

## ACTION TRANSMITTAL 2016-07

**DATE:** December 28, 2015  
**TO:** TAC  
**FROM:** TAC Planning  
**PREPARED BY:** Rachel Wiken (651) 602-1572  
**SUBJECT:** Functional Class Change #1330 – Planned A Minor Connector  
Ridgeway Crossing– City of Dayton  
**REQUESTED ACTION:** City of Dayton requests this functional class change be approved.  
**RECOMMENDED MOTION:** That TAC approve #1330 – planned Riverview Crossing between CSAH 81 and CSAH 101 (Brockton Lane North) be designated as an A-Minor Expander and CSAH 101 (Brockton Lane North) be reclassified from an A-Minor Expander to an A-Minor Collector when the planned Riverview Crossing is completed.

### BACKGROUND AND PURPOSE OF ACTION:

The City of Dayton is requesting a new planned A Minor Connector between Brockton Lane and CSAH 81, crossing I-94.

A new interchange along the I-94 corridor near Brockton Lane has been in the planning stages since the original construction of I-94. Since that time, the proposed interchange has not been implemented. As a result, a six-mile gap in access exists along the I-94 corridor between the City of Maple Grove and the City of Rogers.

The proposed interchange has been studied by the Interchange Planning Review Committee in 2012. See attached materials.

**RELATIONSHIP TO REGIONAL POLICY:** The Transportation Advisory Board maintains a roadway functional classification system for all regional roads. TAB has delegated the responsibility of approving changes to the system to the Technical Advisory Committee, with the exception of Principal Arterials. Changes to all other roadways submitted by the agency with jurisdiction over the roadway are reviewed and recommended by the TAC Planning Committee, approved by TAC, and received as information by TAB.

**STAFF ANALYSIS:** Staff at the Met Council and MnDOT reviewed the request. Consensus was approval with modifications as described below.

City of Dayton is classified as an Emerging Suburban Edge in Thrive MSP Community Designations. Based on the 2040 Transportation Policy Plan Appendix D: Functional Class Criteria, A Minor Connectors are in rural communities. A Minors in Suburban / Suburban Edge areas should be classified as Expanders. Based on the Thrive MSP community designations, an A Minor in the City of Dayton should be A-Minor Expander instead of a Connector.

Staff also recommend that if the planned road is approved, a subsequent change be required upon completion of the planned road. Brockton Lane from CSAH 81 to the new planned alignment should be changed from Expander to Connector. The new planned road and Brockton, if both were expanders, would cause redundancy on the A Minor system.

MnDOT Staff also highlighted that the application ignores the completion of 610 and the new connection to I-94 which would narrow the gap in access points. With the completion of 610, the gap in access would be closer to 5 miles. Completion of 610 will also improve local streets in the area. Spacing of access points would still be acceptable and within guidelines.

**COMMITTEE ACTION:** Marie Cote from SRF presented the request for the City of Dayton. The City agreed with the staff recommendation to change the request to an expander based on Thrive Community Designations. The committee discussed the change at length and need for an I-94 interchange at this location. Ultimately, committee moved to pass the planned road as an A Minor Expander and that Brockton will be changed to an A Minor Connector once the new road is built. Motion passed unanimously.

Map attached shows the request as approved by TAC planning, not the original submission.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC - Planning	Review and Recommend	12-10-15
Technical Advisory Committee	Review and Recommend	
Transportation Advisory Board	Information	

# Regional Functional Classification Change Request Form

ID Number: 1330

Date of Request: 11/16/15

## Roadway Name: Ridgeview Crossing

Roadway CSAH # NA

Roadway MSA # NA

Roadway County Rd # NA

Request Type: Planned

## Functional Classification Information:

### Existing Roadway

Current Classification: N/A

Requested Classification: N/A

If other:

### Planned Roadway

Current Classification: N/A

Requested Classification: A Minor Connector

If other:

Planned to existing Contingent Conditions: other

Other / Explain: The proposed classification is in anticipation of the planning, funding and development of a grade separated interchange at I-94 and Ridgeview Crossing.

## Request Information:

Change Start Location: CSAH 81

Change End Location: CSAH 101 (Brockton Lane North)

Length of Requested Change (Miles): 1.00 miles

Dependent on other Requested Changes: No

Road name(s) or ID Number(s) of dependent requests:

Involves other jurisdictions (No) If "yes" please attach letter(s) of support

**Purpose of Change:** Please explain rationale for requested Change

A new interchange along the I-94 corridor near Brockton Lane has been in the planning stages since the original construction of I-94. Since that time, the proposed interchange has not been implemented. As a result, a six-mile gap in access exists along the I-94 corridor between the City of Maple Grove and the City of Rogers. As part of the I-94/Brockton Lane Project, the Ridgeview Crossing is the new roadway planned between CSAH 101 and CSAH 81 (see Figure 1). The proposed functional classification for this roadway is an "A" Minor Connector. This future designation is recognized in the City's approved Comprehensive Plan (2008). In that respect, this request implements the plan and helps set the stage for the I-94/Ridgeview Crossing Interchange. It is also important to recognize that the extension of Ridgeview Crossing beyond CSAH 101 and CSAH 81 are still being explored. These alignments would eventually connect to CSAH 117 and CSAH 121.

The planned Ridgeview Crossing is required to be an "A" Minor Arterial Roadway in order to receive regional funding. More importantly, the planned Ridgeview Crossing also aligns with "A" Minor Connector guidelines:

- The Ridgeview Crossing will connect two "A" Minor Expanders (i.e., CSAH 101 and CSAH 81), in addition to addressing the six-mile gap in access to a Principal Arterial (i.e., I-94).

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- The Ridgeview Crossing will provide a safe connection between town centers (e.g., Dayton, Corcoran, Maple, Grove, and Rogers) in the developing and rural areas (located in the 2020 MUSA) of the seven county metropolitan area.
- The I-94/Ridgeview Crossing Interchange is focused on safety and access management instead of capacity enhancements. For example, this segment of I-94 is frequently congested and it is a segment with significant crashes. The I-94/Brockton Lane Project will improve access (e.g., six mile gap), safety, and emergency response times.

It is also important to recognize the project is “shovel ready” and has undergone an extensive alternatives analysis and preliminary engineering. These past planning and design efforts have been funded through the 2010 - 2013 Metropolitan Council Transportation Improvement Plan (TIP). The proposed project also received a “negative declaration of need” for an Environmental Impact Statement (EIS) from the Minnesota Department of Transportation (MnDOT) in early 2013.

## Following Section Required for All Principal and Minor Arterial Requests

**Criteria:** Illustrate how the requested change to a roadway functional classification complies with the following criteria:

Place Connections: The I-94/Ridgeview Crossing Interchange is a critical transportation project located in an area surrounded by significant economic opportunities, adjacent to one of the busiest freeways in the state. As this area continues to grow and develop (located in the 2020 MUSA), the Ridgeview Crossing will provide a safe connection between town centers (e.g., Dayton, Corcoran, Maple, Grove, and Rogers) in “developing” and “rural” areas of the seven county metropolitan area.

In essence, the I-94/Ridgeview Crossing Interchange is fulfilling an access need between these town centers. As noted earlier, this need is in response to a six-mile gap between interchanges along the I-94 corridor.

Spacing: The closest access from the I-94/Ridgeview Crossing Interchange is located three miles to the north at TH 101, and three miles to the south at Maple Grove Parkway.

Management: Posted speeds along this route are expected to be maintained at 40 mph.

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System Connections & Access Spacing: The planned "A" Minor Connector will connect two "A" Minor Expanders (e.g., CSAH 81 and CSAH 101) and a Principal Arterial (i.e. I-94). The I-94/Ridgeview Crossing Interchange and the Ridgeview Crossing roadway segment will also add benefit by enhancing the overall transportation network by increasing its reliability. For example, regional traffic (especially eastbound traffic from inaccessible areas of Rogers, Dayton, Corcoran and Maple Grove) is confined to local roadways without access to I-94. This traffic must either travel to the Highway 101 interchange in Rogers or along county and municipal roads throughout the region to access I-94. In that respect, the proposed "A" Minor Connector will improve regional system connections. The I-94/Ridgeview Crossing Interchange also meets MnDOT's Access Management Spacing Guidelines.

Trip Making Services: A large number of trips are relying on the local system to access I-94. As a result, vehicles and trucks are traveling greater distances on the arterial (e.g., CSAH 81, CSAH 101 and CSAH 116) and collector system to reach the TH 101 or Maple Grove Parkway interchange. The Ridgeview Crossing will accommodate shorter trips and reduce the longer trips occurring on the county and municipal roads trying to access I-94.

Mobility vs. Land Access: A primary goal for the I-94/Brockton Lane Project is to improve access to businesses and foster new development along the I-94 and CSAH 81 corridor. The proposed interchange will provide the opportunity for existing businesses to prosper, but also future businesses to locate in an area benefitting from regional access to I-94. Thus, the I-94/Ridgeview Crossing Interchange and the Ridgeview Crossing will balance mobility by elevating pressure off the county and municipal roads, while addressing a six-mile access gap to I-94.

**IF request impacts the A-Minor Arterial Sub-Classification, provide these attributes:**

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(from Table D-4 in TPP, [http://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-\(1\)/The-Adopted-2040-TPP-\(1\)/Final-2040-Transportation-Policy-Plan/2040-TPP-Appendix-D-Functional-Class.aspx](http://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TPP-(1)/Final-2040-Transportation-Policy-Plan/2040-TPP-Appendix-D-Functional-Class.aspx))

**Use:** The Ridgeview Crossing will connect two "A" Minor Expanders (i.e., CSAH 101 and CSAH 81), in addition to addressing the six-mile gap in access to a Principal Arterial (i.e., I-94)

**Location:** Located in developing areas within the 2020 MUSA.

**Trip Length:** 1.0 mile

**Problem Addressed:** Addresses the six-mile gap in access along the I-94 corridor and links town centers in the seven-county metropolitan area.

*(Optional) Typical Characteristics:* Providing the following to support the request

Intersection Treatments: Future Folded Diamond at I-94/Ridgeview Crossing.

Present AADT: NA

Estimated Future AADT/Year: 50,200 AADT/2039

Source of Estimated AADT/Date: Future daily forecasts were developed using Met Council's Regional Travel Demand Model that was utilized for the I-94/Brockton Lane Preliminary Design Project and a 2015 TED Application. The future daily forecasts represent 2039. Year 2039 values were developed by extrapolating year 2030 volumes from the project.

Posted Speed: Posted speeds along CSAH 81 north and south of CSAH 101 is 55 mph. Posted speeds along CSAH 101 south of I-94 is 50 mph. Posted speeds along the proposed Ridgeview Crossing roadway segment are expected to be maintained at 40 mph.

----- **Required for All Requests** -----

**MAP:** Please attach an 8.5 by 11 map of the requested change. Please include all appropriate labels and highlight the roadway in question.

## Contact Information:

Agency/City/County: City of Dayton

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ID Number: 1330

Date of Request: 11/16/15

Contact Person: Bob Derus

Phone: 763-712-3221

Fax:

Email: bderus@cityofdaytonmn.com

Address: 12260 South Diamond Lake Road

City: Dayton

State: MN

Zip: 55327

----- *Committee Staff ONLY* -----

## Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Staff Recommendation: Approval with modifications

MnDOT Consent: YES  NO  Comments: MnDOT has reviewed request.

Comments on the action transmittal

Potential Issues:

## Change Tracking:

TAC Planning Record of Decision: Approve as Expander, Brockton becomes Connector when  
new road built. Date: 12-10-15

TAC Record of Decision:

Date:

TAB Record of Decision (PA ONLY):

Date:

Mn/DOT Notification:

Date:

Geography Recorded: -----

Date:

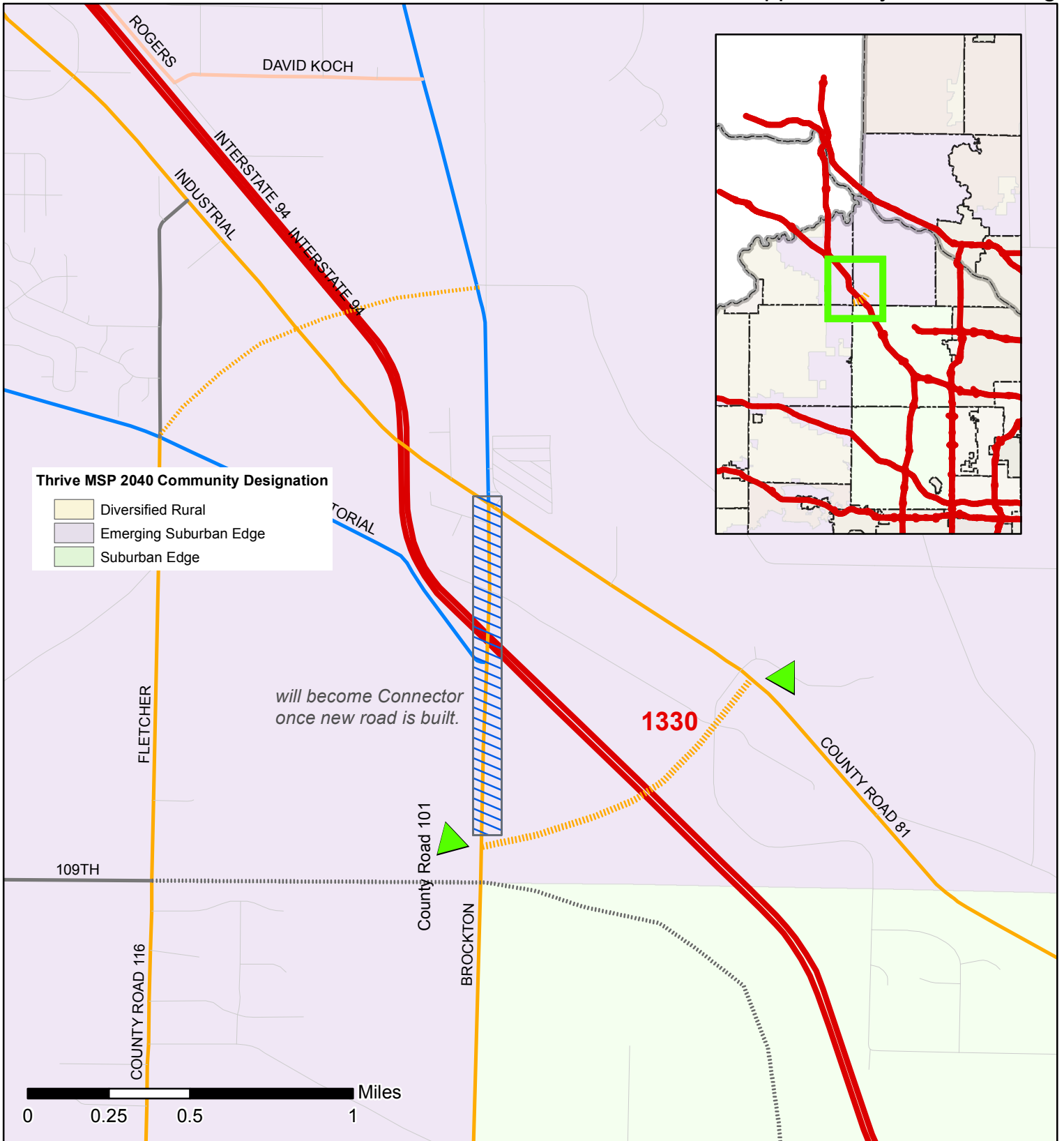
Previous Action ID:

Date:

# Functional Class Roads Change Requests

## City of Dayton

ID# 1330  
as approved by TAC Planning



### Existing Regional Functional Class Roads

- Principal Arterial
- B Minor
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

### Planned Regional Functional Class Roads

- Principal Arterial
- B Minor
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

City / Township Boundaries

Street Centerlines

County Boundaries

