

TRANSPORTATION SYSTEM DESCRIPTION

Roadways

Classification of System

Functional Classification

Functional classification is the manner in which highways are grouped into classes according to the character of service they are intended to provide. The two characteristics that determine a highway's functional classification are access and mobility. At one end of the scale are highways designed for high speed, long-distance travel. Highways such as I-94 provide very limited access to adjacent land. At the other end of the scale are roads designed to provide a greater degree of access to adjacent land uses such as local, county and city roads. Urban roads (in places of 5,000 population or more) are classified as principal arterials, minor arterials, collectors and local streets. Rural roads are classified as principal arterials, minor arterials, major collectors, minor collectors and local roads. **Figure 7** shows function classification in Region 7W.

Access Management

Access management is defined as the process to manage access to land development while also preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed. As communities grow and traffic volumes increase on a road system, it becomes more important to manage access.

On July 1, 2002, Mn/DOT adopted the Access Management Policy: Access Category System and Spacing Guidelines. Each state highway has been assigned a primary category based on functional classification and the Interregional Corridor System. An access subcategory has been assigned based on the surrounding development, which includes the subcategories of Rural/Exurban/Bypass, Urban/ Urbanizing or Urban Core. The state's access management guidelines identify intersection spacing, signalization, and private access standards. **Table 7** shows Mn/DOT's access management guidelines. **Figure 8** shows the primary category classification and **Figure 9** shows subcategory classification.

All four counties in Region 7W have adopted access spacing guidelines (**Appendix B**). Sherburne County and Benton County have access guidelines for urban arterials and roadways in rural and developing areas. The guidelines are based on type of roadway, ADT, and type of access. Wright County has access guidelines based on functional classification and type of access.

The goal of managing access is to reduce conflict in order to improve safety. Access management guidelines should be used to address access as it relates to the following activities:

- Reconstruction or construction of roads
- Safety improvement projects
- Redevelopment of fully developed corridors
- Planning for access to new development; and
- Regulation of access permits.

As traffic volumes increase on the Region 7W road system, access management becomes more important in order to ensure local access as well as mobility on the system.

Table 7
Region 7W
Access Management Guidelines

Category	Area or Facility Type	Intersection Spacing		Signal Spacing
		Primary Full Movement Intersection	Conditional Secondary Intersections	
1	High Priority Interregional Corridors			
1F	Freeway	Interchange Access Only		⊘
1A-F	Full Grade Separation	Interchange Access Only		⊘
1A	Rural	1 mile	1/2 mile	Interim: By Deviation
2	Medium Priority Interregional Corridors			
2A-F	Full Grade Separation	Interchange Access Only		⊘
2A	Rural	1 mile	1/2 mile	Strongly Discouraged
2B	Urban/Urbanizing	½ mile	1/4 mile	Strongly Discouraged
2C	Urban Core	300-660 feet - block length		1/4 mile
3	High Priority Regional Corridors			
3A-F	Full Grade Separation	Interchange Access Only		⊘
3A	Rural	1 mile	1/2 mile	1 mile
3B	Urban/Urbanizing	½ mile	1/4 mile	1/2 mile
3C	Urban Core	300-660 feet - block length		1/4 mile
4	Principal Arterials in Metro Area and in Primary Trade Centers			
4A-F	Full Grade Separation	Interchange Access Only		⊘
4A	Rural	1 mile	1/2 mile	1 mile
4B	Urban/Urbanizing	1/2 mile	1/4 mile	1/2 mile
4C	Urban Core	300-660 feet - block length		1/4 mile
5	Minor Arterials on All Systems			
5A	Rural	1/2 mile	1/4 mile	1/2 mile
5B	Urban/Urbanizing	1/4 mile	1/8 mile	1/4 mile
5C	Urban Core	300-660 feet - block length		1/4 mile
6	Collectors on All Systems			
6A	Rural	1/2 mile	1/4 mile	1/2 mile
6B	Urban/Urbanizing	1/8 mile	Not Applicable	1/4 mile
6C	Urban Core	300-660 feet - block length		1/8 mile