

# City of Dade City

## AGENDA MEMO

**To:** Members of the Dade City Historic Board  
**From:** Jose B. Gil, P.E., City Engineer and Public Works Director  
**Subject:** Howard Office Park  
**Date:** 1/9/09

At the December 1<sup>st</sup>, 2008 Historic Board Meeting it was requested that I attend to provide the Board with the reasons why it was determined that the applicant of the above mentioned project not be allowed full access to 7<sup>th</sup> Street.

In the analysis of any project, Staff must consider whether or not the access for a project will be safe; if the project creates better traffic circulation and less traffic conflicts, and if the best engineering practices of access management are utilized. These access management regulations are outlined in the Driveway Information Guide and Rules of the Department of Transportation Chapter 14-97. Both documents are the result of extensive studies and are recognized and utilized by most jurisdictions of the State.

According to both documents, the proposed connection to 7<sup>th</sup> Street does not meet the corner clearance required. "In these cases it is most important to prohibit (or limit) left turns from the driveway locations" (see attachments). Following is the access management analysis for the project:

### Basic Information

**Name of Project:** Howard Office Park  
**Project Location:** Southeast corner of 7<sup>th</sup> St. & Howard Ave. intersection, Dade City  
**Proposed Property Use:** Office space 13,775 sq. ft.  
Applicant is proposing two separate connections at:  
a) 7<sup>th</sup> St.  
b) Howard Ave. (see attached site map)

**Calculation of trips generated by project source:** Institute of Transportation Engineers, 7<sup>th</sup> Edition

**ITE code used:** 710

**Total daily trips generated:** 15.64/1000 sq. ft. x 13.8 = 216 trips

**Driveway Class VII**

**Staff Recommendations**

**a) 7<sup>th</sup> St. Connection:** The location of the proposed connection to 7<sup>th</sup> St. is approximately 71 ft from the intersection with Howard Ave. Minimum corner clearance found in rule 14-97.003(1) is not met due to specific site conditions. In these cases “it is most important to prohibit left turns from these driveways conditions”. Staff is limiting access on driveway to be right-in, right-out only.

**b) Howard Ave. Connection:** The location of the proposed connection to Howard Ave. is approximately 135 ft to the intersection with 7<sup>th</sup> St. Hence, the minimum corner clearance found in rule 14-97-003(1) for minor side roads has been met. An existing commercial complex is located on the northeast corner of the intersection with 7<sup>th</sup> St. Peak vehicle storage is compromised due to the close proximity of the functional area of the intersection and the existence of the commercial complex, therefore Staff is limiting left turns on Howard Ave. during non-peak hours. In addition this project will be reviewed by the Historical Board to consider any historical significance for the median cut.





Driveways should be as far as possible from major intersections

Where minimum corner clearance found in Rule 14-97.003(1)(i) cannot be met, due to specific site conditions, you should at least try and get 125 to 230 feet of corner clearance. In these cases it is most important to prohibit (or limit) left turns from these driveway locations.

**Driveways should be as far as possible from major intersections.** This allows for the best operations of traffic exiting the driveway and positioning itself in the intersection. It also allows the driveway to operate better because long queues are not blocking the driveway.

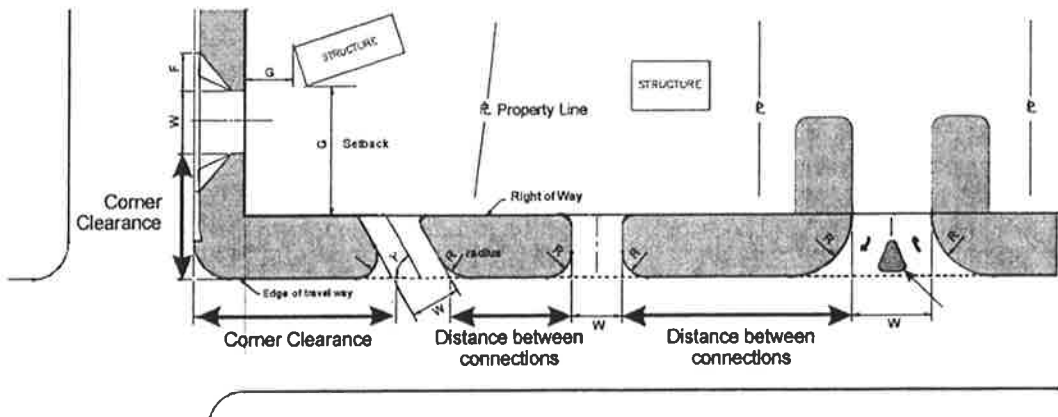
Corner clearance is measured like driveway separation, from the closest edge of the driveway connection to the closest edge of the parallel roadway.

**Exhibit 58**  
Connection Spacing and Corner Clearance

Access Class <i>Rule 14-97</i>	Connection Spacing (Feet)	
	>45mph	= or <45mph
1	N/A - Freeways	N/A - Freeways
2	1,320	660
3	660	440
4	660	440
5	440	245
6	440	245
7	125	

**Exhibit 59**  
Driveway Separation and Corner Clearance

Exhibit 59 is adapted from the Standard Index 515 and shows where the driveway connections are skewed, the distance would be measured from a projected edge of pavement.

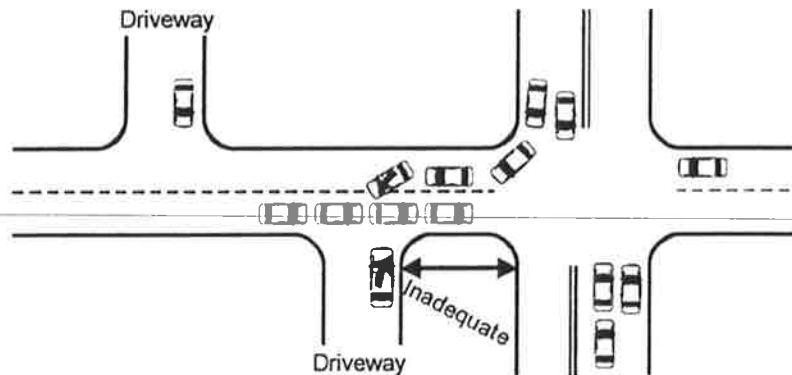


## 9.2

### DRIVEWAYS NEAR INTERSECTIONS (CORNER CLEARANCE)

Driveways and median openings close to a major intersection create a situation where the driver must negotiate conflicts close to an area that has been designed to manage large volumes of traffic. This situation can lead to poor safety and operational conditions. Proper driveway placement can help alleviate this problem. Proper driveway placement can also help the business operators, because traffic queues can become so long that traffic exiting driveways may be blocked for long periods of time.

Exhibit 57  
Corner Clearance



The *AASHTO Green Book* cautions that driveways should not be placed too close to intersections.

“... driveways should not be located within the functional area or influence area of an adjacent driveway. The functional area extends both upstream and downstream from the physical intersection area and includes the longitudinal limits of auxiliary lanes.”

(*AASHTO Green Book*)

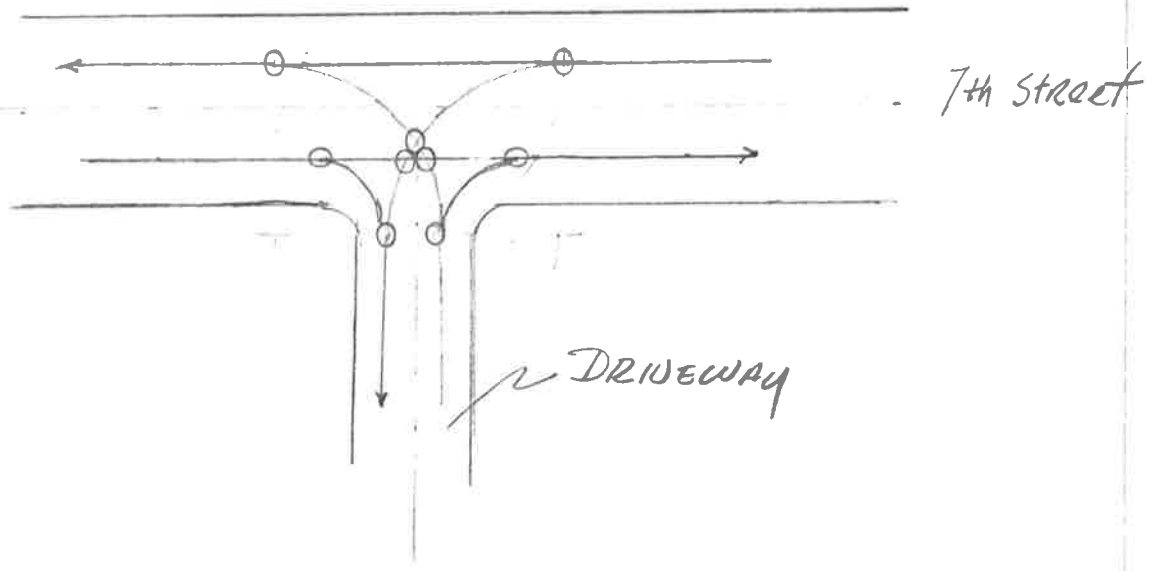
## 9.3

### OTHER GENERAL DRIVEWAY LOCATION CONSIDERATIONS

Even though the determination of the full “functional area” of an intersection may be debatable, here are some important points to help in the driveway placement decisions near intersections.

Use the established driveway spacing standards as much as possible, for the classification of the roadway you are designing for. These standards are in *Administrative Rule Chapter 14-97* and will be known by the Department’s responsible Permitting, Planning, or Design staff person.

BEFORE ACCESS MANAGEMENT



AFTER ACCESS MANAGEMENT

