



HUTCHINSON, MOORE & RAUCH, LLC

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April 25, 2013

City of Foley
Mr. Wendell F. "Butch" Stokes, City Engineer
Post Office Box 1750
200 North Alston St.
Foley, Alabama 36536

RE: Foley Beach Express Access

Dear Mr. Stokes:

Please find attached the proposed amendments and additions to the Access Management Plan (AMP) for the Foley-Beach Express dated May 1999.

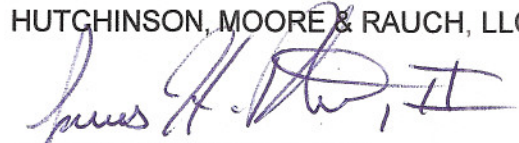
The proposed amendments involve modifications to existing Exhibits D & E, as well as, a proposed addition of an Exhibit G to the AMP for a dual cross-over access unit for a 150' right-of-way. The modifications to Exhibit D & E address the verbiage of the AMP in Section III, Item A, Note 4 that states, "An access unit consists of a driveway opening, an acceleration lane and a deceleration lane. The access unit must be contained within the property's frontage to prevent encroachment of adjoining properties access unit." When evaluating Exhibits D & E, the total required length to build the acceleration lane, deceleration lane and driveway will require 1,795 LF, which violates the ¼ mile (1,320 LF) length defined as an Access Unit and will encroach upon other property owner's frontage. To ensure that Exhibits D & E do not exceed a length of ¼ mile (1,320 LF), Hutchinson, Moore & Rauch, LLC proposes that the existing acceleration lane lengths (500 LF) be reduced to match those of existing Exhibit C in the AMP. Exhibit C requires an acceleration lane length of 260 LF (not including taper length), and when applied to Exhibits D & E will reduce their overall length to 1,320 LF. Please see the attached proposed amendments to Exhibits D & E in Appendices 1 and 2, respectively.

The proposed addition of Exhibit G to the AMP is for a dual access unit on 150' ROW (Appendix 3). Exhibit G will be similar to Exhibit C, however, Exhibit G will not have acceleration lanes for left turn movements onto the Foley Beach Express (FBE) from the access driveways/roads. The reasoning for this is the 150' ROW zones are 5-lane wide undivided roads that would create conflict areas where there would be no barrier between cars driving in the acceleration lanes and cars sitting in the center deceleration (left turn) lanes of the FBE. The design of Exhibit G has acceleration lanes and tapers for right turns onto the FBE from the access driveways, deceleration lanes and tapers for right turns off the FBE onto the access driveways and deceleration lanes and tapers for left turns off the FBE onto the access driveways.

We respectfully request that you consider these proposed amendments and additions to the Access Management Plan for the Foley Beach Express. If you have any questions or require additional information, please contact me at 251-380-8740.

Sincerely,

HUTCHINSON, MOORE & RAUCH, LLC



James H. Robertson, II, P.E.
Project Manager

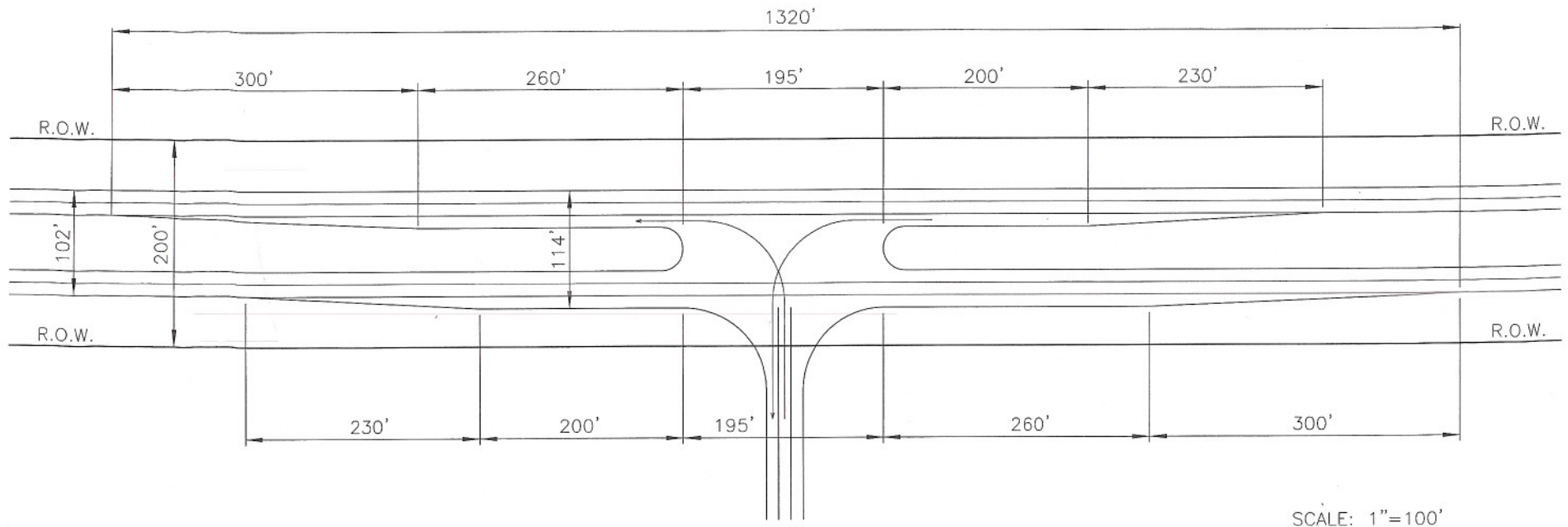
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Attachments

D103513824113.037

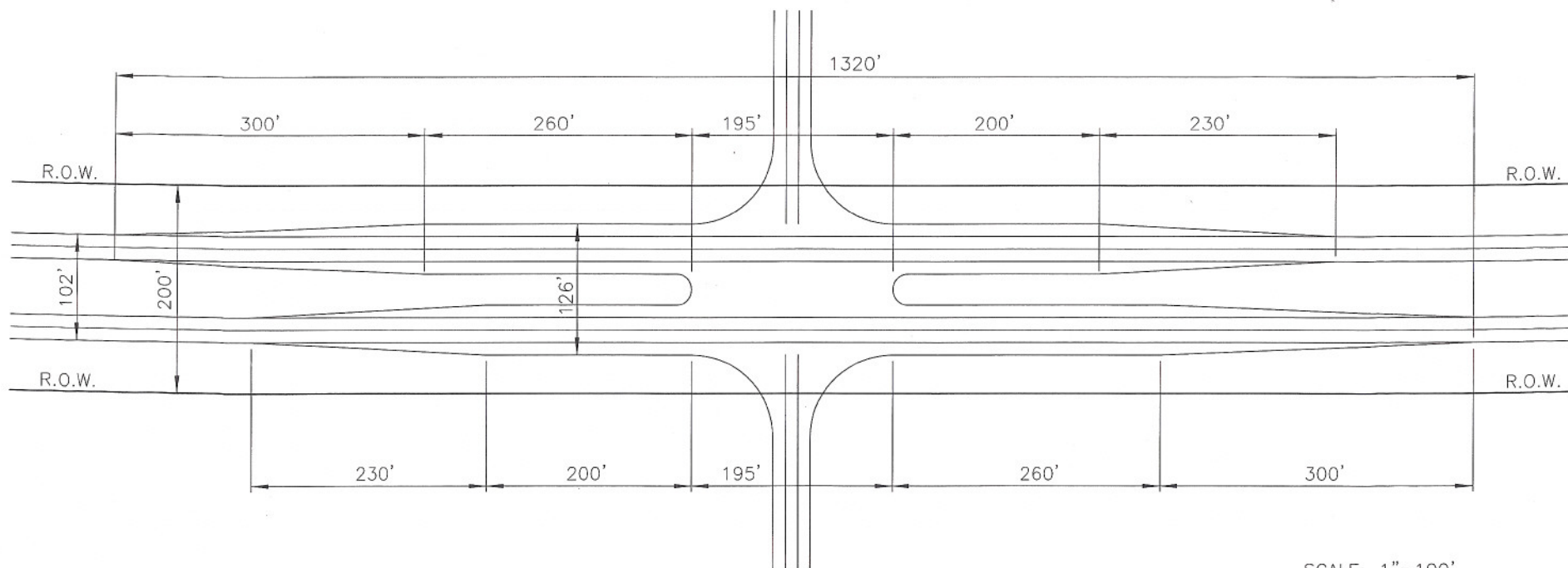
RCV'd 4/30/13
dc

APPENDIX I



FOLEY — BEACH EXPRESS
TYPICAL CROSS-OVER ACCESS UNIT
FOR 200' RIGHT OF WAY
EXHIBIT D

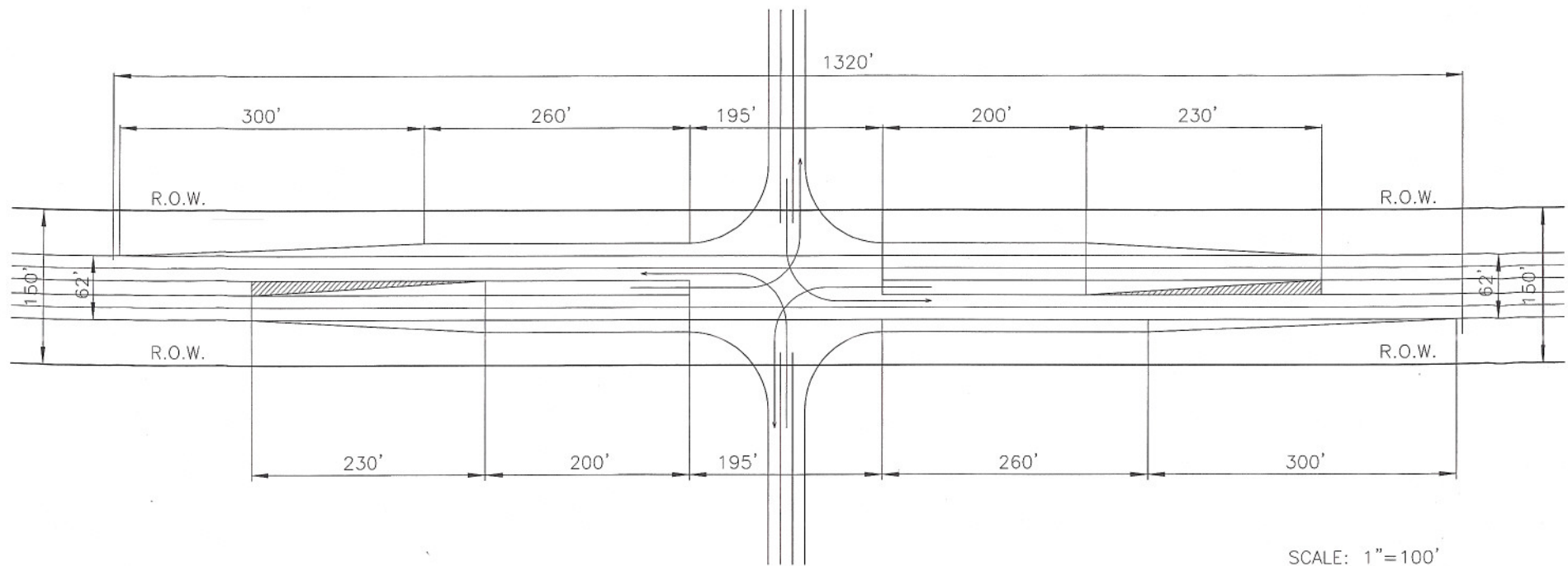
APPENDIX II



SCALE: 1"=100'

FOLEY – BEACH EXPRESS
 TYPICAL DUAL CROSS-OVER ACCESS UNIT
 FOR 200' RIGHT OF WAY
 EXHIBIT E

APPENDIX III



SCALE: 1"=100'

FOLEY — BEACH EXPRESS
 TYPICAL DUAL CROSS-OVER ACCESS UNIT
 FOR 150' RIGHT OF WAY
 EXHIBIT G