

# APPENDIX 4-B

## ACCESS MANAGEMENT GUIDELINES

◇ **Table 4.11: MnDOT and Carver County Access Management Guidelines**

Source: MnDOT Access Management Manual, Chapter 3 (January 2008) & Carver County

Category	Area or Facility Type	Typical Functional Class	Intersection Spacing		Signal Spacing	Private Access	
			Primary Full Movement Intersection	Conditional Secondary Intersection			
MnDOT Access Spacing Guidelines	1	High Priority Interregional Corridors (US 212)					
	1F	Interstate Freeway	Principal Arterials	Interchange Access Only			
	1A-F	Non-Interstate Freeway		Interchange Access Only			
	1A	Rural, Exurban & Bypass		1 mile	1/2 mile	Interim Only By Deviation Only	By Deviation Only
	2	Medium Priority Interregional Corridors (N/A)					
	2A-F	Non-Interstate Freeway	Principal Arterials	Interchange Access Only			
	2A	Rural, Exurban & Bypass		1 mile	1/2 mile	Strongly Discouraged By Deviation Only	By Exception or Deviation Only
	2B	Urban/Urbanizing		1/2 mile	1/4 mile	Strongly Discouraged By Deviation Only	By Exception or Deviation Only
	2C	Urban Core		300-600 feet dependent upon block length		1/4 mile	Permitted Subject to Conditions
	3	Regional Corridors (TH 7)					
	3A-F	Non-Interstate Freeway	Principal and Minor Arterials	Interchange Access Only			
	3A	Rural, Exurban & Bypass		1 mile	1/2 mile	1 mile	Permitted Subject to Conditions
	3B	Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile	By Exception or Deviation Only
	3C	Urban Core		300-600 feet dependent upon block length		1/4 mile	Permitted Subject to Conditions
Carver County Access Spacing Guidelines	4	Principal Arterials					
	4A-F	Non-Interstate Freeway	Principal Arterials	Interchange Access Only			
	4A-F	Rural, Exurban & Bypass		1 mile	1/2 mile	1 mile	By Deviation Only
	4B	Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile	By Exception or Deviation Only
	4C	Urban Core		300-600 feet dependent upon block length		1/4 mile	Permitted Subject to Conditions
	5	Minor Arterials					
	5A	Rural, Exurban & Bypass	Minor Arterials	1/2 mile	1/4 mile	1/2 mile	Permitted Subject to Conditions
	5B	Urban/Urbanizing		1/4 mile	1/8 mile	1/4 mile	By Exception or Deviation Only
	5C	Urban Core		300-600 feet dependent upon block length		1/8 mile	Permitted Subject to Conditions
	6	Collectors					
	6A	Rural, Exurban & Bypass	Collectors	1/2 mile	1/4 mile	1/2 mile	Permitted Subject to Conditions
	6B	Urban/Urbanizing		1/4 mile	1/8 mile	1/4 mile	
	6C	Urban Core		300-600 feet dependent upon block length		1/8 mile	
7	Specific Action Plan						
7	All	All	By Adopted Plan				

The following are notes related to Table 4.11:

- The guidelines in Table 4.11 apply primarily to routes with a collector functional classification or above; however, partners may also use the guidelines for applicable local streets.
- The guidelines should be used as long-term goals, not as absolute rules.
- Maintaining a degree of flexibility is important in promoting access consolidation.
- The approach to implementation is as important as the guidelines themselves.
- Existing physical barriers or constraints need to be considered.

The first step in encouraging better access management is to develop consistent access standards for both rural and urban roadways. Access management efforts in urban areas typically focus on addressing mobility concerns while balancing access needs of local businesses and residents. In existing corridors where significant development has occurred, the number of existing access points will likely exceed access guidelines. Unless significant redevelopment is occurring in along these corridors, access management must be approached differently than in undeveloped rural areas. In urban areas, new access points should be minimized while existing access points are consolidated or reduced as redevelopment occurs.

In addition to establishing spacing guidelines, it is important to consider how these guidelines are implemented as part of county planning and development review procedures. Figure 4.18: Access Spacing illustrates the recommended spacing by roadway type.

Best access management practices in urban and developing areas include the following:

- **Encourage shared driveways and internal circulation plans:** If indirect access cannot be achieved during plat reviews, promote internal site circulation using shared access points.
- **Restrict turning movements to reduce conflicts:** If access points cannot be eliminated, consider turning movement restrictions (e.g., left-in only or right-in/right-out only) through the installation of raised median or other channelization or signing. Eliminating a single turning movement can significantly reduce vehicle conflicts and potential crashes.
- **Develop good parallel street systems for carrying local traffic:** Make sure that important arterial routes have connecting parallel street system to provide the local access function and to carry shorter local trips.
- **Develop proper setbacks for future frontage roads:** If frontage roads cannot be justified (benefits do not outweigh costs), make sure that proper building and parking lot setbacks are established so that future frontage roads can be installed with minimal impacts.
- **Develop proper secondary street spacing:** When reviewing plats and new development proposals, be sure that they provide proper intersection spacing for future signals. As a guideline, signalized intersections should be limited depending upon the type of street. Collector streets should provide some continuity and connectivity with other street systems.
- **Encourage proper lot layout to minimize access points:** Promote direct residential access points onto local routes, not arterials or major collectors. Direct residential access to arterial or collector routes can result in complaints when traffic levels increase. In rural areas, where farms have one access point per 40-acre entitlement and where they cluster lots in one portion of the farmstead, access should be encouraged off local roads, not high-speed, high-volume state or county roads.