

Indiana Statewide Access Management Study

Access Management Conference

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Overview of Presentation

- Assessment of Current Conditions
- Elements of Implementation Plan



Assessment of Current Conditions

- INDOT Authority
- INDOT Process and Perspectives
- Local Coordination and Perspectives



INDOT Mission Statement:

“INDOT will build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth.”



Legal Authority in Indiana: Conclusions

- Common access management techniques that could be applied:
 - Purchase of access rights
 - Introduction of a median
 - Closing of a median opening
 - Eliminating left-turn access
 - Limiting or reducing the number of driveways
 - Replacing direct access with service road access



Legal Authority in Indiana: Conclusions, cont'd

- Compensation may be required for:
 - Changes that would result in the creation of zoning violations
 - Alternative access that would substantially or materially interfere with ingress and egress



INDOT Feedback

- 1) Lack of oversight and management of development activity off the State highway system
- 2) Sporadic and inefficient coordination and communication with local jurisdictions and developers
- 3) Limited education and training opportunities



Local Feedback

- 1) Sporadic and inefficient coordination and communication with INDOT
- 2) Lack of site plan review regulations
- 3) Local variations in growth management
- 4) Lack of experience and staff resources
- 5) Limited local awareness of access management



Elements of the Implementation Plan

- Adopt and Implement an Access Classification System
- Implement Access Spacing and Design Criteria
- Improve Local Coordination
- Training and Education Efforts
- Consider Retrofit Techniques
- Other Actions



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Considerations for Defining Access Categories

- Roadway functional classification
 - Role of the roadway in the transportation system
 - Arterial, collector, etc.
- Roadway design characteristics
 - Geometric features (median)
 - Speed
- Degree of urbanization
 - Development intensity
 - Intersection frequency



Draft Access Classification System for INDOT

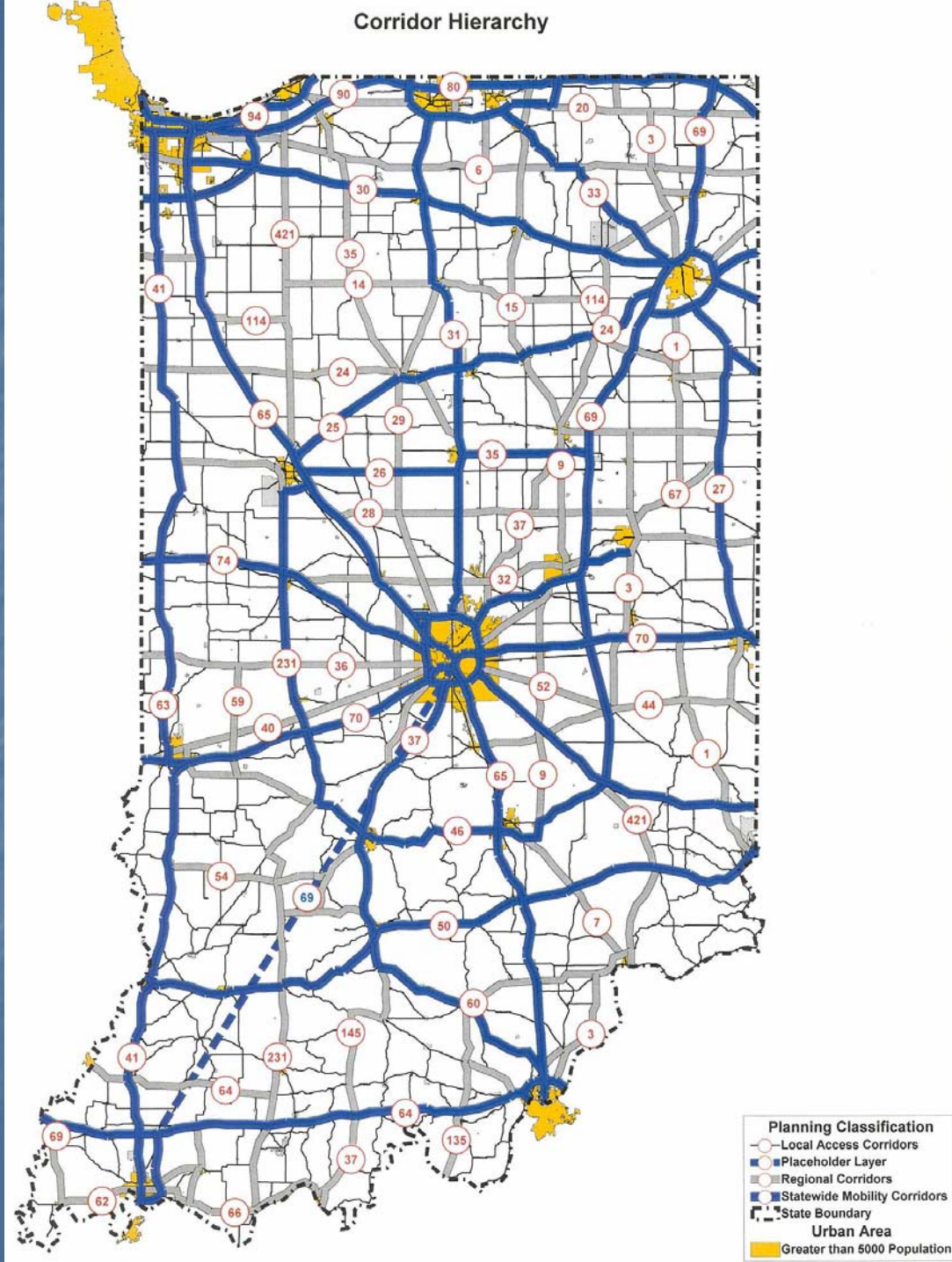
- Similar format to the Ohio DOT Access Classification System...
- ...but incorporates features from:
 - INDOT 25-Year Plan – Mobility Corridor Concept
 - INDOT Roadway Design Manual – Areas Types
 - INDOT Driveway Permit Manual – Driveway Types



INDOT Mobility Corridor Concept

- Statewide Mobility Corridors
- Regional Corridors
- Sub-Regional Corridors

Corridor Hierarchy



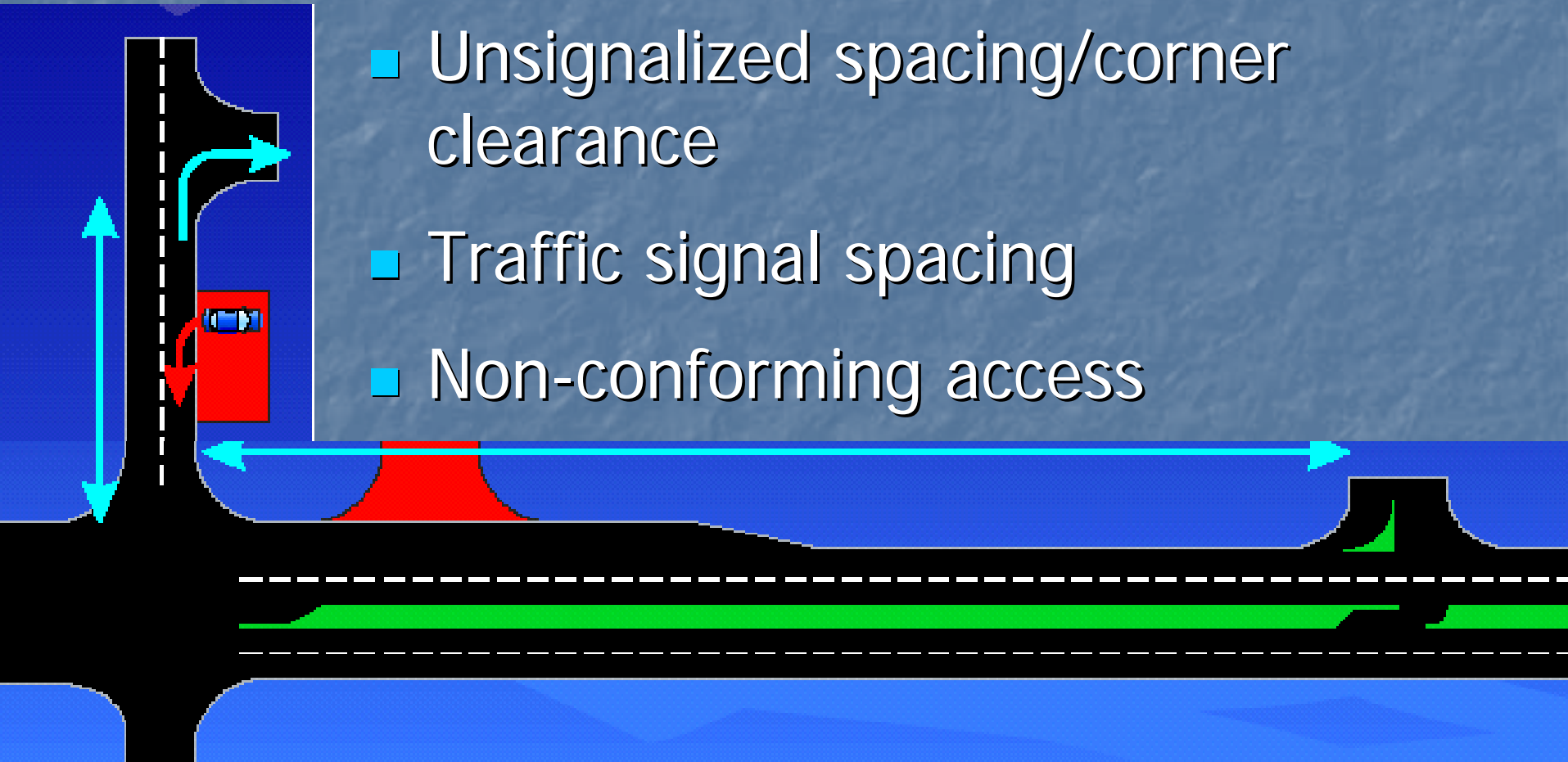
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Access Spacing and Design Criteria

- Where access is allowed
- Allowable movements
- Unsignalized spacing/corner clearance
- Traffic signal spacing
- Non-conforming access



Refine Access Spacing and Design Criteria

- Apply spacing guidelines for unsignalized intersections:

Highway Speed (mph)	Minimum Spacing (feet)	
	INDOT Permit Manual (Table 8.1)	Ohio DOT & Minnesota DOT*
30	185	200
35	245	250
40	300	305
45	350	360
50	395	425
55	435	495

*Based on AASHTO Stopping Sight Distance (2004)



Implement Access Spacing and Design Criteria

- Adopt spacing guidelines for signalized intersections:

Tier	Ideal Signalized Intersection Spacing Guideline*	Minimum Acceptable Bandwidth for Deviation from Ideal Signalized Intersection Spacing		Functional Area near Signalized Intersections for Right-In/Right-Out Access Only
		Urban	Rural	
1A and 1B	½ mile	45%	50%	400 feet
2A and 2B	½ mile	40%	45%	300 feet
3A and 3B	½ mile	35%	40%	200 feet

* A ¼-mile spacing guideline applies to State highways with speeds ≤ 40 mph located within a built-up urban area, regardless of tier.



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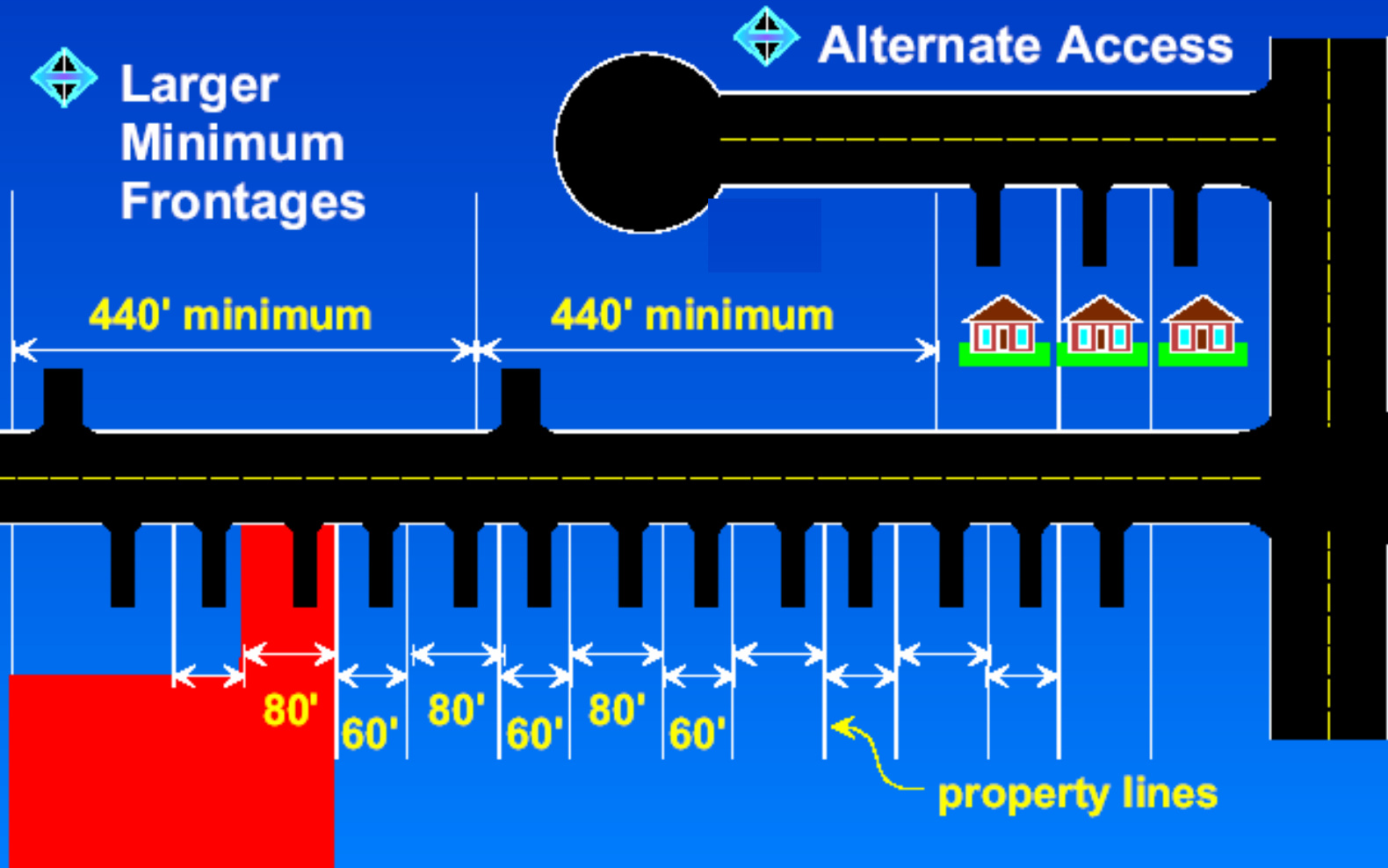


Improve Local Coordination

- Rezoning actions and land use approvals
- Residential subdivisions
- Commercial developments
- Site plan review
- Other intergovernmental coordination



Improved Subdivision Regulations



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Training/Education

- Training for INDOT staff
- Educational efforts for other stakeholders



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Potential for Retrofit?



Consider Retrofit Techniques

- Apply general principles of access management:
 - Limit the number of conflict points
 - Separate the conflict points
 - Remove turning vehicles and queues from through movements
 - Maintain progression speeds along arterials
 - Encourage access to streets with the lowest functional classification, where this option exists



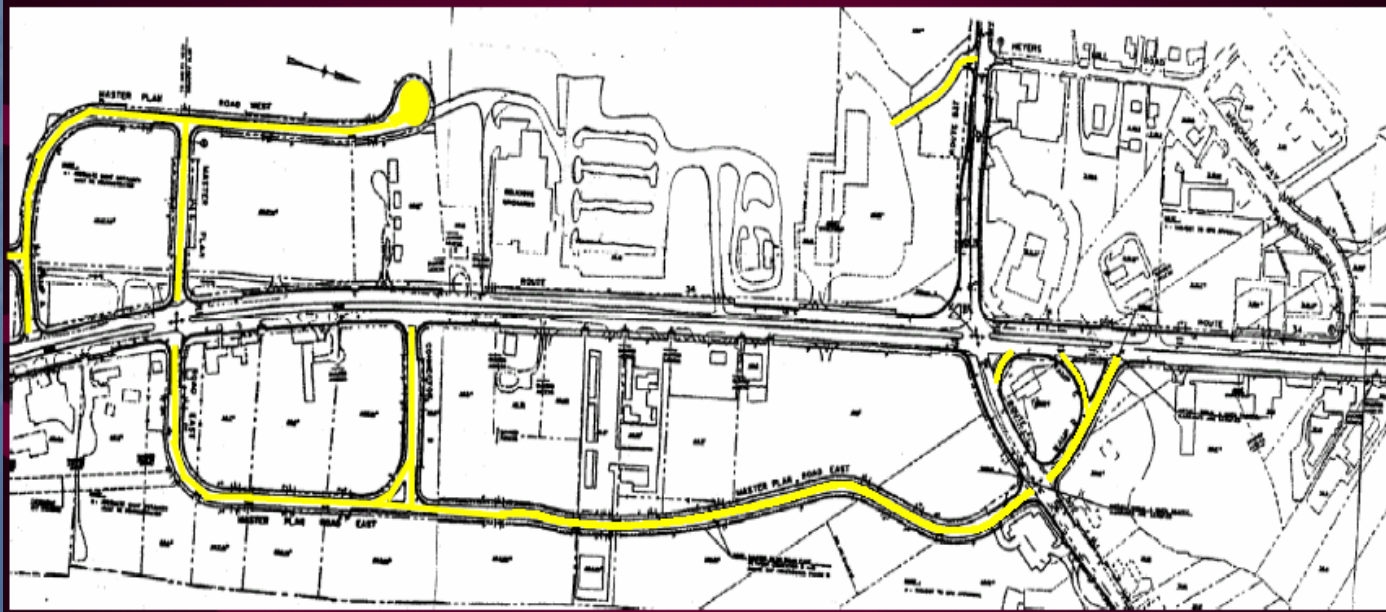
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Prepare Access Management Plans

- Corridor-specific plans focused on high-priority problem areas (existing or potential future)
- Could be prepared for both developing areas and retrofit situations, although expected outcomes would be different
- Partnership between INDOT and locals



Purchase Access Rights

- The purchase of access rights helps INDOT manage access
- Focus on high-priority corridors
- INDOT has had projects to purchase rights in the past
- INDOT has exchanged access rights for driveway permit



Prioritize Projects with Access Management Benefits

- Consider access management benefits as a factor when prioritizing projects
- Prioritization could be both from funding or timing perspective



Questions

