

Access Management: Breaking New Ground

Jeffrey Altman, P.E.
Planning Division
August 14, 2006

Why Access Management?

Why Access Management?

- Past Failures
 - US 49
 - 160 mile corridor linking I-10 to I-20
 - 25-30% trucks
 - US 90
 - Beach Blvd along the Gulf Coast
 - Casinos and Condos
 - Old Agency Road
 - Links I-55 and Highland Colony

Why Access Management?

- Additional Issues
 - Lack of Uniformity
 - Low standards
 - Lack of coordination with local officials
 - Desire for one stop shop
 - No variance and waiver process
 - Accidents and fatalities

Building an Access Guide

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Building an Access Guide

- Contractors
 - Richard Young (PBS&J)
 - Dane Ismart
- Project Scope
 - Mgmt Team
 - Maintenance Div, Traffic Div, Roadway, District, and Planning Division

Building an Access Guide

- Project Scope
 - Interviews/Research
 - Mgmt Team members
 - ROW Div, Permit Officers, MDOT Admin
 - Results
 - Low standards
 - Need uniformity
 - Across the state
 - Across Administrations

Building an Access Guide

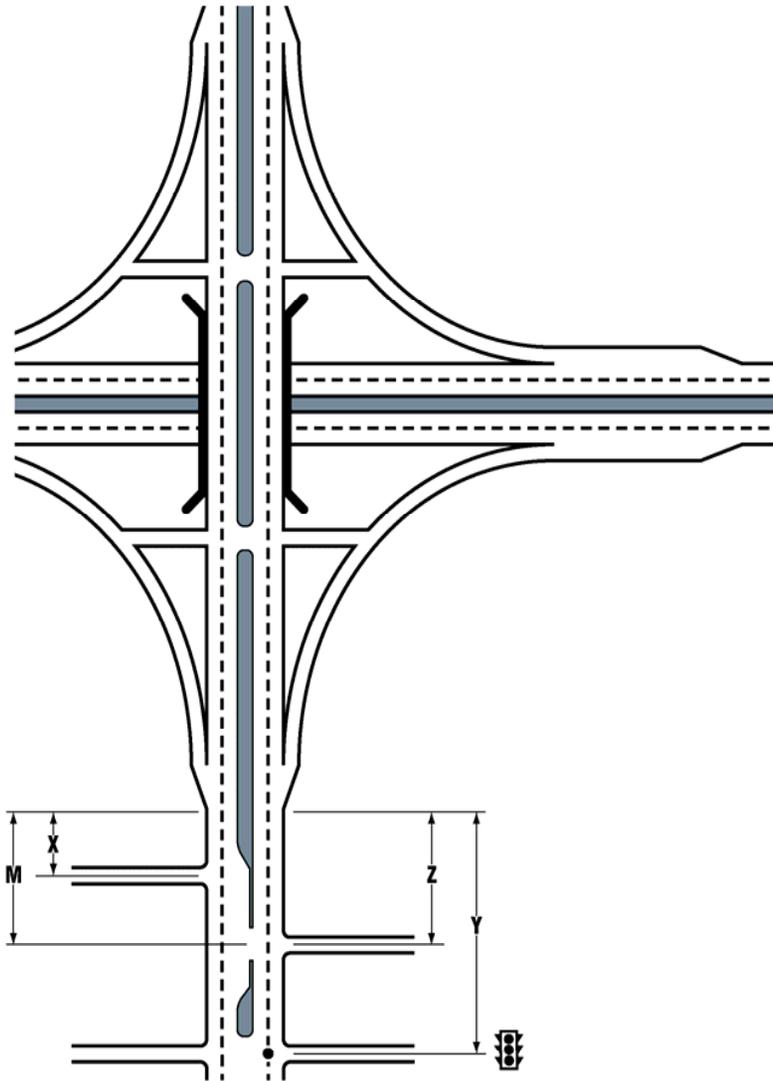
- Project Scope
 - Develop guide
 - Set Goals/Vision
 - Stricter minimums and develop recommend standards
 - Better define access issues
 - Develop uniformity
 - Develop variance and waiver procedure

Building an Access Guide

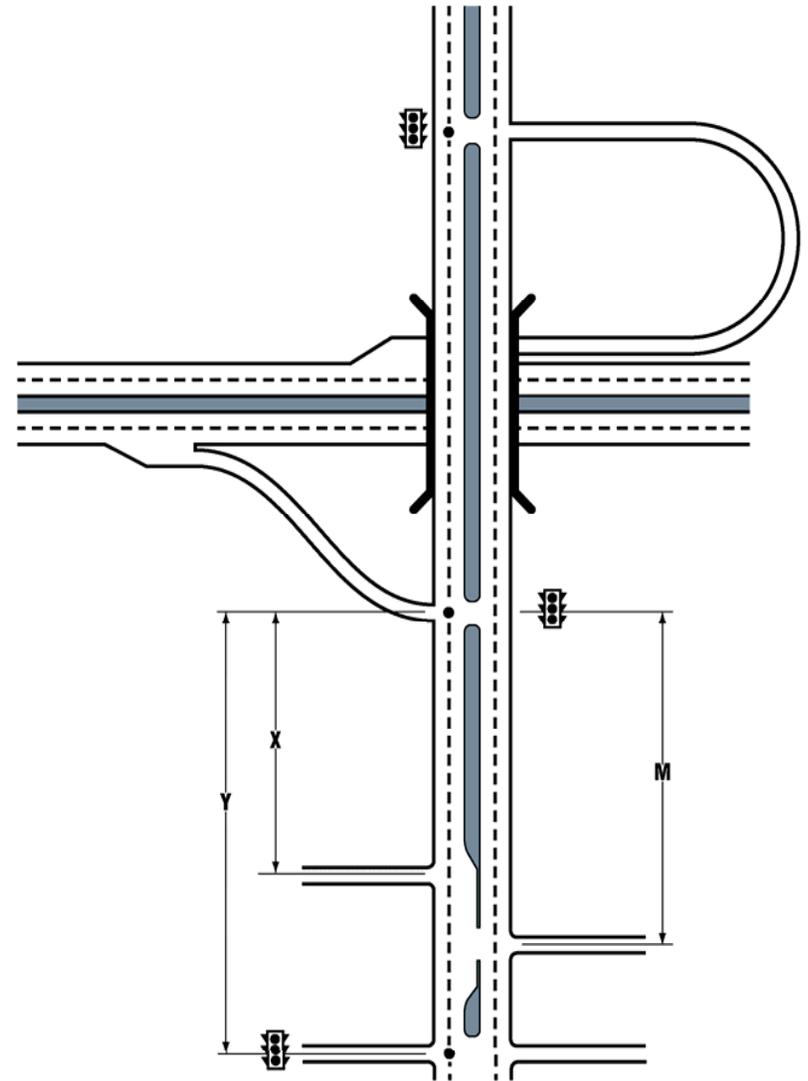
- Project Scope
 - Draft and Review
 - Consensuses on standards
 - Streamline process
 - Use recommended standards
 - Implementation Plan
 - Apply guide to new construction and major reconstruction
 - Get buy in (Bottom to top)
 - Adoption by Commission
 - Education of new process

Status of MS's Access Guide

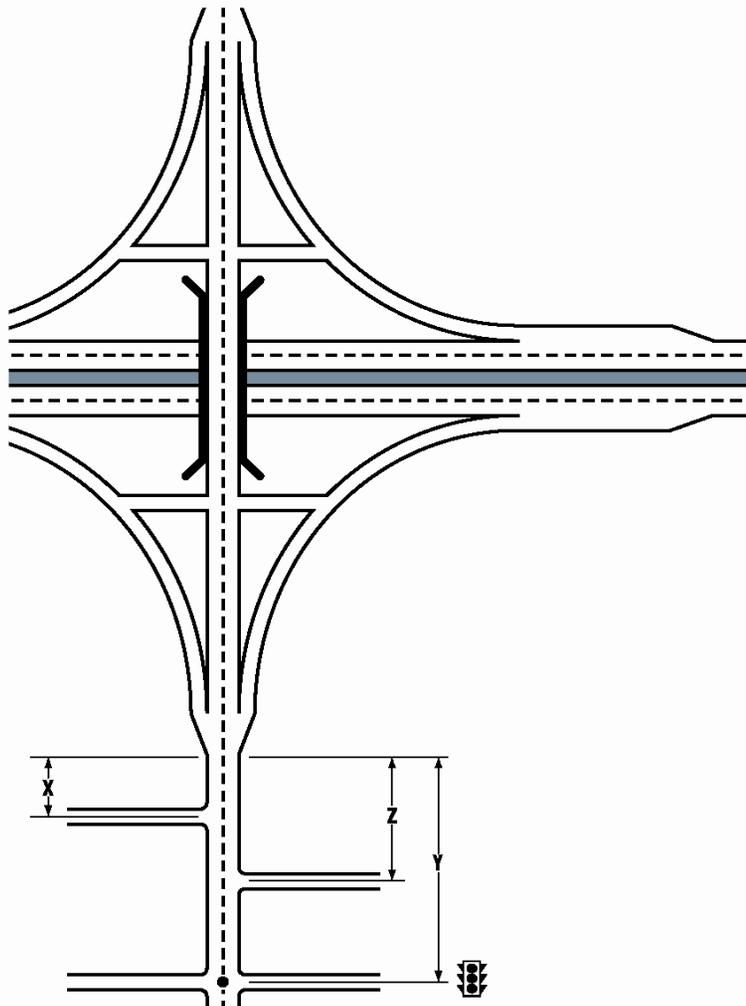
- Draft Finalized
- Working on Buy In
- Commission Adoption?



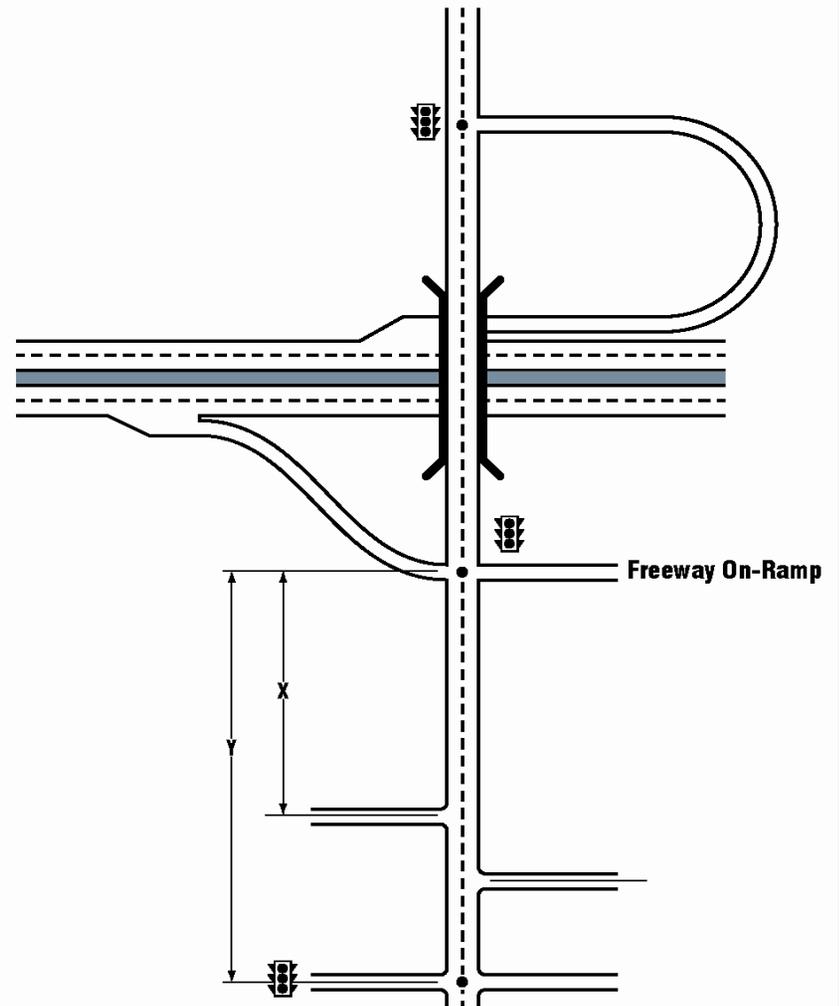
DIAMOND OR CLOVERLEAF INTERCHANGE



PARTIAL INTERCHANGE

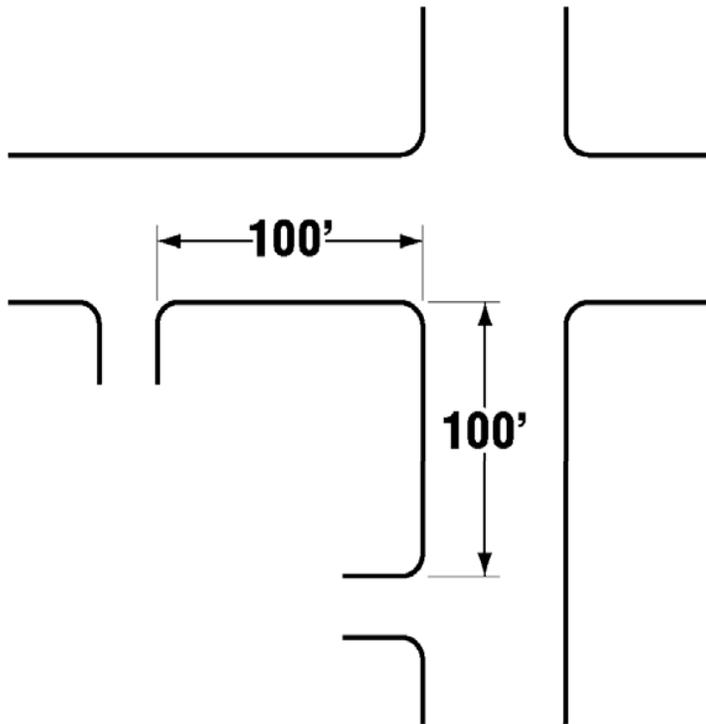


DIAMOND OR CLOVERLEAF INTERCHANGE

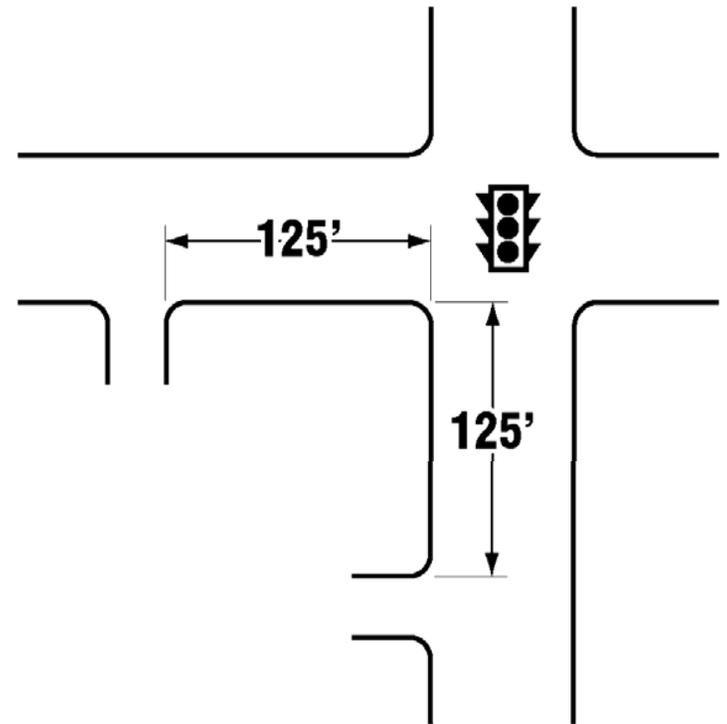


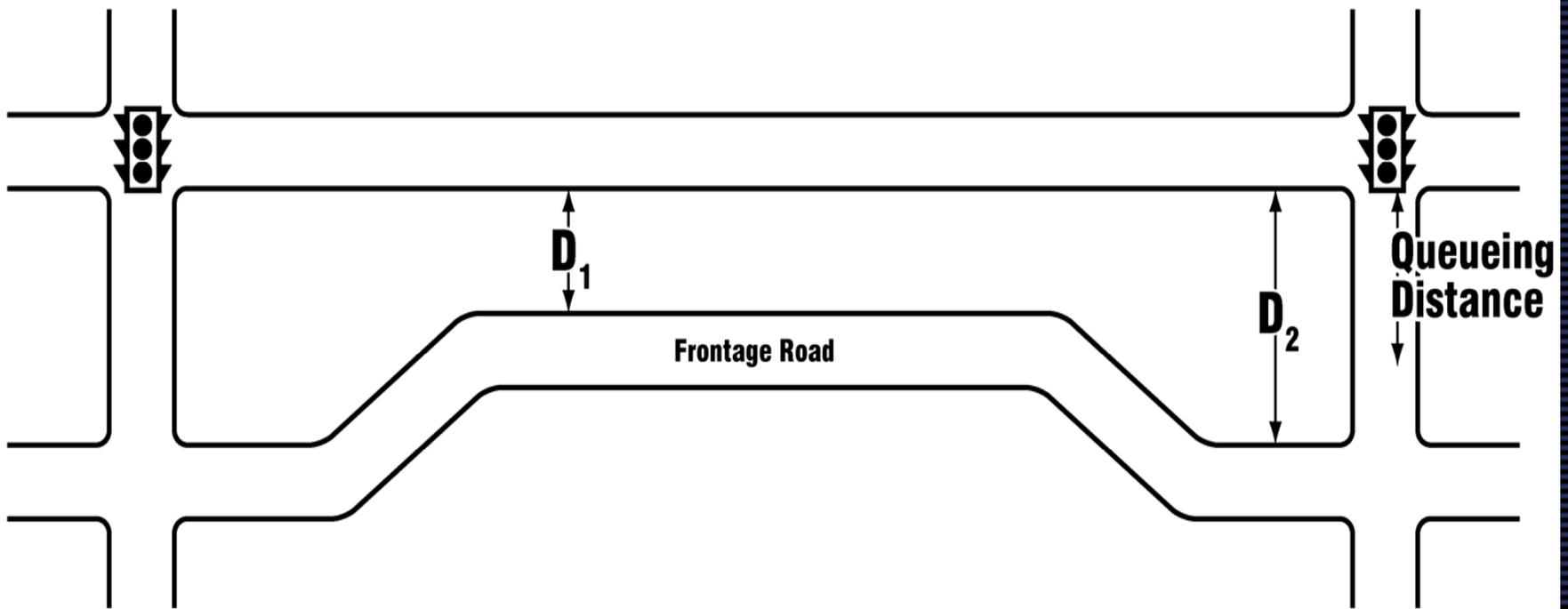
PARTIAL INTERCHANGE

CORNER CLEARANCE UNSIGNALIZED INTERSECTION



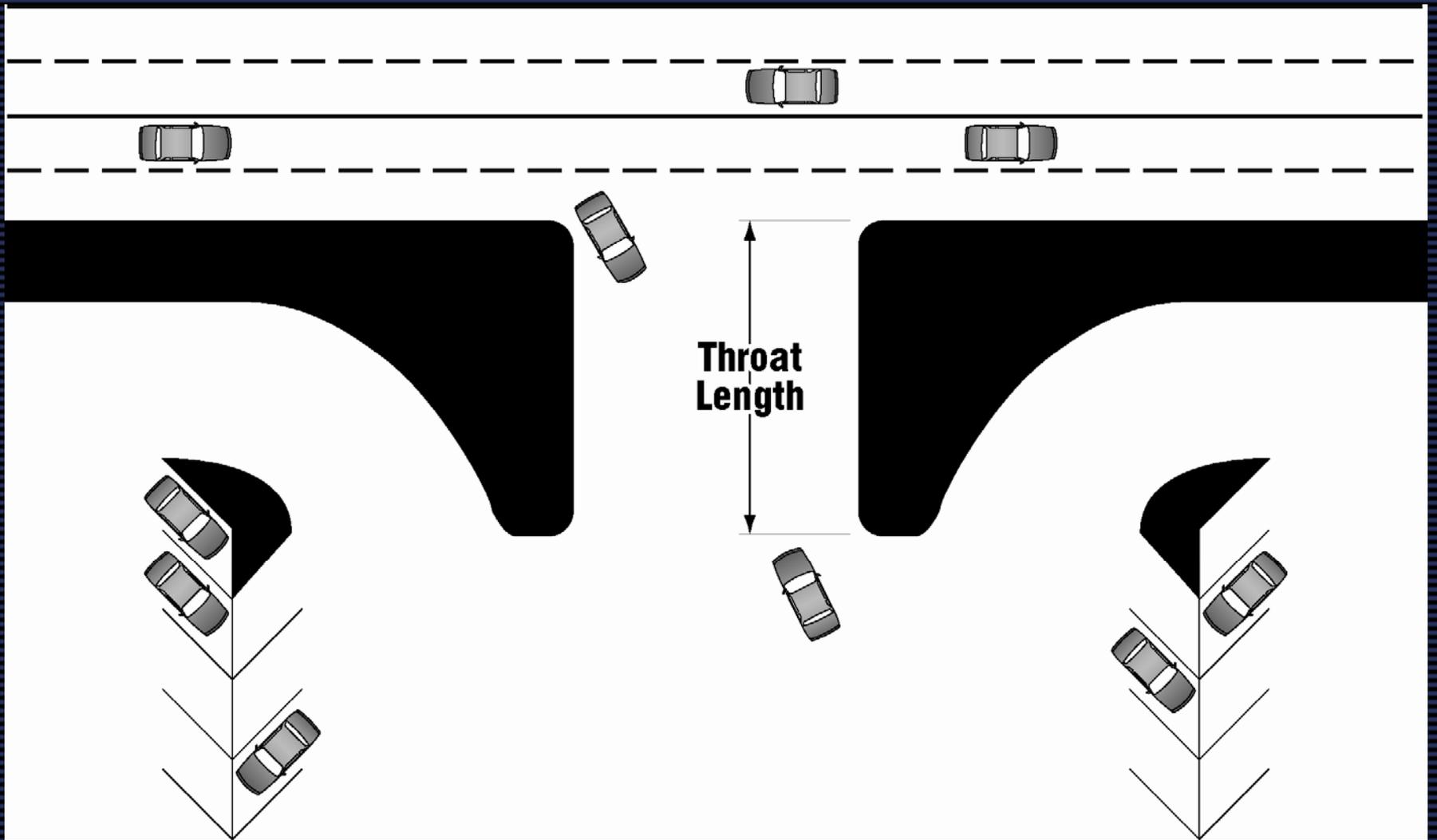
CORNER CLEARANCE SIGNALIZED INTERSECTION





Where: D_1 = Minimum midblock separation (>25 ft.)

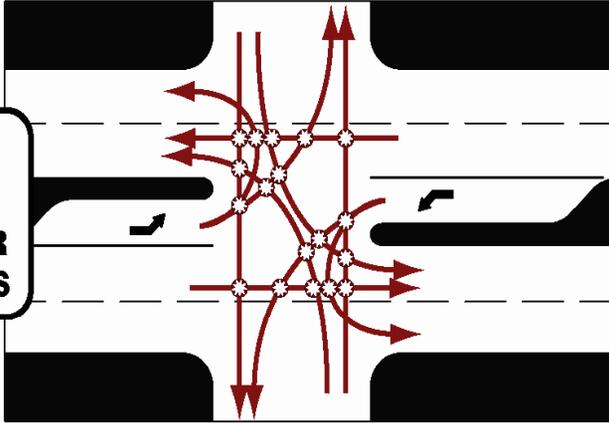
D_2 = Minimum separation at intersection (minimum 150 ft.; >300 ft. preferred)



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

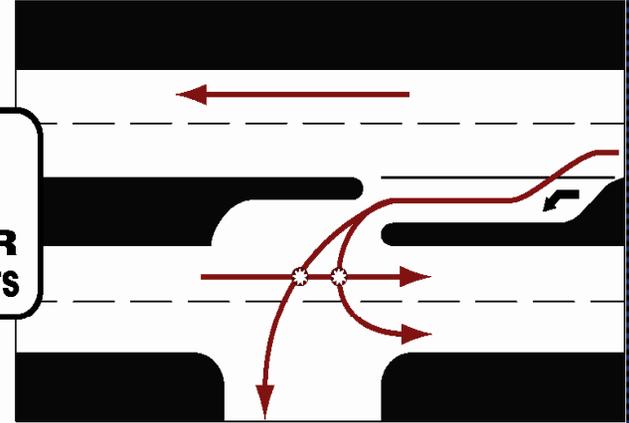
NORMAL MEDIAN OPENING

18
MAJOR
CONFLICTS



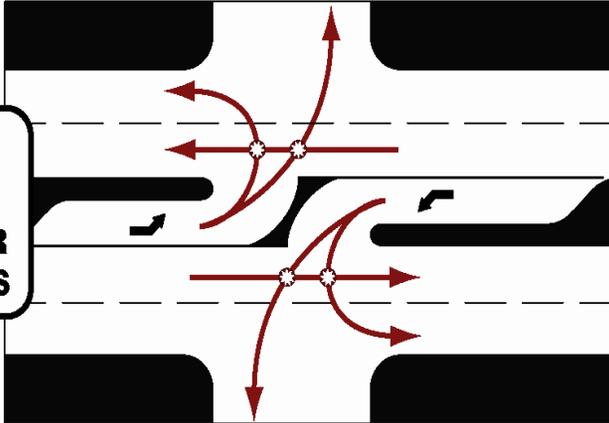
LEFT-IN ONLY

2
MAJOR
CONFLICTS



DIRECTIONAL MEDIAN OPENING

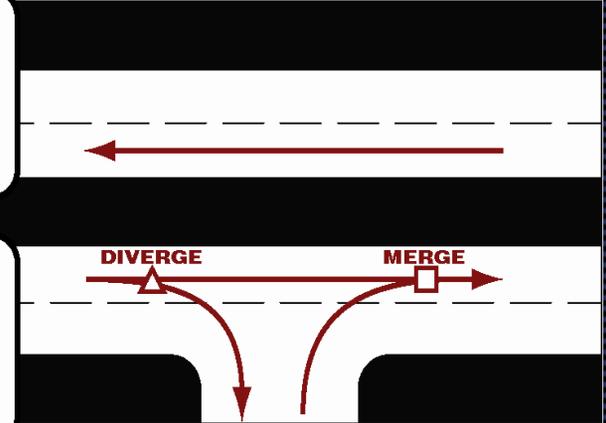
4
MAJOR
CONFLICTS



RESTRICTIVE MEDIAN

0
MAJOR
CONFLICTS

2
MINOR
CONFLICTS



Thank You

Jeffrey Altman, P.E.
Planning, MDOT
(601) 359-7685
jaltman@mdot.state.ms.us

Questions