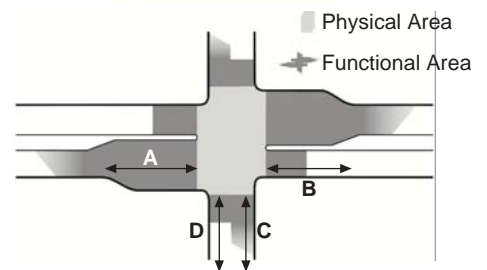
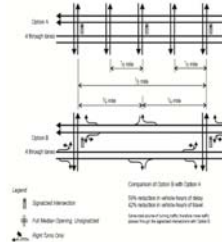
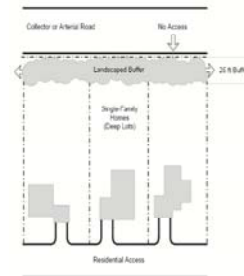


10 Principles of Access Management

1. Providing a specialized roadway system in which roadways are designed and managed in accordance with their primary function
2. Limiting direct access to major roadways that serve higher volumes of regional through traffic
3. Promoting intersection hierarchy - appropriate transitions from one classification of roadway to another
4. Locating signals to favor through movements by using long, uniform spacing of intersections and signals and ensuring the ability to coordinate signal timing
5. Preserving the functional area of intersections and interchanges by respecting how motorists need to respond with deceleration, maneuvering into appropriate lanes, stopping and turning - Access connections too close to intersections cause serious traffic conflicts and impair functionality

Example

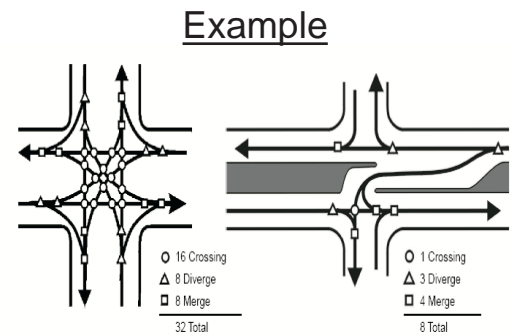


- A-Upstream on the major roadway
- B-Downstream on the major roadway
- C-Departure side on minor roadway
- D-Approach side on minor roadway

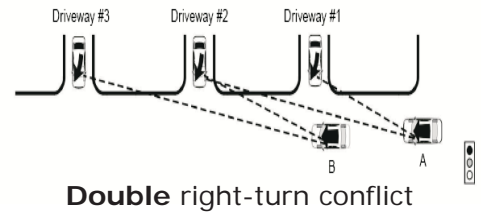
Intersection corner clearances - avoiding access connections too close to intersections or interchange ramps

10 Principles of Access Management

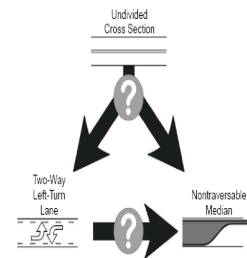
6. **Limiting the number of conflict points between:**
- Vehicles
 - Vehicles and pedestrians
 - Vehicles and bicyclists
- to reduce mistakes and collisions**



7. **Separating conflict areas to give drivers time to address one potential set of conflicts before facing another**



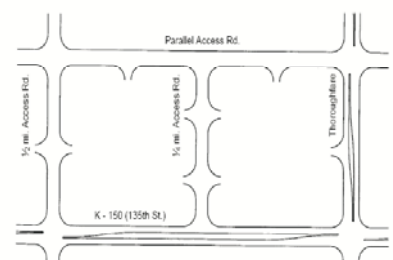
8. **Removing turning vehicles from through-traffic lanes, usually through the addition of turning lanes**



9. **Using nontraversable medians to manage left-turn movements because the majority of access-related crashes involve left turns**
- Table shows change in crash rates after replacing a continuous two-way left-turn with a raised median (Memorial Drive in Atlanta)*

Location	Total Crash Rate	Injury Rate
Midblock	-%55	-%59
Intersections	-%24	-%40
Total	-%37	-%48

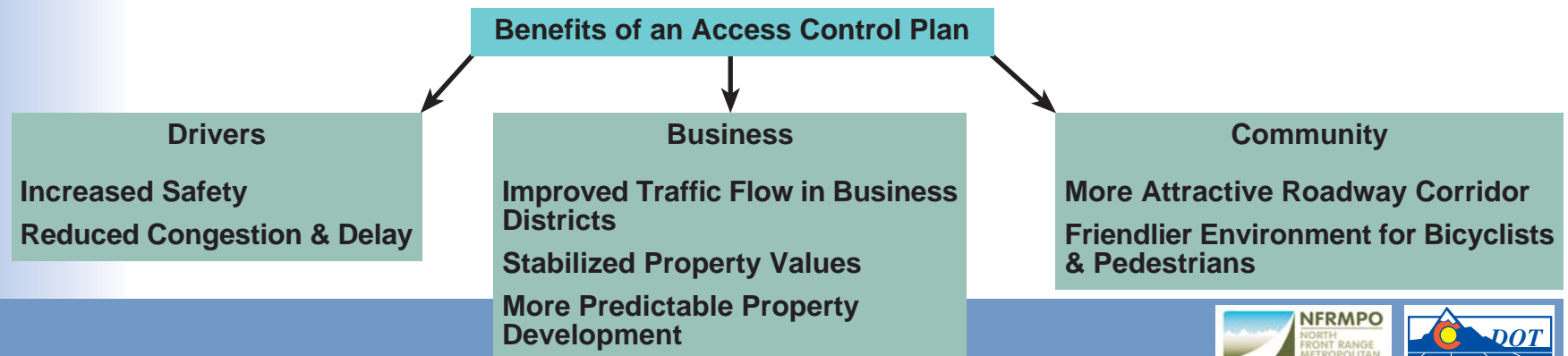
10. **Providing a supporting street and circulation system to appropriately accommodate development**
- Interconnected street and circulation systems provide alternative routes that conform to a beneficial spacing interval*



Effective Access Management

Definitions and characteristics

- Access management is the process that provides access to land development while simultaneously preserving the flow of traffic on the surrounding street system in terms of safety, capacity and speed. (*Federal Highway Administration*)
- An effective access management system:
 - **Strives to protect the safety, traffic operations and the assigned functional purpose of the state highways**
 - **Considers the access needs of the various elements of the general street system**
 - **Determines the best overall solution to access and circulation patterns, especially at locations where significant changes to the transportation system and/or adjacent land use have occurred or are proposed**





Effective Access Management

What the MPO Staff has read and heard about SH 56:

- **Fast, efficient, and safe connection between Berthoud and I-25**
- **Convenient access near I-25 - Mixed Uses/Activity Center**
(I-25 Sub-Area Land Use Plan)
- **I-25 & SH 56 Interchange as entrance/gateway to Berthoud**
- **I-25 & SH 56 Interchange as an entrance to Johnstown**
- **Low Density or Very Low Density development along SH 56 between WCRs 1 and 7**
(based on Berthoud's Comprehensive Plan)



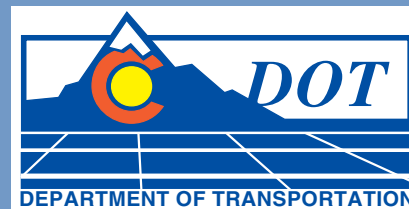


Access Control Plan

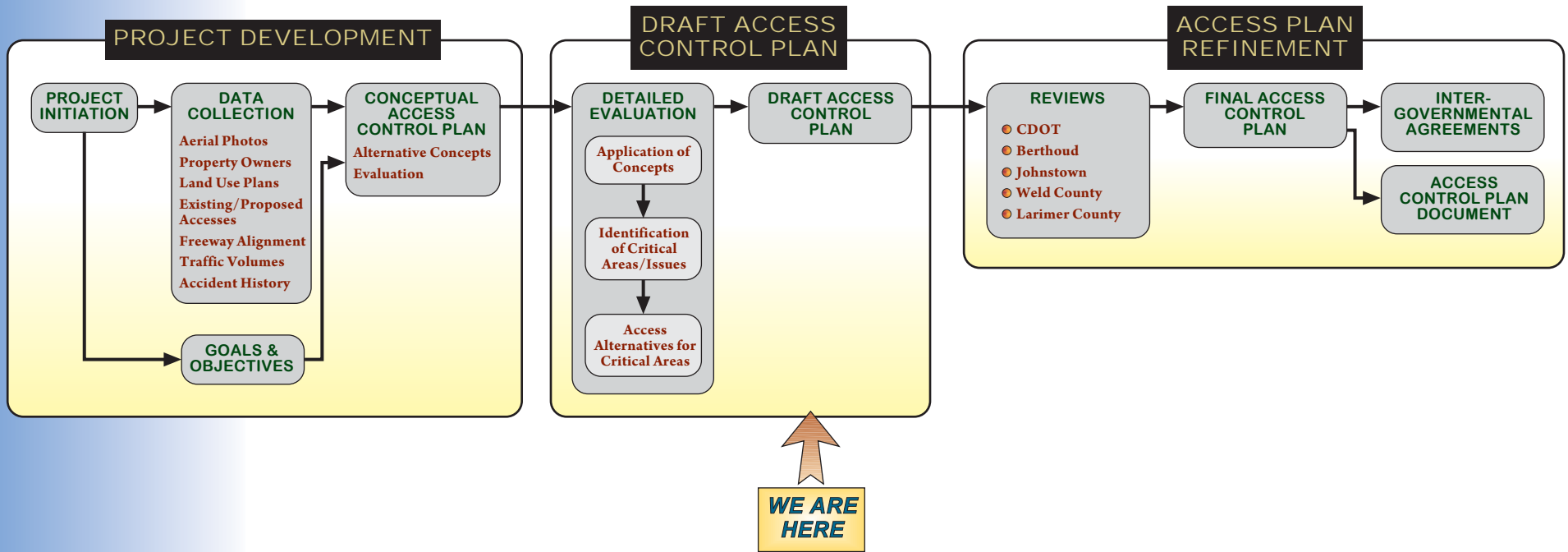
Public Meeting & Open House

December 8, 2008




Berthoud Area Community Center



Process



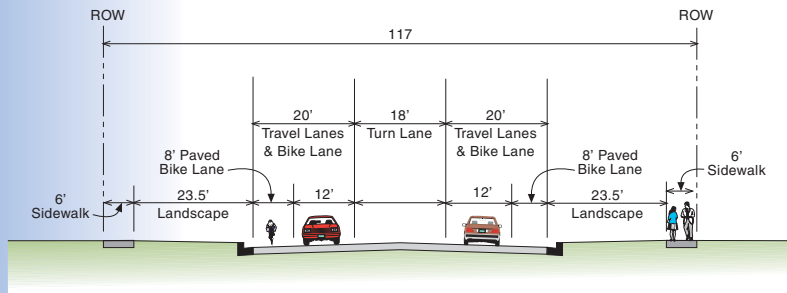
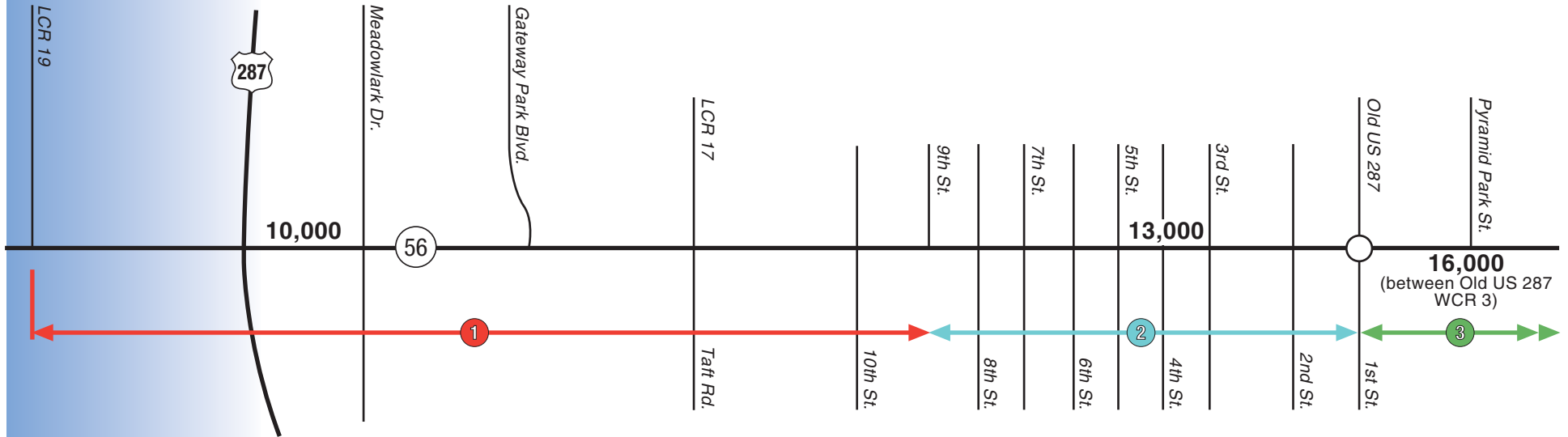
LEGEND

-  = Series of Public Open Houses
-  = Individual Meetings/Discussions with Property Owners, as Appropriate
-  = Presentations to Boards of County Commissioners and City/Town Councils

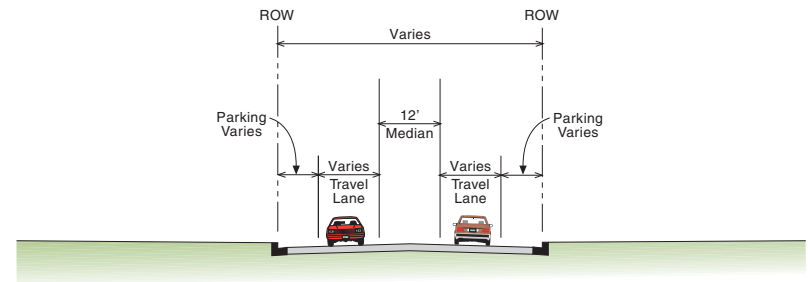


Access Control Plan

Ultimate Typical Sections and Daily Traffic Volumes



1 LCR 19 to 9th Street
NR-B, 40MPH
Typical Section

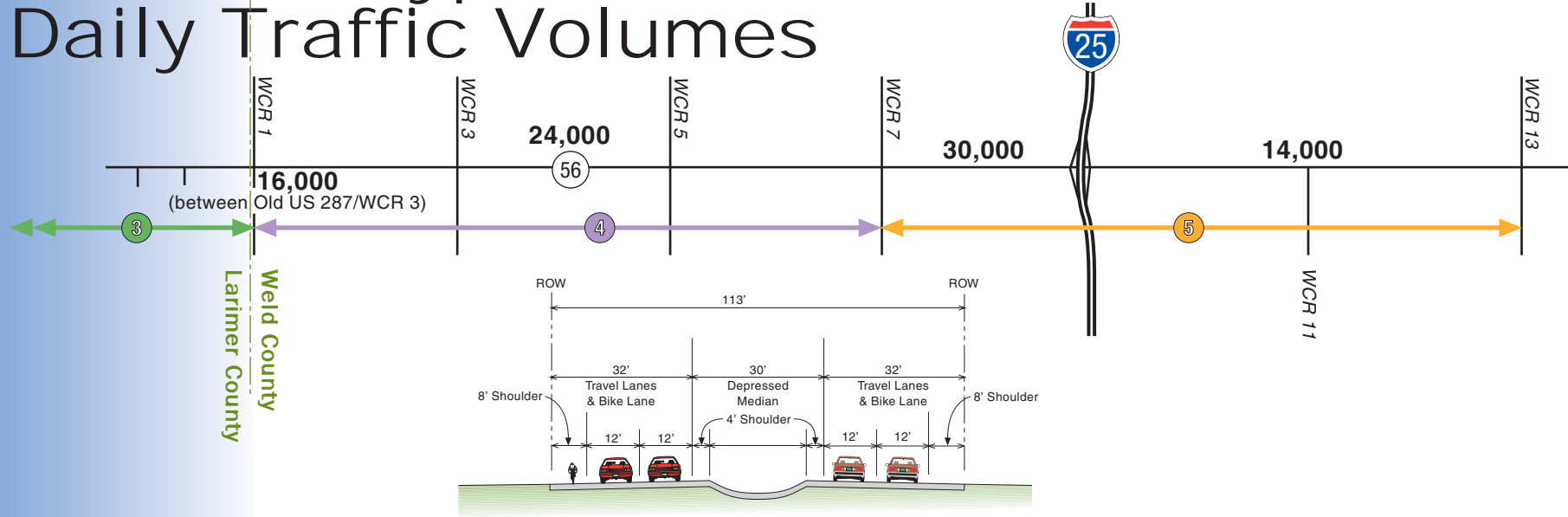


2 9th Street to 1st Street
NR-B, 30 MPH
Raised Median
No Widening

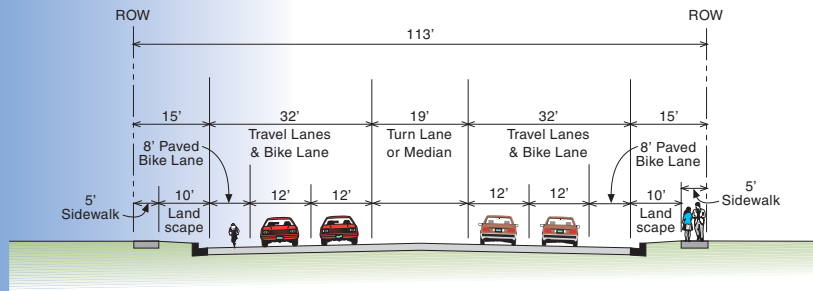


Access Control Plan

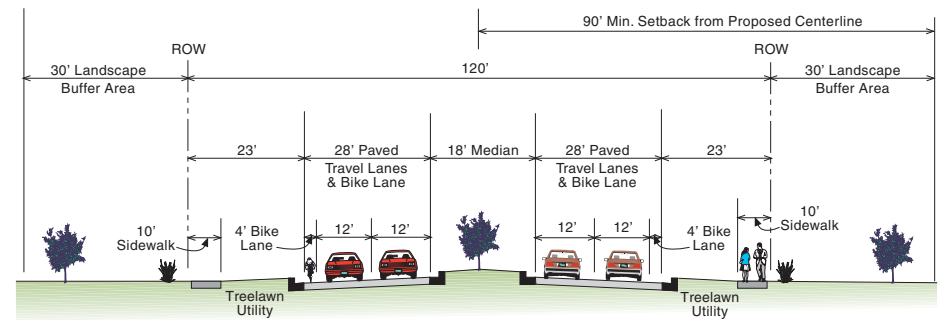
Ultimate Typical Sections and Daily Traffic Volumes



4 WCR 1 to WCR 7
4-Lane Rural
NR-A, 55MPH
No Curb and Gutter



3 1st Street to LCR 13/WCR 1
NR-B, 45 MPH
Left, right turn decel. lanes at intersections



5 WCR 7 to WCR 13 Typical Section

