

APPENDIX D

TH 55 CORRIDOR ACCESS FRAMEWORK

TH 55 Corridor Access Framework

December 2006

The long-term vision for the TH 55 corridor is to transition the corridor to a multi-lane divided facility that provides a high level of mobility and safety to users. Communities along the corridor and the TH 55 Coalition have supported elevating TH 55's functional classification from a minor arterial to principal arterial. This requested change along with TH 55's designation as a High-Priority Regional Corridor and the high volume of traffic that is projected to use the corridor is consistent with more aggressively managing access along the corridor including eliminating and restricting current access. Providing a coherent and reasonable vision for treating access in the corridor will benefit users and will help lay the groundwork for future expansion of the corridor.

The following access framework is intended to assist staff in the development of the TH 55 preliminary design layout and it is intended to guide communities in planning of long-term access to the corridor. While this framework does not prescribe absolute rules or requirements (i.e., some exceptions or deviations may be needed to treat special instances or cases) it is intended to give substantial direction in assessing future treatment of current access in the corridor as well as suggest policy changes that would guide future access requests and development proposals. It is acknowledged that this framework will likely be the catalyst for initiating discussions with the communities as the corridor design and environmental process unfolds.

1. Grade -Separated Locations

Sources of major conflicts should be considered for grade separation to improve safety and operations of the corridor, as well as improve flow, operations and pedestrian connectivity on cross-streets.

***Guidance:** Major intersections with other arterial and/or collector routes, where mainline volumes are forecast to exceed 55,000 vehicles per day (i.e. TH 55 volumes), should be considered for grade separations.*

2. Public Street Full-Access Points

Signalized access to the corridor should be limited to maintain mobility and provide safety when accessing or crossing the corridor.

***Guidance:** Full-access intersections should be limited to the junction of minor arterial routes, and some key collector routes. The minimum spacing between these routes should be one-half to one-mile. Current and future intersection points meeting these criteria have been identified in the corridor (attached figure to be developed), and local communities should plan arterial or collector routes at these locations.*

3. Intermediate Public Access Points

Other public access points along the corridor should be minimized to reduce the number of conflicts and to maintain safe operations within the corridor.

Guidance: *Limited intermediate public access points may be permitted to provide circulation and minimize overloads at other full-access intersections. These access points will not be signalized, and will be restricted to right-in/right-out. Therefore, these access points should be part of a parallel system of collector routes that can provide access to other adjacent full-access signalized intersections.*

4. Turn Lanes

All public-street intersections should be designed so that turning traffic is separated from through traffic to reduce the number of conflicts.

Guidance: *Turn lanes should be provided at all public-street access points and at major traffic generators. Turn lane length should be designed to accommodate operational speeds in the corridor (note: special consideration should be given to turn lane length; for example TH 52 turn lanes south of the Twin Cities were recommended to be extended due to higher operational speeds in the corridor).*

5. Private Access Points

Private access should be minimized or eliminated, whenever possible, for safety reasons and to protect the operational integrity of the corridor.

Guidance:

- *All feasible efforts should be made to minimize and/or eliminate existing private residence and business access.*
- *No additional direct private and business access should be permitted*
- *Private access that can't be eliminated will be restricted to right-in/right-out.*

6. Parcel Splits

The ability to control access can be lost as parcels are divided to create new parcels. Parcels are most often created by either dividing an existing parcel (known as a parcel split) or by undergoing a formal platting process. While the platting process has provisions for plat reviews and planning commission reviews, many local ordinances and subdivision regulations are structured to allow parcel splits (creation of new parcels) without formal review or comments. This can result in agencies having to provide access to these parcels, even though it may affect mobility and safety.

Guidance: *In an effort to minimize future problems and right-of-way costs, it is recommended that no additional parcel splits be permitted without providing alternate*

access (i.e., access to other local public streets, not TH 55). It is recommended that local agencies review development ordinances and subdivision regulations to ensure that they can address this issue as part of their planning and review process.

7. Subdivisions

The subdivision process provides more control to cities and planning officials in shaping development along the corridor.

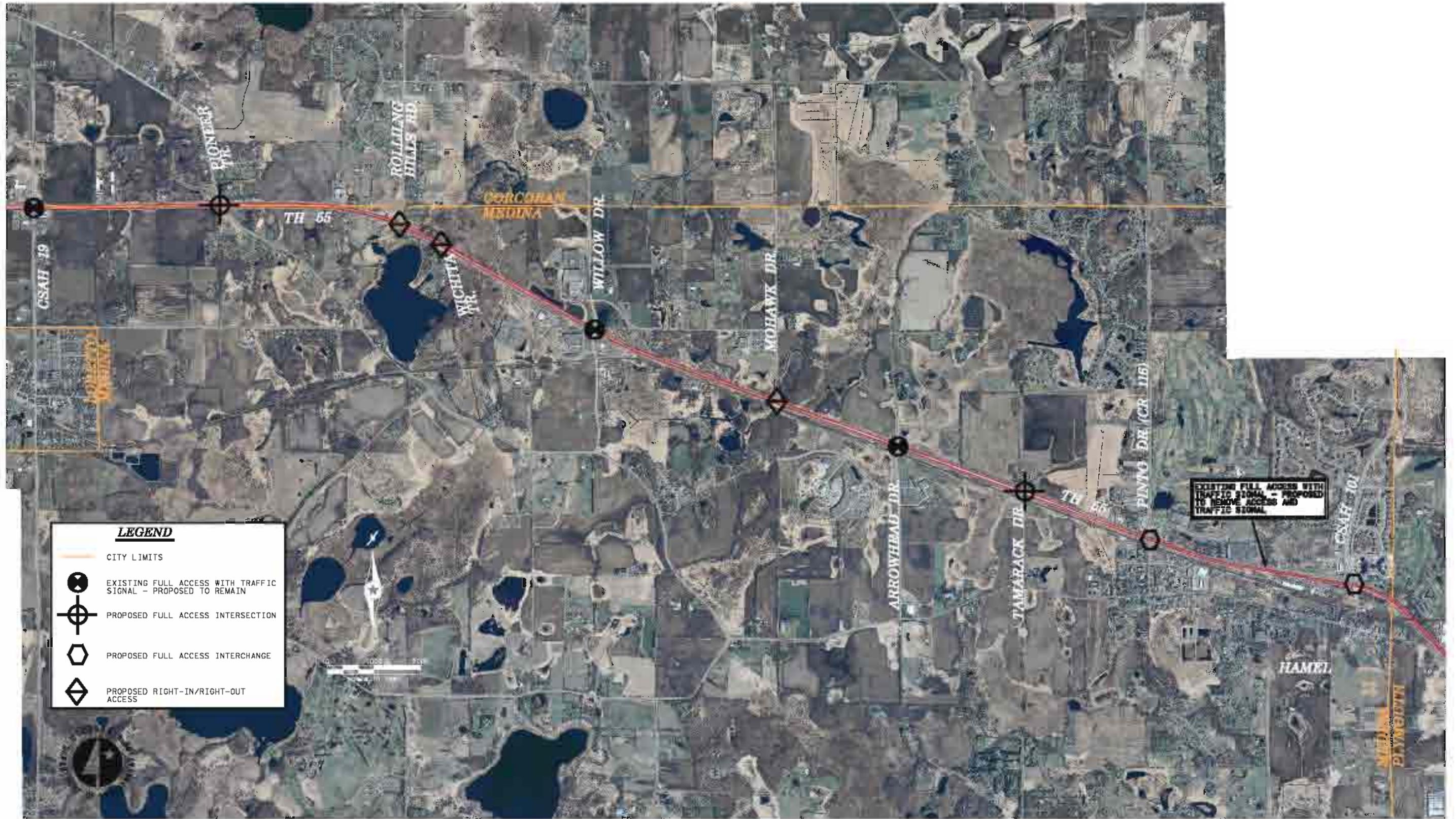
Guidance: *Proposed subdivisions along the corridor need to be consistent with the overall long-range corridor access plan. Therefore, it is recommended that subdivisions provide access to adjacent parcels and provide reasonable frontage or backage roads consistent with the intent of the TH 55 Plan. In addition, existing access locations that are adjacent to or are within the new subdivisions area should be reviewed for incorporation into proposed plats. Proposed plats should provide minimum set-backs for the nearest secondary intersection (driveway or street) from TH 55. This set-back distance should be a minimum of 750 feet on any intersecting arterial and/or collector that is currently or could potentially be signalized.*

Cities along the corridor and Hennepin County are expected to adopt the overall TH 55 plan by including supporting materials in their comprehensive and transportation plans. In addition it is expected that cities and Hennepin County will work towards the overall plan by guiding development (e.g., providing proper set-backs, limiting access, planning frontage/backage roads) through their land use and subdivision policies

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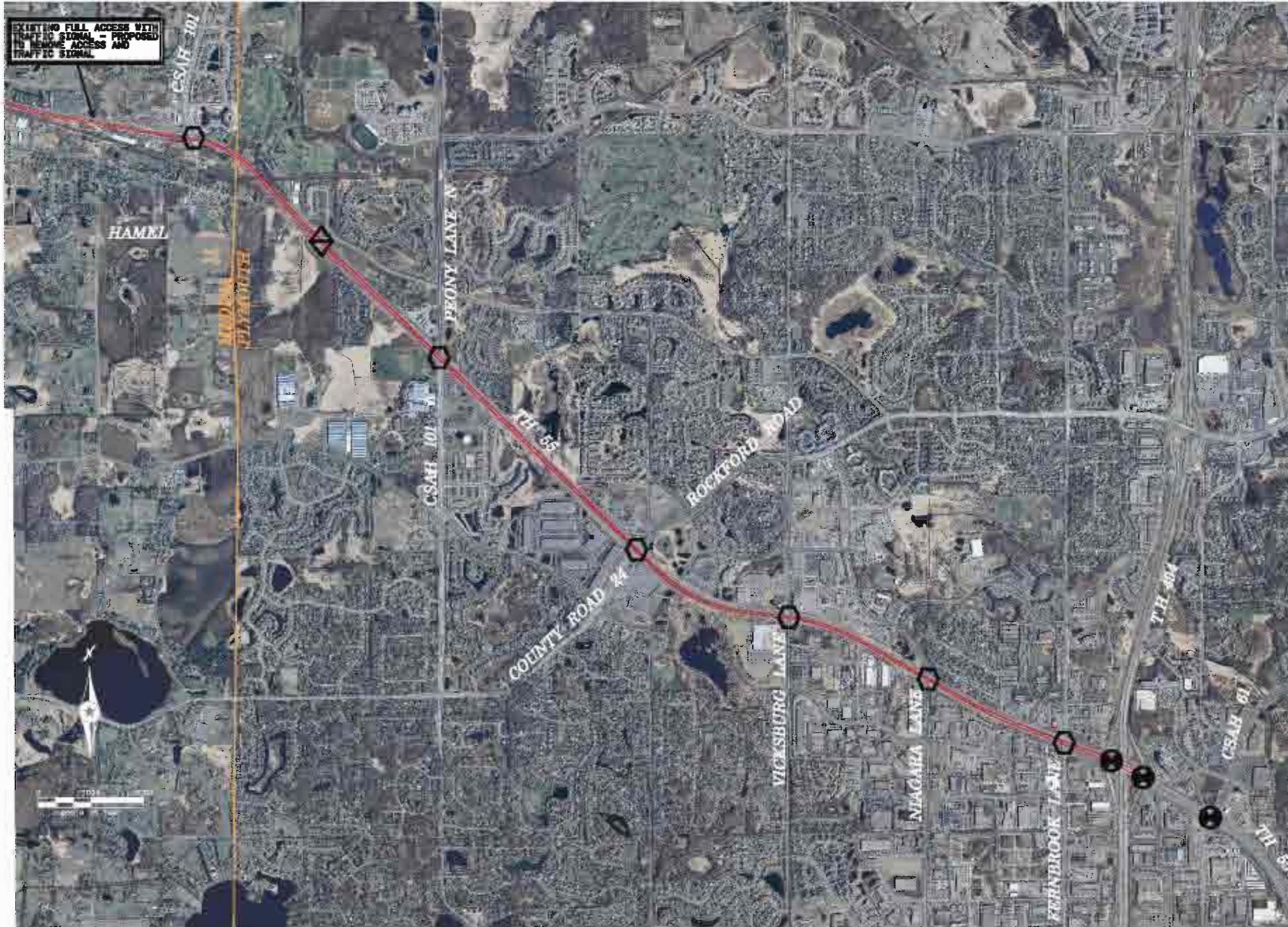
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TH 55 CORRIDOR ACCESS FRAMEWORK

TH 55 EA
S.P. 2722-68 & S.P. 27-596-02PE

Figure D-1B



LEGEND

-  CITY LIMITS
-  EXISTING FULL ACCESS WITH TRAFFIC SIGNAL - PROPOSED TO REMAIN
-  PROPOSED FULL ACCESS INTERSECTION
-  PROPOSED FULL ACCESS INTERCHANGE
-  PROPOSED RIGHT-IN/RIGHT-OUT ACCESS



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TH 55 CORRIDOR ACCESS FRAMEWORK

TH 55 EA
S.P. 2722-68 & S.P. 27-596-02PE

Figure D-1C