

(3) No access to private property may be permitted unless reasonable access cannot be obtained from the general street system. When private access is permitted, left turns may be allowed if in the opinion of the department such left turns can be reasonably accomplished and it is not a divided highway. When direct private access is permitted, appropriate terms and conditions shall be included in the permit to achieve the following criteria; a) the access should be closed when other reasonable access to a lower functional street, road or highway is reasonably available, b) the access permit should specify under what circumstances the closure may be required, and c) if known, the future access location and the date the closure may occur.

(4) When allowed, auxiliary turn lanes shall be installed according to the criteria below.

(a) A left turn deceleration lane is required for any access with a projected average daily left turn ingress volume greater than 10. The transition taper length will be included within the required deceleration length. If the projected peak hour left ingress turning volume is greater than 10 vph, a left turn lane with deceleration, storage, and transition taper lengths is required for any access.

(b) A right turn lane with deceleration and taper lengths is required for any access with a projected peak hour right turn ingress turning volume greater than 10 vph.

(c) A right turn lane with acceleration and taper lengths is required for any access with a projected peak hour right turning volume greater than 10 vph.

(d) A left turn acceleration lane may be required if such a design would be a benefit to the safety and operation of the roadway or as determined by subsection 3.5. Left turn acceleration lanes are generally not required where; the posted speed is less than 45 mph, or the intersection is signalized, or the acceleration lane would interfere with the left turn ingress movements to any other access.

(e) If left turns are allowed and no left turn lane is required, then a minimum of a 10 foot outside shoulder in the direction of the left turning vehicle may be required.

(5) Unless otherwise specifically categorized and individually referenced by the State Highway Access Category Assignment Schedule, or noted in category F-W, private direct access should be prohibited from all vehicular overpasses, underpasses, bridges, structures, and ramps, on or connected to any state highway.

(6) No additional access rights shall accrue and no additional access shall be provided upon the splitting or dividing of existing parcels of land or contiguous parcels under the same ownership or controlling interest. All access to the newly created properties shall be provided internally from the existing access or a new access determined by the permit application or subdivision procedures.

(7) All access provided to a category E-X highway shall be done so with the understanding that if the highway is reconstructed, the direct access location may be closed and alternative access may be required to a frontage road or by other available means.

(8) Signals at intersections with major cross streets or roads of equal importance may be programmed to optimize traffic on both streets equally. Cross-streets of lesser importance need not be optimized equally. Traffic signals on the highway should be programmed to allow a desirable highway bandwidth of at least 40 percent. The efficiency of the signal system should be analyzed utilizing traffic volume, capacity, and level of service calculations. A study including all the relevant information listed in subsection 2.3(5) shall be completed. The analysis shall determine the optimum progression speed under both existing and proposed conditions.