Requirements for adding new interchanges or modifying existing interchanges.

Interstate Access

Interstate Purpose

- To provide high levels of service in terms of safety and mobility
- Move freight and people efficiently and safely over long distances.
- It is FHWA's responsibility to protect both the structural and operational integrity of the Interstate System

Update to Interstate Access Policy

- Inconsistencies from state to state led to an update of the Federal Regulations and Policy
- Guidance for the regulations and policy can be found at http://fhwa.dot.gov/programadmin/index.htm

Application of Policy

- The Policy is applicable to new or revised access points to the existing Interstate System regardless of the source of funding of the original construction or source of funding for the proposed access points. This includes routes incorporated into the Interstate System under the provisions of 23 U.S.C. 103(c)(4)(A) or other legislation.

Access Changes Requiring FHWA Action

- New freeway-to-freeway interchange.
- New service interchanges providing access between a non-freeway local roadway network (arterial, collector, or local road) and the Interstate.
- Modification of freeway-to-freeway interchange configuration; for example, adding new ramp(s), abandoning/removing ramp(s), completing basic movements, and reconstruction of structures.
- New partial interchanges or new ramps to-from continuous frontage roads that create a partial interchange.

Access Changes Requiring FHWA Action

- Modification of existing interchange configuration, such as adding a loop to a diamond interchange.
- Completion of basic movements at partial interchange, for example, completing a partial diamond interchange by adding a ramp.
- Locked gate access, for example, access via locked gates for emergency response.

Access Changes Requiring FHWA Action

- Abandonment of ramps or interchanges.
- Access to special use lanes such as high occupancy vehicle (HOV), high-occupancy toll (HOT) or truck only lanes (from the street network) within the Interstate System should be treated similar to any other access.
- Relocation of a terminal of a ramp to a different local road.

Requests for Access

- The request shall come from the NCDOT
- Must address and meet the requirements of all 8 Policy Points found in The Policy

Policy Point 1

- *The need being addressed by the request cannot be adequately satisfied by existing interchanges to the Interstate, and/or local roads and streets in the corridor can neither provide the desired access, nor can they be reasonably improved (such as access control along surface streets, improving traffic control, modifying ramp terminals and intersections, adding turn bays or lengthening storage) to satisfactorily accommodate the design-year traffic demands (23 CFR 625.2(a)).*

Policy Point 2

- *The need being addressed by the request cannot be adequately satisfied by reasonable transportation system management (such as ramp metering, mass transit, and HOV facilities), geometric design, and alternative improvements to the Interstate without the proposed change(s) in access (23 CFR 625.2(a)).*

Policy Point 3

- *An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. (cont. on next slide)*

Policy Point 3 (cont.)

- *The analysis shall, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). (cont. on next slide)*

Policy Point 3 (cont.)

- *The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, shall be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)).*
(cont. on next slide)

Policy Point 3 (cont.)

- *Requests for a proposed change in access must include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad and local street network (23 CFR 625.2(a) and 655.603(d)). Each request must also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).*

Policy Point 4

- *The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access for managed lanes (e.g., transit, HOVs, HOT lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)).*

Policy Point 5

- *The proposal considers and is consistent with local and regional land use and transportation plans. Prior to receiving final approval, all requests for new or revised access must be included in an adopted Metropolitan Transportation Plan, in the adopted Statewide or Metropolitan Transportation Improvement Program (STIP or TIP), and the Congestion Management Process within transportation management areas, as appropriate, and as specified in 23 CFR part 450, and the transportation conformity requirements of 40 CFR parts 51 and 93.*

Policy Point 6

- *In corridors where the potential exists for future multiple interchange additions, a comprehensive corridor or network study must accompany all requests for new or revised access with recommendations that address all of the proposed and desired access changes within the context of a longer-range system or network plan (23 U.S.C. 109(d), 23 CFR 625.2(a), 655.603(d), and 771.111).*

Policy Point 7

- *When a new or revised access point is due to a new, expanded, or substantial change in current or planned future development or land use, requests must demonstrate appropriate coordination has occurred between the development and any proposed transportation system improvements (23 CFR 625.2(a) and 655.603(d)). The request must describe the commitments agreed upon to assure adequate collection and dispersion of the traffic resulting from the development with the adjoining local street network and Interstate access point (23 CFR 625.2(a) and 655.603(d)).*

Policy Point 8

- *The proposal can be expected to be included as an alternative in the required environmental evaluation, review and processing. The proposal should include supporting information and current status of the environmental processing (23 CFR 771.111).*

Re-evaluation of Previously Approved Access Request

- A Re-evaluation may be required if:
  - An accepted change in access has not progressed to construction within 8 years after receiving affirmative determination of the engineering and operational acceptability from FHWA
  - The design or operations of a project that was previously accepted is significantly changed (e.g., land use, traffic volumes, roadway configuration or design, environmental commitments)

References

- 23 USC Section 111
- 49 CFR 1.48(b)(10)
- 23 USC 103(c)(4)(A)
- 23 CFR 752.5(d)
- http://fhwa.dot.gov/programadmin/index.htm

Questions?

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