

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.

Design Exceptions

Design exceptions to this policy may be allowed under the following circumstances:

- On non-Limited Access Highways, some form of road access shall be provided to all land owners. There may be circumstances where access cannot be provided if all of the requirements of this policy are applied. In these cases, an access will be permitted at a location that best meets the intent of this policy to promote collision free operation. Design exceptions in these cases may be approved by the Manager of Roadside Development
- On non-Limited Access Highways, a design exception may also be granted where justified by undue hardship to land owners, site specific constraints, or other factors which make the construction of an access meeting the Department's policy either unfeasible or unsafe. These cases shall be reviewed and approved/denied by the Director of Highway Planning and Design.
- On Limited Access Highways, the Department may elect to make a recommendation to the Highway Traffic Board on access spacing and location that does not meet the requirements of this policy where justified by undue hardship to land owners, site specific constraints, or other factors which make the construction of an access meeting the Department's policy either unfeasible or unsafe. These cases shall be reviewed and approved/denied by the Director of Highway Planning and Design. The final decision on the issuance of a highway access permit on Limited Access Highways falls under the jurisdiction of the Highway Traffic Board as outlined in Highway Planning and Design Policy 100-01.

RECOMMENDED: **"Original Signed By"**
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