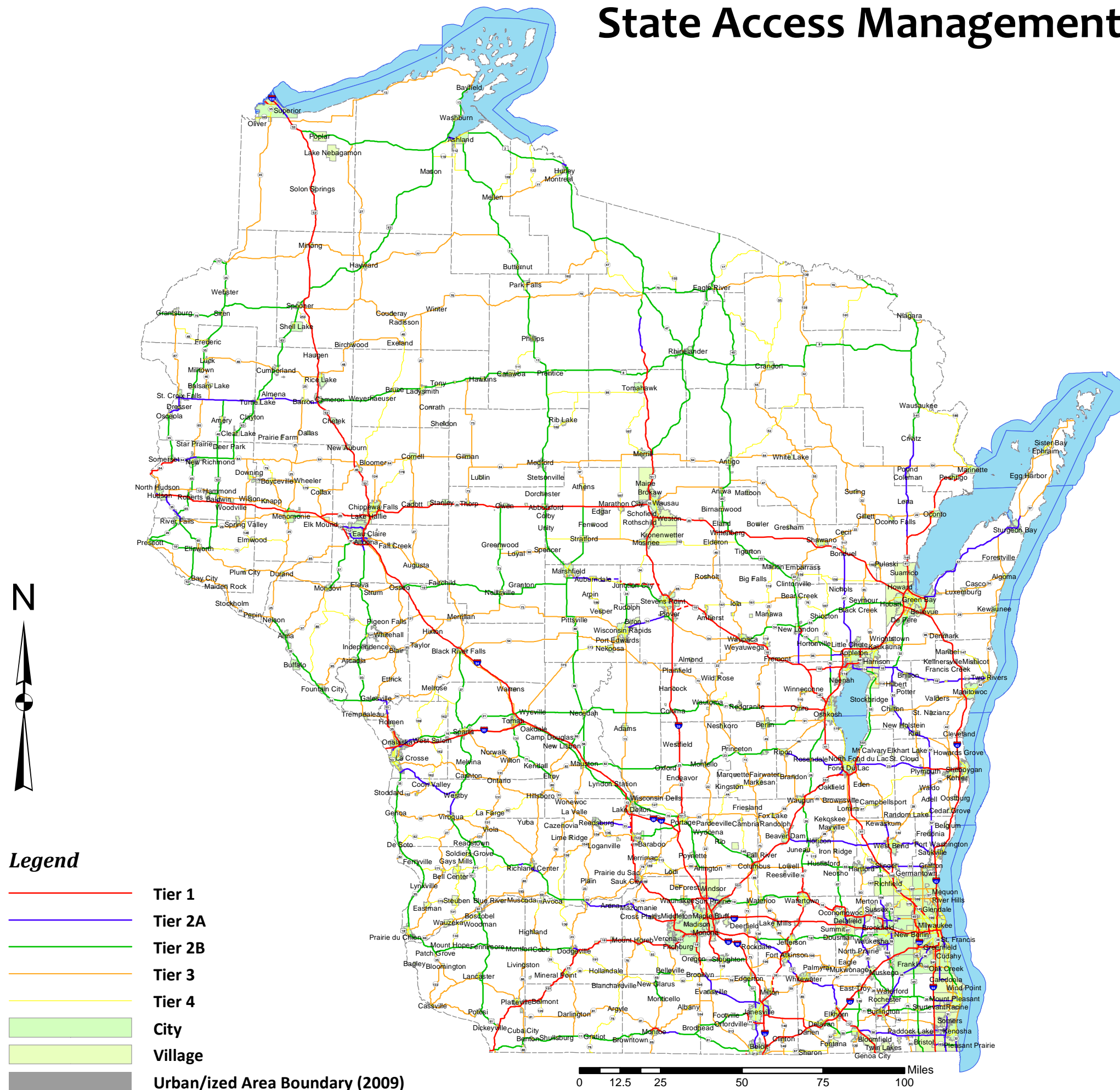


State Access Management Plan



Legend

- Tier 1
- Tier 2A
- Tier 2B
- Tier 3
- Tier 4
- City
- Village
- Urban/ized Area Boundary (2009)

- TIER 1: INTERSTATE AND STATEWIDE MOBILITY**
- Existing Access:**
- * Access only at safely spaced interchanges.
 - * Private access generally not allowed.
 - * An exception may be for occasional isolated field entrances or emergency service on non-Interstate routes.
- New Access:**
- * Access only at safely spaced interchanges.
-
- Criteria:**
- * C2030 Backbone Routes
 - * Rural or urban freeways or Interstate routes
 - * Rural or Urban Principal Arterials with a desired design speed of 55 mph or greater, providing general freeway relief with a) 2030 ADT >8,700, or b) 2030 Truck ADT >3,000
 - * C2030 Backbone Bypasses, Mineral Pt.
 - * All bypasses on Corridors 2030 Connectors
 - * Most bypasses on other Principal Arterials
-
- TIER 2A: INTERREGIONAL MOBILITY (HIGH VOLUME ROUTES)**
- Existing Access:**
- * Access primarily by at-grade public intersections, with some interchanges possible at higher volume roads.
 - * Existing widely spaced, extremely low volume (generally < 50 AADT) private, residential/field access or emergency service may be allowed, if no reasonable alternative or opportunity to obtain such exists, and a long-term plan is in place for removing existing access as opportunities arise.
- New Access:**
- * Access primarily by at-grade public road intersections, with some interchanges possible at higher volume roads.
 - * No at-grade intersections within 1 mile of interchange entrance ramps. See FDM 11-5-5 for spacing.
-
- Criteria:**
- * Existing or planned multi-lane Corridors 2030 Connectors
 - * Potential Corridors 2030 multi-lane Connectors (are currently two-lane) with desired design speeds of 55 mph or greater (rural) or 45 mph or greater (urban) and: a) 2030 ADT >8,700 and not a passing lane candidate, or b) 2030 ADT > 12,000 and a passing lane candidate or c) 2030 Truck ADT between 1,700 and 3,000
 - * Key regional commuter routes, especially where significant growth is expected with desired design speeds of 55 mph or greater (rural) or 45 mph or greater (urban) and 2030 ADT >= 12,000
 - * Rural Minor Arterial, providing general freeway relief with a 2030 ADT >= 12,000
-
- TIER 2B: INTERREGIONAL MOBILITY (OTHER ROUTES)**
- Existing Access:**
- * Access by at-grade public road intersections with limited low volume private access allowed (ADT 100 to 1,000 in isolated commercial pockets along corridor or 50 - 100 on rest of corridor). In either case, mobility should not be compromised if access is to continue.
- New Access:**
- * Access by at-grade public road intersections.
 - * Widely spaced low volume residential/field access may be allowed if no reasonable alternative or opportunity to obtain such access exists, and a long term plan is in place for removing existing access as opportunities arise (ADT on intersections of 100 to 1,000 may be allowed if safe mobility can be maintained. A bypass lane may allow continued safe mobility).
 - * See FDM 11-5-5 for spacing.
-
- Criteria:**
- * Corridors 2030 two-lane Connectors with desired design speeds of 45 mph or greater (rural or urban, though most are generally rural)
 - * Key regional commuter routes, especially where significant growth is expected, with 2030 AADT < 12,000 (Rural and Urban)
 - * Routes included in Figure 1 in Chapter 11-15-10 of the FDM (passing lane candidates)
 - * Other important trucking routes with desired design speeds of 45 mph or greater with either a) 2030 Truck ADT > 1,700 or b) is a Rural PA
 - * Lower volume general freeway relief routes fit here if the current access management or design makes it possible to maintain higher speeds (Primarily Urban, but may include some Rural)
-
- TIER 3: REGIONAL OR INTRAURBAN MOBILITY**
- Existing Access:**
- * Public roads spaced for safe operation.
 - * Private access should meet departmental / operational standards for safety (FDM 11-5-5).
- New Access:**
- * Public roads spaced for safe operation.
 - * Private access may be considered assuming both number and spacing of access meets department / operational standards for safety (FDM 11-5-5), except those segments already under 84.25 or 84.09 controls.
 - * Intersection ADT can be greater than 1,000. A bypass lane may allow continued safe mobility.
-
- Criteria:**
- * Routes needed for freeway incident relief
 - * Corridors 2030 Connectors in "Rural" (<5,000 communities) with desired design speeds less than 55 mph
 - * Corridors 2030 Connectors in Urban Areas with desired design speeds less than 45 mph
 - * Non-Corridors 2030 Rural Principal Arterials
 - * Non-Corridors 2030 Urban Principal Arterials
 - * Rural Minor Arterials located within a Town (not a City or Village)
 - * Urban Minor Arterials located within a Town (not a City or Village)
-
- TIER 4: BALANCED MOBILITY AND ACCESS**
- Existing and New Access:**
- * Public and private access roads spaced for safe operation, and meeting departmental / operational standards for safety (FDM 11-5-5).
- Criteria:**
- * All other Urban Minor Arterials Urban Collectors and Urban Local Function routes not in Tiers 1-3
 - * All other Rural Minor Arterials, Rural Major Collectors, Rural Minor Collectors, and Rural Local Function routes
- * Items have been added to criteria or have been slightly changed from last version.