

**THOROUGHFARE PLAN  
&  
ACCESS MANAGEMENT**

**City of Wilmington, Ohio**

## **ACCESS CONTROL**

In order to promote effective and efficient use of highway facilities and sustain the reasonable economic development of land, it is necessary to establish, implement, and enforce sound access control policies.

All properties, whether they are existing and are being redeveloped or are being developed for the first time, will be required to conform to all requirements of access control as designated in this chapter.

Plans for proposed projects for new residences and businesses, requiring new driveways, parking facilities, curb cuts, or new points of ingress and egress accessing public streets which may alter or impede existing traffic flows shall be submitted for approval to the Office of the Director of Public Service.

## LOCATION OF ACCESS POINTS

1. The following spacing restrictions should be adhered to:
  - a. To be capable of being signalized, access points that require signalization shall not be located any closer than one-quarter mile to the nearest signalized intersection or signalized driveway, in addition to satisfying the warrants contained in the State Manual of Uniform Traffic Control Devices for Streets and Highways. The exact location of the signal should be determined by a traffic engineering study and should at least consider the following variables:
    - (1) Speed
    - (2) Traffic signal phasing
    - (3) Traffic Signal cycle length
    - (4) Roadway geometrics
    - (5) Accident experience.

Furthermore, provisions should be made for all turning movements in order to maintain the design capacity of the roadway.
  - b. Unsignalized access points should be spaced a minimum distance of six hundred (600) feet. In addition, some turning restrictions and/or reserved turn lanes may be required.
  - c. In no case should a driveway be located closer than 200 feet to an intersection involving a major arterial.
2. At those access points where turning vehicles from the Major Arterial Roadway will affect the roadway capacity to the extent that turn lanes are needed, the turn lanes shall be provided by the developer. This policy should be enforced regardless of whether the roadway is a two-lane or a multi-lane facility.
3. Where possible, provision for the construction of a frontage road should be made at all developments. Access to the Major Arterial Roadway, however, via an intersecting street or a common driveway, should be investigated if this is not possible.

4. Major access points on opposite sides of the Major Arterial Roadway shall be located opposite each other; otherwise, turning movement restrictions may be imposed.
5. One access point per existing tract will be allowed. If, however, the spacing requirements for a direct access point (see No. 1) cannot be satisfied, then an indirect access point should be located on a frontage road, on an intersecting street, or share a common driveway that meets the spacing requirements. In addition, for these two lower-class roadways to function properly, access onto them should be controlled as follows:
  - a. Access points onto Local Roadways intersecting the Major Arterial Roadway should be spaced a minimum distance of one hundred (100) feet, measured from point of curb return to point of curb return, from the Major Arterial Roadway as well as from adjacent access points. This restriction would also include frontage roads intersecting Local Roadways.
  - b. Access points onto frontage roads paralleling the Major Arterial Roadway should be spaced a minimum distance of one hundred (100) feet, measured from point of curb return to point of curb return, from adjacent access points.
6. Where the frontage of a tract is greater than six hundred (600) feet, an additional access point may be permitted. The form of access, however, may be direct or indirect. One or both of the access points may have direct access onto the Major Arterial Roadway, depending on the location of adjacent direct access points. In the case where the adjacent access locations allow only one point of direct access, the second access point will be indirect.
7. The location of access points shall comply with safe sight distance practices as indicated in Table 1.
8. Access points should be located a sufficient distance from property lines in order to allow the curb radius or flare to fall entirely in front of the subject property, except where common driveway serving two properties is constructed.

9. In the process of providing access to abutting property, the developer and the approving governmental agency, together, must strive to provide the highest level of safety possible and to maintain the roadway design capacity.

## SECONDARY ARTERIALS AND COLLECTORS

1. The following spacing restrictions should be adhered to:
  - a. To be capable of being signalized, access points that require signalization shall not be located any closer than one-quarter mile to the nearest signalized intersection or signalized driveway, in addition to satisfying the warrants contained in the State Manual of Uniform Traffic Control Devices for Streets and Highways. The exact location of the signal should be determined by a traffic engineering study and should at least consider the following variables:
    - (1) Speed
    - (2) Traffic signal phasing
    - (3) Traffic Signal cycle length
    - (4) Roadway geometrics
    - (5) Accident experience.
  - b. Unsignalized access points should be spaced as follows:
    - (1) On two-lane roadways, one access point per existing tract will be allowed. If, however, the frontage is greater than five hundred (500) feet, an addition access point may be permitted. Furthermore, the minimum spacing between adjacent access points on secondary arterial or collector facility should be one hundred (100) feet, measured from point of curb return to point of curb return.
    - (2) On multi-lane roadways, the spacing should be dependent on whether or not a barrier median exists. If a barrier median exists, access points may be spaced as close as three hundred (300) feet. Certain turning movements, however, will be prohibited. If a barrier median does not exist, then the minimum spacing of access points should be six hundred (600) feet. In addition, some turning movements may be prohibited.
    - (3) In no case should a driveway be located closer than 200 feet to an intersection involving a secondary arterial.

2. At those access points where turning vehicles from the Secondary Arterial or Collector affect the roadway capacity to the extent that turn lanes are needed, the turn lanes shall be provided by the developer. This should be enforced regardless of whether the roadway is a two-lane or a multi-lane facility.
3. Major access points on opposite sides of the Secondary Arterial or Collector located opposite each other; otherwise, turning movement restrictions may be imposed.
4. One access point per existing tract will be allowed. If, however, the spacing requirements for a direct access point (see No. 1) cannot be satisfied, then an indirect access point should be located on a frontage road, on an intersecting street or share a common driveway that meets the spacing requirements. In addition, for these two lower-class roadways to function properly, access onto them should be controlled as follows:
  - a. Access points onto Local Roadways intersecting the Secondary Arterial or Collector Roadway should be spaced a minimum distance of one hundred (100) feet, measured from point of curb return to point of curb return, from the Secondary Arterial or Collector Roadway as well as from adjacent access points. This restriction would also include frontage roads intersecting Local Roadways.
  - b. Access points onto frontage roads paralleling the Secondary Arterial or Collector Roadway should be spaced a minimum distance of one hundred (100) feet, measured from point of curb return to point of curb return, from adjacent access points.
5. Where the frontage of a tract on a multi-lane roadway is greater than six hundred (600) feet, an additional access point may be permitted. The form of access, direct or indirect, will be dependent upon the location of adjacent access points.
6. The location of access points shall comply with safe sight distance as indicated in Table 1.

7. Access points should be located a sufficient distance from property lines in order to allow the curb radius or flare to fall entirely in front of the subject property, except where a common driveway serving two properties is constructed.
8. In the process of providing access to abutting property, the developer and the approving governmental agency, together, must strive to provide the highest level of safety possible and to maintain the roadway design capacity.

## LOCAL STREETS

The primary purpose of this classification of roadway is to provide access to the abutting property. Consequently, there are fewer standards governing the location of access points on them.

1. The spacing of access points on this classification of roadway should be one hundred (100) feet, measured from point of curb return to point of curb return, except in residential subdivisions where there will not be any spacing requirements.
2. The number of access points shall be limited to one per tract except where the frontage is greater than 100 feet and it can be demonstrated by the developer that an additional curb cut will benefit traffic movement.
3. The location of the access point shall comply with safe sight distance as indicated in Table 1.
4. Access points should be located a sufficient distance from property lines in order to allow the curb radius or flare to fall entirely in front of the subject property, except where a common driveway serving two properties is constructed.
5. In the process of providing access to abutting property, the developer and the approving governmental agency, together, must strive to provide the highest level of safety possible.

## GENERAL

When the criteria for sight distance to the right cannot be met, the need can be eliminated by prohibiting left turns by exiting vehicles.

Restriction of turning movements to right turns in and out of a driveway, together with provisions of a right turn acceleration lane designed in accordance with AASHO standards, eliminate the need for the sight distances.

TABLE 1

SAFE SIGHT DISTANCE FOR PASSENGER CARS  
EXITING FROM DRIVEWAYS ONTO TWO-LANE ROADS

<u>Operating Speed</u>	<u>Safe Sight Distance – Left</u>	<u>Safe Sight Distance - Right</u>
20 MPH	150'	130'
30	350	260
40	530	440
50	740	700
60	950	1050

TABLE 2

SAFE SIGHT DISTANCE FOR PASSENGER CARS EXITING  
FROM DRIVEWAYS ONTO FOUR- AND SIX-LANE ROADS

<u>Operating Speed</u>	<u>Safe Sight Distance – Left</u>	<u>Safe Sight Distance - Right</u>
20 MPH	130'	130'
30	220	260
40	380	440
50	620	700
60	950	1050