

between approach roads shall be 5 km for these purposes.

- (e) In urban areas with signalized intersections, the minimum spacing between access points shall be that which is necessary for the safe operation and proper design of intersections as specified in Section 400.

105.03 USE OF FRONTAGE ROADS

(1) General Policy

- (a) Frontage roads are provided:
- To control access to the urban expressway and main road through lanes, thus increasing safety.
 - To provide access to sectors.
 - Maintain continuity of the local road systems.
 - Provide for non-motorized traffic that might otherwise desire to use the expressway.
- (b) Typically a frontage road is justified if their construction costs are less than the costs of providing other direct access. Right of way considerations are often the determining factor. Thus, a frontage road would be justified if the investment in construction and extra right of way is less than either the severance damages or the costs of acquiring the affected property. Frontage roads may be required to connect parts of a severed property or to serve a landlocked parcel resulting from right of way acquisition.
- (c) Direct access to the through lanes is allowable on expressways. However, when the number of access openings on one side of the expressway exceeds three in 500 m, a frontage road should be provided.

- (2) *New Alignment.* Sector roads generally are not provided on new expressway alignments since the abutting property owners never had legal right of access to the new facility. They may be provided, however, on the basis of considerations mentioned above.

- (3) *Existing Alignment.* Where an expressway is developed parallel to an existing roadway or local road, all or part of the existing roadway is often retained as a frontage or sector road. Frontage roads must be constructed to serve landlocked remainders or the remainders must be purchased outright if other means of access cannot be provided. The decision whether to provide access or purchase should be based on considerations of cost, right of way impacts, road system continuity and similar factors discussed above.

105.04 PROTECTION OF ACCESS RIGHTS

Access Control lines/limits shall be shown on the project right-of-way plans. Where possible, the right-of-way line and control of access line should be coincident.

For proper control of access, fencing or other approved barriers shall be installed on all controlled access roadways, located on the control or access line where appropriate.

106 DESIGN STANDARD EXCEPTIONS

A design standard exception is a design feature which does not meet the design standards presented in the Roadway Design Manual. Occasionally these design exceptions are justified but it is important that each design exception be documented and approved in writing prior to plan acceptance.

The request for approval of design exceptions shall be in the form of a Design Exception Request. This request sheet shall be presented to the Municipality for written approval. The request sheet shall include the following topics: