

2.0 GENERAL ACCESS REQUIREMENTS

State highways are classified in accordance with the *State Highway Access Category Assignment Schedule, Volume 2, Code of Colorado Regulations 601-1a*, which was published on January 23, 2003. According to the schedule SH 392 is classified as follows:

- I-25 interchange to 9th Street - Non-Rural Regional Highway (category NR-A)
- 9th Street to SH 257 north - Non-Rural Arterial (category NR-C)
- SH 257 south to US 85 - Rural Regional Highway (category R-A)
- For the purposes of this study, the portion of the study corridor from I-25 west to mile point 0.38 (future SH 392) was assumed to fall into the category of NR-A

Based on the classification for a highway, the *State Highway Access Code* provides information regarding:

- Functional characteristics
- Specific access requirements for number and spacing of access points
- Auxiliary lane requirements

A brief discussion on each of these topics as they relate to SH 392 is provided below and a complete description of these items can be found on pages 37-38, 40-42, and 44-45 of the *State Highway Access Code*.

2.1 FUNCTIONAL CHARACTERISTICS OF SH 392

The functional characteristics of a highway provide a basic description of the highway based upon location, travel speed, traffic volumes, and type of travel. The functional characteristics for a category NR-A roadway are:

- A non-rural highway with the capacity to handle medium to high speeds and provide for medium to high traffic volumes in a safe and efficient manner
- Provide interregional, intraregional, intercity, and intracity travel needs in suburban and urban areas as well as serving as major arterials in smaller cities and towns
- Direct access to abutting land is secondary to providing service to through traffic

The functional characteristics for a category NR-C roadway are:

- A non-rural highway with the capacity to handle low to moderate speeds and relatively moderate traffic volumes in a safe and efficient manner
- Provide intercity, intracity and intercommunity travel needs for areas with extensive established roadside development and street systems such as a downtown area
- Provide a reasonable balance between direct access and mobility needs

The functional characteristics for a category R-A roadway are:

- A highway with the capacity to handle medium to high speeds and provide for medium to high traffic volumes in a safe and efficient manner

- Provide interregional, intraregional, and intercity travel needs for significant regional routes in rural areas and other routes of regional or state significance
- Direct access to abutting land is secondary to providing service to through traffic

2.2 SPECIFIC ACCESS REQUIREMENTS FOR SH 392

The number, location, and type of access to adjacent properties are also controlled by the access code depending on the type of highway. The access requirements for a category NR-A roadway are:

- Typical spacing of intersecting streets, roads, and highways shall be planned for one-half mile intervals, or based upon section lines. Exceptions to the one-half mile spacing for public ways is allowed when no reasonable alternative access to the general street system exists.
- Direct access to private property is permitted only when reasonable access cannot be obtained from the general street system.
- Direct access to the highway should be allowed if it does not create a safety or operational problem to the highway, but would create a safety or operational problem for the general street system or alter the intended function of the general street system.
- No additional access will be provided upon the splitting or dividing of existing parcels of land or contiguous parcels under the same ownership. Additional access shall be provided internally from the existing access.

The access requirements for a category NR-C roadway are:

- One access shall be granted to each parcel if it does not create a significant safety problem or degrade operation.
- Additional access may be granted, however where the property abuts or has primary access to the general street system, any access to the state highway shall be considered an additional access.

The access requirements for a category R-A roadway are:

- Typical spacing of intersecting streets, roads, and highways shall be planned for one-half mile intervals, or based upon section lines. Exceptions to the one-half mile spacing for public ways is allowed when no reasonable alternative access to the general street system exists.
- Direct access to private property is permitted only when reasonable access cannot be obtained from the general street system.
- No additional access will be provided upon the splitting or dividing of existing parcels of land or contiguous parcels under the same ownership. Additional access shall be provided internally from the existing access.

2.3 AUXILIARY LANE REQUIREMENTS FOR SH 392

Depending upon the volume of turning vehicles at each access location, the access code defines the thresholds for deceleration and acceleration auxiliary lanes. The auxiliary lane requirements for a category NR-A roadway are:

- A left-turn deceleration lane is required for any access with a projected peak hour left turn ingress volume greater than ten vehicles per hour (vph).
- A right-turn deceleration lane is required for any access with a projected peak hour right turning volume greater than 25 vph.
- A left-turn acceleration lane may be required if such design would be a benefit to the safety and operation of the roadway.
- A right-turn acceleration lane is required for any access with a projected peak hour right turning volume greater than 50 vph when the posted speed is greater than 40 miles per hour (mph).

The auxiliary lane requirements for a category NR-C roadway are:

- A left-turn lane is required for any access with a projected peak hour left turn ingress volume greater than 25 vph. If the posted speed is greater than 40 mph, a deceleration lane is required with a projected peak hour left ingress turning volume greater than ten vph.
- A right-turn lane is required for any access with a projected peak hour right turning volume greater than 50 vph. If the posted speed is greater than 40 mph, a deceleration lane is required with a projected peak hour right ingress turning volume greater than 25 vph.

The auxiliary lane requirements for a category R-A roadway are:

- A left-turn deceleration lane is required for any access with a projected peak hour left turn ingress volume greater than ten vph.
- A right-turn deceleration lane is required for any access with a projected peak hour right turning volume greater than 25 vph.
- A left-turn acceleration lane may be required if such design would be a benefit to the safety and operation of the roadway.
- A right-turn acceleration lane is required for any access with a projected peak hour right turning volume greater than 50 vph when the posted speed is greater than 40 mph.

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