

# Murray City Access Management Standards

## Purpose

Access Management is to serve as a standard to ensure efficient and safe travel on Murray City streets while at the same time providing access for developmental use such as businesses and residences. In general, access management provides for the least amount of access and greatest mobility on a freeway or arterial and the most amount of access and least mobility on collector or local streets. This document will describe the standards across all functional roadway classifications located within Murray City.

## Roadway Classifications

Transportation facilities are separated into classifications based upon use, roadway geometry and traffic volume. Table 1 below is adapted from the 2006 Murray Transportation Plan and defines the functional classification of the roadways contained within Murray City.

**Table 1 Classification Characteristics**

Roadway Classification	Use		Dimensions		Volume
	Trip Length (Miles)	Design Speed (MPH)	Lane Width (Feet)	Number of Lanes	Average Daily Trips (ADT in Thousands)
Freeway	>5	>65	12	6-8	80
Expressway	>5	55-65	12	5-6	75
Major Arterial	1-2	45-55	12	6	15-50
Minor Arterial	>1	40-45	12	3-5	10-25
Major Collector	1	30-40	12	2-5	3.5-10
Minor Collector	1	25-35	11-12	2-3	1.5-3.5
Local Street	<1	20-30	10-12	2	<1.5

### *Access Management for Freeways, Expressways and Major Arterials:*

The Utah Department of Transportation (UDOT) is responsible the maintenance and design of interstates and state highways within these classifications. Any access proposed will be subject to review and approval by UDOT. Refer to UDOT’s Access Management Plan (R930-6) for access management within these roadways.

### *Access Management for Minor Arterials, Collectors and Local Streets:*

Murray City roadways are composed of minor arterials, major/minor collectors and local (neighborhood) streets. As mentioned previously in this document, the higher order classification of roadway, the more limited the access. Guidelines for these streets are developed in concert with Murray City Code, the UDOT Access Management Plan (R930-6), and general traffic engineering principles. In general, the following requirements should be incorporated into development plans and coordinated with Murray City Planners and Engineers. At the determination of the City Engineer, a traffic study may be required to determine impacts and mitigation of new or modified access points on the roadway system.

Typically, a Traffic Impact Study (TIS) is required for any proposed development that generates 100 or more peak hour trips.

## Access Requirements

### *Access Spacing:*

Table 2 summarizes the minimum spacing for signals, streets and driveways for each roadway classification and is adapted from UDOT’s access management guidelines. These distances were derived for the maximum amount of traffic flow while maintaining access. Uniform signal spacing allows for maximum progression of traffic along a corridor, signal spacing less than the minimums shown may result in poor progression and increased delays due to drivers encountering red signals. Minimum street spacing is measured from edge to edge and not on the centerlines.

**Table 2 Access Spacing Requirements**

Roadway Classification	Minimum Signal Spacing (Feet)	Minimum Street Spacing (Feet)	Minimum Driveway Spacing (Feet)	Minimum Spacing Crossroad to Drive Access
Minor Arterial	2640	660	300	100
Major Collector	1320	330	150	85
Minor Collector	1320	250	85	50
Local Street*	N/A	250	N/A	20

\*Refer to Murray City Code 17.72.100 for specific requirements

### *Arterial Connections:*

For a drive access on a collector or local street that connects to arterial roadway, the minimum spacing from the arterial roadway to the drive access is 100 feet measured from the point of intersection of the right-of-way lines.

### *Sight Distance:*

Access designs must meet AASHTO sight distance guidelines. Objects that obstruct or limit sight distance such as advertising signs, business signs, street signs, structures, trees and plantings must be designed, placed and maintained to meet minimum sight distance requirements for vehicles.

### *Signing:*

All signs that serve the general public (coordinate markers, stop signs, yield signs, etc.) must conform to the current MUTCD standards.

### *Railroads:*

No access may be located within 250 feet of an at-grade railroad crossing. Access distances may be greater depending on roadway geometry and access category spacing. Refer to UDOT rule R930-5 and R930-6 for additional information.

## Driveways

Driveway access in Murray City is controlled by permit through the Public Services Division. Businesses, multi-family residential developments and new construction must complete the [Excavation/Encroachment Permit Application](#) available through the Murray City Engineering Division. Additional Planning and Engineering level approvals may also be required for new developments and Non-Residential driveway access changes.

Residents in existing single-family residential lots may apply for the [Street Improvement Permit](#) through Murray City Engineering to modify an existing or construct a new driveway. Table 3 summarizes Murray City Code regarding the location and widths of driveways for each property utilization.

**Table 3 Access Requirements**

Lot Use	Driveway Width		Driveway Spacing (feet)
	Min (Feet)	Max (Feet)	
Single Family Residential*	12	30	Two driveways (max.) per property – 35 foot spacing for circular drives
Multi-Family Residential*	20	30	85
Non-Residential (Any access not included above)*	25	50	85 - 100

\*Refer to Murray City Code 17.72.100 for more details.

A minimum distance of 5 feet from the property line is required for all driveways unless a reciprocal easement is provided. When appropriate, it is desired for shared or combined driveways within a lot or multiple lots to promote circulation and minimize conflict points and impacts to arterial or collector streets.

## Local and Collector Street Corners

For Single Family corner lots on a local road, the distance from the crossroad to the driveway must be a minimum of 20 feet measured from the point of intersection of the right-of-way lines. However, it is encouraged to locate driveways to the opposite side of the property away from the corner.

For Single Family corner lots on a collector road, the distance from the crossroad to the driveway must be a minimum of 50 feet measured from the point of intersection of the right-of-way lines.

For Multi-Family and Non-Residential uses with an ADT<100, the distance from the crossroad to the driveway access must be a minimum of 50 feet measured from the point of intersection of the right-of-way lines.

For Multi-Family and Non-Residential uses with an ADT>100, the distance from the crossroad to the driveway access must a minimum of 85 feet measured from point of intersection of the right-of-way lines.