

ACTION TRANSMITTAL 2016-07

DATE: December 4, 2015
TO: TAC Planning
FROM: MTS Staff
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: Staff recommends approval of the request with the modification to A Minor Expander and a change to functional class on Brockton Lane when planned road 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.

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.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC - Planning	Review and Recommend	
Technical Advisory Committee	Review and Recommend	
Transportation Advisory Board	Review and Recommend	
Metropolitan Council	Review and Approve	

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:

Regional Functional Classification Change Request Form

ID Number: 1330

Date of Request: 11/16/15

(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

Regional Functional Classification Change Request Form

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:

Date:

TAC Record of Decision:

Date:

TAB Record of Decision (PA ONLY):

Date:

Mn/DOT Notification:

Date:

Geography Recorded: -----

Date:

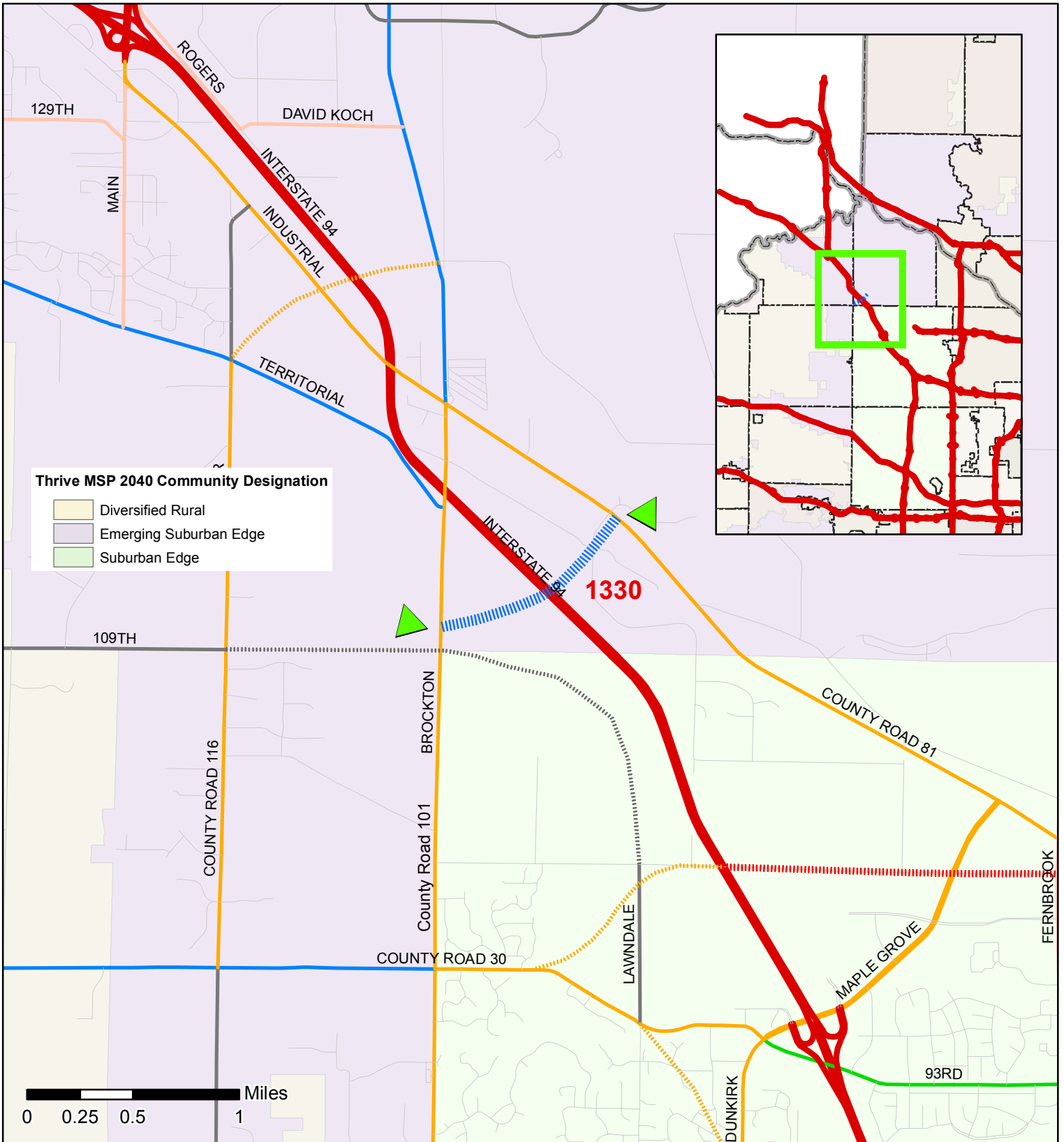
Previous Action ID:

Date:

Functional Class Roads Change Requests

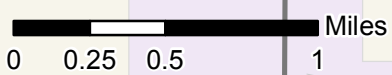
City of Dayton

ID# 1330



Thrive MSP 2040 Community Designation

- Diversified Rural
- Emerging Suburban Edge
- Suburban Edge



Existing Regional Functional Class Roads

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

Planned Regional Functional Class Roads

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

City / Township Boundaries

Street Centerlines

County Boundaries





Minnesota Department of Transportation

Metropolitan District

Waters Edge Building
1500 County Road B2 West
Roseville, MN 55113

October 4, 2012

Samantha Orduno
City Administrator, City of Dayton
12260 South Diamond Lake Road
Dayton, MN 55327

Dear Ms. Orduno:

Thank you for meeting with the Interchange Planning Review (IPR) Committee to discuss the proposed I-94 and Brockton Lane interchange and how the interchange addresses the Interchange Qualifying Criteria from Appendix "E" in the Metropolitan Councils Transportation Policy Plan. This letter is intended to recapitulate the IPR Committee's recommendations from our meeting on October 3rd, 2012.

For the IPR Committee review, the interchange warrant analysis will only need to address the six interchange qualifying criteria identified in Appendix "E" of the Transportation Policy Plan (TPP). The Appendix E technical and design criteria will be addressed during the project layout and development phases.

The IPR Committee had the following Comments and Recommendations:

- The analysis should clearly state that the proposed interchange is within the developing area of the MUSA.
- Item #3 should stress that Brockton Lane and CSAH 81 are currently "A" Minor Arterials. The relocated Brockton Lane functions as an "A" Minor by linking the two "A" Minor facilities to the freeway.
- Item #4 should emphasize that many local road improvements are planned, thus improving connectivity and minimizing the number of local trips on I-94.
- The eastbound auxiliary lane will need to be part of the Brockton Lane project while the westbound auxiliary lane will be the responsibility of MnDOT's US 610 project.
- One of the graphics should include the distances between interchanges in the area (center to center).
- When referencing the spacing between interchanges, it should be made clear whether the measurement is from ramp end to ramp end or overpass to overpass.
- The proposal generally fits well with the six qualifying criteria.

- A revised Interchange Warrant Analysis will need to be submitted to the IPR Coordinator. Committee review time for the revised analysis will be minimal.
- An Interstate Access Request will need to be obtained from the FHWA.
- Since the length of the proposed auxiliary lane between the proposed Brockton Lane and US 610 interchange is 1.7 miles, which is greater than the maximum 1.0 mile length identified in Appendix "E" of the Transportation Policy Plan (TPP), the TPP will need to be amended.
- At the end of the environmental process a Controlled Access Permit will need to be acquired from the Metropolitan Council.

We appreciate your work with the Interchange Planning Review Committee. If you have any questions, please call me at 651-234-7794.

Sincerely,

A handwritten signature in black ink, appearing to read "Tod Sherman". The signature is stylized with a large, sweeping initial "T" and "S".

Tod Sherman
MnDOT Planning Supervisor

CC:

Samantha Orduno, City of Dayton
Mark Hanson, City of Dayton
Steve Stahmer, City of Rogers
Tom Johnson, Hennepin County
Nnaemeka Ezekwemba, FHWA
Connie Kozlak, Metropolitan Council
Ramankutty Kannankutty, MnDOT
Tony Fischer, MnDOT
Cyrus Knutson, MnDOT



Minnesota Department of Transportation

Metropolitan District

1500 West County Road B-2

Roseville, MN 55113

November 7, 2012

Samantha Orduno
City Administrator, City of Dayton
12260 South Diamond Lake Road
Dayton, MN 55327

This letter is to serve as your notification that the Interchange Review Committee has determined that the planned interchange project at I-94 and Brockton appears to be consistent with the qualifying criteria found in Appendix E of the Council's Transportation Policy Plan.

As the project layout and design progresses, please work with MnDOT and the Met Council to assure the technical and design criteria of Appendix E continue to be met and that the appropriate steps are taken to complete the Metropolitan Council's Controlled Access Approval and FHWA's Interstate Access Request (IAR) when needed.

We appreciate your efforts to work with the Interchange Review Committee in our effort to understand this project and to design a review process that can be consistently applied to all interchange projects.

Sincerely

A handwritten signature in black ink, appearing to read 'K. Duffney', written over the printed name 'Interchange Coordinator'.

Interchange Coordinator

CC:

Mark Hanson, City of Dayton
Steve Stahmer, City of Rogers
Tom Johnson, Hennepin County
Nnaemeka Ezekwemba, FHWA
Connie Kozlak, Metropolitan Council
Ramankutty Kannankutty, MnDOT
Tony Fischer, MnDOT
Cyrus Knutson, MnDOT

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