

Appendix B

County Access Management Guidelines

It has been determined that a direct link to the St. Cloud Regional Airport would be beneficial to the County, other local jurisdictions, area residents, and the Airport itself. Therefore, an extension of CSAH 8, from TH 23 then southerly into Sherburne County is shown as a minor collector. This connection would provide a direct link from the growing southwest corner of Benton County to the St. Cloud Regional Airport. In order for this connection to be constructed, the cooperation of Sherburne County would be needed. County highway officials will work with their counterparts on Sherburne County to see that this connection is built.

Jurisdictional Review

Roadways in Benton County consist of County Roads, County State Aid Highways, Minnesota Trunk Highways, Township Roads, and local streets in the municipalities. The following provides the approximate mileage of roadways, excluding municipal local streets, in Benton County.

- Minnesota Trunk Highways – 82 miles
- County Roads – 226 miles
- County State Aid Highways – 226 miles
- Township Roads – 298 miles

Data provided by the MnDOT State Aid Division indicates that this 1:1 ratio of CSAH to County Roads provides a higher total of County Roads when considering other counties in the State. The total number of County Roads and County State Aid Highways in the State of Minnesota is as follows:

- County Roads – 14,997 miles
- County State Aid Highways – 30,317 miles

This ratio of approximately 2:1 (CSAH:County Roads) indicates that, statewide, the CSAH mileage is twice that of County Roads. It can be clearly noted that in all surrounding counties, the CSAH mileage is usually much greater than the County Road mileage. Furthermore, in counties throughout the State that are experiencing rapid development, the County Road mileage is usually significantly less than the CSAH mileage. Benton County has an unusually high proportion of County Roads to CSAH and it is recommended that jurisdictional transfer of some of this County Road mileage be considered. Figure 24 illustrates the County's Roadway Jurisdictions.

Access Control Guidelines

Access to roadways helps to define the function of the roadway and to protect that function. Access control is a very important element in the preservation of the mobility and safety of roadways. Roadways that are expected to provide high mobility (e.g. freeways and principal arterials) have more stringent access control. On the other end of the scale, local street access is not as great a concern because access is its prime function

while mobility is low. Figure 24 illustrates the concept of access versus mobility for the various roadway functions.

The Benton County Highway Department regularly receives requests for additional access (e.g., new public streets, commercial driveways, residential and field accesses) and these requests may be evaluated by different agencies, planning commissions and engineering staff. Because of the number of individuals and agencies involved, it is easy to have inconsistent application of access controls and different viewpoints on the need for access restrictions. Therefore, a key element to developing a successful access plan is to have published guidelines. Standard access guidelines can be used to improve communication between agencies, landowners, and developers. This will also establish initial expectations for access spacing on higher-level routes and promote consistent access practices between agencies.

Access to arterial and major collector streets is of primary concern since these facilities normally carry the highest volumes and have the highest traffic speeds. Long-term impacts of poor access management on these facilities are loss of roadway capacity and increased safety problems.

In addition to the impact access points have on roadway capacity, they also introduce conflicting traffic movements which affect roadway safety. Providing access control in some form, whether it is through grade-separated crossings, frontage roads or right-in/right-out entrances and exits, reduces the number of conflicts and increases safety.

A set of access guidelines is shown on Table 8 for urban roadways and on Table 9 for rural roadways. These guidelines are very similar to those being used in neighboring Stearns County, thus promoting some standardization for the adjoining areas. It should be noted that these are guidelines and not rules.

In existing corridors where significant development has occurred, the number of existing access points is likely to exceed the access guidelines. Unless these areas are undergoing significant redevelopment, their access will probably remain as is. It is recommended that these corridors minimize any new accesses while consolidating and/or reducing existing access points as redevelopment occurs.

TABLE 8
URBAN ROADWAY ACCESS SPACING GUIDELINES
(SPEEDS LESS THAN 45 MPH)

Type of Access Requested	Type of Roadway and ADT Affected By Access ^{1,8,9}					
	Controlled Access Arterial Freeway Facility	Multi-Lane Divided Arterial or Collector Over 10,000	Multi-lane Undivided Arterial or Collector 8,000-10,000	Two-lane Arterial or Collector 3,000-10,000	Two-lane Arterial Less than 3,000	Two-lane Collector or Local Roads Less than 3,000
Private Residential or Business Access	No Direct Access	No Direct Access ⁴	No Direct Access ^{6,7}	1/8 mile spacing ⁷	1/8 mile spacing ⁷	1/16 mile spacing
Low-Volume, Non-Continuous Streets ^{2,3} or Shared Driveways	No Direct Access	1/4 mile spacing with no median opening ⁴	1/4 mile spacing with turn lanes ^{6,7}	1/8 mile spacing with turn lanes ⁷	1/8 mile spacing ⁷	1/16 mile spacing
Medium-Volume, Non-Continuous Streets ^{2,3}	No Direct Access	1/2 mile spacing with signals and turn lanes ⁵	1/4 mile spacing with signals and turn lanes ⁶	1/4 mile spacing with turn lanes ⁷	1/8 mile spacing with turn lanes	1/8 mile spacing with turn lanes
Low- and Medium-Volume Through Streets ²	No Direct Access	1/2 mile spacing with signals and turn lanes ⁵	1/4 mile spacing with signals and turn lanes	1/4 mile spacing with signals and turn lanes	1/4 mile spacing with turn lanes	1/8 mile spacing with signals and turn lanes
Medium and High Volume Through Streets ²	1 mile spacing (interchange)	1/2 mile spacing with signals and turn lanes	1/2 mile spacing with signals and turn lanes	1/2 mile spacing with signals and turn lanes	1/2 mile spacing with signals and turn lanes	1/2 mile spacing with signals and turn lanes
High-Volume Arterials and Expressways ²	1 to 2 mile spacing (interchange)	1 mile spacing with signals and turn lanes	1 mile spacing with signals and turn lanes	1 mile spacing with signals and turn lanes	1 mile spacing with signals and turn lanes	1 mile spacing with signals and turn lanes

Notes:

1. Provide a transportation system that serves the access and mobility needs of the county.
2. Maintain a transportation system that serves county development goals and objectives.
3. Maintain a transportation system that is safe, efficient, and cost effective.
4. Provide a transportation system that is environmentally sensitive.
5. Participate in area planning that promotes alternative transportation needs such as rail, transit, bicycle, and walking.
6. Provide a coordinated plan that fosters increased cooperation with other governmental agencies.

**TABLE 9
RURAL AND DEVELOPING AREAS ACCESS SPACING GUIDELINES**

Type of Access Requested	Type of Roadway and ADT Affected By Access ^{1,8,9}					Two-lane Collector or Local Roads Less than 3,000
	Controlled Access Arterial Freeway Facility	Multi-Lane Divided Arterial or Collector Over 10,000	Multi-lane Undivided Arterial or Collector 8,000-10,000	Two-lane Arterial or Collector 3,000-10,000	Two-lane Arterial Less than 3,000	
Field Access	No Direct Access	No Direct Access ⁴	Spacing based on other criteria ⁵ (1/40 A or ¼ mile spacing)	Spacing based on other criteria ⁵ (1/40 A or ¼ mile spacing)	Spacing based on other criteria ⁵ (1/40 A or ¼ mile spacing)	Spacing based on other criteria ⁵ (1 per 40 acre or ¼ mile spacing)
Private Residential or Business Access	No Direct Access	No Direct Access ⁴	½ mile spacing ⁶	¼ mile spacing ⁷	1/8 mile spacing ⁸	1/16 mile spacing
Low-Volume, Non-Continuous Streets ^{2,3} or Shared Driveways	No Direct Access	½ mile spacing with no median opening ⁴	½ mile spacing with turn lanes ⁶	¼ mile spacing with turn lanes ⁷	1/8 mile spacing ⁸	1/16 mile spacing
Medium-Volume, Non-Continuous Streets ^{2,3}	No Direct Access	1 mile spacing with signals and turn lanes ⁵	½ mile spacing with signals and turn lanes	¼ mile spacing with turn lanes ⁷	¼ mile spacing with turn lanes	1/8 mile spacing with turn lanes
Low- and Medium-Volume Through Streets ²	No Direct Access	1 mile spacing with signals and turn lanes ⁵	1 mile spacing with signals and turn lanes	½ mile spacing with signals and turn lanes	½ mile spacing with turn lanes	¼ mile spacing with turn lanes
Medium and High Volume Through Streets ²	3 to 5 mile spacing (interchange)	2 mile spacing with signals and turn lanes	2 mile spacing with signals and turn lanes	1 mile spacing with signals and turn lanes	1 mile spacing with signals and turn lanes	½ mile spacing with signals and turn lanes
High-Volume Arterials and Expressways ²	6 to 12 mile spacing (interchange)	5+ mile spacing with signals and turn lanes	5+ mile spacing with signals and turn lanes	2 mile spacing with signals and turn lanes	2 mile spacing with signals and turn lanes	1 to 2 mile spacing with signals and turn lanes

Notes:

1. Rural and developing area access guidelines are applicable to Mn/DOT, County, and City roads. **Bold text** denotes guidelines that may be modified (see following notes).
2. All volumes represent 20-year forecasts. "Low-volume" corresponds with ADT under 5,000. "Medium-volume" corresponds with ADT between 5,000 and 10,000. "High-volume" corresponds with ADT over 10,000.
3. "Non-Continuous Street" refers to cul-de-sac or local streets with short-length (less than ½ mile) which do not necessarily cross the roadway in question.
4. Additional access may be permitted in the form of right-in/right-out if the corridor extends through a mature small town or CBD or if there is no other feasible local road access point.
5. Access criteria should be based on factors such as stopping sight distance, drainage and spacing and alignment with other access points.
6. Access spacing may be reduced on county facilities to ¼ mile.
7. Access spacing may be reduced on county facilities to 1/8 mile.
8. Local land access of a collector or arterial street should be minimized.
9. All access locations should have adequate stopping sight distance, drainage, spacing from adjacent areas, and alignment.

**TABLE 10
URBAN ARTERIAL ACCESS SPACING GUIDELINES
(Speeds Less Than 45 mph)**

Type of Access Requested	Type of Roadway and ADT Affected By Access ⁽¹⁾⁽²⁾					
	Controlled Access Arterial Freeway Facility	Multi-Lane Divided Arterial or Collector Over 10,000	Multi-Lane Undivided Arterial or Collector 8,000 - 25,000	Two - Lane Arterial or Collector 3,000 - 10,000	Two - Lane Arterial and Major Collector Less than 3,000	Two - Lane Minor Collector or Local Roads Less than 3,000
A. Private Residential or Business Access	No Direct Access	No Direct Access ⁽⁴⁾	No Direct Access ⁽⁵⁾⁽⁷⁾	1/8 mile spacing ⁽⁷⁾	1/8 mile spacing ⁽⁷⁾	1/16 mile spacing
B. Low-Volume, Non-Continuous Streets ⁽²⁾⁽³⁾ or Shared Driveways	No Direct Access	1/4 mile spacing with no median opening ⁽⁴⁾	1/4 mile spacing ⁽⁵⁾⁽⁷⁾ with turn lanes	1/8 mile spacing ⁽⁷⁾ with turn lanes	1/8 mile spacing ⁽⁷⁾	1/16 mile spacing
C. Medium-Volume Non-Continuous Streets ⁽²⁾⁽³⁾	No Direct Access	1/2 mile spacing with signals and turn lanes ⁽⁵⁾	1/4 mile spacing with signals and turn lanes ⁽⁵⁾	1/4 mile spacing ⁽⁷⁾ with turn lanes	1/8 mile spacing with turn lanes	1/8 mile spacing with turn lanes
D. Low-Medium Volume Through Streets ⁽²⁾	No Direct Access	1/2 mile spacing with signals and turn lanes ⁽⁵⁾	1/4 mile spacing with signals and turn lanes	1/4 mile spacing with signals and turn lanes	1/4 mile spacing with turn lanes	1/8 mile spacing with turn lanes
E. Medium-High Volume Through Streets ⁽²⁾	1 Mile Spacing (Interchange)	1/2 mile spacing with signals and turn lanes	1/2 mile spacing with signals and turn lanes	1/2 mile spacing with signals and turn lanes	1/2 mile spacing with signals and turn lanes	1/4 mile spacing with signals and turn lanes
F. High Volume Arterials and Expressways ⁽²⁾	1-2 Mile Spacing (Interchange)	1 mile spacing with signals and turn lanes	1 mile spacing with signals and turn lanes	1 mile spacing with signals and turn lanes	1 mile spacing with signals and turn lanes	1/2 mile spacing with signals and turn lanes

NOTES:

- 1 The urban access guidelines are applicable to Mn/DOT, County and City roads. Shaded areas are guidelines that may be modified (see Notes).
- 2 All Volumes represent 20-year forecasts. "Low Volume" < 5,000; "Medium Volume" = 5,000 to 10,000; and "High Volume" > 10,000.
- 3 Non-continuous streets refers to cul-de-sac or short length local streets (less than 1/2 mile) which do not necessarily cross the roadway in question.
- 4 Additional access may be permitted in the form of right-in/right-out if the corridor extends through a mature small town CBD or if the facility is under the jurisdiction of the county or city. These areas should be evaluated on a case-by-case basis.
- 5 For four-lane county or city roads, the guidelines may be relaxed to 1/4 mile spacing.
- 6 When retrofitting an existing corridor, direct access may be permitted after considering turning conflicts, speed, accident history and capacity issues.
- 7 Continuous left turn lanes or a raised median with left turn lanes may be considered if retrofitting an existing corridor and access guidelines cannot be achieved.
- 8 Property access off of arterial streets should be minimized.
- 9 All access locations should have adequate stopping sight distance, drainage, spacing from adjacent access, and alignment.

**TABLE 11
RURAL AND DEVELOPING AREAS ACCESS SPACING GUIDELINES**

Type of Access Requested	Type of Roadway and ADT Affected By Access ⁽¹⁾					Two-Lane Local Road Less than 5,000
	Controlled Access Arterial Freeway Facility	Multi-Lane Divided Arterial or Collector Over 10,000	Two-Lane Arterial or Collector 10,000 - 15,000	Two-Lane Arterial or Collector 5,000 - 10,000	Two-Lane Arterial or Collector Less than 5,000	
A. Field Access	No Direct Access	No Direct Access ⁽⁴⁾	Spacing based on other criteria ⁽⁶⁾ (1 per 40 acre or 1/4 mile spacing) 1/2 mile spacing ⁽⁶⁾	Spacing based on other criteria ⁽⁶⁾ (1 per 40 acre or 1/4 mile spacing) 1/4 mile spacing ⁽⁷⁾	Spacing based on other criteria ⁽⁶⁾ (1 per 40 acre or 1/4 mile spacing) 1/8 mile spacing ⁽⁸⁾	Spacing based on other criteria ⁽⁶⁾ (1 per 40 acre or 1/8 mile spacing) 1/16 mile spacing
B. Private Residential or Business Access	No Direct Access	No Direct Access ⁽⁴⁾	1/2 mile spacing ⁽⁶⁾ with turn lanes	1/4 mile spacing ⁽⁷⁾ with turn lanes	1/8 mile spacing ⁽⁸⁾	1/16 mile spacing
C. Low-Volume, Non-Continuous Streets ⁽²⁾⁽³⁾ or Shared Driveways	No Direct Access	1/2 mile spacing with no median opening ⁽⁴⁾	1/2 mile spacing with signals and turn lanes	1/2 mile spacing with signals and turn lanes	1/4 mile spacing with turn lanes	1/8 mile spacing with turn lanes
D. Medium-Volume Non-Continuous Streets ⁽²⁾⁽³⁾	No Direct Access	1 mile spacing with signals and turn lanes	1 mile spacing with signals and turn lanes	1/2 mile spacing with signals and turn lanes	1/2 mile spacing with turn lanes	1/4 mile spacing with turn lanes
E. Low-Medium Volume Through Streets ⁽²⁾	No Direct Access	2 mile spacing with signals and turn lanes	2 mile spacing with signals and turn lanes	1 mile spacing with signals and turn lanes	1 mile spacing with signals and turn lanes	1/2 mile spacing with signals and turn lanes
F. Medium-High Volume Through Streets ⁽²⁾	3 - 5 mile spacing (Interchange)	5+ mile spacing with signals and turn lanes	5+ mile spacing with signals and turn lanes	2 mile spacing with signals and turn lanes	1 mile spacing with signals and turn lanes	1-2 mile spacing with signals and turn lanes
G. High Volume Arterials and Expressways ⁽²⁾	6 - 12 mile spacing (Interchange)					

NOTES:

- ¹ Rural and developing area access guidelines are applicable to Mini/DOT, County and City roads. Shaded areas are guidelines that may be modified (see Notes).
- ² All Volumes represent 20-year forecasts. "Low Volume" < 5,000; "Medium Volume" = 5,000 to 10,000; and "High Volume" > 10,000.
- ³ Non-continuous streets refers to cul-de-sac or short length local streets (less than 1/2 mile) which do not necessarily cross the roadway in question.
- ⁴ Additional access may be permitted in the form of right-in/right-out (1/4 mile spacing) if there is no other feasible local road access point.
- ⁵ Access criteria should be based on factors such as stopping sight distance, drainage, and spacing and alignment with other access points.
- ⁶ Access spacing may be reduced on county facilities to 1/4 mile.
- ⁷ Access spacing may be reduced on county facilities to 1/8 mile.
- ⁸ Local land access off of collector and arterial streets should be minimized.
- ⁹ All access locations should have adequate stopping sight distance, drainage, spacing from adjacent access and alignment.

HIGHWAY DEPARTMENT ACCESS AND RIGHT OF WAY WIDTH GUIDELINES

All new, modified and/or changed use access(es) onto county roads shall be subject to the access and corridor protection guidelines of the Stearns County Comprehensive Plan and the following policy guidelines.

All new, modified and/or changed use access(es) onto any county highway shall require a driveway access permit from the Stearns County Public Works Department.

Issuance of a driveway access permit from the Stearns County Public Works Department shall be precedent to the issuance of any construction site or use permit.

The Public Works Department shall determine the appropriate location, size and design of such accesses and may limit the number of accesses in the interest of public safety and efficient traffic flow.

Modification and/or revised use of existing accesses will require a permit.

Access guidelines ONLY apply within the county right-of-way.

- A. General Guidelines for Street/Roadway, Single and Multiple Access(es)
1. All accesses onto county right of way shall be aligned to be straight and perpendicular to the centerline of the adjacent county roadway within the limits of the county right of way.
 2. When the opportunity exists, access locations will be directed onto roadways with a lower functional classification.
 3. All facilities such as signs, entrance medians (divided entrances), culvert headwalls, fencing, etc. shall be placed/constructed outside of the permanent county right of way.
 4. Access(es) will need to be aligned with street accesses and/or entrances on the opposing side of the roadway if possible.
 5. Culverts constructed/placed within the county right as part of an access should be specified as a minimum of 15 inches in diameter. Plastic pipe will NOT be used on accesses to the county right of way. Culvert size and length will be determined by the Stearns County Department of Public Works based on regional hydrology and access geometrics.
 6. Any culverts required to be constructed as part of an access (that is located within county right-of-way) that crosses under existing or proposed county roads and/or municipal streets should be specified as reinforced concrete pipe, tied with appropriate steel ties and should be a minimum of 24 inches in diameter.
 7. Access(es) will be shared between adjacent properties/parcels whenever possible and practical.

8. Only one access per property/parcel will be allowed. This provision may be modified for large parcels due to physical land features such as woods, streams etc. that divide the property.
 9. Plans for new street access(es) will need to be submitted to the Department of Public Works for review and approval prior to issuance of a permit.
- B. All new access(es) onto county roads shall be separated from adjacent accesses according to the following standards.
1. On principal arterials, accesses on the same side of the road shall be located a minimum of 1250 feet.
 2. On minor arterials, accesses on the same side of the road shall be located a minimum of 500 feet.
 3. On collectors, accesses on the same side of the road shall be located a minimum of 300 feet.
 4. On local roadways, accesses on the same side of the road shall be located a minimum of 125 feet within rural town sites.
 5. Field access(es) will be spaced on a one access per 40 acre frontage as modified by Section A-8.
 6. Separation distances may be modified as determined appropriate by the Department of Public Works based on available separation distance due to parcel size, roadway/access geometrics and/or proposed use of the access.
- C. Access width(s) will conform to the following guidelines:
1. Residential access surfacing width shall be a minimum of 16 feet and/or a maximum of 24 feet.
 2. Commercial and industrial access surfacing shall be 30 feet in width.
 3. Field access(es) shall be a minimum of 16 feet in width.
 4. Entrance/access widths of up to a maximum of 40 feet will be considered under special circumstances (such as high volumes of semi-tractor trailers, narrow adjacent roadways, etc.).
 5. Street accesses shall be a minimum of 30 feet in width and shall be paved within the limits of the county right-of-way or graded to drain away from the county roadway.
- D. When a new access is requested near the intersection of two roadways the following separation distance guidelines shall apply except as impacted by arterial/high volume roadway access spacing guidelines.
1. On the road of higher classification, the access shall be a minimum of 300 feet from the center of the proposed access to the center of the intersecting public roadway.

2. At an intersection of two roadways with the same classification, the road with the higher traffic volumes shall be considered the road of higher classification.
 3. Whenever possible access(es) will be restricted to the lower function classification roadway.
- E. All residential dwellings or combinations of residential dwellings that access county roadways shall be improved to ensure access for emergency vehicles and shall be continuously maintained. The access shall be constructed of an all-weather (ie. gravel, bituminous or concrete) driving surface.
- F. Residential accesses onto county roads that are located within a rural town site and lie within a reduced speed zone (45MPH or less) shall be separated in accordance with the following standards:

Definition: Rural town sites include those areas where an urban design roadway exists (or is proposed) and/or lie within the limits of an organized municipality

1. All new accesses shall be located a minimum of 125 feet from any other driveway. Parcel widths may require modification of this requirement.
2. A new access shall be a minimum of 125 feet from the nearest edge of an intersecting public right-of-way.
3. Accesses shall be combined or shared wherever feasible in order to reduce the number of access points onto county highways.

ACCESS TO PLATTED SUBDIVISIONS

This policy is intended to provide general guidelines for developed subdivisions adjacent to county right-of-way. The applicable sections of the County Highway Department Entrance/Access policy will also apply to platted subdivisions.

New accesses for residential subdivisions that access county roads shall be subject to the following standards:

1. A right of way exaction for highway purposes (controlled access) will be required from subdivided properties located adjacent to county roadways. The width of the exaction will be based on the functional classification of the adjacent county roadway. The total width of right of way required as related to functional classification of the adjacent roadway is as follows:

Urban Roadways

Principle Arterial – 60 feet from centerline of the existing roadway.

Minor Arterial - 50 feet from centerline of the existing roadway.

Rural Roadways

Principle Arterial - 75 feet from centerline of the existing roadway.

Minor Arterial - 60 feet from centerline of the existing roadway.

Rural Roadways

Major/Minor Collector - 50 feet from centerline of the existing roadway.

Urban Roadways in Rural Town Sites

Definition: Rural town sites include those areas where an urban design roadway exists (or is proposed) and/or lie within the limits of an organized municipality

Major/Minor Collector - 50 feet from centerline of the existing roadway. Where existing encroachments make the 50 foot requirement impractical, a minimum right of way width of 40 feet may be approved.

2. Preliminary and Final plats will be reviewed by the Highway Department with respect to access and/or street access locations and geometrics and drainage.
3. Proposed access locations shall be clearly indicated on the preliminary plat or attached materials.
4. The plat shall provide for dedicated rights of access to the county for areas adjacent to county right of way.
5. Residential developments with six or fewer homes will be required to provide common shared access(es). On average, one access will serve a minimum of two homes/parcels.
6. Residential developments with more than six homes will be required to provide a common shared access for the entire subdivision.
7. In no case shall more than three accesses onto county right-of-way be permitted for any residential subdivision.
8. A drainage impact study will be required if subdivision drainage flows to the county right-of-way.
9. Analysis will be based on a 100 year design storm clearly detailing the before development conditions and after development conditions. If the drainage study indicates significant increases in drainage to the

right of way capacity of the existing drainage system will be analyzed by the developer.

10. Commercial, industrial and larger residential subdivisions (in excess of 10 parcels) will be required to complete a drainage analysis if the county right-of-way is to receive drainage from the subdivision.

The variance and/or appeals process for administrative decisions with respect to the Entrance/Access Policy will be as follows:

Step 1. Appeals shall be made in writing to the County Engineer within 15 days of a written plat review.

Step 2. Appeals shall be submitted to the Board of Adjustments following the same guidelines and timeframes as outlined within the County Zoning Ordinance.

6.3 ACCESS MANAGEMENT

Access guidelines are important because they define a starting point for balancing property access, safety and mobility concerns. Transportation agencies regularly receive requests for additional access (e.g., new public streets, commercial driveways, residential and field accesses), which are evaluated by numerous agencies and committees. Because of the number of individuals and agencies involved, it is easy to have inconsistent application of access policies. This can result in confusion between agencies, developers and property owners, as well as long-term safety and mobility problems. Standard access guidelines can be used to improve communication, enhance safety, and maintain the capacity and mobility of important transportation corridors. In addition, access guidelines may be used to respond to access requests and to promote good access practices such as:

- Aligning access with other existing access points
- Providing adequate spacing to separate and reduce conflicts
- Encouraging indirect access rather than direct access on high-speed, high-volume arterial routes

Providing access management in some form, whether it is through grade-separated crossings, frontage roads or right-in/right-out access, reduces the number of conflicts resulting in improved safety. A number of studies have demonstrated a direct relationship between the number of full access points and the rate of crashes, including FHWA Access Research Report No. FHWA - RD-91-044. Figure 21 shows this relationship.

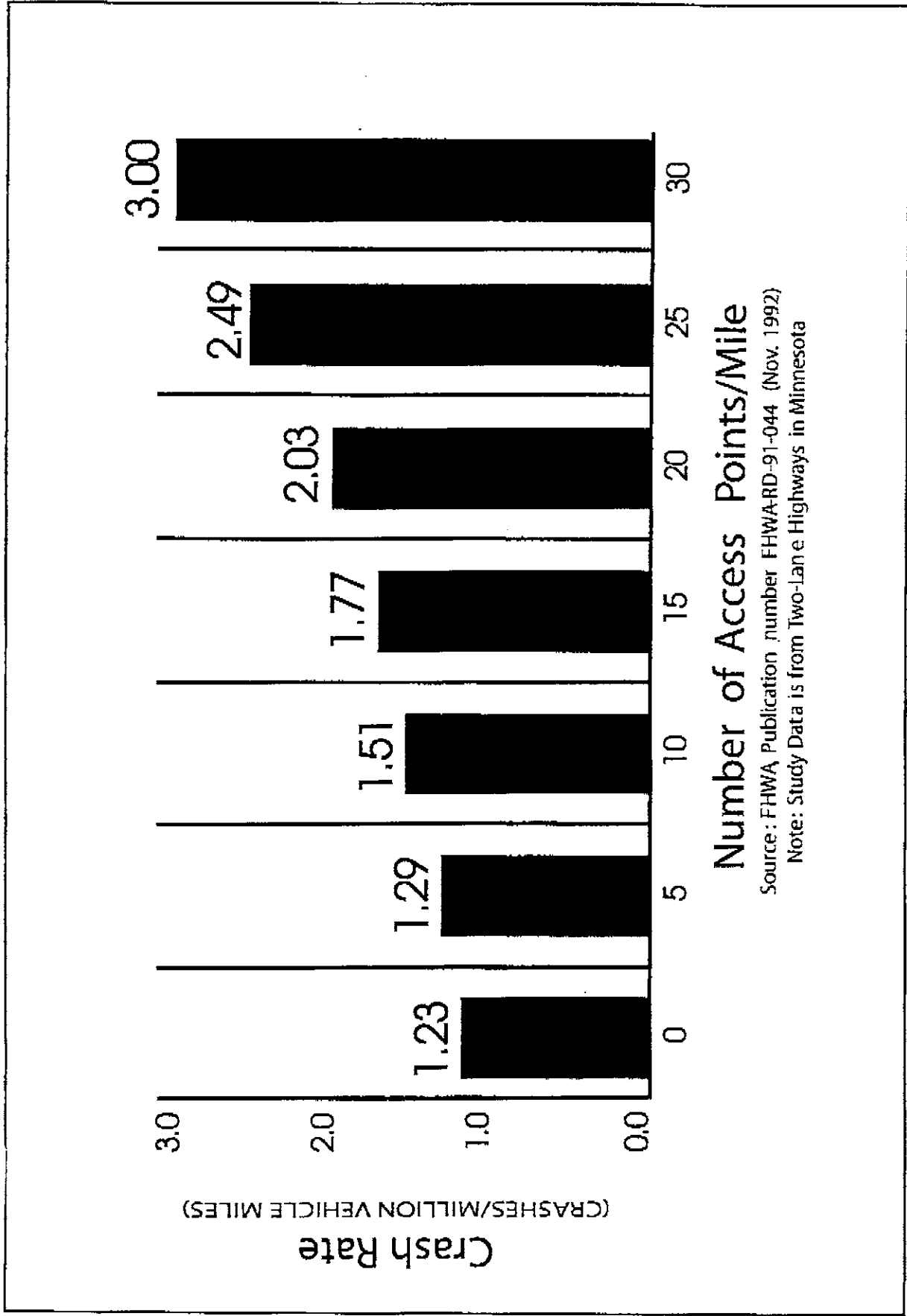
Public road authorities have been directed by Minnesota State Statutes to provide “reasonable, convenient, and suitable” access to property unless these access rights have been purchased. Courts have interpreted this to:

- Allow restrictions of access to right-in/right-out
- Allow redirection of access to another public roadway that meets the definition of reasonable, convenient and suitable

In special circumstances, broader authority (police power) has been given to public agencies if the situation is deemed to jeopardize public safety. However, this is a very high standard to meet and is seldom used by public agencies.

In addition to the above, land use authorities may exercise additional authority in limiting access through their development rules and regulations. Land use authorities can require:

- Dedication of public rights-of-way
- Construction of public roadways
- Mitigation measures of traffic and/or other impacts
- Changes in and/or development of new access points



Number of Access Points/Mile
 Source: FHWA Publication number FHWA-RD-91-044 (Nov. 1992)
 Note: Study Data is from Two-Lane Highways in Minnesota

ACCESS/CRASH RELATIONSHIP
 NORTHEAST WRIGHT COUNTY SUB-AREA STUDY

These types of access controls are processed through local elected officials (e.g., planning commissions, town boards, city councils and county commissions).

Since stronger land use and access controls are available at the county and city level, and these units of government are usually involved at the planning stages, access guidelines and corridor management practices should be focused at this level.

Access spacing guidelines for roadways in the study area are shown in Table 18. Figure 22 shows the access categories as they have been assigned to the roadway network. The access management guidelines promote coordination between land use and transportation strategies, the same issues that affect decisions on the local city and county level. Establishing the appropriate spacing between public streets and private driveways is an important step toward maintaining the safety and mobility of the traveling public without sacrificing the accessibility needs of local residents. These guidelines were selected because they are:

- Very similar to the spacing criteria in the 1994 Wright County Transportation Plan and recent Mn/DOT access guidelines;
- Based on functional classification rather than traffic volumes. Having access recommendations based on future functional classification enables partners to protect access on roadways based on their intended long-term function;
- Assigned to specific routes, therefore eliminating any confusion about what category or access classification is being used.

As with any policy, there will be a need to deal with special circumstances. Procedures have been developed to address these problems (Appendix F explains the conditions, exceptions and deviations for private access on roadways that are not a part of the trunk highway system). For specific information on private access points along trunk highways, please refer to Mn/DOT's access management guidelines in Technical Memorandum No. 02-10-IM-01.

The implementation of the guidelines can be done through a number of different methods (e.g., land use regulations, subdivision regulations, access permit processes and access/transportation advisory committees). These processes should be developed so that they can deal with situations that either are outside the guidelines or are hardship cases. In existing corridors where significant development has occurred, the number of existing access points are likely to exceed the access guidelines. Unless these areas are undergoing redevelopment, their access must be addressed or approached differently. The proposed access management strategy in these areas is to aggressively minimize any new accesses while consolidating/reducing existing access points as redevelopment occurs.

In addition to establishing spacing guidelines, it is important to consider the following points when applying the guidelines and addressing access issues:

- The guidelines apply primarily to routes with a collector functional classification or above; however, partners may also use the guidelines on some local streets.

**Table 18
Recommended Access Spacing**

Category	Area or Facility Type	Typical Functional Class	Intersection Spacing		Signal Spacing	Private Access
			Primary Full Movement Intersection	Conditional Secondary Intersection		
1	High Priority Interregional Corridors					
1F	Freeway	Principal Arterials	Interchange Access Only			
1A-F	Full Grade Separation		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					
2A-F	Full Grade Separation	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	High Priority Regional Corridors					
	Access Category Not Applicable for Study Area					
4	Principal Arterials in Primary Trade Centers					
	Access Category Not Applicable for Study Area					
5	Minor Arterials					
5A	Urban Mobility Corridor	Minor Arterials	1/2 mile	1/4 mile	1/2 mile	Permitted Subject to Conditions
5B	Urbanizing Arterial		1/4 mile	1/8 mile	1/4 mile	By Exception or Deviation Only
5C	Urban Core Arterial		300 – 600 feet dependent upon block length		1/4 mile	Permitted Subject to Conditions
6	Collectors					
6A	Rural Collector	Collectors	1/2 mile	1/4 mile	1/2 mile	Permitted Subject to Conditions
6B1	Rural/Urbanizing Collector		1/4 mile	1/8 mile	1/4 mile	
6B2	Local Collector		1/8 mile	NA	1/4 mile	
6C	Urban Core Collector		300 – 600 feet dependent upon block length		1/8 mile	
7	Specific Access Plan					
7	All	All	By Adopted Plan			