

A *POLICY* states, “Access management involves providing (or managing) access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed.” See A *POLICY* for more discussion on Access Management.

The access controls in use are either Full, such as exists on the Interstate system where access is gained only at interchanges, or Partial, where access is limited to certain locations on the system. In either case, if this type of control is desired it will have to be negotiated as permanent R/W.

III-16.01 Partially Controlled Access – Rural Areas

The planning and design of projects in rural areas on state highways should, where possible, consider partial access control to provide for the safe and efficient flow of traffic and to preserve the public investment.

Generally, the following procedures should be used in the control of access:

- See Standard Drawings D-203-6 and D-203-8 for design details for rural roadways
- Following a field inspection and reviewing with the District Engineer, NDDOT will include recommendations on access control in the project concept report.
- The basic guidelines for establishing access points are based on a maximum of five (5) per side per mile, including section lines.
- A minimum spacing of 500 feet between access points is desirable.
- Access points may or may not be installed during new construction.
- The amount paid for access control will be based on the maximum number of access points allowed.
- The Design Engineer will be responsible for planning access control. This will include the Planning and Programming Division and District Engineers.
- Access control will normally be acquired as a property right in a right of way acquisition process.
- Requests for additional access points or changes in the size will be made to the District Engineer and this information is forwarded to the Design Division, who will in turn requests approval from FHWA and record any changes or additions. Things to consider in granting additional access points should include, but are not limited to:

- Ensuring that traffic safety and capacity will not be impaired or adversely affected.
- Recapturing public funds when other than a nominal amount has been provided for access control.

III-16.02 Partially Controlled Access – Urban Areas

Where a major construction project is planned on a state system route involving a Regional highway, NDDOT should consider partial access control to provide for the safe and efficient flow of traffic and to preserve the public investment.

Generally, the following procedures should be used in access control:

- See Standard Drawings D-750-1 and D-750-1A for design details for urban roadways.
- The throat width for urban drives should generally be as follows:
 - 10-15 feet for private residences
 - 20-30 feet for commercial
 - 40 feet for industrial
- Following a field review and discussion with the District Engineer and the local representatives, NDDOT will study the use of partial access control and publish the results in the project concept report.
- The minimum desirable spacing of access points is 400-600 feet or at the intersection with streets.
- The actual location of the specific access points will be a joint effort between the Design Division, District, Planning and Programming, and representatives of the local agency.
- Control of access can be achieved by an agreement between the local agency and NDDOT or by the acquisition of access rights by either or both parties. The local agency must adopt the plan designating the points of access.
- Changes in the size, location or number of access points will not be permitted without mutual consent of the parties, including FHWA where appropriate.