

5.0 ACCESS CONTROL TECHNIQUES

Several options exist that allow changes to the existing roadway configuration or geometry to assist in the management of the number, frequency, and location of intersections/driveways along a roadway. Each option provides a different means through which access can be managed along a corridor. In addition, each option has unique benefits and can be used in conjunction with other options to help improve traffic flow, operations, and safety while maintaining adequate access to the adjacent land uses. Some of the options for access control include:

- Elimination
- Conversion with median treatment
- Relocation
- Consolidation

Figure 10 provides a brief description of each access control option as well as schematics depicting each option.

5.1 APPLICATIONS OF ACCESS CONTROL TECHNIQUES ON SH 392

There are several areas along the SH 392 corridor that each of the access control methods can be applied to. Access elimination is typically used at locations where a property has more than one access point. For example, many of the properties located east of WCR 19 have multiple accesses to SH 392 with some properties having as many as three direct access points to SH 392. In order to meet the objectives of an ACP to reduce the number of access points for safety and operational reasons, all properties adjacent to SH 392 should be limited to a single access in all locations where reasonable access to secondary roads is not possible.

The purpose of access conversion through the use of median treatments is to eliminate some or all turning movements in order to reduce the number of conflicts between left turning vehicles and through vehicles on the highway. Based on the access code, full movement intersections should be limited to $\frac{1}{2}$ mile spacing for the majority of the corridor. REA Parkway and 16th Street are examples of locations where future traffic volumes on SH 392 will make it difficult for a vehicle to turn left from these access locations. In addition, both of these intersections are about $\frac{1}{4}$ mile from the nearest full movement intersection that is also signalized. By creating a $\frac{3}{4}$ movement accesses (left turns are allowed into the driveways, but not out) the number of conflicts will be reduced. The vehicles wanting to turn left from these locations can use parallel roads to travel to adjacent signalized intersections where left turns can be made, which are much safer than at un-signalized locations.

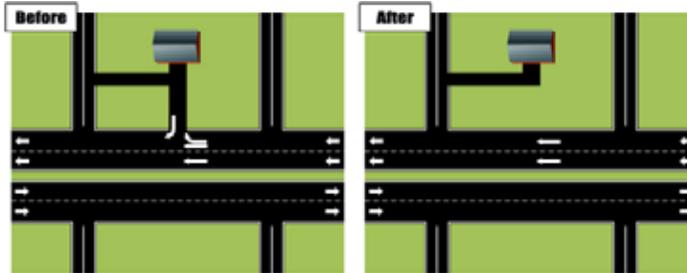
Access relocation is an access control method that would either align opposite approaches to create a more familiar intersection design or move an existing access point to a new location. For example, numerous properties east of WCR 19 are situated close to existing or planned future roads, many of these properties currently have driveways with direct access to SH 392. As development occurs or as new roads are constructed, many of these direct connection driveways can be closed on SH 392 and moved to the new roads. This will create better spacing of intersections and reduce the number of conflict points on SH 392.

Finally, access consolidation is used to reduce the number of access points along the corridor. Several locations along SH 392 are prime candidates where access consolidation could be applied. Some locations exist where adjacent property owners have individual driveways less than 50 feet apart, these two driveways could be consolidated into a single point to reduce conflicts, improve operations, and maintain adequate access to all properties.

**Figure 10
Access Control Methods**

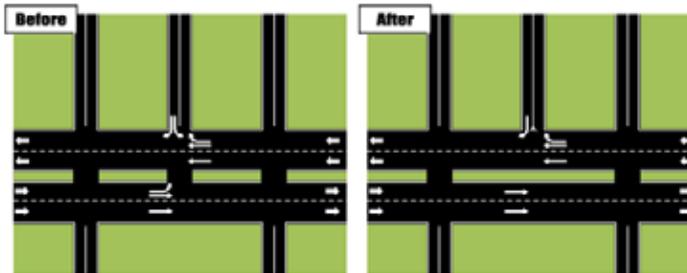
Access Elimination

- ▶ Access to local properties through secondary roadways
- ▶ Consolidate number of access locations where vehicles may enter or exit highway
- ▶ Reduce the number of conflict points



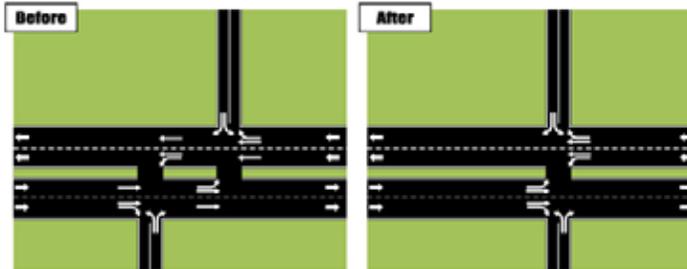
Access Conversion with Median Treatment

- ▶ Eliminate some or all turning movements
- ▶ Reduce the number of conflicts between left turning vehicles and through vehicles on the highway



Access Relocation

- ▶ Align opposite approaches
- ▶ Create a more familiar intersection design



Access Consolidation

- ▶ Consolidate adjacent access points into one location
- ▶ The number of conflict points are reduced

