

Steele County Access Control Policy

Introduction: Access management and control is an important tool for transportation professionals and elected officials. The term is applied to a number of measures that can enhance a roadway's safety and its ability to move vehicular traffic through management and control of access points to the roadway.

These measures include:

- Limiting the number of driveway access points to decrease turning conflicts.
- Location of entrance or access points further from adjacent intersections.
- Providing sufficient spacing between intersecting streets.
- Spacing traffic signals to optimize traffic flow.
- Implementing sight distance guidelines to improve safety.
- Use of channelization to preclude selected turning conflicts.

Purpose: The purpose of a county access management and control program is to:

- (1) Preserve and enhance the county's ability to provide a safe roadway system and to efficiently move traffic.
- (2) To provide assistance to local property owners in obtaining adequate access to the roadway system without infringing on the mobility rights of the general public.
- (3) To support government land use policies.

Goal: To balance the needs of the traveling public for safe, predictable travel with the access needs of local land uses. Access control will help improve the safety and efficiency of the roadways so they function as designed. It can also help preserve community character, promote economic development, and protect the public investment in its road system.

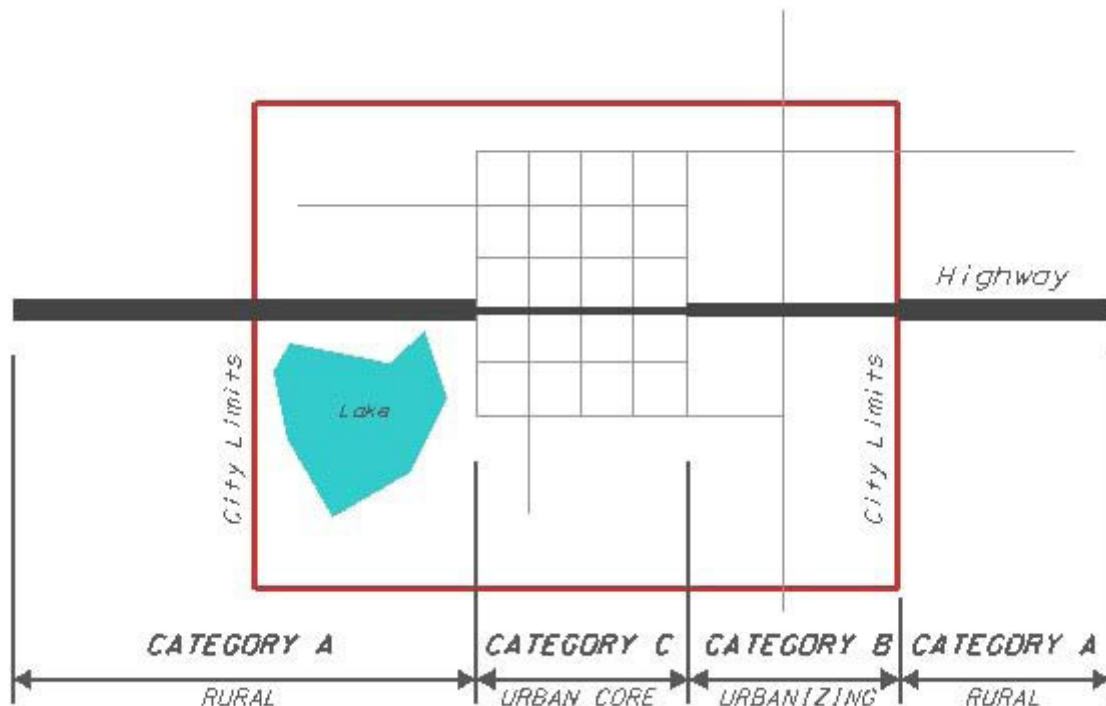
Definitions:

- **Functional Classification Plan** - A plan by which highways and streets are grouped in classes according to the character of service they provide. Each roadway classification is defined further in State Aid Manual No. 5-892.000. All Steele County highways have been classified and are listed in the State Aid Needs Listing by segment and functional classification.
- **Fully Developed Urban Minor Arterial (FDUMA)** – An urban section of a highway classified as a minor arterial. Typically, an urban section is a fully developed residential or commercial area within city limits.
- **Fully Developed Urban Collector (FDUC)** – An urban section of a highway classified as a collector.
- **Fully Developed Local Roads (FDLR)** – An urban section of a road classified as a local road. Typically, city streets and alleys have this designation.
- **Developing Urban Minor Arterial (DUMA)** – A transition section of a minor arterial between an urban area and rural area. Roads with this designation are

based on projected and expected developments as shown on the City of Owatonna's long range growth plan, circa 1988, and updated in 2001. Input from city planners, city engineer and county highway department employees were used also in these designations.

- Developing Urban Collector (DUC) – A transition section of a collector between an urban area and rural area. These designations were arrived at with the same methods as the developing urban minor arterials.
- Developing Urban Local roads (DULR) – A transition section of local road between an urban area and rural area.
- Rural Minor Arterial (RMA) – A rural section of a highway classified as minor arterial. The designation is generally characterized by the primary land use being agriculture.
- Rural Collector (RC) – A rural section of a highway classified as a collector.
- Rural Local Road (RLR) – A rural section of a road classified as a local road. Typically, township roads have this designation.

Figure 2, Example of Subcategory Assignment through a City, from the Minnesota Department of Transportation Technical Memorandum No. 02-10-IM-01, Access Management Policy; Highway Access Category System and Spacing Guidelines, Dated March 20, 2002, is shown below.



Policy:

1. This policy will be administered by the Steele County Highway Department, in cooperation with Steele County Planning and Zoning Department.
2. The Access Control Guidelines Summary Table is attached. This table is the basis for access control decisions. A variance from the guidelines may be requested through the Steele County Highway Department or Steele County Transportation and Drainage Committee, to the full Steele County Board of Commissioners.
3. Other Considerations:

(A) If a property has more than 250 feet of frontage, a second access may be considered, subject to the Access Control Guidelines Summary Table.

(B) In reviewing all access requests, sight distance shall be a primary safety consideration.

(C) Wherever possible, access points to commercial areas will be combined through service roads or common access points.

(D) Access onto a roadway within stopping distance of a fully developed left turn lane, shall be limited to a right in/right out.

(E) Access onto collectors and arterials shall be considered the stacking distance (backup) from a signalized or stop condition controlled intersection.

(F) Commercial driveways should be 30 to 36 feet wide, and designed to meet the needs. Traffic volumes at driveways may be analyzed by current MnDOT Highway Capacity Manual techniques. Residential driveways should be 18 to 24 feet wide. Field driveways should be 20 to 36 feet wide.

(G) All accesses onto county right of way, shall be aligned to be straight and at a perpendicular to the centerline of the adjacent county roadway, within the limits of the county right of way.

(H) Whenever possible, access locations will be directed onto roadways with a lower functional classification.

(I) All facilities such as signs, entrance medians (divided entrances), fencing, etc. shall be placed or constructed outside of the permanent county right of way.

(J) Access shall be aligned with street accesses and/or entrances on the opposing side of the roadway whenever possible. Exceptions will be considered on a case by case basis.

(K) Culverts constructed/placed within the county right of way, as part of an access, shall be a minimum of 18 inches in diameter. Plastic pipe will not be used on accesses to the county right of way.

(L) Platted Subdivisions and Street Accesses. The section is intended to provide general guidelines for developed subdivisions adjacent to county right of way. The applicable sections of the Steele County Access Control Policy also apply to platted subdivisions.

- A drainage impact study will be required if subdivision drainage flows to the county right of way.
 - Drainage 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 increases in drainage to the right of way, capacity of the existing drainage system will be analyzed by the developer.
 - Commercial, industrial, and larger residential subdivisions (in excess of 9 parcels) will be required to complete a drainage analysis if the county right of way is to receive drainage from the subdivision.
 - Commercial, industrial, and larger residential subdivisions (in excess of 9 parcels) will be required to complete a traffic impact study if the county is requested to provide access(s) to the county highway systems. If the analysis of future traffic conditions, per MnDOT Technical Memorandum No. 02-10-IM-01, Access Management Policy: Highway Access Category System and Spacing Guidelines, Section D., Gap Analysis Procedure (attached), indicates a high risk conflict condition is anticipated, the intervening intersection should not be allowed.
4. Listing of Access Control Road Designations. A listing of Steele County Access Control Road Designations is attached. Please note this list is subject to review and change as land and road uses change.

References:

- Minnesota Department of Transportation Technical Memorandum No. 02-10-IM-01, Access Management Policy: Highway Access Category System and Spacing Guidelines, dated March 20, 2002.
- Minnesota Department of Transportation State Aid Manual, dated July 13th, 1998 with latest updates.
- Local Road Research Board Report 2002-31, Best Practices for Rural Entrance Policy, released in 2002.
- Transportation Research Board Highway Capacity Manual, HCM 2000, released in 2000.
- Hennepin County Transportation Systems Plan, HC-TSP, Chapter 7, Access Management.

- Gap Analysis Procedure, excerpt from MnDOT Technical Memorandum No. 02-10-IM-01.
- Steele County Access Control Road Designations listing.

ACCESS CONTROL GUIDELINES SUMMARY

			Intersection Spacing			
Area Type	Typical Function Classs	Facility Type	Full Median Opening	Right-In/Right-Out	Signal Spacing	Private Access
Rural	Minor Arterials	Divided	1/2 Mile	1/4 Mile	1/2 Mile	Only if there are no other alternatives
		Undivided	1/2 Mile	1/4 mile, if part of local street network		
Developing Urban	Minor Arterials	Divided	1/2 Mile	1/2 Mile	1/4 Mile	Only if there are no other alternatives
		Undivided	1/4 Mile	X		
Fully Developed Urban	Minor Arterials	All	300-660 feet dependent upon block length		1/4 Mile	Only if there are no other alternatives
Rural	Collectors & Locals	All	1/4 Mile		1/2 Mile	Permitted based on the minimum spacing table
Developing Urban	Collectors	All	1/4 Mile		1/4 Mile	Permitted based on the minimum spacing table
Fully Developed Urban	Collectors	All	300-660 feet dependent upon block length		1/8 Mile	Permitted based on the minimum spacing table
All	Urban Local	All	300-660 feet dependent upon block length		As warranted	More than 150 feet from arterial or collector intersection, More than 60 ft from local road intersection

Minimum Spacing Table
Spacing for Unsignalized Private Access Points

Speed Limit (mph)	Minimum Separation (feet)
30	200
35	250
40	300
45	375
50	425
55	500