

RECOMMENDATIONS

In an effort to improve access and safety along the BI 20 corridor between 8th Street in Odessa and Midkiff Road in Midland, the following short-term and long-term improvements are recommended. The specific improvements are presented in tabular form in Table B1 of Appendix B and included graphically in the figures provided in Appendix B.

Short-Term Improvements

- Revisions to existing median openings:
 - See Tables 10 to 17 for a complete list of recommended changes;
 - Close frontage road and/or mainlane crossovers;
 - Combine two crossovers into one crossover; and
 - Relocate existing crossovers to new locations
- Make frontage road control consistent among study-area intersections
 - Implement two-way stop control (requiring frontage road traffic to stop) at selected frontage road intersections with city streets / county roads.
- Eliminate frontage road signal at:
 - Loop 338 & Loop 250
 - Eliminate frontage road link between the access points to the loops
 - 8th Street, Eisenhower, and Thomason
 - Add concrete median to block frontage road through movements
- Conduct a thorough speed study on frontage road and mainlanes after these short-term improvements are implemented and lower speed limits if supported by the speed study.
- Conduct a complete warrant study at FM 588 / Faudree, and signalize, if warranted.

Long-Term Improvements

- Intersection improvements:
 - Extend Midland Drive to BI 20 mainlanes. When warranted, install traffic signals and construct a typical BI 20 signalized intersection
 - Reconfigure Bankhead Highway access on BI 20.
- Close / abandon selected portions of BI 20 frontage road to discourage through traffic on the frontage road between Midland and Odessa;
- Construct cul-de-sacs or other turnaround-type devices at locations where the frontage road closure begins / ends mid-block to avoid “trapping” traffic utilizing the frontage road.