

ACCESS MANAGEMENT TECHNICAL MANUAL

A. GENERAL

- 1 **GENERAL.** The owner of a parcel of land abutting a County roadway generally has a property right to reasonable access to that County roadway. However, this right does not guarantee the right to access the County roadway at any or all points along a property's frontage on the County roadway.

Therefore, through the authority granted by the laws of the State of Florida, the County of Sarasota may, in accordance with regulations adopted by the County Commission, regulate the access to County roadways, as set forth in Transportation Policy 1.3.6 of the Sarasota County Comprehensive Plan. To provide for a safe, convenient and energy efficient multi-modal transportation system, it is hereby declared to be the policy of Sarasota County to regulate access to County roadways for public and private use through the standards and specifications established by this document.

The standards and specifications contained in this document were developed to minimize the frequency and severity of conflicts between those vehicles using a County roadway and those vehicles entering or exiting at approved access facilities.

The review of developments or projects that will have access to a County roadway will involve the consideration of all factors affecting the operation, capacity, and safety of the County roadway and the proposed access facility.

This document has been developed for the following purposes:

- a. To preserve an acceptable level of service on County roadways.
- b. To minimize conflicts between vehicles using County roadways and vehicles entering and exiting via access facilities on County roadways.
- c. To promote and insure the safety of the general public using County roadways.
- d. To preserve the ability of the County to provide adequate and safe roadway facilities to serve the general public.

- e. To provide for the proper location and to limit the number of access facilities, to regulate safe and reasonable access from County roadways to abutting property, and to provide sufficient spacing between access points to minimize interference with traffic using adjacent access facilities.
- f. To establish reasonable standards and design specifications for access facility improvements on County roadways to protect the public investment.
- g. To minimize congestion and delay on County roadways which are the results of providing access to abutting property.
- h. To prohibit the use of a County roadway as a portion of the internal circulation system of abutting property.

B. DEFINITIONS

For purposes of this Manual, the words below shall have the following meanings.

Abutting. Having a common border with, or being separated from such common border by an alley or easement. For the purpose of this manual, the term “Abutting” may apply to a parcel , street, or easement.

Acceleration Lane. See Speed-Change Lane

Access. A means of vehicular entry to or exit from a property to a public or private road.

Access Facility. A private or public driveway or road providing service to and/or from abutting property to a roadway.

Access Point. The location of an access.

Adjacent Access Point. An adjoining access facility which may be on either side of the roadway and either upstream or downstream of a proposed access point.

Auxiliary Lane. A full-width lane adjoining the travelway for parking, speed change, turning, storage for turning vehicles, weaving, truck climbing, or other purposes supplementary to through-traffic movement.

Average Annual Daily Traffic (AADT). The annual average number of vehicles using a road (in both directions) during a twenty-four (24) hour period, specified as the average annual daily traffic by the Florida Department of Transportation or Sarasota County.

Certify or Certification. The process or act by which a Professional Engineer registered in the state of Florida certifies that all reasonable and required inspections, tests, and physical measurements have been made and improvements are constructed in substantial compliance with plans authorized for construction and all governing development orders.

Channelized Intersection. An "at grade" intersection with painted islands, raised islands, or other devices for directing traffic into definite paths.

Control of Access. The condition under which the right of access by owners or occupants of land abutting a roadway is controlled by public authority.

Corner Clearance. At an intersecting street or highway, the dimension measured along the edge of the travelway between the intersection of the two right-of-way lines and the tangent projection of the nearest edge of driveway.

County Roadway. A public road as defined as part of the County Roadway System, including municipal extensions of County Roadways and any proposed roads as yet unbuilt but designated as a part of the County Roadway System.

Deceleration Lane. See Speed-Change Lane

Design Speed. The speed to which a road is being or has been designed.

Directional Median Opening. An opening in a restrictive median that provides for specific movements and physically restricts other movements.

Divided Roadway. A roadway with separation between traffic traveling in opposite directions. Separation may be provided by depressed dividing strips, raised medians, traffic islands, other physical separations, standard pavement markings, or other traffic control devices.

Drainage. The removal of surface water or groundwater from land by drains, grading, or other means. Drainage includes the control of runoff to minimize erosion and sedimentation during or after development and includes prevention or alleviation of flooding.

Driveway. A private or public way for the use of vehicles providing service between a roadway and abutting property.

Driveway Angle. The angle of 90 degrees or less between the driveway centerline and the edge of the travelway.

FDOT. The Florida Department of Transportation.

Frontage. The distance, as measured along the roadway right-of-way line, between the property lines of abutting property. It is understood that a property abutting multiple roadways will have more than one frontage for the purpose of this document.

Functional Area of Intersection. The area beyond the physical intersection of two controlled access facilities that comprises decision and maneuver distance, plus any required vehicle storage length, and is protected through corner clearance standards and connection spacing standards.

Functional Classification. The classification system in the Comprehensive Plan that defines the intended level of mobility and access provided by a street.

Horizontal Alignment. The combination of curved and tangent sections of the highway in the horizontal plane.

Inside Radius. The inside or smaller curve radius on edge of driveway, used when the driveway angle is less than 65 degrees.

Intersection. The general area where an access facility and a road or two or more roads or two access facilities join or cross.

Intersection Sight Distance. Clear sight distance areas to ensure that obstructions do not infringe on the sight lines needed by motorists, pedestrians, bicyclists, and others approaching intersections.

Land-use. The purpose or activity for which land, or any structure thereon is designed, arranged or may be occupied or maintained.

Lane. The portion of a roadway for the movements of a single line of vehicles not including the gutter or shoulder of the roadway.

Land-use Density. An intensity measurement usually expressed in terms of the number of units or square feet of a particular land-use permitted to be built, constructed, or placed on a defined parcel of land.

Median. A portion of a divided roadway or divided driveway separating the travelways for traffic flowing in opposite directions. A median can either be raised or flush.

Median Opening. A gap in a median provided for crossing and turning vehicles.

Non-Restrictive Median. A median or painted centerline which does not provide a physical barrier between center traffic turning lanes or traffic lanes traveling in opposite directions. This includes highways with continuous center turn lanes and undivided highways.

Outside Radius. The outside or larger curve radius on edge of driveway.

Owner. The person having the right of legal title or beneficial interest in or a contractual right to purchase a lot or parcel of land. This person may also be the developer.

Restrictive Median. The portion of a divided highway or divided driveway physically separating vehicular traffic traveling in opposite directions. Restrictive medians include physical barriers that prohibit movement of traffic across the median such as a concrete barrier, a raised concrete curb and/or island, and a grassed or a swaled median.

Return Radius. The pavement radius of the arc between the edge of pavement of the access facility and the edge of pavement of the abutting road used to facilitate vehicular turning movements.

Right-In/Right-Out Access An access located on a divided roadway with a continuous median prohibiting left-turn access into or out of the driveway.

Roadway Level of Service (LOS). A qualitative measure describing operational conditions within a traffic stream. Level of service is based on factors such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F the worst.

Shared Access. A single connection serving two or more adjoining lots or parcels.

Shoulder. The portion of the highway contiguous with the travelway for the accommodation of stopped vehicles and for emergency use.

Sight Distance. The distance visible to the driver of a passenger vehicle measured along the normal travel path of a roadway to a specified height above the roadway when the view is unobstructed by traffic.

Speed-Change Lane. A separate lane for the purpose of enabling a vehicle entering or leaving a roadway to increase or decrease its speed to a rate at which it can more safely merge or diverge with through traffic. Acceleration and deceleration lanes are speed-change lanes.

State Roadway or State Maintained Roadway. A roadway maintained by the Florida Department of Transportation.

Stopping Sight Distance. The distance assumed for design purposes that a vehicle traveling at the design speed can stop. It includes the distance traveled during driver perception and reaction times and the vehicle braking distances.

Storage Lane. An auxiliary lane added to a deceleration lane to store vehicles so as not to interfere with the through travel lanes.

Traffic Control Devices. All signs, signals, markings, and devices placed or erected by authority of a public body or official having jurisdiction for the purpose of regulating, warning, or guiding traffic.

Transportation Impact Analysis. A comprehensive collection and analysis of all information necessary to accurately evaluate the effect and impact of traffic generated by a development on the current and future road network surrounding the development.

Turning Lane. An auxiliary lane, including tapered areas, primarily for the deceleration and queuing of vehicles leaving the through lanes.

Turning Movement. Vehicles making a designated turn.

Undivided Roadway. A roadway without separation between traffic traveling in opposite directions.

Vertical Alignment. The profile of a highway, usually measured along its centerline.

C. ADMINISTRATIVE PROVISIONS.

1. **JURISDICTION.** This document shall apply to all access facilities providing, or proposed to provide, ingress and egress to a County roadway to any property. This includes any land in any municipality located partially or entirely within the County. This document shall not be construed in any manner to limit the power or authority of the County to maintain, operate, improve, or construct any County roadway as it best determines, including the modification, restriction or elimination of any access facility permitted under this document or any access facility permitted prior to the adoption of this document.
2. **ACCESS APPROVAL REQUIREMENTS.** Before any connection to the public street system of unincorporated Sarasota County is constructed or modified, approval by Sarasota County through either site and development or right-of-way use permit shall be based upon both of the following criteria being met:
 - a. **SAFETY:** New accesses shall be approved only for locations where they best facilitate safe traffic circulation; proposed modifications to existing accesses shall be approved only where they would make the access safer; and
 - b. **TECHNICAL & OPERATIONAL STANDARDS:** New accesses also shall meet the operational and technical standards for the type of facility as defined in Section E, unless the County Engineer approves a variance under Section C; no modifications to existing accesses shall be approved if the modifications would make the access less compliant with the current operational and technical standards.

An access approval shall be valid for the period designated for the construction authorization. Pursuant to the Section 74-61(d), the County may, upon written request, extend the term of construction authorization. However, the County reserves the right to alter access in the future due to widening improvements or based on the County Engineer's determination that the access has become unsafe pursuant to Section C.2.a. of these Regulations.

The provisions of this manual apply to all special exception and rezone petitions, right-of-way use permits, site and development approvals, and construction plan approvals, and any other development permit applications that affect access facilities, including but not limited to:

- 1) All new access onto the County roadway, regardless of whether the development served by the driveway is new or existed previously.
 - 2) All new public or private roads or modifications to private roads desired by the County or the property owner. For new development under the subdivision or site and development regulations of the County, approval of the final construction plans by the County shall serve as approval of the new connection(s).
 - 3) All modifications to existing driveways that will result in a change in the driveway's traffic volumes and/or dimensions, location, profile, utilities or the manner in which stormwater is handled.
 - 4) Any modification to the driveway(s) required by the County due to changes made by the property owner that affect the safe and efficient operation of the driveway(s) or public street system.
 - 5) Temporary driveways which would accommodate access to parcels of land that are vacant or on which a building is under construction and that are not served by a permanent driveway.
 - 6) For any new connections or modifications to existing connections to State roads within unincorporated Sarasota County that are related to construction outside of the right-of-way and requiring a Building Permit, approval by the Florida Department of Transportation is also required. In this case, an approval for connection permit must be obtained and verified prior to the approval of the Construction Plans. A State Highway System Connection Permit from the Florida Department of Transportation must be obtained prior to the beginning of any construction on the State's right-of-way (Florida Administrative Code, Rule 14-96). The Florida Department of Transportation has original jurisdiction over the State Highway System within Sarasota County.
- c. **ACCESS CLASSES.** Sarasota County has the responsibility and final authority for determining the access classes for County

roads and has adopted the FDOT Access Management Standards (Rule 14-97) as the basis for this determination. Access Class Criteria are shown in the table below.

Temporary Access is defined in Section D.9.

CLASS	DESIGNATION	LANES	LANDUSE
1	Limited Access Arterial	≥4	Non-Residential
2	Major Arterial	≥4	Non-Residential
3	Major Arterial	≥4	Non-Residential
4	Major Arterial	≥4	Non-Residential
5	Minor Arterial	≥4	Residential/Non-Residential
6	Major Collector	2-4	Residential/Non-Residential
7	Minor Collector	2-4	Residential
A	Access governed by a Sector Plan, Corridor Plan, Critical Area Plan, 2050 Plan, and/or Interlocal Agreement		

* The criteria shown represent typical characteristics for specific access classes on Sarasota County thoroughfares. Access classes for State roads are determined by the Florida Department of Transportation.

The Access Classes are described in more detail in Section D.

3. ENFORCEMENT.

- a. COMPLIANCE. No new access facility shall be approved or constructed, and no existing access facility shall be modified, which does not comply with the provisions set forth in this document.
- b. COUNTY ENGINEER: POWERS AND RESPONSIBILITIES. The County Engineer is assigned the following powers and responsibilities:
 - 1) To review, approve, disapprove, or cause changes and modifications to be made to all studies, drawings, engineering plans, and other documents that are required by this document as they relate to access facilities and roadway improvements.
 - 2) To institute any appropriate action as set forth in this document and to request that the County's Attorney institute any proceedings to prevent unlawful

construction, reconstruction, alteration, modification, enlargement, conversion, and/or unlawful use of an access facility providing service to a County roadway after the adoption of this document.

- 3) To advise the County Commission on all proposed amendments to this document.
- 4) To develop and place into use any forms, applications, sketches, drawings, and/or permits to be used for the administration and implementation of this document and to change, modify, and/or revise these forms, applications, sketches, drawings, and permits as needed.
- 5) To oversee and administer the day-to-day implementation of this document.
- 6) To grant and approve variations from the provisions of this document in accordance with the standards as set forth in Section C.4.
- 7) To render interpretations of this document in accordance with the provisions set forth in the LDR.
- 8) Perform other duties as required by this document.
- 9) Designate and supervise agents to perform such duties as are assigned by this document.
- 10) To coordinate the requirements and provisions of this document with the governmental authority having land use regulatory authority over a development proposing access to a County roadway.
- 11) To administer and carry out the provisions of this document in a reasonable time given manpower, workload, and budgeting constraints.

4. ADMINISTRATIVE VARIANCE PROCEDURE AND CRITERIA.

- a. GENERAL. Where the County Engineer finds that extraordinary hardships may result from strict compliance with the Access Management Regulations, the County Engineer may approve variances from the requirements of the Access Management Regulations, provided that such variances shall not have the

effect of nullifying the intent and purpose of the Access Management Regulations.

The County may require that a Transportation Impact Analysis as set forth in Sarasota County Resolution No. 98-169, as amended, or other information, studies, or data be submitted when reviewing a request for a variance from the provisions of this document.

- b. **STANDARDS FOR VARIANCES.** The County Engineer may grant a variance whenever he or she determines that all of the following have been met:
- 1) The variance is consistent with the general purpose and the intent of these Access Management Regulations and will not result in undue delay or congestion or be detrimental to the safety of the motoring public using the County roadway;
 - 2) The need for the variance is caused by unique or existing special circumstances or conditions where the strict application of the provisions of this document would deprive the developer/owner of reasonable access. Circumstances that would allow reasonable access by a road or street other than a County roadway, circumstances where indirect or restricted access can be obtained, or circumstances where engineering or construction solutions can be applied to mitigate the condition shall not be considered unique or special; and
 - 3) There must be proof of extraordinary hardship. It is not sufficient to show that greater profit or economic gain would result if the variation would be granted. Furthermore, the hardship or difficulty cannot be self-created or self-imposed; nor can the owner's lack of knowledge of the applicable regulations support a claim of hardship. The difficulty or hardship must result from the strict application of this document and it must be suffered directly and solely by the owner/developer of the property in question
- c. **ACTION BY THE COUNTY.** Upon receipt and review of all the relevant information, facts, and data, the County Engineer shall render a decision in writing to the developer. The County Engineer may, in the decision for a variation, stipulate

conditions or impose requirements in granting a variance from the provisions of this document.

5. **APPEALS PROCEDURE.** All appeals of any actions or determinations concerning access shall be filed in writing with the County Engineer within thirty days of the determination, and must demonstrate that the County Engineer's determination is in error. The County Engineer shall schedule the Applicant for a Board of County Commissioners hearing for final determination.

- D. **DEFINITION OF ACCESS CLASSES AND GENERAL REQUIREMENTS.** Access approval shall be required for all new and modified access facilities providing ingress and egress to and/or from County roadways. The Access Class will be determined in accordance with the proposed land use, the number of lanes, roadway functional classification and traffic volumes. The standards governing design and construction of the access will be based on the access class and roadway classification of all connections. The developer must specify the type of access being requested. The County Engineer has the responsibility and final authority for determining the access type and class.

Reference Section E.1.a, Access Standards Table, for spacing requirements related to speed within the access class.

The County shall provide the initial access classification for all thoroughfare roads for reference and update annually. The initial access classification is based on the Future Thoroughfare Plan designation as defined in Chapter 6 of the Sarasota County Comprehensive Plan. Access classes for all State roads are determined by the Florida Department of Transportation.

1. **ACCESS CLASS 1.** These highways do not provide direct property connections. Highways in this class provide for efficient and safe high speed and high volume traffic movements, serving interstate, interregional, and intercity, and, to a lesser degree, intracity travel needs. Federal-Aid Interstate highways and Florida's Turnpike are typical of this Class.
2. **ACCESS CLASS 2.** These are highly controlled access facilities distinguished by the ability to serve high speed and high volume traffic over long distances in a safe and efficient manner. These highways are distinguished by a system of existing or planned service roads. This Access Class is distinguished by a highly controlled limited number of connections, median openings, and infrequent traffic signals.

3. **ACCESS CLASS 3.** These facilities are controlled access facilities where direct access to abutting land will be controlled to maximize the operation of the through traffic movement. This class will be used where the existing land use and roadway sections have not completely built out to the maximum land use or roadway capacity or where the probability of significant land use change in the near future is high. These highways will be distinguished by existing or planned restrictive medians and maximum distance between traffic signals and driveway connections. Land use planning, zoning and subdivision regulations should be such to support the restrictive spacing of this designation.
4. **ACCESS CLASS 4.** These facilities are controlled access highways where direct access to abutting land will be controlled to maximize the operation of the through movement. This class will be used where the existing land use and roadway sections have not completely built out to the maximum land use or roadway capacity or where the probability of significant land use change in the near future is high. These highways will be distinguished by existing or planned non-restrictive median treatments.
5. **ACCESS CLASS 5.** This Class will be used where the existing land use and roadway sections have been built out to a greater extent than those roadway segments classified as Access Classes 3 and 4 and where the probability of major land use change is not as high as those roadway segments classified Access Classes 3 and 4. These highways will be distinguished by existing or planned restrictive medians.
6. **ACCESS CLASS 6.** This Class will be used where the existing land use and roadway sections have been built out to a greater extent than those roadway segments classified as Access Classes 3 and 4 and where the probability of major land use change is not as high as those roadway segments classified Access Classes 3 and 4. These highways will be distinguished by existing or planned non-restrictive medians or centers.
7. **ACCESS CLASS 7.** This Class shall only be used in urbanized areas where existing land use and roadway sections are built out to the maximum feasible intensity and where significant land use or roadway widening will be limited. This class shall be assigned only to roadway segments where there is little intended purpose of providing for high speed travel. Access needs, though generally high in those roadway segments, will not compromise the public health, welfare, or safety. Exceptions to standards in this access class will be considered if the applicant's design changes substantially reduce the number of

connections compared to existing conditions. These highways can have either restrictive or non-restrictive medians.

8. **ACCESS CLASS A.** This Class is for thoroughfare segments where access is governed by a Sector Plan, Corridor Plan, Critical Area Plan, 2050 Plan, and/or an Interlocal Agreement.

9. **TEMPORARY ACCESS.** Temporary access may be granted if the designated access is not functional. Once a permanent access becomes available, the temporary access shall be eliminated at the expense of the developer and/or owner.

10. **GENERAL REQUIREMENTS.**

a. **COORDINATION OF DEVELOPMENT.** If property abutting a County roadway is being developed and access is requested to the County roadway, as required by the LDR Road Construction Technical Manual, Section C.2. it shall be the responsibility of the developer to effect any coordination necessary to comply with the requirements and provisions of this document and the requirements of the governmental authority having land use regulatory authority.

If two or more developers of property abutting a County roadway are being developed during the same time period, the County may require each developer to effect any coordination necessary to comply with the requirements and provisions of this document.

The approval of an access by the County shall not be construed to relieve a developer of any responsibility to secure any other permits or comply with any requirements of any other governmental authority having any jurisdictional responsibilities as it relates to a development. The developer shall also be responsible for securing any permits or complying with any other requirements of any governmental authority as they may relate to the construction of an access facility or roadway improvement.

b. **COSTS OF ACCESS FACILITIES AND IMPROVEMENTS TO COUNTY ROADWAYS.** The developer shall be solely responsible for paying all costs associated with the design and construction of an access facility and all costs associated with the design and construction of any improvements to a County roadway as required by this document to accommodate the

access facility and the traffic using the access facility. Costs to the developer shall include but are not limited to the following:

- 1) Preparing any plans, studies, information, or data required by the County to review an access request and any revision thereto.
- 2) Obtaining traffic counts and classification counts.
- 3) Preparing a Transportation Impact Analysis and any revisions thereto.
- 4) Preparing preliminary plans and any revisions thereto.
- 5) Preparing engineering plans and specifications, including estimates of costs and any revisions thereto.
- 6) Traffic control signage.
- 7) Traffic signalization.
- 8) Pavement markings and markers and all other traffic control devices.
- 9) Obtaining and posting Performance Guarantee Bonds, Certificates of Insurance and acquaintance Bonds.
- 10) Fees and other costs as required by this document.
- 11) All other costs associated with an access facility and improvements to a County roadway as required in this document.

E. ACCESS POLICIES. The following policies shall be applied to all Access Classes with the understanding that any developer of property abutting a County roadway has the right of reasonable access.

1. **ACCESS CRITERIA.** This section describes criteria applicable to all access facilities. The criteria presented include the allowable number of access facilities and their permissible location with respect to adjacent access facilities and intersecting streets.

The number of access facilities should be limited and spaced far enough apart to promote safe operation and minimize conflicting movements. The Access Standards Table in Section E.1.a. provides minimum spacing for stated conditions.

a. ACCESS STANDARDS TABLE.

Access Class	Median Designation	Connection Spacing (feet)		Median Opening Spacing (feet)		Signal Spacing (feet)
		<45 mph	> 45 mph	Directional	Full	
1		N/A				
2	Restrictive with Service Roads	660	1320	1320	2640	2640
3	Restrictive	440	660	1320	2640	2640
4	Non-Restrictive	440	660			2640
5	Restrictive	245	440	660	1320/2640 <45mph/>45mph	1320/2640 <45mph/>45mph
6	Non-Restrictive	245	440			1320
7	Both Median Types	150		330	660	1320
A	Spacing governed by a Sector Plan, Corridor Plan, Critical Area Plan, 2050 Plan, and/or Interlocal Agreement					

b. CORNER CLEARANCE AT INTERSECTIONS. The following access standards shall be applied to all isolated corner properties:

Position	Access Allowed	Minimum Clearance
With Restrictive Median		
Approaching Intersection	Right-in/Right-out	115'
Approaching Intersection	Right-in/Right-out	75'
Departing Intersection	Right-in/Right-out	230'(125')*
Departing Intersection	Right-out Only	100'
Without Restrictive Median**		
Approaching Intersection	Full Access	230'(125')*
Approaching Intersection	Right-in Only	100'
Departing Intersection	Full Access	230'(125')*
Departing Intersection	Right-out Only	100'
Isolated corner properties that cannot meet the above spacing requirements because of size or configuration may apply for a variance as provided in Section C.4 * Access Class 7 may use the measurements in parenthesis if the posted speed limit is 35 mph or less ** Right-in/Right-out, Right-in Only, and Right-out Only connections on roadways without restrictive medians shall, by design of the connection, effectively eliminate unpermitted movements		

- 1) ACCESS TO RESIDENTIAL PROPERTY. Direct access from residential property adjacent to arterial streets shall be prohibited when access can be provided via a collector or local roadway.
- 2) PRIMARY ACCESS TO NON-RESIDENTIAL PROPERTY. If non-residential property is located such that access can be provided to either an arterial or collector facility, primary access shall be via the collector facility.
- 3) NUMBER OF ACCESS POINTS. The minimum number of driveways should be allowed that will adequately serve the need for the abutting property but not adversely affect the safety, function, and capacity of the roadway to which access is desired.

More than one (1) driveway may be permitted when one driveway will not provide adequate access due to traffic characteristics, unusual topographic conditions, or when more than one (1) driveway is required by other regulations. Additional driveways may be authorized when warranted.

Where additional access points are necessary, first consideration shall be given to supplemental access points which restrict turning movements. Shared access points or indirect access from adjacent public streets shall be required.

- 4) ALIGNMENT WITH EXISTING ACCESS FACILITIES OR ROADS. Proposed accesses shall be aligned with existing access facilities or roads in accordance with the Land Development Regulations Subdivision Technical Manual and Site Development Design Technical Manual.
- 5) ACCESS ALONG ACCELERATION LANES. A driveway shall not be constructed along acceleration or deceleration tapers connecting to interchange ramp terminals, intersecting roadways, bus bays, or other driveways unless access would be unreasonably denied and the driveway can be made to function properly, i.e., safe and efficient traffic operation.
- 6) SPACING OF ADJACENT ACCESS POINTS. To function effectively, adjacent access points shall be

spaced to insure safe and efficient traffic movements and operations.

The minimum distance between adjacent access points shall be determined by the length required to provide full left-turn tapers and storage bays along the roadway for inbound turning movements to each access facility regardless of the present need for said tapers and storage bays.

If a property has inadequate frontage to meet this spacing requirement, the County shall determine the location of the access point using the standards and provisions established by this document. The County may require that the access facility be shared, that indirect access be used, or that the access facility restrict turning movements.

- 7) **DISTANCE FROM INTERSECTING STREETS.** To enhance traffic safety and operation on County roadways, access points shall be located a sufficient distance from the functional area of an intersection. No driveway shall be allowed within the radius return of the intersecting roadway. An exception for existing developments may be granted when driveways are reconstructed as part of a roadway reconstruction project, and the County Engineer determines that the exception will not result in or perpetuate an unsafe condition or conflict with any adopted access management plan.

The minimum distance between an access point and an intersecting street shall be determined by the standards set forth in this document. [After looking at the Gulf Gate rezone, I wonder whether there are situations where the standards should be relaxed to facilitate interconnectivity and New Urbanist form.]

If a property has inadequate frontage to meet this minimum distance requirement, the County shall determine the location of the access point using the standards and provisions established by this document. The County may require that the access facility be shared, that indirect access be used, or that the access facility restrict turning movements.

2. **EXISTING FACILITIES.** Improvements and upgrading of existing roadways are to conform to standards for new roadways of the same Access Class. Exceptions to these standards shall be allowed only where it is physically impossible for the Applicant to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved through the variance process defined in Section C.4 [check citation].
3. **TRAFFIC CONTROL DEVICES.** The installation of signs and pavement markings at private roadways and residential or commercial driveways, and the installation of traffic signals at high-volume commercial driveways may be required in order to provide for the safe and efficient movement of traffic. All traffic control devices shall be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and the current applicable County and FDOT standards and specifications.

The approval to install traffic signals shall be based on a traffic engineering study which addresses the warrants, design, and operation of the signals. The study and design shall be approved by the County. For signals on a State road, the study and design shall be approved by the County and FDOT. The responsibility for the engineering study shall rest with the Applicant. If a traffic signal is installed, all signal elements and appropriate portions of the access approach to assure efficient signal operation, shall be on public right-of-way or on easements granted to the County or FDOT.

4. **RESTRICTED TURNING MOVEMENTS.** In certain instances, turning movements may be restricted. Conditions under which turning movements may be restricted are listed below:
 - a. Where numerous low-volume access points exist and the spacing between them does not permit adequate left-turn tapers and storage bays for inbound vehicles without blocking adjacent access points.
 - b. At access points close to an intersection where inbound or outbound left turns would have to be made within areas where traffic is queued during any period of the day.
 - c. Where other conditions such as sight distance prevent safe left turn movements.
 - d. Where a particular parcel is provided with more than one access point and volumes do not justify left-turn access into and/or from both access points.

- e. Where a parcel has access provided by both a signalized access point and an unsignalized access point, left turns shall be prohibited at the unsignalized location.
- f. When the median opening for left-turning vehicles would not meet median opening spacing requirements as set forth in this document.
- g. When other capacity, delay, operational, or safety conditions make specific left turns detrimental to the public interest. These conditions will be identified on a site-specific basis.

Turning movement restrictions shall be enforced with barrier median channelization or driveway channelization as determined by County staff. Signing shall also be required. The signing shall conform to the provisions of the MUTCD and the policies of the County and/or FDOT.

- 5. **CHANGES IN LAND-USE.** Changes in land-use or land-use density are expected to produce a change in the number of vehicles using an access facility. Therefore, modifications, improvements, or revisions may be required to the access facility and/or the County roadway to accommodate the change.
- 6. **ACCESS TO CORNER LOTS.** The following standards shall govern access to corner lots:
 - a. For access to an abutting property located at the intersection of two County roadways, one access point shall be permitted on the County roadway having the lower volume of traffic. The County shall determine which roadway has the lower volume of traffic. The requirements for the access point shall comply with the provisions set forth in this document.
 - b. For corner lots at an intersection where only one of the abutting roads is a County roadway, access shall be provided from the road having the lower volume of traffic. The County shall determine which road has the lower volume of traffic. If the County determines that the County roadway has the lower volume of traffic, one access shall be permitted, and the requirements for the access point shall comply with the provisions of this document. If the County determines that the other roadway has the lower volume of traffic, the access shall be approved by the authority having jurisdiction over the roadway.

- c. If access is being requested to both roads and one or both of the roads are a County roadway, the developer may apply for a variance. In addition to the provisions set forth in Section C.4 of this document, a Transportation Impact Analysis shall be required.

7. ACCESS TO SUBDIVIDED OR PREVIOUSLY PLATTED PARCELS.

Land subdivided prior to the effective date of this document shall comply with the requirements of this document to the extent possible. Owners of such property for which access is being requested and for which compliance with this document cannot be attained may apply for a variance, as set forth in Section C.4.

8. SHARED ACCESS.

Certain geometric, land-uses, and site conditions may require shared access among two or more developments or properties. This situation arises when frontages are small and each development or property is unable to meet the requirements of this document. In these instances, shared access shall be provided to adjacent developments or properties. The County shall determine when shared access shall be required on a site-specific basis. In such instances, the developer shall be required to provide the County with a Non-Exclusive Ingress/Egress Easement document, in an acceptable form as provided in Appendix "X".

F. DESIGN STANDARDS. The design of roadway improvements and access facilities shall comply with the standards and specifications below:

SARASOTA COUNTY

Land Development Regulations

FDOT

Plans Preparation Manual

Manual of Uniform Traffic Studies

Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Green Book)

Roadway Design Standards

Quality/Level of Service Handbook

AASHTO

A Policy on Geometric Design of Highways and Streets, 2004 edition as amended (AASHTO "Green Book")

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

MUTCD

Any deviations from these specifications must be filed as a variance, as set forth in Section C.4 unless otherwise specified. In the absence of specific guidance in this document, the policies of the County, FDOT, AASHTO, and/or FHWA manuals listed above, most recent editions of and any supplements thereto, shall govern.

1. **SIGHT DISTANCE REQUIREMENT.** The access facility shall be at a location along the property frontage that meets or exceeds the requirements of the FDOT Design Standards Index 546.

An access point shall be located at the point of maximum sight distance along a property frontage. Placement of an access facility in a horizontal curve along a roadway or just below the high point of a crest vertical curve on a roadway shall be avoided.

Any movement for which sight distance is inadequate shall be prohibited by use of signs, pavement markings, and restrictive design features, as required by the County. If safe sight distance is not available at any point along the frontage of a property, shared access or indirect access shall be obtained.

Access to a property shall be denied when minimum safe sight distance cannot be attained. When access is denied, access may be allowed, at the developer's expense, in one of the following ways:

- a. Negotiating with adjacent property owners to acquire access to the subject parcel through easements.
- b. Constructing a frontage road serving the subject property and connecting with the roadway where safe access can be provided.
- c. Redesign or reconstruction of the existing roadway to correct sight distance deficiency.

For additional regulations regarding sight distance, please reference Sarasota County Ordinance 74-25.

2. **CHANNELIZING ISLANDS AND MEDIANS.** At high-volume access facilities, it may be desirable to control particular maneuvers. This shall be achieved through regulatory signage and by installing channelizing islands and/or medians.

Channelizing islands and medians at access facilities shall be designed to the same standards as islands and dividers installed at

street intersections as outlined in FDOT Roadway and Traffic Design Standards Index 527.

- 3. AUXILIARY LANES.** Auxiliary lanes refer to acceleration, deceleration, and storage lanes. Auxiliary lanes should be given consideration on all access connections to collector or arterial roadways. Left-turn and right-turn storage lanes shall be provided where warranted or based on engineering judgment.

Acceleration and/or deceleration lanes shall be provided where warranted under the FDOT Florida Green book, latest edition.

- 4. MEDIAN OPENINGS.** Whenever possible, access should be located at existing median openings.

New median openings shall be reviewed on a case-by-case basis considering such factors as spacing from existing median openings, location of existing access, characteristics of the roadway, etc.

Where median openings are approved, they shall conform to the requirements of AASHTO and FDOT Roadway and Traffic Design Standard Index No. 301, latest edition.

All new median openings shall provide adequate left-turn storage for existing and proposed driveways and roadways.

- 5. SPACING OF ACCESSES AND MEDIAN OPENINGS.** The minimum spacing between adjacent access points and between adjacent median openings are a function of the Access Class assigned to the main roadway. The distances shown in Section E.1.a are minimums and may not be sufficient if extensive right or left-turn storage is required. Greater distances may be required to provide sufficient site-specific storage to maintain safe and efficient traffic flow. Right-turn in/right-turn out movements and access points which do not meet the minimum spacing may be permitted where, due to size, configuration, or location of the parcel, there is no feasible alternative access meeting the desired standard.

- 6. CORNER CLEARANCE.** Corner clearances for all connections shall meet or exceed the minimum connection spacing requirements of Section E.1.b.