



Table B-1: Access Management Categories

Category	Land-Use or Facility Type	Typical Functional Classification	Typical Posted Speed
<b>1 - High-Priority Interregional Corridors (IRCs)</b>			
1F	Interstate Freeway	Interstate Highways	55 – 75 mph
1AF	Non-Interstate Freeway	Principal Arterials	55 – 65 mph
1A	Rural	Principal Arterials	55 – 65 mph
1B	Urban / Urbanizing	Principal Arterials	40 – 55 mph
1C	Urban Core	Principal Arterials	30 – 40 mph
<b>2 - Medium-Priority Interregional Corridors</b>			
2AF	Non-Interstate Freeway	Principal Arterials	55 – 65 mph
2A	Rural	Principal Arterials	55 – 65 mph
2B	Urban / Urbanizing	Principal Arterials	40 – 55 mph
2C	Urban Core	Principal Arterials	30 – 40 mph
<b>3 - Regional Corridors</b>			
3AF	Non-Interstate Freeway	Principal Arterials	55 – 65 mph
3A	Rural	Principal/Minor Arterials	45 – 65 mph
3B	Urban / Urbanizing	Principal /Minor Arterials	40 – 45 mph
3C	Urban Core	Principal/Minor Arterials	30 – 40 mph
<b>4 - Principal Arterials in the Twin Cities Metropolitan Area and Primary Regional Trade Centers (Non-IRCs)</b>			
4AF	Non-Interstate Freeway	Principal Arterials	55 – 65 mph
4A	Rural	Principal Arterials	45 – 55 mph
4B	Urban / Urbanizing	Principal Arterials	40 – 45 mph
4C	Urban Core	Principal Arterials	30 – 40 mph
<b>5 - Minor Arterials</b>			
5A	Rural	Minor Arterials	45 – 55 mph
5B	Urban / Urbanizing	Minor Arterials	40 – 45 mph
5C	Urban Core	Minor Arterials	30 – 40 mph
<b>6 - Collectors</b>			
6A	Rural	Collectors	45 – 55 mph
6B	Urban / Urbanizing	Collectors	40 – 45 mph
6C	Urban Core	Collectors	30 – 40 mph
<b>7 - Specific Area Access Management Plans</b>			
7	All	All	All



Table B-2: Summary of Recommended Street Spacing – Interregional Corridors

Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement Intersection	Secondary Intersection	
<b>1 High-Priority Interregional Corridors &amp; Interstate System (IRCs)</b>					
1F	Interstate Freeway	Principal Arterials	Interchange Access Only		⊙
1AF	Non-Interstate Freeway		Interchange Access Only (see Section 3.2.7 for interim spacing)		See Section 3.2.5 for Signalization on Interregional Corridors
1A	Rural		1 mile	1/2 mile	
1B	Urban/Urbanizing		1/2 mile	1/4 mile	
1C	Urban Core		300-660 feet dependent upon block length		
<b>2 Medium-Priority Interregional Corridors</b>					
2AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only (see Section 3.2.7 for interim spacing)		See Section 3.2.5 for Signalization on Interregional Corridors
2A	Rural		1 mile	1/2 mile	
2B	Urban/Urbanizing		1/2 mile	1/4 mile	
2C	Urban Core		300-660 feet, dependent upon block length		1/4 mile
<b>3 Regional Corridors</b>					
3AF	Non-Interstate Freeway	Principal and Minor Arterials	Interchange Access Only (see Section 3.2.7 for interim spacing)		Interim
3A	Rural		1 mile	1/2 mile	See Section 3.2.5
3B	Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile
3C	Urban Core		300-660 feet, dependent upon block length		1/4 mile

Table B-3: Summary of Recommended Street Spacing – Non-Interregional Corridors

Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement Intersection	Secondary Intersection	
<b>4 Principal Arterials in the Twin Cities Metropolitan Area and Primary Regional Trade Centers (Non-IRCs)</b>					
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
<b>5 Minor Arterials</b>					
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
<b>6 Collectors</b>					
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
<b>7 Specific Area Access Management Plans</b>					
7	All	All	By adopted plan		



Table B-4: Summary of Recommended Driveway Allowance

Category	Area or Facility Type	Driveway Allowance
1F	Interstate Freeways	<ul style="list-style-type: none"> <li>No private driveways are allowed</li> </ul>
1AF, 2AF, 3AF & 4AF	Non-Interstate Freeways & High-Priority IRCs	<ul style="list-style-type: none"> <li>On facilities transitioning to full access control, driveways should not be permitted if reasonably convenient and suitable alternative access is available.</li> <li>Where reasonably convenient and suitable alternative access is not available, an interim driveway may be permitted, and if possible, it should be designed so that traffic can be redirected to another road when the facility becomes fully access-controlled.</li> </ul>
1A, 2A, 3A, 4A & 5A	Rural (Not planned for full access control)	<ul style="list-style-type: none"> <li>If a property retains access rights but no reasonably convenient and suitable alternative access is available, a driveway is permitted.</li> <li>The driveway should be located and designed to minimize the impact on the safety and operations of the highway.</li> <li>All driveways (Types 1, 2, and 3) should be spaced in accordance with Figure 3.27.</li> </ul>
1B, 2B, 3B, 4B & 5B	Urban/Urbanizing	<ul style="list-style-type: none"> <li>If a property retains access rights but no reasonably convenient and suitable alternative access is available, a driveway is permitted.</li> <li>It is Mn/DOT's preference to permit public street connections rather than driveways in Urban/Urbanizing areas. Where possible, Mn/DOT should work with local agencies to encourage the development of a supporting road system to serve the property.</li> <li>High-volume (Type 3) driveways should be spaced in accordance with Figure 3.27.</li> <li>Driveways should be permitted as interim where a future supporting street system is anticipated.</li> </ul>
1C, 2C, 3C, 4C & 5C	Urban Core	<ul style="list-style-type: none"> <li>If a property retains access rights but no reasonably convenient and suitable alternative access is available, a driveway is permitted.</li> <li>The spacing of driveways will vary based on reasonableness of use and driver expectancy.</li> </ul>
6A, 6B & 6C	All Collectors	<ul style="list-style-type: none"> <li>If a property retains access rights and no reasonably convenient and suitable alternative access is available, a driveway is permitted.</li> <li>The spacing of driveways will vary based on reasonableness of use and driver expectancy.</li> </ul>
7	Specific Access Plan	<ul style="list-style-type: none"> <li>The adopted Category 7 Plan should address the allowance and spacing of driveways.</li> </ul>