

761—112.5 (306A) Additional requirements for Type “A” entrances. This rule establishes additional requirements for Type “A” entrances serving commercial, industrial or residential developments.

112.5(1) General.

a. The most important factors in developing an access plan for a commercial, industrial or residential development are a determination of the potential traffic generated by the site and a determination of the directional distribution of site-generated traffic on the major approach routes and proposed entrances serving the site. Entrances serving the site represent an important element in the efficiency and safety of the highway handling the site-generated traffic. To properly handle traffic from these entrances, the anticipated traffic volumes must be determined by the applicant and submitted to the department.

b. The location of entrances, particularly commercial entrances, is a critical factor in minimizing disruption to traffic and pedestrians. A site should be developed with an internal circulation pattern for traffic movements so that access to the site may be gained by a free flow of traffic from the primary road system. Parking stalls and pedestrian movements should be located away from the main entrance to the facility.

c. Adequate storage for vehicles must be provided on commercial and industrial sites so that vehicles do not wait on the highway to enter. Adequate storage space is a function of the demand volume, the service time per facility, and the number of service facilities available. Service time is dependent upon the time required to maneuver into position and the time needed to obtain the service. The geometrics of the internal circulation pattern control a portion of the service time. The radii of internal curves should be as large as possible. Buildings on a site should be arranged to allow for the maximum storage available on the site for exiting traffic and situated so that they will not disrupt the free flow of entering traffic.

d. A service station site should be designed to provide a minimum distance of 15 feet from the right-of-way line to the near edge of the pump island. No portion of the highway right-of-way shall be used for servicing vehicles.

e. When property is being developed, consideration must be given to locating the access directly opposite an existing commercial entrance or street intersection.

f. Comments from local authorities regarding the proposed development should be included in the application to allow the department to incorporate the input of local authorities into the final design of the entrance location. This input should refer to the zoning plan, land use plan, or metrotransportation plan.

112.5(2) Type “A” access requests.

a. Application for entrance permit. An entrance permit application for a Type “A” entrance shall, when relevant to the proposed development, include the following data in detail:

(1) Type and location of the proposed development.

(2) Site plan.

(3) Location of all proposed entrances, turning lanes on adjacent highways or streets, and internal traffic lanes and parking facilities within the development area. This information shall be sufficiently complete to allow determination of dimensions, the direction of traffic flow, and restrictions to traffic caused by plantings, curbing, medians, walls, signing, etc.

(4) Detailed design of proposed highway pavement widenings, additional lane provisions, relocations, and other highway improvements considered necessary to the efficient operation of the proposed development.

(5) Signal warrant analysis and application to construct a traffic control device, when required. See paragraphs “*b*” and “*c*” of this subrule.

(6) Preliminary drainage data.

(7) Gross leasable floor area in square feet.

(8) Number of parking spaces.

(9) Anticipated total daily trips inbound and outbound during an average 24-hour period for total site development. Special holiday shopping traffic shall not be used for this estimate.

(10) Estimated traffic volumes arriving and departing during the normal peak hour.

- (11) Estimated distribution of traffic via individual entrances for the normal peak hour.
- (12) Estimated distribution of traffic by percentage of total daily trips via major highways from origin to the development.

b. Signal warrant analysis. The applicant must submit to the department a signal warrant analysis for all multimovement access points within the study area for the proposed development. The purpose of the analysis is to determine if traffic signals are warranted. The analysis should also evaluate the feasibility of coordinating any proposed traffic signals with existing traffic signals in the study area to achieve the desired traffic progression. The department may require a proposed entrance to be redesigned or relocated if the proposed entrance meets signal warrant thresholds but does not meet other standards in these rules.

c. Application to construct a traffic control device. The applicant shall submit for department approval an application to construct a traffic control device if an existing traffic signal will be modified or a new traffic signal will be installed.

112.5(3) *Agreement supplementary to permit.*

a. A major development often involves a variety of special access requirements. In addition to the entrance permit, an agreement between the department, the local governmental unit and the applicant may be required to fit the particular situation, listing in detail the responsibilities of each party.

b. Upon receipt of the agreement, the applicant shall be responsible for obtaining the necessary signature approvals including those of appropriate local authorities and returning the agreement to the appropriate district representative.

c. The department shall notify the applicant when it has approved or denied the agreement. No work shall be done within the primary highway right-of-way until the department approves the agreement. Any work completed without the prior approval of the department is a violation of Iowa Code section 319.14.

112.5(4) *Primary highway improvements.* The cost of primary highway improvements needed to handle the volume of traffic generated by the development should not be the responsibility of the department.