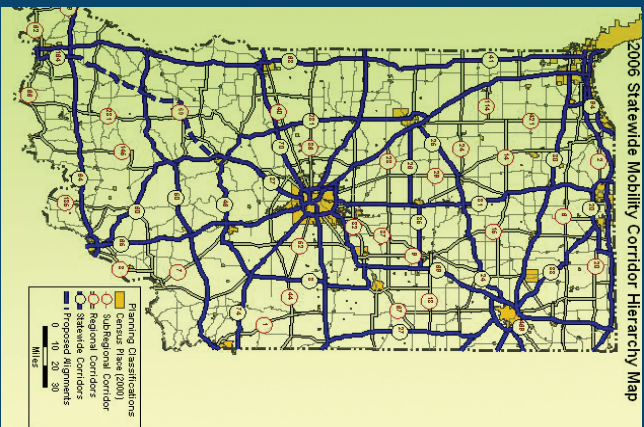


INDOT's Access Management Guidelines

Working jointly with city and county representatives, INDOT has developed guidelines for managing access to the state highway system. Every state highway segment has been assigned a primary access category, depending on its function and strategic importance within the statewide network. These categories are:

- Statewide Mobility Corridors
- Regional Corridors
- Sub-Regional Corridors



Within each of the three primary access categories there are subcategories based on the cross-section of the roadway, whether two-lane or multi-lane. The recommended spacing and allowance for public street intersections and private access varies with the highway's primary category and subcategory.

Helpful Web Links:

For more information on Access Management visit:

<http://www.accessmanagement.gov>

For more information on INDOT's Statewide Access Management Study visit:

<http://www.in.gov/dot/projects/access/>

Who should I contact for more information?

For more information contact your local Indiana Department of Transportation District Office:

LAPORTE DISTRICT 315 E. BOYD BOULEVARD LAPORTE, IN 46350 PHONE: (219) 362-6125 FAX: (219) 325-7516	FORT WAYNE DISTRICT 5333 HATFIELD ROAD FORT WAYNE, IN 46808 PHONE: (260) 484-9541 FAX: (260) 471-1039
CRAWFORDSVILLE DISTRICT 41 WEST 300 NORTH P.O. BOX 667 CRAWFORDSVILLE, IN 47933 PHONE: (765) 362-3700 FAX: (765) 364-9226	GREENFIELD DISTRICT 32 SOUTH BROADWAY GREENFIELD, IN 46140-2247 PHONE: (317) 462-7751 FAX: (317) 462-7031
VINCENNES DISTRICT 3650 SOUTH U. S. 41 VINCENNES, IN 47591 PHONE: (812) 882-8330 FAX: (812) 882-2752	SEYMOUR DISTRICT 185 AGRICO LANE SEYMOUR, IN 47274 PHONE: (812) 522-5649 FAX: (812) 522-7658

INDOT AND YOUR COMMUNITY

PARTNERS IN ACCESS MANAGEMENT



INDIANA DEPARTMENT
OF TRANSPORTATION

Prepared by: Urbtrian Associates, Inc.

What is Access Management?

Access management is the planning, design, and implementation of land use and transportation strategies that maintain a safe flow of traffic while accommodating the access needs of adjacent development.

Why manage access?

Too many driveways, intersections, and closely-spaced traffic signals along major roads cause problems:

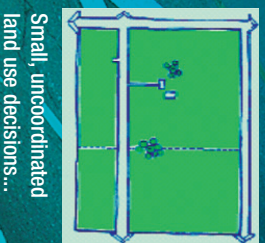
- Crashes increase as vehicles cross and turn along the road in an uncoordinated manner.
- Stop-and-go conditions frustrate commuters and local residents.
- Adjacent businesses suffer when customers have trouble turning into their sites.
- Freight and delivery trucks lose time and money while stuck in traffic.
- Pedestrians can't find a safe spot to cross the road. Overall community livability suffers.

What are the benefits?

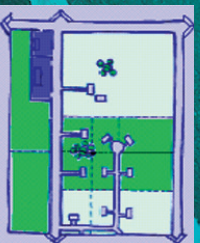
Effective access management will:

- Reduce congestion and crashes.
- Preserve road capacity and postpone the need for roadway widening.
- Improve travel times for the delivery of goods and services.
- Ease movement between destinations.
- Support local economic development.

Why act now?



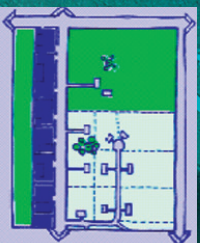
Small, uncoordinated land use decisions...



When problems become apparent...



Create problems over time



The best solutions are no longer available.

Ten Ways Local Governments Can Manage Access

Ensure safe and convenient travel in your community by applying these principles when making development decisions.

1. Think land use AND transportation.

Before approving a subdivision or rezoning, consider what road design and improvements will be needed to support the development and link it to the surrounding area.

2. Identify and plan for growth areas.

Incremental and uncoordinated development will not lead to a livable community or a healthy business climate. Support economic growth by planning and investing in a local road network to support development.

3. Develop a complete hierarchy of roads.

A viable community requires a variety of roadways organized as an integrated system. Highways and arterials are needed for longer, higher speed trips. Local streets and collectors provide access to homes and businesses. Recognize that different roads serve different purposes.

4. Link access regulations to roadway function.

Access requirements in your zoning and subdivision regulations should fit each roadway's functional classification. Recognize that the greatest access control is needed for those roads intended to serve longer, higher-speed trips.

5. Avoid strip development. Promote commercial nodes.

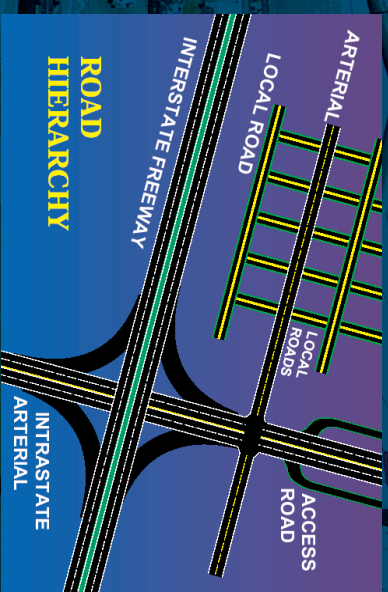
Commercial development can be located adjacent to and be visible from the highway, but should be accessed via a system of parallel local roads and side streets that complement the state highway system.

6. Connect local streets between subdivisions.

Give your residents convenient options for travel from one neighborhood to another by connecting local streets from one subdivision to the next.

7. Design subdivisions with access onto local streets.

Avoid lot designs with driveways that enter onto major state or county highways. Orient business and residential driveways to local streets that feed onto the highway at a few carefully designed and spaced intersections.



ROAD HIERARCHY

8. Practice good site planning principles.

Locate entrances away from intersection corners and turn lanes. Provide adequate space on the site for trucks to maneuver and for vehicles to queue at drive-through windows without backing or stacking on the roadway. Adjacent businesses should provide shared driveways and cross access so customers can make multiple stops without entering the arterial.

9. Correct existing problems as opportunities arise.

Adopt a long range vision for improving access along older, developed corridors. Correct unsafe accesses as individual parcels expand or redevelop. Work with affected property owners to consolidate driveways and provide internal access between parcels. Fill in the supporting roadway network with local access roads as part of the redevelopment process.

10. Coordinate local development plans with INDOT and county road agencies.

Share plans for subdivisions, rezonings, and site plans with affected road authorities early in the development process. You don't even need to wait until development is proposed. Contact INDOT and your county highway department to talk about your long range plans and development needs.