

# Baldwin Beach Express Access Management Plan

I-10 TO I-65

BALDWIN BEACH EXPRESS  
(I-10 TO I-65)

BALDWIN BEACH EXPRESS  
(FOLEY BEACH EXPRESS TO I-10)

EXISTING FOLEY BEACH EXPRESS

JANUARY 2026

# Baldwin Beach Express Access Management Plan

## Baldwin Beach Express Access Management Plan

### 1.1 Introduction

The purpose of this document is to develop consistent access standards for existing and future access to the Baldwin Beach Express segment that extends from Interstate 10 to Interstate 65. The primary intent of this segment of the Baldwin Beach Express is to provide a safe and efficient route from south Baldwin County to points north, east, and west. In addition to moving traffic, the segment of the Baldwin Beach Express that extends from Interstate 10 to Interstate 65 must also provide reasonable and safe access to adjacent land areas consistent with access management principles and the functional classification of the corridor. This will be accomplished by developing and implementing access management principles for this segment of the Baldwin Beach Express.

As defined by the Transportation Research Board, access management is the “*systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges and street connections to a roadway*”. The goal and purpose of access management is a process of balancing the competing needs of traffic movement and land access. General goals and principles related to the application of access management principles are as follows:

- Is a way to attempt to anticipate and prevent safety problems and traffic congestion.
- Focuses on mitigating traffic problems arising from development and increased traffic volumes attempting to utilize these developments.
- Requires control of driveways and intersections to maintain safety at a roadway’s full traffic carrying capacity.
- Provides reasonable access to land development while simultaneously preserving the safe and efficient flow of traffic on the roadway system.

Generally, access management principles are applied to roadway corridors with the following goals in mind:

- To provide a specialized roadway system with components to serve different functions as required by the overall roadway corridor.
- To limit direct access to major roadways to preserve through traffic capacity along the roadway and intersection functional areas as required by the overall roadway corridor.
- To develop an intersection hierarchy based upon functional classification, traffic control, and intersection movements.
- To determine required traffic signal spacing to preserve roadway capacity and provide adequate access to surrounding properties.
- To attempt to limit crash conflict points along the roadway corridor.
- To determine size and land use of properties that will be allowed access.

With the above principles in mind, the Baldwin Beach Express Access Management Plan for the segment between Interstate 10 and Interstate 65 is developed to accomplish the following:

- To identify the specific access needs and constraints regarding each segment of the Baldwin Beach Express.
- To identify the type of access/connection points to be allowed.
- To determine the appropriate location criteria for any proposed access.
- To set general policy regarding connection point permits.
- To provide general guidance concerning the study, design, and permitting of any prospective connection points.

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## 1.2 General Roadway Corridor Information

The segment of the Baldwin Beach Express from Interstate 10 to Interstate 65 is intended to function as a controlled-access, high-speed arterial corridor, incorporating grade-separated interchanges at designated locations and limited at-grade access provided only through approved right-in/right-out connections and predefined directional median U-turn facilities. The type of access and its location will be controlled along this segment of the roadway. In the following sections of this document, access standards are defined as well as general standards to be applied for any connection point along the roadway corridor.

## 1.3 Definitions

### **Directional Median U-Turn (DMUT):**

A predefined median crossover designed exclusively to accommodate U-turn movements. DMUT facilities shall meet current AASHTO geometric design criteria, including turning radii and required deceleration and acceleration lengths. DMUT facilities are not intended to function as full median openings or provide direct left-turn access to adjacent properties.

### **Median Opening:**

Any break in the median intended to allow left-turn or crossing movements. Unless otherwise specified, this term does not include Directional Median U-Turn facilities constructed as part of the approved Baldwin Beach Express II design.

### **Expressway:**

Roadway with directional travel lanes usually separated by some type of physical barrier and access and egress points are limited to on and off-ramp locations or a very limited number of at-grade intersections.

### **Principal Arterial:**

Roadway with directional travel lanes and access and egress points include roadways and driveways to other land uses including at-grade intersections or directional access only.

### **Connection Point:**

Any approved location providing vehicular access between adjacent property or roadway facilities and the Baldwin Beach Express.

### **Full Directional Connection Point:**

Connection point where all movements left-turning, through, and right-turning movements are provided entering and exiting.

### **Right-In/Right-Out Connection Point:**

A restricted connection point that only allows right-turning movements entering and/or exiting.

### **Grade Separated Connection Point:**

Where two or more roadways are at different horizontal levels.

### **At-Grade Connection Point:**

Where two or more roadways meet or cross at the same horizontal level.

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## 1.4 ALDOT Coordination and Governing Standards

Portions of the Baldwin Beach Express corridor may require review and approval by the Alabama Department of Transportation (ALDOT) due to proximity to ALDOT right-of-way, interchange influence areas, or potential operational impacts to the State and Interstate Highway System. Where ALDOT review is required, all access, spacing, geometric design, auxiliary lanes, traffic control devices, and traffic operations shall comply with the latest edition of the ALDOT Access Management Manual, as well as applicable AASHTO and FHWA criteria.

In the event of conflicting criteria between Baldwin County standards, this Access Management Plan, and ALDOT requirements, the most restrictive standard shall govern. It is the responsibility of the applicant to obtain all required ALDOT approvals prior to issuance of any Baldwin County connection point permit.

## Corridor Access Management Plan Administrative Policies and Procedures

### 2.1 Local Jurisdictions

The segment of the Baldwin Beach Express passes through multiple permitting jurisdictions. Each property owner along this segment of the Baldwin Beach Express shall comply with local zoning, land use, and subdivision regulations as required by local jurisdictions. A formal request for connection to the Baldwin Beach Express shall not be approved until the required local permitting process for land use, zoning, and site approvals have been satisfied.

Currently the authority for permitting access points to this segment of the Baldwin Beach Express rests with the Baldwin County Commission or their designee. The Baldwin County Commission shall have the authority to review and comment on any request for connection along this segment of the Baldwin Beach Express regardless of the local jurisdiction. All requests for connection to this section shall originate in and be permitted through the Baldwin County Commission or their designee. The Baldwin County Highway Department is designated by the Baldwin County Commission to coordinate review and grant approval of access points to the segment of the Baldwin Beach Express that extends from Interstate 10 to Interstate 65.

### 2.2 Requests for Connection Points/ Access to the Baldwin Beach Express

Any request for a connection point along this segment of the Baldwin Beach Express shall follow the Connection Point Request Procedure. This is a multiple step process developed to ensure consistency and equality in each request. The steps to completing a Connection Point Request along this segment of the Baldwin Beach Express are as follows:

- Pre-Application Meeting
- Preliminary Engineering/ Final Concept Development
- Formal Connection Point Request

The following information is an overview of each component in the required Connection Point Request procedure.

# Baldwin Beach Express Access Management Plan

## 2.2.1 Pre-Application Meeting

Any applicant interested in gaining access to this segment of the Baldwin Beach Express shall contact the Baldwin County Highway Department prior to completing any formal connection point applications for those sections controlled by the County Commission. The initial step in this process shall be to schedule a pre-application meeting with Baldwin County Highway Department Staff. The purpose of this meeting and/or meetings is as follows:

- To introduce the Baldwin County Highway Department Staff to the project as well as the project design team.
- To provide an overview of the scope of the proposed project to the Baldwin County Highway Department Staff includes the proposed development land use and densities, proposed/projected development phasing, proposed development connection points, local jurisdiction permitting, and any other pertinent information concerning the proposed project.
- To determine the appropriate process/parameters required to initiate and complete a Connection Point Permit for the proposed project.

Upon the conclusion of the pre-application meeting, the applicant shall provide the Baldwin County Highway Department with a conceptual site plan that outlines all parameters discussed in the pre-application meeting.

## 2.2.2 Preliminary Engineering/ Final Concept Development

As a part of the Preliminary Engineering and study process, the applicant must develop a preliminary connection point concept that complies with current Baldwin County standards for connection points along the Baldwin Beach Express. This includes but is not limited to the latest versions of AASHTO standards, FHWA standards, ALDOT standards (where applicable), the Baldwin Beach Express Access Management Plan, Baldwin County Subdivision Regulations, FHWA Highway Functional Classification Concepts, Criteria and Procedures, and any other applicable standards of local jurisdictions. During the pre-application meeting, the Baldwin County Highway Department will provide the applicant with a list of engineering study requirements to include, but not limited to: preliminary drainage study requirements, preliminary engineering design criteria, and traffic impact study requirements as a part of preliminary engineering/final concept development stage. It should be noted that any geotechnical studies and traffic impact studies shall be performed by a qualified engineer acceptable to the Baldwin County Engineer. Upon completion of all preliminary engineering requirements whether performed by the applicant or Baldwin County it is the applicant's responsibility to develop and submit a final development connection point concept.

Once preliminary engineering studies have been completed, it is the applicant's responsibility to contact the Baldwin County Highway Department to present the findings of any required preliminary engineering studies. The results of the preliminary engineering studies shall be presented in a clear and concise manner to be used for the final connection point concept review and concurrence. Upon final connection point concept approval, a consensus should be reached between the development design team and the Baldwin County Highway Department staff that a connection point can be accommodated and the type of configuration for the connection. Final determination of access configuration, auxiliary lane requirements, and geometric elements shall be at the discretion of the Baldwin County Engineer based on safety, operational performance, and corridor functionality.

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## **2.2.2.1 Preliminary Drainage Study Requirements**

As a part of the Preliminary Engineering Stage a preliminary drainage evaluation shall be completed for the proposed connection point scenario. Any preliminary drainage information shall be completed by a Registered Professional Engineer in the State of Alabama. The preliminary drainage information shall indicate that the applicant is aware of the current drainage design criteria required by the Baldwin County Highway Department as well as those required by the Baldwin County Subdivision Regulations. The applicant shall also provide information showing preliminary drainage information pertinent to the consideration of a connection point at the requested location.

## **2.2.2.2 Preliminary Engineering Design Criteria**

As a part of the Preliminary Engineering Stage, an evaluation of preliminary engineering design criteria must be completed. The purpose of this evaluation is to determine that the connection point requested, once designed, can comply with all current design criteria as required for the Baldwin County Highway Department. Geometric design criteria for each segment of the Baldwin Beach Express are included as appendices to this publication. It is the applicant's responsibility to verify the proposed connection point can meet the criteria for geometric design as well as access management standards and document in graphical format as a part of this Preliminary Engineering Stage.

## **2.2.2.3 Traffic Study Requirements**

A key portion of the Preliminary Engineering stage will be the completion of any required Traffic Impact Studies (TIS). The goal of the TIS is to address traffic operations issues that result from new proposed connection points along the Baldwin Beach Express and to determine the improvements required to address and mitigate those identified operational issues such that street maximum capacities are not exceeded and traffic and pedestrian safety is maintained. The competing objectives of vehicular movement, pedestrians, bicyclists, and others must be balanced in the connection point review process. The TIS, performed by a qualified engineer approved by Baldwin County, will provide information and guidance as plans are developed and decisions made for the proposed connection point. The County Engineer will define the scope of the traffic study.

For developments accessing the Baldwin Beach Express, Traffic Impact Studies shall place specific emphasis on mainline operations, auxiliary lane performance, interaction with directional median U-turn facilities, and operational effects on the corridor as a whole, in addition to localized driveway and intersection impacts.

Any Traffic Impact Studies completed for a proposed connection point and/or development along the Baldwin Beach Express shall comply with the latest Baldwin County Standards for Traffic Impact Studies and the Baldwin County Subdivision Regulations. Where conflicts arise between these documents, the most conservative requirement or stricter standard shall apply.

All recommendations of the study will be considered as the minimum conditions. However, the County Engineer reserves the right to require improvements within the County right-of-way that the study indicates are not warranted. At all times, the Applicant can choose to bypass the study and accept the improvements required by the County.

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## *Minimum Development Densities to Require a Traffic Impact Study*

Developers and/or property owners shall be required to conduct traffic impact studies, as described herein, for all proposed development that meet any or all of the following:

- a. For proposed subdivisions (a) containing 50 lots or more, (b) phases or additions that increase the total number of lots within a subdivision to 50 or more, or (c) which in the opinion of the County Engineer will generate Average Daily Traffic of 500 trips or more;
- b. When an existing development with access to the Baldwin Beach Express proposes changes/additions to existing land uses and densities that would generate 100 or more additional trips during the peak period;
- c. All non-residential developments generating Average Daily Traffic of 500 trips or more; or
- d. When, in the opinion of the Baldwin County Engineer, significant operational deficiencies, capacity deficiencies, and/or safety concerns on the surrounding roadways and intersections currently exist or would be created as a result of the development's expected impact.
- e. Trip rates will be based on the latest online edition of the ITE Trip Generation Manual. Land uses for trip calculations must be approved by the Baldwin County Engineer during scope approval and prior to starting the traffic study. The Baldwin County Engineer may approve supplemental trip rates supported by reliable data from similar built land uses.

### **2.2.2.4 General Provisions for Traffic Impact Studies**

The traffic impact study shall identify the traffic impacts, potential problems, and improvements required to ensure safe ingress and egress from the proposed development, maintain street capacity, and eliminate hazardous conditions. The Baldwin County Commission's Standards for Traffic Impact Studies and Design Standards for New Road Construction, latest edition, establishes the policies and guidelines for the preparation of Traffic Impact Studies (TIS) for development proposals of all land use types. These policies exist to ensure consistent and proper traffic planning and engineering practices are followed when land use actions are being considered. The guidelines provide for a standard process, set of assumptions, set of analytic techniques, and a presentation format to be used in the preparation of the TIS.

The Baldwin County Highway Department reserves the right to require other additional study tasks in addition to those listed, and any additional study requirements would be determined on a site-specific basis. It is required that any Traffic Engineering consultant contact the Baldwin County Highway Department and all local jurisdictions prior to undertaking any traffic study efforts to discuss the required parameters and scope of the traffic study.

### **2.2.3 Formal Connection Point Request**

Once the final connection point concept has been presented and agreed upon by the Baldwin County Highway Department, it is the responsibility of the applicant to complete the required construction plans and Baldwin Beach Express Connection Point permit application. For the Baldwin County Highway Department to review and act upon a request for a connection point along the Baldwin Beach Express, a permit package must be completed by the applicant and submitted to the Baldwin County Highway Department for review.

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**IMPORTANT NOTE:** As mentioned in Section 2.1, a formal request for connection to this section of the Baldwin Beach Express shall not be approved until the required local permitting process for land use, zoning, and site approvals have been satisfied. The permit package shall be submitted to the Baldwin County Highway Department with all components as required by the latest edition of the Baldwin Beach Express Access Management Plan, as well as the latest version of the Baldwin County Subdivision Regulations.

As a part of the permit package the following components will be required as a minimum:

- Permit Forms - Applicant shall contact the Baldwin County Highway Department for the latest requirements.
- Performance Bond – A performance bond may be required for all connection point permits along the Baldwin Beach Express. Applicant shall contact the Baldwin County Highway Department for the latest requirements.
- Final Engineering Studies – Any final Engineering Studies/Calculations required by the Baldwin County Highway Department in order to justify the proposed construction activity.
- Construction Plan Sets – Construction plan sets detailing all work within Baldwin County Right of Way for the proposed connection points. All construction plan sets shall comply with current Baldwin County Highway Department Standards for Highway Construction.
- Temporary Traffic Control Plan – The applicant must present a plan of handling construction zone traffic along the Baldwin Beach Express during times of construction. The traffic control plan must comply with the latest Baldwin County Highway Department standards as well as those published in the *Manual on Uniform Traffic Control Devices (MUTCD)*, latest edition, published by the Federal Highway Administration.

**IMPORTANT NOTE:** For individual residential driveways the above-mentioned components may be waived with the exception of the permit forms.

## 2.3 Connection Point Review Process

Once the permit package has been received by the Baldwin County Highway Department, the staff will begin the review process. Review of the connection point permit package will be conducted by all required Baldwin County Highway Department personnel as well as any other local jurisdictions as required by the legally binding maintenance agreements for the Baldwin Beach Express.

**IMPORTANT NOTE:** If the proposed connection point encroaches onto Alabama Department of Transportation right of way or it is determined that the project would require ALDOT review, it shall be the responsibility of the applicant to contact the Alabama Department of Transportation and coordinate any required review/approvals. It is the responsibility of the applicant to gain any required approvals by the Alabama Department of Transportation. In any case where ALDOT review is required, the applicant must gain ALDOT approval and present to the Baldwin County Highway Department prior to any connection point permit being issued.

Upon completion of the connection permit review, the Baldwin County Highway Department will notify the applicant, in writing, of any comments to be addressed prior to approval. It is then the applicant's responsibility to address all comments to the satisfaction of the Baldwin County Highway Department prior to final approval.

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## 2.4 Permit Waiver Process

It is understood that the ability to meet Access Management Standards can sometimes pose a practical problem. In an effort to address special situations where the Access Management Standards pose practical problems, the connection point/ access management waiver process should be considered. Waivers can be considered in the following situations:

1. Connection Points – A waiver can be considered where there is a minor deviation in connection point spacing by a maximum of ten percent (10%).
2. Design Standards – Design Standard waivers will be considered based upon site specific conditions by the Baldwin County Engineer.

It should be noted that the special conditions listed above are considered *candidates* for waiver consideration and do not guarantee that a waiver is appropriate or will be granted. Each candidate for a waiver shall be evaluated with careful consideration of effect to the safety, traffic efficiency, and functional integrity of the Baldwin Beach Express.

If a connection point applicant seeks a waiver, it is the responsibility of the applicant to contact the Baldwin County Highway Department to obtain the latest copy of the Connection Point Request Waiver form. The waiver form must be completed (in its entirety) and submitted with the connection permit package. The applicant must also state on the waiver form the reason for the request as well as outline the undue hardship that will be placed on the applicant if the waiver is not granted. Waivers will only be granted if it is determined that:

1. Denial of the waiver will result in loss of substantially all reasonable site access.
2. The waiver is reasonably necessary to protect the safety and welfare of the traveling public.
3. All reasonable alternatives that meet Access Management Standards have been evaluated and determined to be infeasible
4. Reasonable alternative access cannot be provided.

It is strongly recommended that the applicant discuss waiver related issues with the Baldwin County Highway Department during the preliminary engineering period prior to completing the connection point permit. Baldwin County Highway Department staff will review the waiver request and will respond in writing as a part of the connection permit review.

## 2.5 Permit Revocation/ Closure of Permitted Access

Any connection point along the Baldwin Beach Express is subject to be evaluated by the Baldwin County Highway Department for compliance with the Baldwin Beach Express Access Management Plan at any time. The Baldwin County Highway Department reserves the right to temporarily or permanently modify or close any access location to the Baldwin Beach Express where such action is required to address immediate safety hazards, operational deficiencies, or non-compliance with this Access Management Plan. Except in cases of immediate safety concern, the permit holder shall be provided with written notice and an opportunity to coordinate corrective actions. This includes any permit that is either constructed or under construction. If a permit is determined to be non-compliant, the Baldwin County Highway Department will notify the applicant, in writing, at the time of examination. The Baldwin County Highway Department reserves the right to close any existing access location to the Baldwin Beach Express at any given time without written notice.

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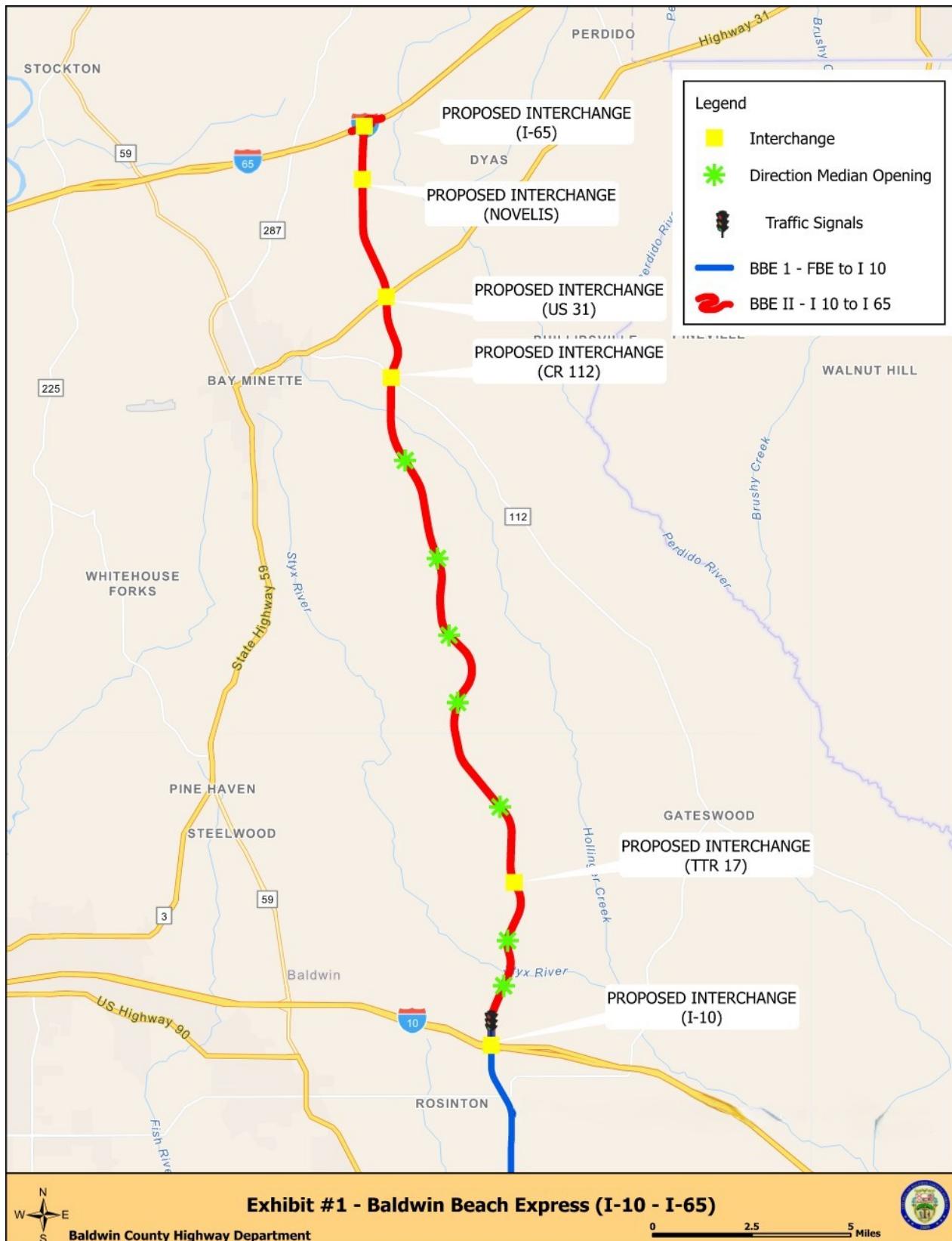
## Baldwin Beach Express Access Management Plan Standards Interstate 10 to Interstate 65

### 3.1 General Corridor Information

This document applies to the section of the Baldwin Beach Express from Interstate 10 to Interstate 65. The Baldwin Beach Express within this segment is intended to function as a controlled-access corridor where the type, number, and location of at-grade connection points are strictly limited and managed through this Access Management Plan. All access spacing, driveway throat lengths, auxiliary lane lengths, storage lengths, and taper lengths along the Baldwin Beach Express shall be based on roadway DESIGN SPEED in accordance with AASHTO Roadside Design Guide criteria, unless otherwise approved by the Baldwin County Engineer.

The following information outlines access requirements along this section of the Baldwin Beach Express. **Exhibit 1** illustrates the boundaries of this segment of the Baldwin Beach Express.

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## 3.2 Types of Permitted Access and Spacing Requirements

Access to and from the Baldwin Beach Express between Interstate 10 and Interstate 65 shall be controlled based upon access management practices. The construction of the Baldwin Beach Express will include access connections approved by the Baldwin County Highway Department as a part of the new road construction project. All new at-grade access points to the segment between Interstate 10 and US Highway 31 shall be limited to right-in/right-out connections, subject to spacing requirements, safety evaluation, and approval by the Baldwin County Highway Department. **Other than those constructed with the Baldwin Beach Express, no new connection points will be allowed in the segment between US Highway 31 and Interstate 65.**

**Table 1** illustrates the access spacing criteria enforced between Interstate 10 and US Highway 31.

**Table 1**  
**Access Management Spacing Criteria –**  
**Baldwin Beach Express – Interstate 10 to US Highway 31**

<b>Connection Point/Spacing Type</b>	<b>Required Minimum Spacing</b>	<b>Section</b>
Right In/ Right Out	1,320'	3.5
Driveway Throat Length	300'	3.6.1
Corner Parcel Driveway	660'	3.6.2

It should be noted that median openings along this section of the Baldwin Beach Express have been planned during its design. No additional median openings permitting left-turn or crossing movements shall be considered beyond those constructed as part of the approved Baldwin Beach Express II design. Directional median U-turn facilities constructed as part of the approved design are the only locations where median crossings will be permitted.

It should also be noted that the spacing standards listed above are minimums and shall be treated as such. Access locations that meet the required criteria are not guaranteed. They will, however, be considered by the Baldwin County Highway Department.

## 3.3 Median Opening Modification Requests

### 3.3.1 General Requirements

Median openings along the Baldwin Beach Express shall be located in such a manner that promotes safe ingress/egress, providing reasonable access to adjacent land, while also protecting traffic operations along the roadway. As mentioned in Section 3.2, no additional median openings will be considered along this section of the Baldwin Beach Express. This prohibition does not apply to Directional Median U-Turn facilities that are incorporated into the approved corridor design.

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## 3.4 Fully Directional Connection Point Requests

### 3.4.1 General Requirements

Fully directional connection points, including grade-separated interchanges, shall only be permitted at locations identified in the approved Baldwin Beach Express II corridor design. As mentioned in section 3.2, no additional median openings will be considered along this section of the Baldwin Beach Express.

## 3.5 Right In/Right Out Connection Point Requests

### 3.5.1 General Requirements

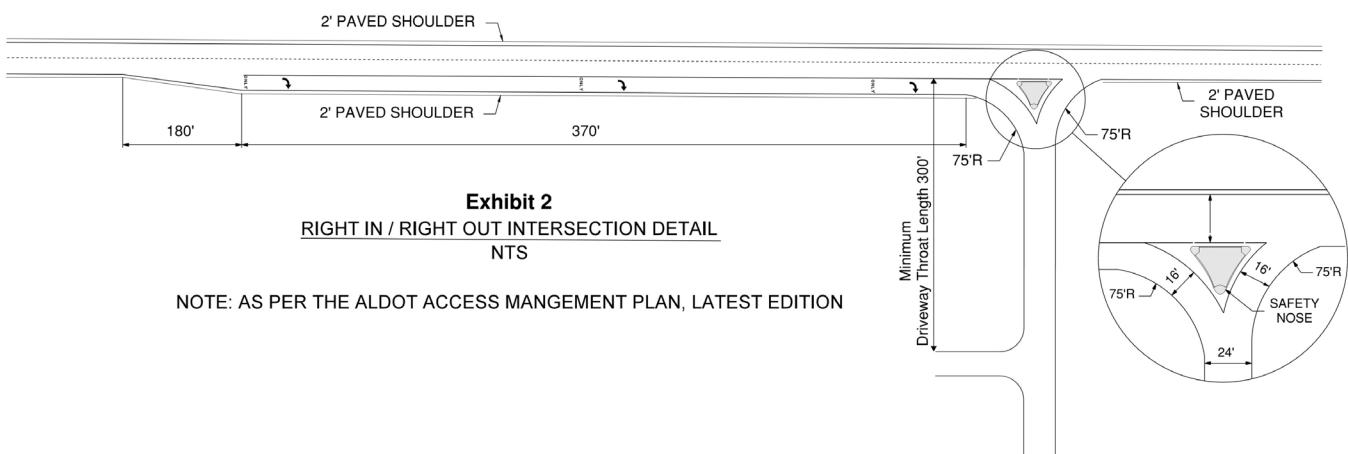
Connection points along the Baldwin Beach Express shall be located in such a manner that promotes safe ingress/egress, providing reasonable access to adjacent land, while also protecting traffic operations along the roadway.

#### ***Right In/ Right Out Connection Point Standards:***

- *Right in/right out connection points shall be spaced a minimum of 1,320' (measured radius to radius).*

Any right in/right out connection point to be located along the Baldwin Beach Express shall provide, at minimum, a right turn deceleration lane designed to current Baldwin County Highway Department Standards. The County Engineer may also require that any right in/right out connection point include an acceleration lane. Requests for right in/right out connection points are subject to Section 2.2.2.3 - *Traffic Impact Study Requirements*. **Exhibit 2** represents minimum right in/right out connection details, however additional improvements may be required by the County Engineer.

**IMPORTANT NOTE:** For agricultural driveways or residential driveways serving five (5) dwellings or less the above-mentioned requirement of providing a right turn deceleration lane may be waived.



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## 3.5.2 Permit Requirements

In order for the Baldwin County Highway Department to review and act upon a request for a right in/right out connection point along the Baldwin Beach Express, a permit for construction must be completed by the applicant and submitted to the Baldwin County Highway Department. As a part of the permit application process the applicant shall follow procedures outlined in Section 2.2.

## 3.6 Connection Point Spacing Special Considerations

It is recognized that some connection points to this segment of the Baldwin Beach Express would be intended to service private land uses. Any time a connection point is made to the Baldwin Beach Express, it is recommended that the connection point be a public roadway that has the opportunity to access more than one land use. In the event connection points are not public roadways, there are certain special conditions that may arise that present challenges to balance access management needs and provide reasonable property and side street access. In situations where right turn lanes exist at an intersection, driveways should not be located where exiting vehicles will enter the right turn lane. The following sections outline the special conditions policies for common connection point challenges.

Directional median U-turn facilities have been strategically located to support auxiliary lane lengths, maintain operational efficiency, and accommodate environmental and geometric constraints. Actual spacing may vary based on site-specific conditions.

### 3.6.1 Driveway Throat Length

Driveway throat length is the distance from the edge of the traveled way to the first conflict point. Sufficient driveway throat length that provides an uninterrupted area in advance of the initial conflict point is a key component for safe and efficient operation. Driveways shall be designed to provide adequate queue storage and sufficient maneuvering distance.

*The minimum driveway throat length allowed along the Baldwin Beach Express shall be 300'.*

See **Exhibit 3** for a diagram of driveway throat length. Any traffic engineering study of a prospective development shall verify that the *minimum* throat length will be acceptable or recommend a longer length if required.

### 3.6.2 Corner Parcel Driveway Access

Land parcels located within the quadrants of intersections often present challenges regarding property access. It is common for a property that is located within the quadrants of an intersection to have roadway frontage that is not long enough to meet minimum connection point spacing criteria. Corner parcels that do not have the appropriate roadway frontage require special consideration to balance access management principles and still provide reasonable property access.

**IMPORTANT NOTE:** It is the policy of the Baldwin County Highway Department that all required driveway spacing criteria be met in all possible situations; however, it is recognized that there are certain instances where minimum spacing criteria cannot be satisfied and provide access to corner parcels. Access for certain corner parcels would be considered a special condition that could present criteria for relaxed connection point spacing standards between an existing roadway intersection and the nearest driveway Candidates for corner parcel spacing standards

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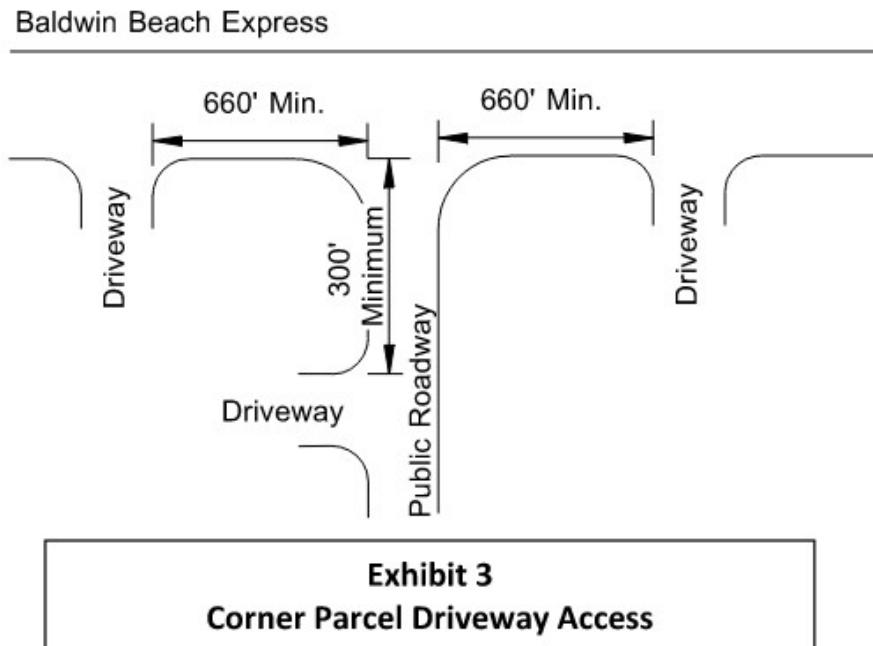
must exhibit the following conditions as a minimum:

- The corner parcel does not have the required roadway frontage to satisfy minimum driveway spacing criteria (for both the main street and the side street), and
- A frontage/connecting roadway providing access to the parcel from another property is not possible.

The primary purpose of corner clearance is to:

- Provide access to corner parcels;
- Remove conflicting movements from the functional area of intersections; and,
- Provide sufficient stacking space for queued vehicles at intersections so that the driveways are not blocked.

These requirements may limit or exclude driveways on some corner lot frontages. **Exhibit 3** illustrates the measurement and location of corner driveways.



## 3.6.3 Residential Driveways

Residential land uses present a special condition for access along the Baldwin Beach Express. It should be noted that the Baldwin County Highway Department encourages residential property owners to seek access along side street roadways in lieu of the Baldwin Beach Express whenever possible. For existing residential land uses, a maximum of one connection point per residence will be allowed for single family residences. The Baldwin County Highway Department reserves the right to require closely spaced residences to have shared driveways, frontage roadways, or turn lanes based upon the specific site conditions at the time.

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**Important Note:** Any re-development, land use change, or subdivision of property along the Baldwin Beach Express after this Access Management Plan is adopted will be required to meet this plan. Any access not conforming to this plan must be closed and landscaped to remove remnants of the driveway elements.

Residential driveways located near commercial driveways shall also be considered a special condition and will be evaluated by Baldwin County on a case-by-case basis. It should also be noted all residential driveway requests shall comply with current Baldwin County Subdivision Regulations and permit procedures/requirements for residential driveways.

## **Section 3.6.4 Functional Area of Intersections**

The functional area of an intersection encompasses the distance both upstream and downstream that is necessary for vehicle storage, maneuvering, deceleration, acceleration, and signal progression. New connection points shall not be permitted within the functional area of signalized or unsignalized intersections, including roundabouts, unless specifically approved by the Baldwin County Engineer. Where applicable, Traffic Impact Studies must evaluate queue storage and spillback to ensure that proposed access points do not interfere with intersection operations.

## **3.7 Traffic Signals**

Traffic signals along the Baldwin Beach Express between Interstate 10 and Interstate 65 shall be limited to predefined locations identified in the approved corridor design and interchange plans. Installation of traffic signals shall require compliance with MUTCD warrant signal analysis, completion of a spacing and progression study for the corridor, traffic impact study, and approval by the Baldwin County Commission or its designated authority.