

WAR-63 Priority Project

WAR-SR63-0.83

PID 105399

ACCESS MANAGEMENT PLAN



CONCEPT ILLUSTRATIONS



Warren County Transportation Improvement District, in cooperation with the Ohio Department of Transportation, District 8 and the Warren County Regional Planning Commission

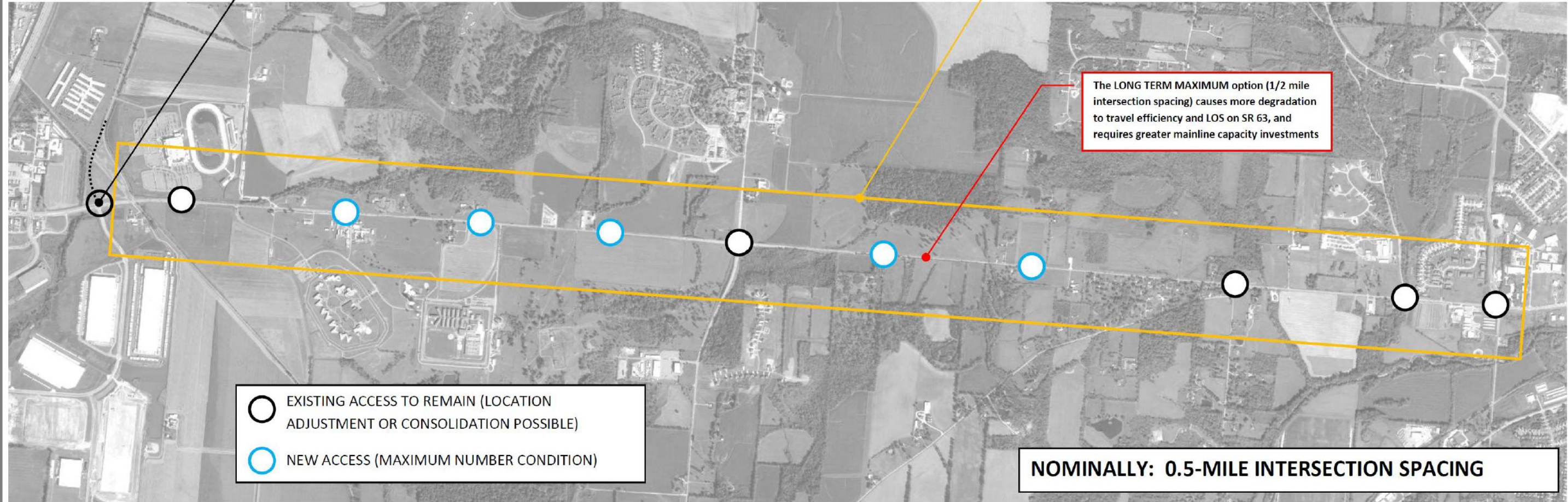
April 2019

NOTE: For the SR 63 corridor, ODOT Access Management Category III is appropriate ("rural arterials and high speed urban arterials"). Under Category III, intersection spacing of one mile is recommended for rural highway sections (applicable to the preferred rural arterial section strategy identified for the corridor), and not less than ½ mile spacing where no reasonable access alternatives exist.

PLANNED CONSOLIDATION BY OTHERS

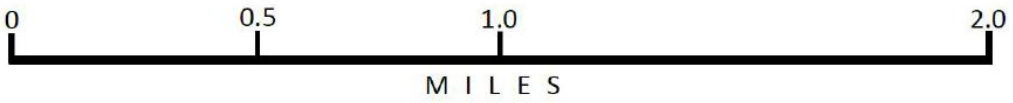
CORRIDOR STUDY AREA

The LONG TERM MAXIMUM option (1/2 mile intersection spacing) causes more degradation to travel efficiency and LOS on SR 63, and requires greater mainline capacity investments



- EXISTING ACCESS TO REMAIN (LOCATION ADJUSTMENT OR CONSOLIDATION POSSIBLE)
- NEW ACCESS (MAXIMUM NUMBER CONDITION)

NOMINALLY: 0.5-MILE INTERSECTION SPACING



BASEMAP SOURCE: GoogleEarth Pro, 2016



WARREN COUNTY
Transportation Improvement District
JULY 2016
RL RECORD

STATE ROUTE 63 SCOPING STUDY RECOMMENDED ACCESS – LONG TERM MAXIMUM

What Does Defined Access Mean?



Existing Signalized Intersection to Remain/Be Upgraded



Existing Facility Driveway to Remain



Proposed Major New Access Point

All other driveways along the Priority Improvement Project will be removed and/or consolidated to other access points. No new driveways will be permitted. Access for new uses will be only at the existing or proposed "Blue" locations shown on the map.