

Purpose

The purpose of this policy is to identify access spacing and location requirements for Manitoba's highways.

Policy

Access management is the systematic control of the location, spacing, design and operation of driveways and intersections on a roadway. The purpose of access management is to provide vehicular access to land development in a manner that preserves the safety and functional integrity of the road system. The appropriate degree of access control varies according to the functions and traffic characteristics of a roadway, the character of the abutting/adjacent land and long term planning objectives.

Access Spacing on Rural Highways

The table below identifies the **minimum** spacing requirements for rural Manitoba Highways based on roadway classification and average annual daily traffic volumes (AADT):

Classification	AADT	Intersection Spacing
Expressway*	ALL ROUTES	1600 m (Minimum 3200 m from interchanges)
Primary Arterial	ALL ROUTES	800 m
Secondary Arterial	> 500	800 m
	< 500	400 m
Collector	> 1000	400 m
	300 – 1000	200 m
	< 300	100 m
Low Speed Local / Urban Roads	ALL ROUTES	Spacing to be based on geometric design constraints

*No direct property access is permitted on Expressways. This spacing is for public road connections only.

In practicing access management, the designer or land developer should make an effort to reduce the total number of accesses through rationalization (i.e. use of shared accesses, use of service or frontage roads, use of internal road networks, etc...). Direct land access to a highway should only be permitted where land access to an adjacent road of lower classification is not possible or is deemed impractical due to specific constraints. (e.g. the presence of a large drain parallel to a municipal road that would require construction of a major structure to access).

Access Spacing on Low Speed Local Roads and Urban Roads

Manitoba Highways classification system does not include “Local Road” or “Urban Road” categories. However, some highways under MI jurisdiction serve a local road and/or urban road function. These are typically PR access roads or other low speed highways (posted speed < 70 km/h) that pass through local communities. The main function of a local road or urban road is access. The intended service function of these roads is to allow vehicles to reach properties. While, in these cases, a higher number of access points can be allowed, proliferation of accesses should be avoided. Geometric design constraints should be considered in locating access points on local roads.

Access Location Considerations

In addition to the access spacing requirements listed above, a number of additional factors should be considered in determining the location of a highway access as described below:

Distance From Curves – Accesses on horizontal curves are undesirable and should be avoided wherever possible. As per Manitoba Infrastructure’s TAC Blue Sheet Supplement 2.1.2.6M, accesses should be placed at a minimum distance of 300m from the end of a curve. Where it is not feasible to locate an access away from a curve, a thorough geometric design evaluation shall be carried out to ensure all TAC Geometric Design Guide sight distance requirements are met.

Distance From Bridges – Accesses adjacent to bridges should be located based on TAC Geometric Design Guide sight distance requirements, storage or taper distance requirements for the access, and the need to provide adequate distance for the installation of bridge approach barrier.

Distance From Railways – Accesses located near an at-grade railway crossing must meet the spacing requirements identified in the latest edition of the Transport Canada Grade Crossing Standards, as well as the sight distance requirements of the TAC Geometric Design Guide. Traffic Engineering Branch should be consulted for further guidance.

Intersection Sight Distance – In all cases, accesses shall be located to ensure that drivers have an unobstructed view of the whole intersection and a sufficient length of the road to allow collision free movement through the intersection. All intersection sight distance triangles should be in accordance with the requirements set out in the TAC Geometric Design Guide.

Offset Intersections – Where possible, accesses shall be aligned with existing accesses or intersections on the opposite side of the road. This minimizes conflict points on the highway and simplifies the driver’s task.

Illumination – Higher volume accesses (such as those associated with major residential or commercial subdivision development) may warrant intersection illumination. Traffic Engineering Branch should be consulted for further guidance.

Active Transportation – Proposed accesses that cross existing active transportation paths shall be reviewed to determine if modification to the path alignment will be required. The Department’s Recreational Trail Guidelines shall be reviewed for specific requirements.

