

Sedgwick County Access Management Policy

For Rural Arterial and Section Line Roads

The Access Management Policy provides guidelines applicable on all rural arterial and section-line roads in Sedgwick County. These minimum requirements will be used in reviewing and approving subdivision plats, site plans, and building permits that will generate additional traffic due to expansion or change in use.

1. Driveway distance from arterial intersection

- a. The minimum distance for the first right-in/out driveway from the intersection will be 330 feet, measured from the centerline of the intersecting arterial street.
- b. The minimum distance for the first driveway with full turning movements will be 660 feet, measured from the centerline of the intersecting arterial street.
- c. An interim access may be allowed, but a Contingent Dedication of Access Control (to close the temporary drive) will be required (a) on the face of the plat, if required by subdivision, or (b) by separate instrument, if only a permit is issued and platting is not required.
- d. The minimum distance for the first driveway on Collector streets will be 150 feet back from the arterial streets right-of-way (corner clearance), and 75 feet back on Local roads.
- e. The minimum distance for the first right-in/out and full movement driveway from a highway interchange (ramp) will be 660 and 1,320 feet, respectively. This distance is measured from the centerline of the intersecting ramp approach.

2. ROW throat length at intersection

- a. The minimum width of an arterial road at the approach of another intersecting arterial road will be 150 feet width (75 feet from the section/center line) for a distance of 250 feet from the intersecting right-of-way, followed by a tapered length of 100 feet to the mid-block right-of-way width of 120 feet along the corridor.

- b. A Corner Clip measuring 25 feet x 25 feet will be required at the intersecting right-of-ways to accommodate adequate turning radius, traffic signals, utilities and sidewalk facilities.

3. Spacing standards for driveways along major arterial streets

- a. 660 feet spacing between drives with full turning movements on same side of street
- b. 330 feet spacing for driveways that allow right turns in/out only. It should be noted these driveways will be controlled by the driveway design and not by a raised median.
- c. 660 feet offset for driveways on opposite sides of arterials having conflicting left-turns.
- d. 330 feet minimum offset for driveways on opposite sides of arterials that do not line up and do not have conflicting left turn movements in between them.

4. Traffic impact studies

There are no established guidelines to warrant traffic impact studies. However, general guidelines to require site impact reports are given below:

1. Smaller development plans proposed in sensitive neighborhood areas where concerns of safety or capacity are raised.
2. Depending on the site area's sensitivity, development plans generating 100 to 499 trips in a peak hour would require a limited traffic impact report.
3. In most cases, development plans generating 500 trips in a peak hour would require a more detailed traffic impact report evaluating level of service factors along abutting arterial streets and intersections.

Staff will continue to perform traffic impact analysis for smaller developments. If staff's conclusions and recommendations are unacceptable to the developer, then a traffic impact study by the developer will be required. It should be noted that staff can require the developer to submit general traffic information such as expected truck volumes, customer trips, type of service vehicles, shift times, number of employees per shift and other pertinent information to determine facility needs and operations.

When traffic impact studies are needed from developers based on generally accepted guidelines, the Sedgwick County Public Works Department will advise Planning Staff in writing. For sites within the county, both the County Public Works Department and MAPD will be responsible for reviewing the study. Approval of the study by the reviewing

engineer, after consultation with MAPD, will be required before a permit can be issued or application for change in zoning or platting can be accepted.

5. Cross lot access

A minimum 30-foot wide cross-lot access easement will be shown on plats with joint access driveways and internal circulation driveways. Cross lot access easements will be generally placed at the rear of “pad sites” and "out-parcels" that are fronting on arterial streets where the joint access driveways will be extended. Developers are encouraged to show their joint access and cross circulation plan with adjacent properties on their CUP submittals

6 Deviation from Standards

These policies are established to provide access management guidance for site developments along typical rural arterial streets. Deviations from these standards will be allowed in situations where the character of the site, development, street, or area presents unusual conditions where the application of the standards under these conditions result in undue hardships or impracticalities. Deviations will also be allowed on section line roads in the unincorporated area that are within a few miles of city limits and where urban density development is existing, proposed, and/or can be expected in the future. For these cases, it would be appropriate to apply urban access management standards for new site developments.

A written memorandum justifying any recommended deviations will be provided by the County Public Works Department to MAPD/MAPC when the adopted access management guidelines are not applied.

7 Application of Policy for Redevelopment

These guidelines will be applied to the issuance of new building permits that would increase site-generated traffic by 10% or more due to expansion or change in use.

8. Future Access Management Policy Initiatives

It is recognized that this Access Management Policy initiative should be reviewed every several years to evaluate changes in the development and transportation environments. This will be performed in the same manner as has been recently done by forming an outside “interest” group to evaluate the need and alternatives of proposed changes.

Also, to further promote and enhance the access management policy, a program should be fully explored in the future to fund access improvements along major street corridors and

intersections. In most cases, this funding would provide an incentive for businesses and property owners to remove accesses along major corridors by constructing joint property accesses and/or provide cross-property easements/accesses. This funding would also be available for other incentive programs to promote overall good management control along major corridors.