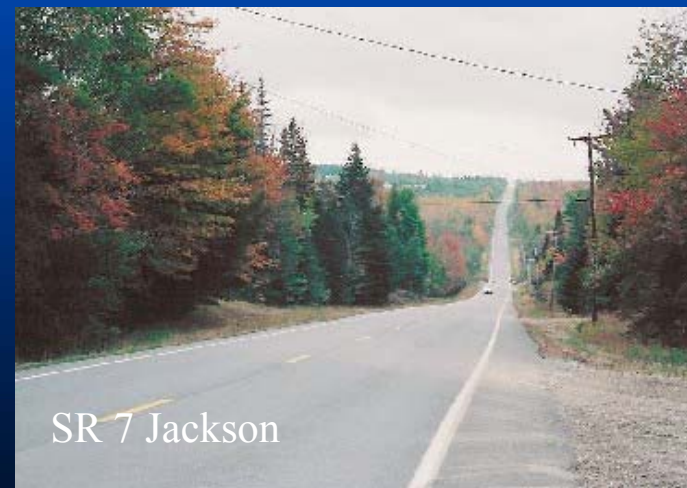
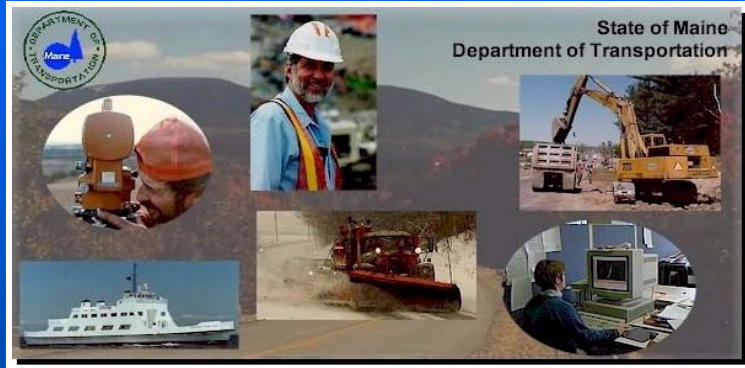


Maine Department of Transportation

Access Management Rules

Mid-Coast Regional Planning Commission Presentation



704 - Then and Now



■ Old Rules:

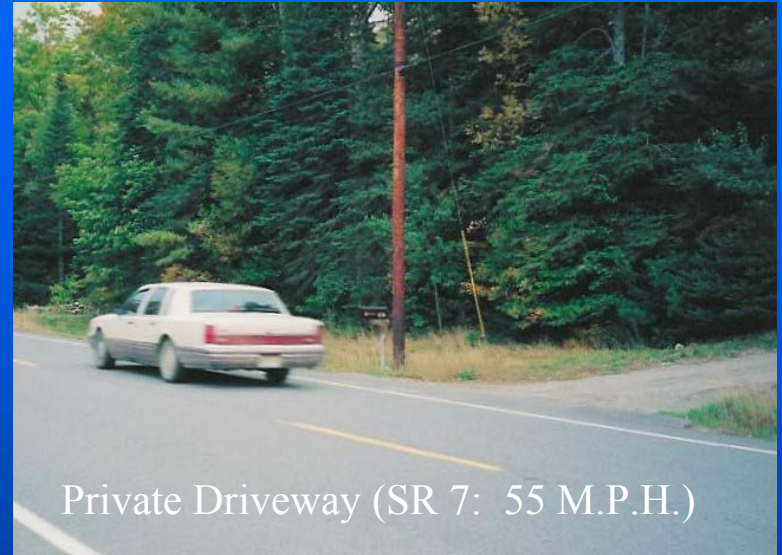
- ✓ State and State Aid Highways
- ✓ Safety was key

■ New Rules: Same as Before Plus:

- ✓ Manage Drainage
- ✓ Preserve Speed on Mobility Arterials
- ✓ Mitigation on “retrograde” arterials
- ✓ Permit-by-rule (PBR) for forest management
- ✓ Clarify Enforcement

Driveways and Entrances

Major Substantive Rule



Private Driveway (SR 7: 55 M.P.H.)



Business Entrances (US 1: 35 M.P.H.)

Pursuant to M.R.S.A. 23 § 704 As amended

Maine LD 2550, An Act to Ensure Cost Effective and Safe Highways in the State was approved by the 119th Maine Legislature

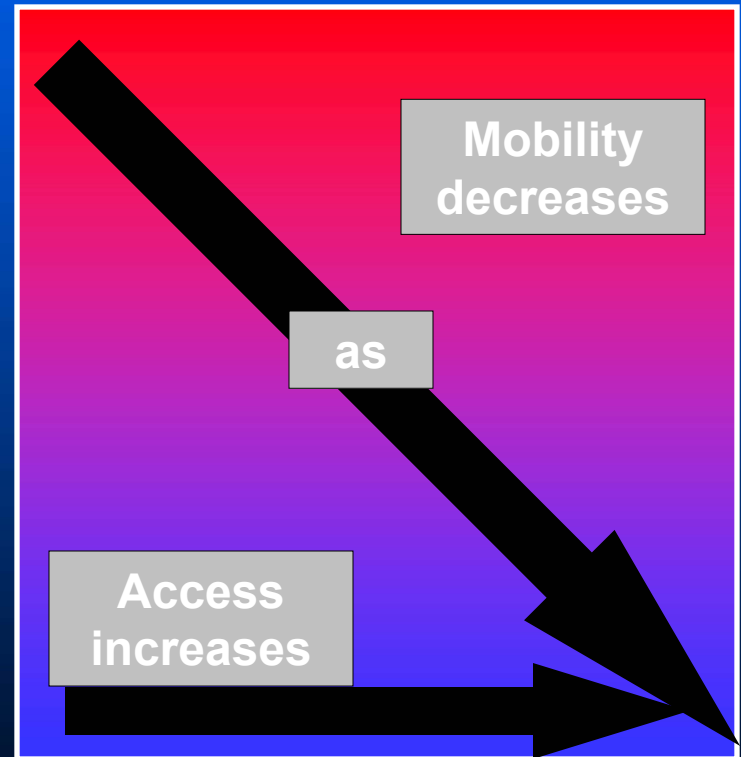
Why Access Management?

Increases safety

Preserves arterial capacity

Enhances productivity

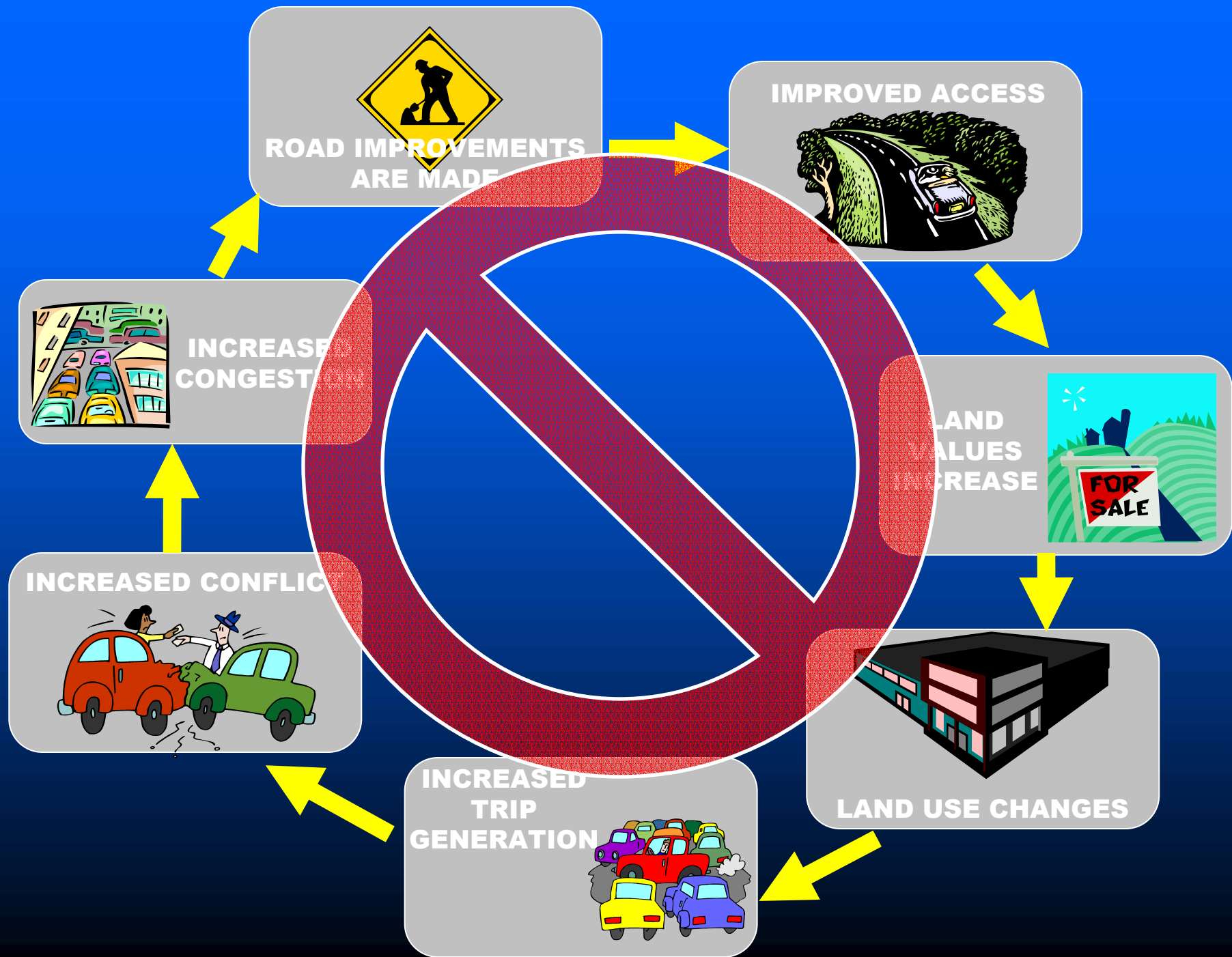
Controls public costs



Safety

- Driveways cause conflict points
- Conflict points leads to increased risk of crashes

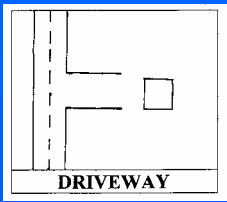




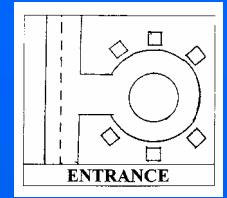
Why is this important to me?

Anyone involved in making land use decisions on state aid highways located outside the “urban compact area” of a municipality is affected

If you are a Code Enforcement Officer, Planner, Road Commissioner, Developer, Contractor, or Planning Board Member, these changes will impact your decisions



Two Rules



■ Driveways

- ✓ For lots or uses generating less than 50 trips per day
- ✓ Residential serving up to five units, home occupations, forest management, farming, and low impact industrial uses

■ Entrances

- ✓ For lots or uses generating 50 or more trips per day
- ✓ Residential serving more than five units, retail, office, or service businesses

Two Rule Making Processes

■ Major Substantive (“Bold type” in Rules)

- ✓ “Mobility” Arterial Standards
- ✓ “Retrograde” Arterial Standards
- ✓ Forest Management Permit-by-rule (PBR)
- ✓ Violations

■ Minor Technical

- ✓ General provisions that apply to all state and state aid highways outside urban compact areas
- ✓ Drainage Standards
- ✓ Administration etc.

Driveway



Entrance



US 1 Business Entrances

Shared Entrance



Union Street Rockport: residences share entrance and parking lot

Access Management

■ Conflicts:

- ✓ Where the MDOT provisions differ from a municipal or LURC* regulation, the most restrictive provision will apply

■ Important to remember:

- ✓ Landowner or developer must obtain a permit from MDOT before building
- ✓ All new entrance and driveway permits must meet new rules set by Maine DOT

* Land Use Regulation Commission

Purpose (Driveway and Entrance Rules)

- The purpose of the new rules is to manage access in a manner that:
 - ✓ Protects the safety of users
 - ✓ Protects the highway from negative impacts of drainage
 - ✓ Preserves mobility and economic productivity
 - ✓ Avoids the long term cost of constructing new capacity

Applicability (Driveway and Entrance rules)

- These rules apply to all public or private accesses onto state and state aid highways located outside urban compact areas including the:
 - ✓ Design, location, construction, alteration, closure, and
 - ✓ Situations in which changes to the land use increases traffic volume

Definitions

- **Urban Compact Area**

Built up areas within certain communities as defined by Maine Statute and listed in Appendix D of the new rules

- **Service Center**

Communities that serve the surrounding region, drawing workers, shoppers and others into the community for jobs and services

Definitions

Mobility Arterial Corridor

- An Arterial connecting Urban Compact Areas and Service Centers:
 - ✓ With a posted speed limit of 40 mph or more
 - ✓ Carries an average annual daily traffic (AADT) of at least 5,000 vehicles per day for at least 50% of its length*

*Or is part of a Retrograde Arterial Corridor located between Mobility Arterials

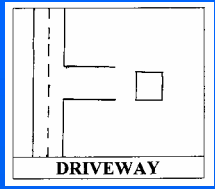
Definitions

Retrograde Arterial

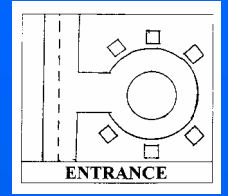
- A Mobility Arterial Corridor where the access-related crash-per-mile rate exceeds the 1999 statewide average for arterials of the same posted speed limit



Outline



Driveways, and Entrances

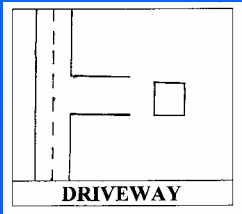


■ Standards

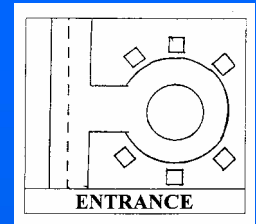
- ✓ Basic Safety Standards
- ✓ Major Collector & Arterial Standards*
- ✓ Mobility Arterial Standards
- ✓ Retrograde Arterial Standards

■ Administration (MDOT)

* Applies to Entrances only



Basic Safety Standards



- State & State Aid Highways
(outside urban compact areas)
- ✓ Sight Distance, Width, Corner Clearance, Turn-around, Parking, Drainage, *Fueling station spill prevention**
- ✓ Turning radius when needed

* Applies to Entrances only

Arterial



SR 3 Belfast

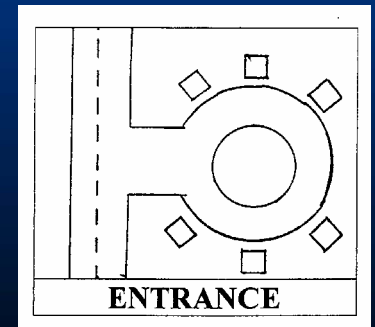
Arterial Standards

- Major Collector & Arterial Standards
- Mobility Arterial Standards
- Retrograde Arterial Standards

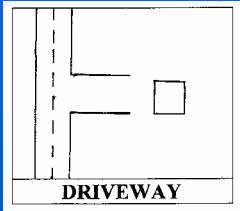


Major Collector and Arterial Standards

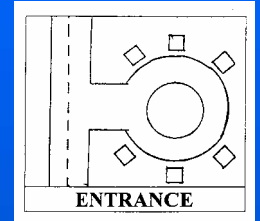
- On Major Collector and Arterials:
 - Basic standards, and ...
 - ✓ Throat length
 - ✓ Separator strip (parking lots)
 - ✓ Loading standards
 - ✓ Double frontage lots



Mobility Arterial Standards



Driveways and Entrances



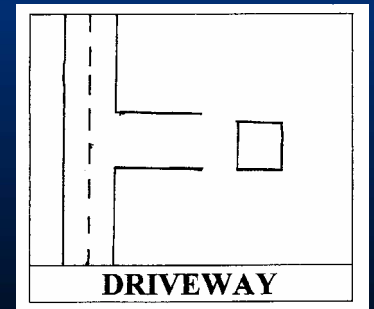
Basic standards, and

- Mobility Sight Distance, Spacing, Increased Corner Clearance, Shared Entrance/Driveway

Mobility Arterial Standards

Driveways Only

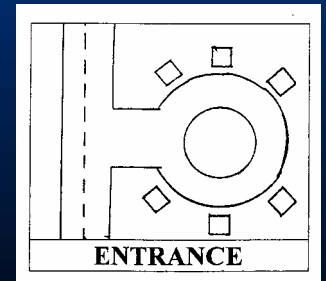
- ✓ Controlled Access Off-Ramp Setback
- ✓ Double Frontage Lots



Mobility Arterial Standards

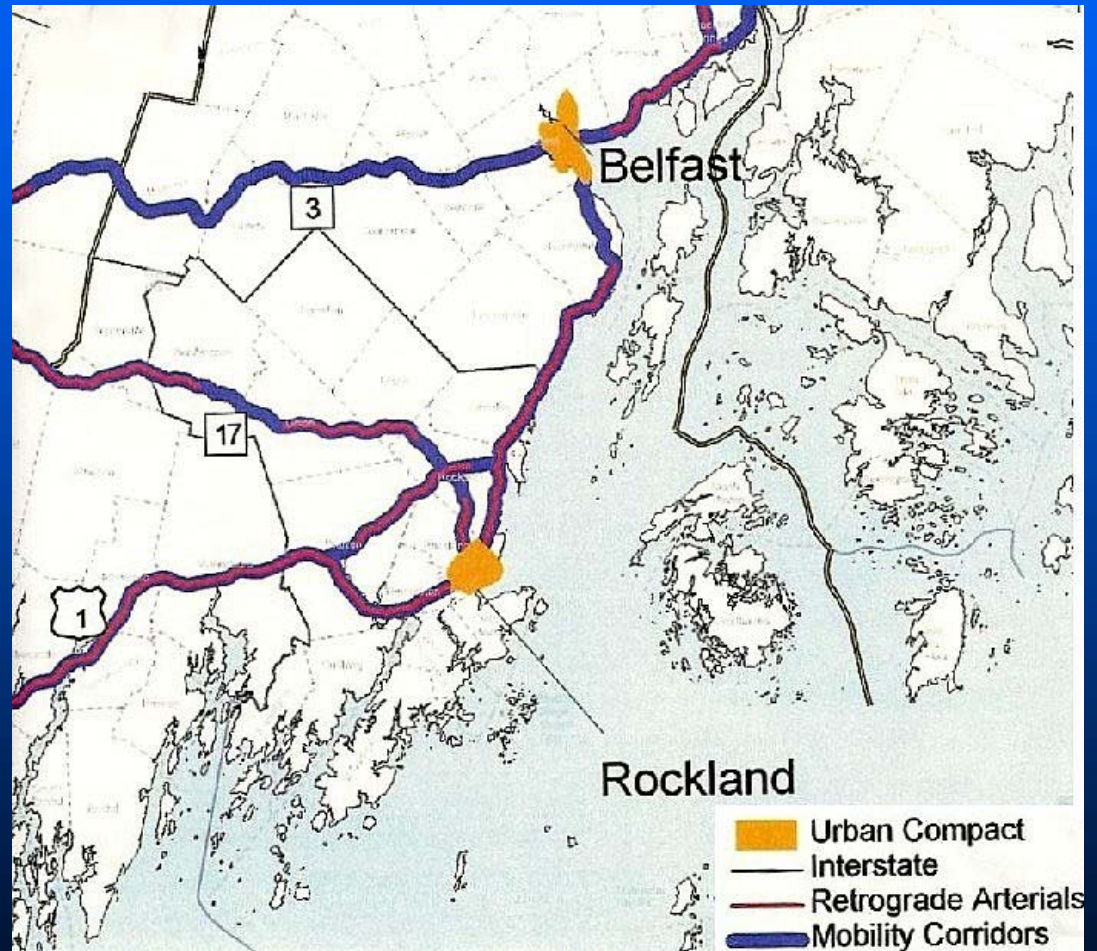
Entrances Only

- ✓ Preservation of Safety and Productivity
- ✓ Signal Spacing
- ✓ Mitigation
- ✓ Limitations on Public Facilities



Mid-Coast Roadways

Mobility Corridors Map



Retrograde Arterial Standards



US 1 Thomaston

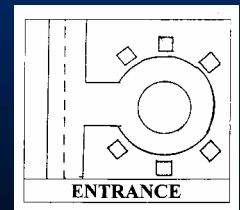
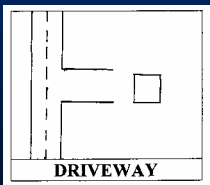
Retrograde Arterial Standards

Retrograde Arterial (mobility arterial where the crash rate related to driveways and entrances exceeds the 1999 statewide average)

Driveways and Entrances

Basic, Mobility Arterial Standards, and ...

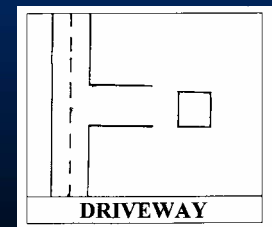
- ✓ Create or expand paved shoulders



Retrograde Arterial Standards

Driveways only

- ✓ Pave the apron of a driveway may be required if:
- ✓ MDOT determines driveway will impact public safety, or
- ✓ Driveway will necessitate a reduction in posted speed



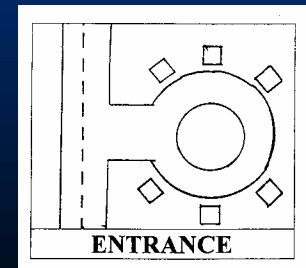
Retrograde Arterial Standards

Entrances only

Basic, Major Collector and Arterial, Mobility
Arterial Standards, and ...

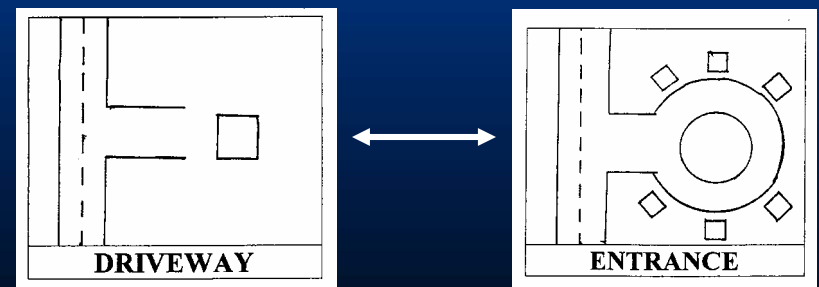
- ✓ Traffic Study (between 10 and 99 peak hour trips)
- ✓ Mobility Enhancement Measures*
- ✓ Eliminate, combine or modify existing access points in corridor
- ✓ Develop frontage, service or other connector roads

*Measures may be implemented either by willing
buyer/seller agreements or by payment of a fee

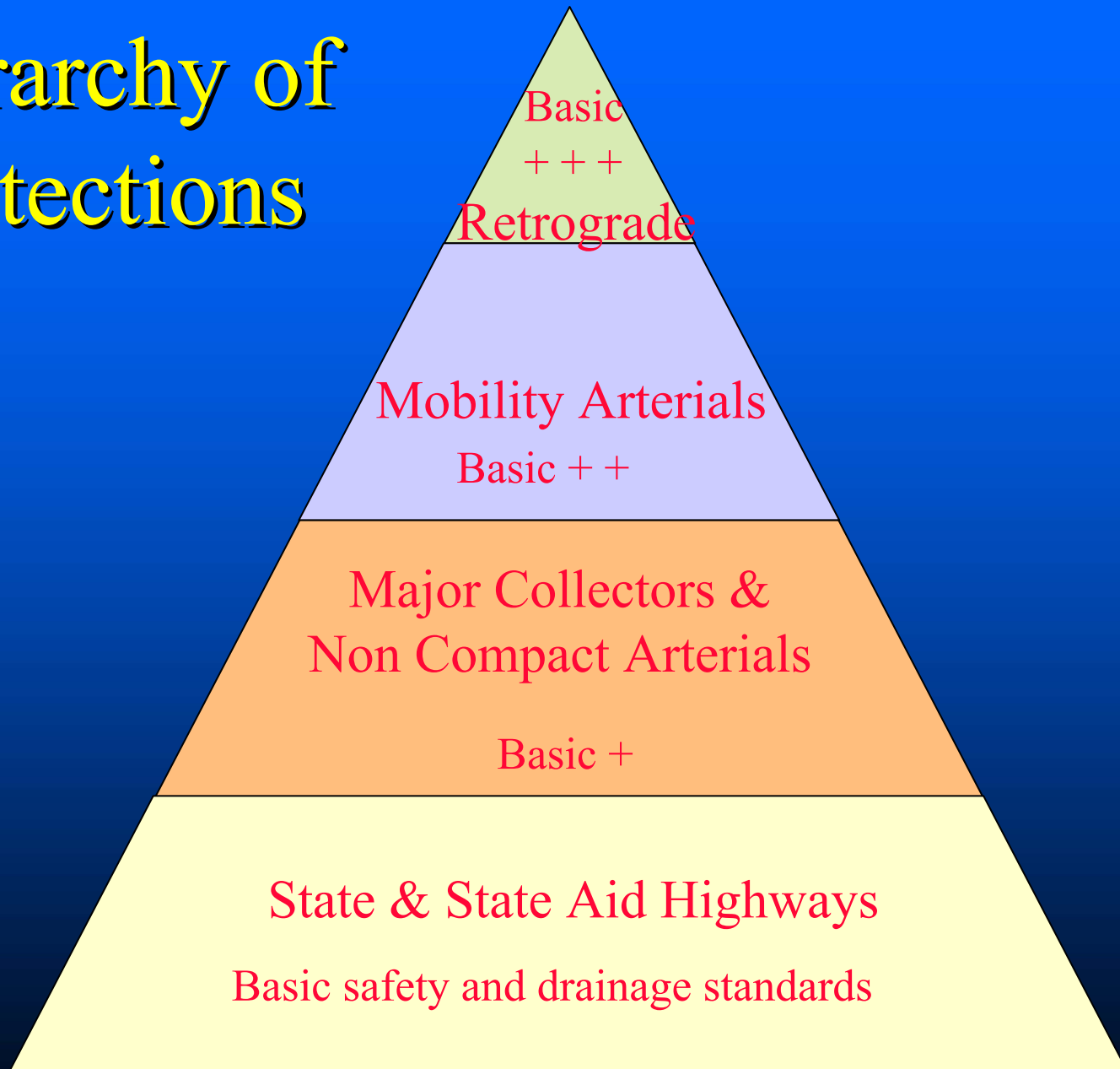


Administration (MDOT)

- ✓ **Permits**
- ✓ **Medium and High Volume Entrances**
- ✓ **Review and Decision**
- ✓ **Forest Management and Farming (PBR)**



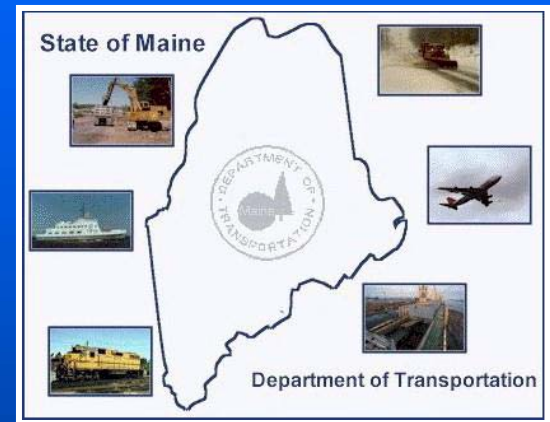
Hierarchy of Protections



Administration (MDOT)

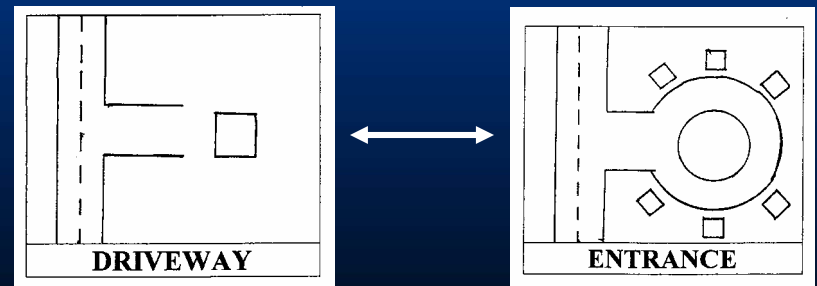
■ Permit needed for

- ✓ New Driveways/Entrances
- ✓ Alteration
- ✓ Change in use



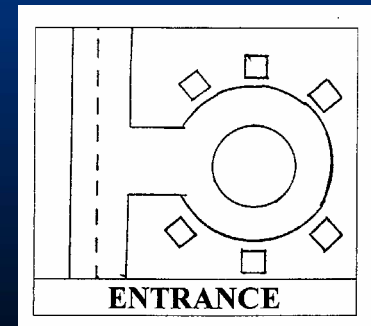
■ On-site meeting

- If MDOT deems necessary, within one week of receiving application, MDOT and the applicant shall arrange a meeting at the site



New Entrances

- Medium Volume Entrances
 - Generates between 10 and 99 passenger trips in a peak hour
 - May require drainage impact analysis
 - When on Mobility or Retrograde Arterial, may require traffic impact study
 - Cost of drainage analysis and traffic impact study responsibility of applicant

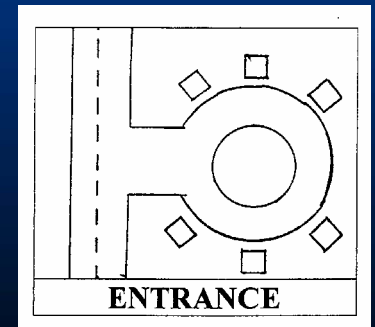


High Volume Entrance



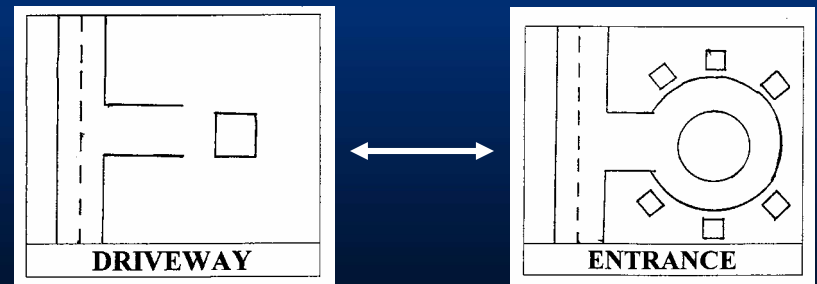
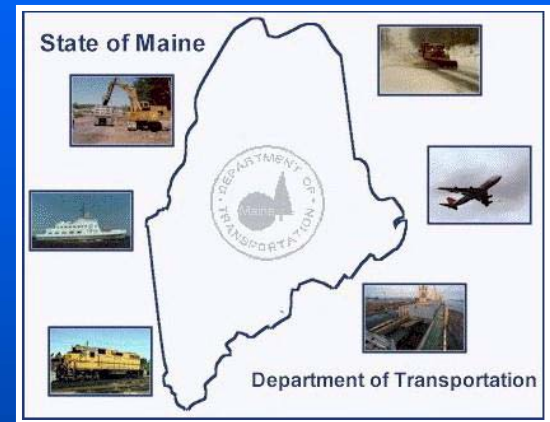
New Entrances

- High Volume Entrances
 - Generates more than 99 trips in a peak hour
 - Requires traffic impact study
 - Cost of study responsibility of applicant



Administration (MDOT)

- **Review and Decision**
 - 15 working days (Driveway)
 - 20 working days (Entrance)
- **Approval**
 - Subject to any conditions necessary to ensure compliance



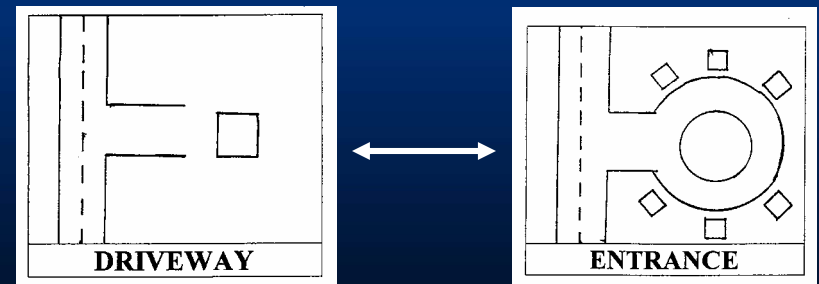
Administration (MDOT)

Waiver

- ✓ Some standards cannot be relaxed
- ✓ Request for waiver must be made in writing

Denials

- ✓ MDOT will send notice with reason for denial and the process for reconsideration



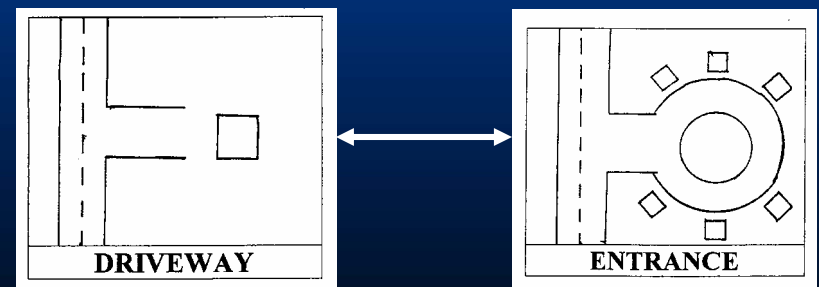
Administration (MDOT)

Reconsideration

Applicant must submit request to Division Engineer within 30 working days; others aggrieved have 20 calendar days

Appeals

Appeal of the decision by Division Engineer must be made to the Commissioner in writing, within 15 working days

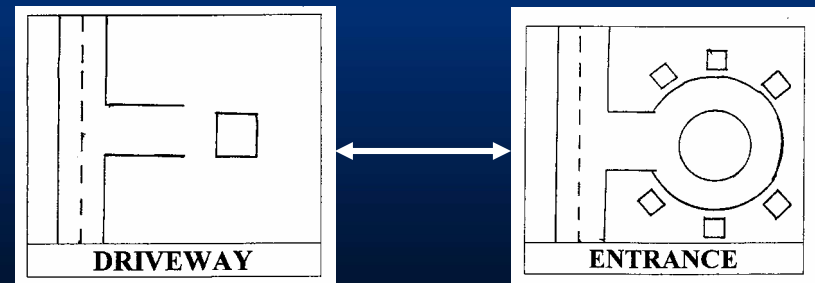


Administration (MDOT)

Violations, Penalty

\$50 or \$100 per day per violation 30 days after MDOT sends notice

- ✓ **Forest Management and Farming (PBR)**
 - ✓ Meet sight distance set forth in Basic Safety Standards
 - ✓ Change of use requires permit



Why Is Access Management Important?

- **Supports Economic Activity**

- Reduce travel and delay times
- Preserve the capacity for traffic flow

- **Increases Safety**

- Improves pedestrian and bicycle safety
- Increases and maintains traffic safety

- **Controls Public Costs**

- Prevents the need for capital improvements and congestion mitigation

- **Promotes Community
and Environmental Quality**

- Maintains the corridor's character

MDOT, MCRPC & You: Where Now?

- Continuing Education
- Corridor Planning
- Municipal Comprehensive Plans – Transportation Element
- Municipal Land Use and Roads Ordinances
- Master Planning
- Cooperation/Coordination

Avoid this



Contact Information

- MDOT Division 5 Rockland 596-2230
- Mid-Coast RPC 594-2299
166 Main St. Rockland