

ENTRANCES POLICY

RIGHT-OF-WAY ENCROACHMENT

The border area along frontage between the traveled-way and the right-of-way line is to be kept clear of buildings, sales exhibits, business signs, parking areas, service equipment, and appurtenances thereto in accordance with existing outdoor advertising laws and regulations. The border area will be graded and landscaped as approved by the Department.

PARKING

The development of abutting property shall include provisions for the required parking as specified by the local planning agency off the highway right-of-way. Parking is to be provided so as not to interfere or cause the backing up of traffic on the traveled-way. Failure to provide the necessary parking area may result in the entrance being closed by the Department at the expense of the owner. Parking will not be permitted on the shoulder of a highway or on any portion of the Right of Way.

SIGHT DISTANCE

Where a driveway is provided to a commercial establishment, the adjacent right of way area should be cleared so that either the establishment itself or an appropriate sign located in conformance with the "Outdoor Advertising" requirements can be seen at sufficient distance to enable proper and safe driving maneuvers for entering the establishment. The profile of the driveway and the grading and clearing of the right-of-way shall be such that the driver of a vehicle preparing to enter the traveled-way has a clear line of sight in accordance with AASHTO Standards.

LOCATION OF DRIVEWAYS

Driveways shall be so located as to result in no undue interference with or hazard to the free movement of normal highway traffic. Driveways shall be located to provide the required sight distance, in accordance with AASHTO Standards, where the highway alignment and profile are favorable, where there are no sharp curves, or steep grades, and where sight distance in conjunction with the highway access is adequate for safe traffic operation. Driveways shall not be located within 10 feet of an intersection radius and on acceleration and deceleration lanes. Should this restriction result in a land locked parcel the Department may consider an exit on the acceleration lane and an entrance on the deceleration lane.

When feasible and practical two adjacent commercial properties shall use a common ingress and egress from the public highway. The original property owner shall establish and record an agreement regarding the location and design of such ingress and egress prior to any sale or subdivision of land subject to the review and approval of the Division of Highways.

No individual driveway shall be located within 5' of a property line. The minimum distance between the intersection radius of the drive with the highway shoulder and the property line of the adjacent property is 5 feet.

NUMBER AND ARRANGEMENT OF DRIVEWAYS

Frontage lots of 100 feet or less will be limited to one combined entrance and exit facility. Not more than two combined entrance and exit driveways on the same highway will be provided to any single property tract or business establishment. An exception may be considered by the Department only where the frontage approximates 1000 feet or more. In such instances and where exceptions are requested by

the Developer, the Department will study the proposed driveway design and parking arrangement to determine if any exception may be granted from an overall highway traffic operation and safety standpoint.

DRIVEWAY PAVEMENT AND SURFACING

Commercial or industrial driveways shall have adequate base and surfacing between the traveled-way and the terminus of the entrance drive. Where two paved driveways from a single property are separated by less than 100 feet at the shoulder line, the shoulder area between the driveways shall be paved by the property owner. The pavement sections found in Section IV, Standards and Specification, will be used for all commercial, industrial or special driveways and shoulders.

CURBS

Portland Cement Concrete Curbs as illustrated on page 4.1 of Standards and Specifications will be used for all commercial driveways and islands located in the following areas: (1) on Minor or Principal Arterials as shown on the Department Functional Classification Map. (2) In municipalities and Urban Areas (3) Where existing highway is curbed (4) Where necessary to control access. The type of curb to be used must be shown on the entrance drawing. Where the existing traveled-way is not curbed, the islands and curbs will be placed no closer than ten (10) feet to the edge of the traveled-way. Where the travel-way is curbed, any curb returns of the driveway shall properly join the existing curb line. In rural areas curbing may be omitted if access can be effectively controlled by an existing roadside ditch or other means as determined solely by the Division of Highways.

No portable curb channelization will be permitted on the entrance facility. Curbing for channelization should be constructed using a mountable type curbing of the type shown on Page 4-1 of Standards & Specification of this Policy. As an alternate to this curb, the property owner may elect to construct channelization islands by use of a power curber or similar piece of equipment which will construct concrete curb by an extrusion process. Curbing placed on existing pavement shall be secured to the pavement surface by use of dowels, form pins, rebars or other suitable means. Channelization may be poured monolithically.

SIGNING

Traffic control signs such as "STOP," "KEEP RIGHT," and "DO NOT ENTER" must be installed and maintained by the applicant where required. The signs must be included on the entrance plan in accordance with Department Requirements and Manual of Uniform Traffic Control Devices.

All advertising signs in conjunction with the business establishment shall be placed in conformance with the current Delaware Code relating to Outdoor Advertising.

PAVEMENT MARKINGS

The Department may require at its sole discretion that the commercial entrance plan include provision for modification to pavement markings. When required these plans shall be in accordance with the requirements found in the current Manual on Uniform Traffic Control Devices For Streets and Highway published by the U.S. Department of Transportation. The plan for pavement markings may be required when the traffic generation for the development project meets the warrants for right turn lanes or bypass lanes.

TRAFFIC CONTROL DEVICES

The need for installation of new traffic control signals and/or the modification of existing traffic control signals to accommodate traffic from the commercial establishments will be determined by the division of Highways in accordance with the warrants prescribed by the Manual on Uniform Traffic Control Devices. All costs, basic or incidental, to the construction, operation or maintenance of the signal will be borne by the applicant. Furthermore, the cost of modifications to the system which may be required in the future in order to provide for traffic to or from the roadside development will be paid for by the applicant.

When the Department in its sole discretion determines that a traffic control signal may be required in the future the Developer shall enter into a signal agreement with the Department prior to obtaining a permit to construct the entrance. The Agreement shall be recorded in the County Recorder of Deeds Office.

ENTRANCE PROFILES

Profiles of entrances and exits shall be designed in accordance with AASHTO standards. Maximum grades shall not exceed 10% for single family residential drives and 8% for commercial drives. Vertical curve transition shall be provided at the intersection of the driveway profile and the cross slope of roadway shoulder extended.

ENTRANCE DESIGN GUIDELINES

- (1) Each entering and exiting movement shall be performed from a lane used exclusively for that purpose.
- (2) The design of all entrance-exit facilities shall conform to designs readily understood by the motorist. No signs which are contrary to the

normal rules of the road (i.e., Keep left instead of keep right, etc.) will be permitted.

- (3) When a left turn storage lane is required the entrance shall be channelized to a minimum distance from the edge of the shoulder equal to the length of the left-turn storage lane. In all instances the channelization shall extend at least 20 feet from the outer edge of the existing shoulder.
- (4) All entrance-exit facilities shall be located not only to provide compatibility with the highway system and adjacent entrances, but also to provide good internal circulation once the motorist has left the highway.
- (5) Where feasible, a major entrance-exit facility on one side of a highway shall be directly across from a major entrance-exit facility on the opposite side of the highway.
- (6) When a parcel of land is being developed which fronts on a major and minor roadway it is normally desirable to provide full access to this parcel on the minor roadway and not the major roadway. Exceptions to this principle may be made for parcels having extremely long frontage on the major highway.

Conditions to Avoid

- (1) All parking and unparking maneuvers within the immediate area of the entrance driveway shall be avoided. These maneuvers shall not block the entrance and cause the backing-up of traffic onto the highway.
- (2) A motorist's tendency is to follow pavement joint lines instead of the painted line which denote the actual travel lanes. A conflict between the pavement joints and travel lanes must be avoided. If this conflict occurs, the pavement shall be covered with a layer of asphalt paving.