

Appendix D: Access Management Guidelines

Mn/DOT Access Management Manual

Figure 3.2 – Summary of Recommended Street Spacing for Non-IRCs

Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement Intersection	Secondary Intersection	
4 Principal Arterials in the Twin Cities Metropolitan Area and Primary Regional Trade Centers (Non-IRCs)					
4AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only (see Section 3.2.7 for interim spacing)		Interim
4A	Rural		1 mile	1/2 mile	See Section 3.2.5
4B	Urban/ Urbanizing		1/2 mile	1/4 mile	1/2 mile
4C	Urban Core		300-660 feet, dependent upon block length		1/4 mile
5 Minor Arterials					
5A	Rural	Minor Arterials	1/2 mile	1/4 mile	See Section 3.2.5
5B	Urban/ Urbanizing		1/4 mile	1/8 mile	1/4 mile
5C	Urban Core		300-660 feet, dependent upon block length		1/4 mile
6 Collectors					
6A	Rural	Collectors	1/2 mile	1/4 mile	See Section 3.2.5
6B	Urban/ Urbanizing		1/8 mile	Not Applicable	1/4 mile
6C	Urban Core		300-660 feet, dependent upon block length		1/8 mile
7 Specific Area Access Management Plans					
7	All	All	By adopted plan		

Table 4-7
Access Spacing Guidelines ⁽¹⁾
Washington County

Type of Access	Functional Classification of County Highway				
	Principal Arterial	Minor Arterial ⁽²⁾		Collector	Local
		> 7,500 ADT	< 7,500 ADT		
Private residential driveways	No direct access	No direct access	variable ⁽³⁾	variable ⁽³⁾	variable ⁽³⁾
Commercial driveways or non-continuous commercial streets	No direct access	No direct access	1/8 mile	1/8 mile	variable ⁽³⁾
Non-continuous residential streets ⁽⁴⁾	No direct access	1/8 mile with no median opening	1/8 mile	1/8 mile	variable ⁽³⁾
Continuous local streets and collector streets	½ mile	¼ mile	¼ mile	1/8 mile	1/8 mile
Minor arterials	½ mile	½ mile	½ mile	½ mile	½ mile

- (1) Distances shown are minimums. The county reserves the right to increase the minimum distances based on other criteria. The type of traffic control, turn lanes and bypass lanes required are determined based upon the projected traffic volumes on the type of access requested.
- (2) ADT is the 20-year forecast for average daily traffic.
- (3) Spacing is based on criteria such as sight distance, speed, traffic volumes, etc.
- (4) Cul de sac or short-length streets (less than ½ mile) that do not cross a county highway.