

Access Spacing Guidelines (Table 8)

Functional classification	Principal Arterial	Divided Highways		Undivided Highways		
		Non-P.A.	Non-P.A.	Non-P.A.	Non-P.A.	Non-P.A.
2025 Projected ADT	All	>35,000	15,000 to 35,000	15,000 to 22,000	<15,000	<3,000
Full Movement Public Street Intersections (a)	½ mile	½ mile	¼ mile (c)	¼ mile (c)	⅛ mile (c), (d)	(b), (d)
¾ Public Street Access (a)	¼ mile (a)	¼ mile (a)	⅛ mile Right-in/ Right-out only (c)	N/A	N/A	N/A

Source: Dakota County 2003

Roadway type refers to the anticipated cross section. Divided section must be in place for conditional intersection (right-in/right-out or ¾ intersection) to be built.

(a) Median access points may be removed or modified to address safety and operational issues identified through engineering review.

(b) Determined based on engineering review, judgment considering location, distance from other driveways, nearby intersections, alignment with other access points, visibility and other operation/safety issues.

(c) Multiple commercial access permitted.

(d) Private residential or individual commercial access permitted.

N/A – Not applicable to undivided roadway segments

Access spacing of one-half mile is shown in Figure T-13.

PERFORMANCE MEASURE: Reduce and consolidate accesses to County highways in accordance with access spacing guidelines to maximize operation, safety, and mobility of the highway system.

Costs associated with access management are currently included with other project expenses in the CIP. The following are the estimated annual CIP needs for access management and spacing over the plan period:

Anticipated Annual Future System Needs

2005-2009 = \$2.7 million

2010-2014 = \$2.9 million

2015-2025 = \$3.6 million