



DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

INTRADEPARTMENTAL CORRESPONDENCE

REFERRED TO

- REFERRED FOR ACTION
ANSWER FOR MY SIGNATURE
FOR FILE
FOR YOUR INFORMATION
FOR SIGNATURE
RETURN TO ME
PLEASE SEE ME
PLEASE TELEPHONE ME
FOR APPROVAL
PLEASE ADVISE ME

MEMORANDUM

BY DATE
BY DATE
BY DATE

TO: KIRK GALLIEN, DEPUTY ASSISTANT SECRETARY OF OPERATIONS
DENNIS DECKER, ASSISTANT SECRETARY OF MULTIMODAL PLANNING
CHAD WINCHESTER, PROJECT DEVELOPMENT ENGINEER
PAUL FOSSIER, BRIDGE DESIGN ENGINEER ADMINISTRATOR
SIMONE ARDOIN, ROAD DESIGN ENGINEER ADMINISTRATOR
JEFF BURST, PROJECT MANAGEMENT DIRECTOR
NOEL ARDOIN, ENVIRONMENTAL ENGINEER ADMINISTRATOR

FROM: JODY COLVIN, P.E., PTOE
TRAFFIC ENGINEERING DIVISION ADMINISTRATOR

DATE: June 10, 2015

SUBJECT: Control of Access Policy

The following three sketches outline the LADOTD policy for Control of Access (COA). An exception shall be required to go below the minimum requirements shown. All exceptions for the policy shall be approved by the Traffic Engineering Division Administrator and shall show that the traffic and safety is not compromised.

If you have any questions or comments please contact either myself at 225-242-4635 or Joshua Harrouch at 225-242-4640.

Please distribute to appropriate staff.

Attachments

cc: Janice P. Williams, P.E.
Ed Wedge, P.E.

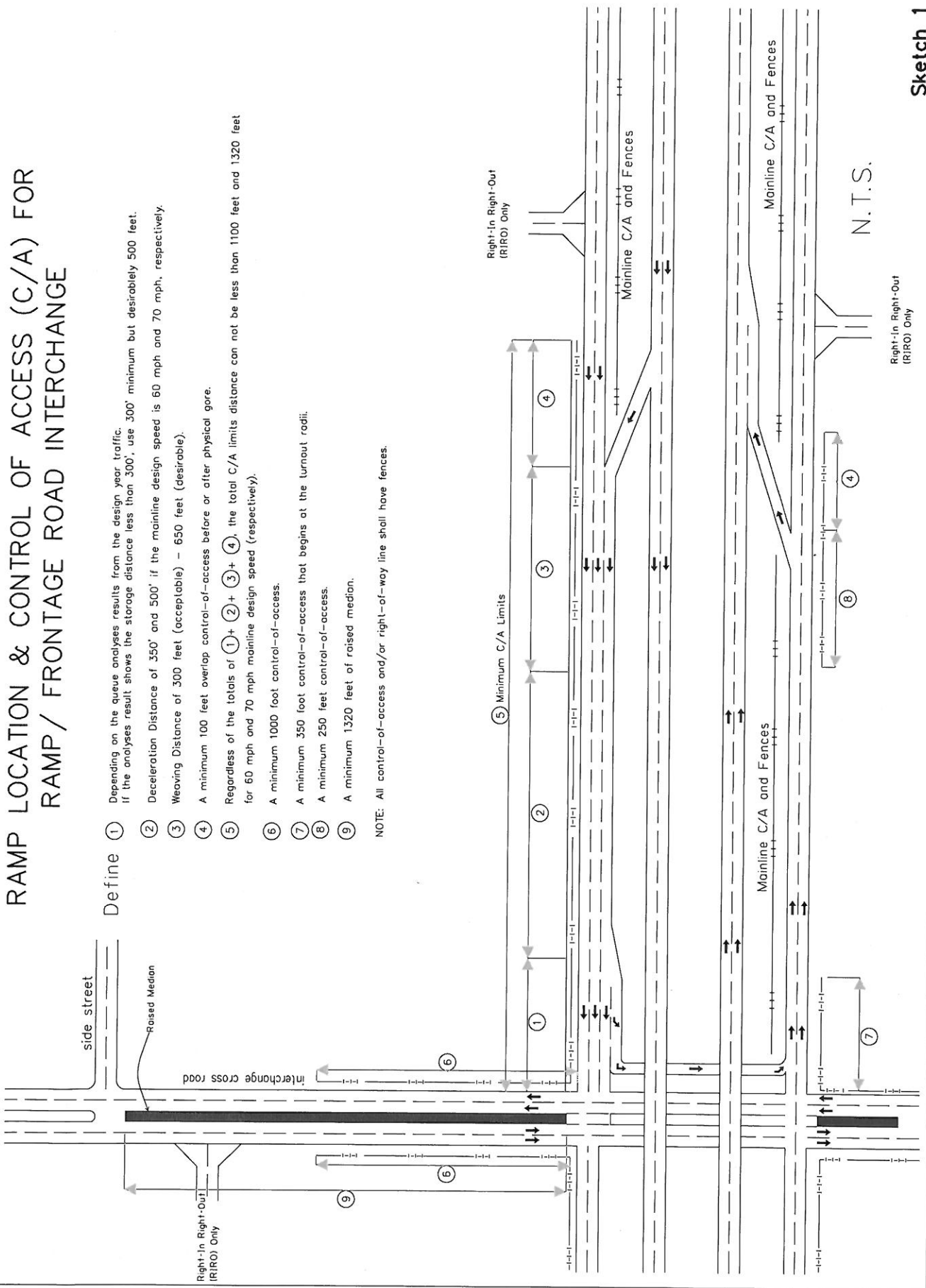
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RECOMMENDED FOR APPROVAL DATE
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APPROVED DATE

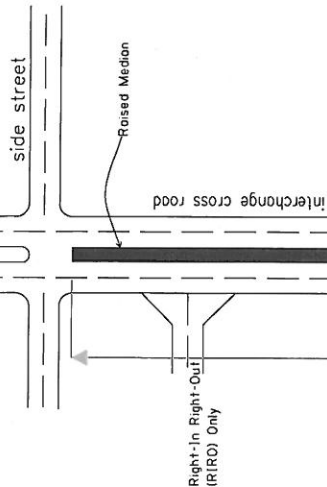
RAMP LOCATION & CONTROL OF ACCESS (C/A) FOR RAMP / FRONTAGE ROAD INTERCHANGE

- Define
- ① Depending on the queue analyses results from the design year traffic, if the analyses result shows the storage distance less than 300', use 300' minimum but desirably 500 feet.
 - ② Deceleration Distance of 350' and 500' if the mainline design speed is 60 mph and 70 mph, respectively.
 - ③ Weaving Distance of 300 feet (acceptable) - 650 feet (desirable).
 - ④ A minimum 100 feet overlap control-of-access before or after physical gore.
 - ⑤ Regardless of the totals of ①+②+③+④, the total C/A limits distance can not be less than 1100 feet and 1320 feet for 60 mph and 70 mph mainline design speed (respectively).
 - ⑥ A minimum 1000 foot control-of-access.
 - ⑦ A minimum 350 foot control-of-access that begins at the turnout radii.
 - ⑧ A minimum 250 feet control-of-access.
 - ⑨ A minimum 1320 feet of raised median.

NOTE: All control-of-access and/or right-of-way line shall have fences.



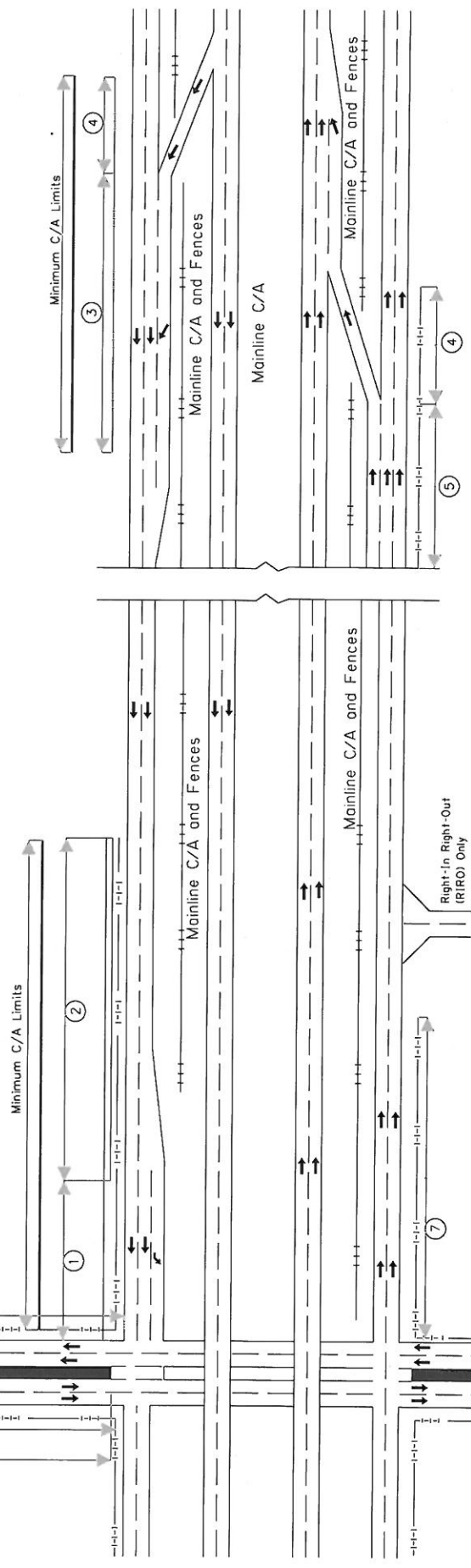
CONTROL OF ACCESS (C/A) FOR X-PATTERN INTERCHANGE WITH FRONTAGE ROADS



Define

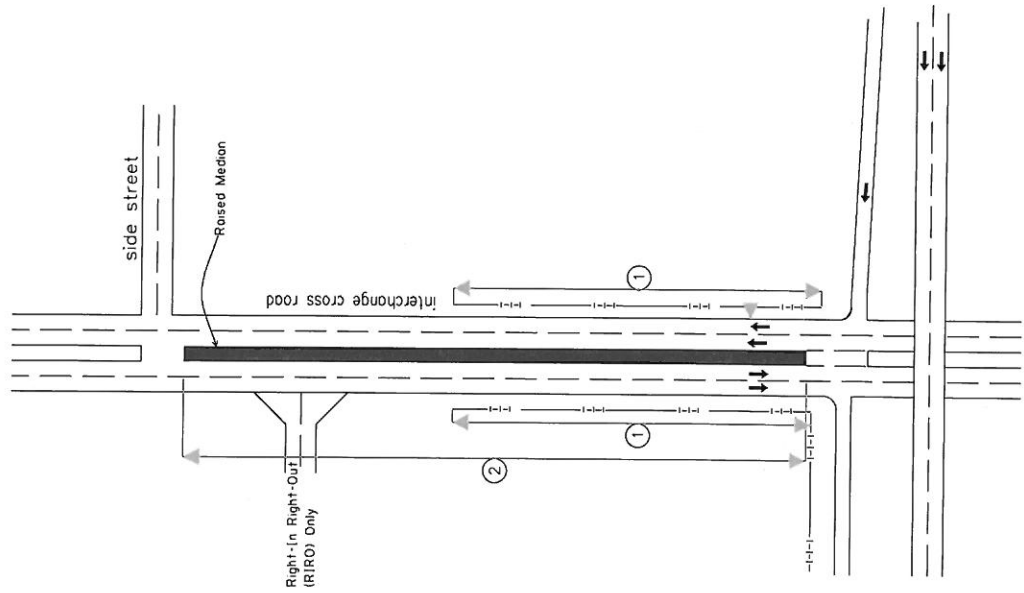
- ① Depending on the queue analyses results from the design year traffic. If the analyses result shows the storage distance less than 300', use 300' minimum but desirably 500 feet.
- ② Deceleration Distance of 350' and 500' if the mainline design speed is 60 mph and 70 mph, respectively.
- ③ Weaving Distance of 300 feet (acceptable) - 650 feet (desirable).
- ④ A minimum 100 feet overlap control-of-access before or after physical gore.
- ⑤ A minimum 250 feet control-of-access.
- ⑥ A minimum 1000 feet control-of-access that begins at turnout radii. (Refer to NCHRP Synthesis 332)
- ⑦ A minimum 350 foot control-of-access that begins at the turnout radii.
- ⑧ A minimum distance 1320 feet of raised median.

NOTE: All control-of-access and/or right-of-way line shall have fences.



N.T.S.

CONTROL-OF-ACCESS (COA) FOR ALL OTHER INTERCHANGES



Define:

- ① A minimum 1000 feet control-of-access that begins at turnout radii. (Refer to NCHRP Synthesis 332)
- ② A minimum distance 1320 feet of raised Median control-of-access.

NOTE: All control-of-access and/or right-of-way line shall have fences.