

ANOKA COUNTY HIGHWAY DEPARTMENT DRIVEWAY POLICY

Anoka County has designated and is constructing, reconstructing, improving and maintaining a network of highways in Anoka County consistent with Minnesota State Statutes 160, 161 and 162.

The Anoka County Highway System is divided into State Aid Routes and County Routes. In addition to the two types of routes, the County, with the cooperation of the Minnesota Department of Transportation and the Metropolitan Council, has agreed on a functional classification for the entire roadway system. That functional classification is depicted on the attached drawing. While the County Highway System serves as access to property along those highways, one of the principle functions of the Anoka County Highway System is to serve longer trips and to connect Anoka County with other parts of the Metropolitan Region and the Rural Community. As a roadway increases in functional classification, the emphasis on local access is decreased and emphasis on the mobility of the traveling public is increased. Also attached to this policy is a Functional Classification System Criteria Sheet consisting of two (2) pages which describes the type of roadway each classification should be. In addition, Anoka County has divided its Minor Arterial System into Minor Arterial A's and B's for which a characteristic sheet is also attached. The following policy on access has been developed consistent with the needs of the traveling public and accommodating local land owners where no other options for access are provided.

Principal Arterials

Principle Arterials focus 95% of their emphasis on mobility rather than land access. It is desirable to have no direct land access from principle arterial roadways, but in developing areas this sometimes is difficult to accomplish. The following general policies have been developed to aide in limiting those number of accesses that will be permanent as the land reaches its highest and best use.

- A) Areas which are not being developed or not developed adjoining Principle Arterial Routes.
 - 1) In general, one access per parcel which existed as of the date of Adoption of this policy will be allowed to Principle Arterials from property which abuts that Principle Arterial and has no other access to public roadways.
 - 2) Where alternate access to Public Rights-of-Way exists, no access will be granted to Principle Arterial Routes.

- B) Sub-division of Property
 - 1) Where an owner proposes to sub-divide property, access will be granted to those properties where no alternate access to public roadways exist. Every effort should be made by the local governing unit to eliminate this possibility.
 - 2) Access may be limited to combined accesses with adjoining lots as indicated on the Typical Plat Access Drives attached. This recommendation will be made to the sub-dividing authority and made part of the approval of the sub-division with the cooperation of that authority.

- 3) The Anoka County Highway Department will also request that Right-of-Access to the remaining portions of the sub-divided property be granted to Anoka County as a part of the sub-division process.
- 4) Anoka County will request that the proposed sub-division grant additional right-of-way to the County so that a minimum of 120 feet of right-of-way exists on all Principal Arterials.
- 5) Additional right-of-way outside the 120 feet for the Principle Arterial should be reserved for future service roads. Forty feet of width is suggested.
- 6) Local Zoning Ordinances should be adjusted to provide for a minimum setback of 150 feet from the centerline of a Principle Arterial Route.

C) Platting of Property

- 1) Where a property owner desires to plat property abutting a Principle Arterial Roadway, the plat will be reviewed with the following criteria:
 - a) No access to platted lots will be allowed on Principle Arterial Routes.
 - b) Spacing of streets intersecting the Principle Arterial Routes should have a spacing of 1 to 2 miles depending on the development density of the plat. The more dense the development, the closer these roadways might be.
 - c) The right-of-access to all properties abutting the Principle Arterial Route should be dedicated to Anoka County.

Minor Arterial "A" Routes

Minor Arterial "A" Routes focus 80% of their emphasis on mobility rather than land access. It is desirable to have no direct land access from Minor Arterial "A" Routes, but in developing areas this sometimes is difficult to accomplish. The following general policies have been developed to aid in limiting those number of accesses that will be permanent as the land reaches its highest and best use.

- A) Areas which are not being developed or not developed adjoining Minor Arterial "A" Routes.
 - 1) In general, one access per parcel which existed at the date of Adoption of this policy will be allowed to Minor Arterial "A"s from property which abuts that Minor Arterial "A" Route and has no other access to public roadways.
 - 2) Where alternate access to Public Right-of-Way exists, no access will be granted to Minor Arterial "A" Routes.

B) Sub-division of Property

- 1) Where an owner proposes to sub-divide property, access will be granted to those properties where no alternative access to public roadways exist. Every effort should be made by the local governing unit to eliminate this possibility.
- 2) Access may be limited to combined accesses adjoining lots as indicated on the Typical Plat Access Drives attached. This recommendation will be made to the sub-dividing authority and made part of the approval of the sub-division with the cooperation of that authority.
- 3) The Anoka County Highway Department will also request the Right-of-Access to the remaining portions of the sub-divided property be granted to Anoka County as a part of the sub-division process.
- 4) Anoka County will request that the proposed sub-division grant additional right-of-way to the County so that a minimum of 100 feet of right-of-way exists on all Minor Arterial "A" Routes.

C) Platting of Property

- 1) Where a property owner desires to plat property abutting a Minor Arterial "A" Roadway, the plat will be reviewed with the following criteria.
 - a) No access to platted lots will be allowed on Minor Arterial "A" Routes.
 - b) Spacing of streets intersecting the Minor Arterial "A" Routes should have a spacing of $\frac{3}{4}$ to 2 miles depending on the development density of the plat. The more dense the development, the closer these roadways might be.
 - c) The right-of-access to all properties abutting the Minor Arterial "A" Routes should be dedicated to Anoka County.

Minor Arterial "B" Routes

Minor Arterial "B"s focus 60% of their emphasis on mobility rather than land access. It is desirable to have no direct land access from Minor Arterial "B" roadways, but in developing areas this sometimes is difficult to accomplish. The following general policies have been developed to aide in limiting those number of accesses that will be permanent as the land reaches its highest and best use.

- A) Areas which are not being developed or not developed adjoining Minor Arterial "B" Routes.
 - 1) In general, one access per parcel will be allowed to Minor Arterial "B" Routes from property which abuts that Minor Arterial "B" and has no other access to public roadways.

- 2) Where alternate access to Public Rights-of-Way exists, no access will be granted to Minor Arterial "B" Routes.

B) Sub-division of Property

- 1) Where an owner proposes to sub-divide property, access will be granted to those properties where no alternate access to public roadways exist.
- 2) Access may be limited to combined accesses with adjoining lots as indicated on the Typical Plat Access Drives attached. This recommendation will be made to the sub-dividing authority and made part of the approval of the sub-division with the cooperation of that authority.
- 3) The Anoka County Highway Department will also request that Right-of-Access to the remaining portions of the sub-divided property be granted to Anoka County as a part of the sub-division process.
- 4) Anoka County will request that the proposed sub-division grant additional right-of-way to the County so that a minimum of 100 feet of right-of-way exists on all Minor Arterial "B" Routes.

C) Platting of Property

- 1) Where a property owner desires to plat property abutting a Minor Arterial "B" Roadway, the plat will be reviewed with the following criteria.
 - a) No access to platted lots will be allowed on Minor Arterial "B" Routes.
 - b) Spacing of streets intersecting the Minor Arterial "B" Routes should have a spacing of ½ to 1 mile depending on the development density of the plat. The more dense the development, the closer these roadways might be.
 - c) The right-of-access of all properties abutting the Minor Arterial "B" Route should be dedicated to Anoka County.

Collectors and Below

Collectors focus 50% of their emphasis on mobility rather than land access. It is desirable to have no direct land access from Collector Roadways, but this sometimes is difficult to accomplish. The following general policies have been developed to aide in limiting those number of accesses that will be permanent as the land reaches its highest and best use.

- A) Areas which are not being developed or not developed adjoining Collectors.
 - 1) In general, one access per parcel will be allowed to Collectors from property which abuts that Collector and has no other access to public roadways.
 - 2) Where alternate access to Public Right-of-Way exists, no access will be granted to Collectors except for Development Concentrations such as: Churches, Strip Malls, Townhome Complexes, etc.

- B) Sub-division of Property
 - 1) Where an owner proposes to sub-divide property, access will be granted to those properties where no alternate access to public roadways exist.
 - 2) Access may be limited to combined accesses with adjoining lot as indicated on the Typical Plat Access Drives attached. This recommendation will be made to the sub-dividing authority and made part of the approval of the sub-division with the cooperation of that authority.
 - 3) The Anoka County Highway Department will also request that Right-of-Access to the remaining portions of the sub-divided property be granted to Anoka County as a part of the sub-division process.
 - 4) Anoka County will request that the proposed sub-division grant additional right-of-way to the County so that a minimum of 100 feet of right-of-way exists on all Collectors.

- C) Platting of Property
 - 1) Where a property owner desires to plat property abutting a Collector Roadway, the plat will be reviewed with the following criteria.
 - a) No access to platted lots will be allowed on Collector Routes.
 - b) Spacing of streets intersecting the Collector Routes should have a spacing of $\frac{1}{4}$ to $\frac{1}{2}$ mile depending on the development density of the plat. The more dense the development, the closer these roadways might be.
 - c) The right-of-access to all properties abutting Collectors should be dedicated to Anoka County.

120'
R/W

CSAH # _____

30' Entrance
↓

1

P/L TYP.

30' Entrance
↑

2

30' Entrance
↓

3

30' Entrance
↑

4

390'
APPROX.
(TYP.)

5

30' Entrance
↑

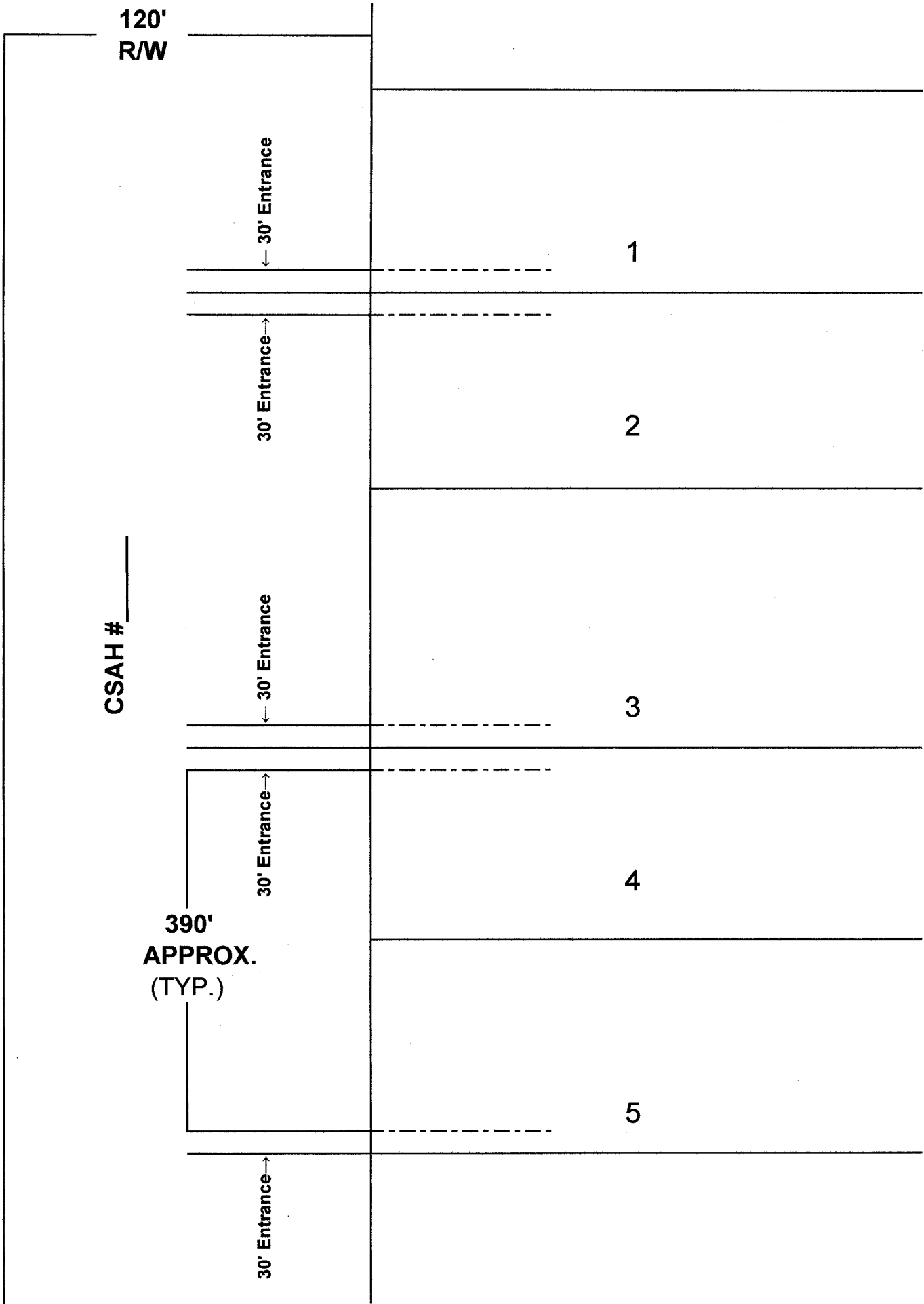


TABLE A

FUNCTIONAL CLASSIFICATION SYSTEM CRITERIA FOR ROADWAYS

Criterion	Functional Class				
	Principal Arterial		Minor Arterial	Collector	Local Street
	Interstate Freeway	Other Principal Arterial	Minor Arterial	Collector	Local Street
Place Connections	Connect the Twin Cities metropolitan urban service area with other urban areas in Minnesota and other states. Connect the Twin Cities metropolitan urban area with major cities in Minnesota outside the Twin Cities Region. Interconnect the metropolitan centers and regional business concentrations (RBCs) within the metropolitan urban service area. (MUSA)	Connect the Twin Cities MUSA with major cities in Minnesota outside the Twin Cities region. Interconnect the metropolitan centers and RBC's within the MUSA.	Connect the Twin Cities MUSA with cities and towns in Minnesota outside the Twin Cities region. Interconnect freestanding growth centers and rural centers inside the Twin Cities region and comparable places near the Twin Cities region. Provide supplementary connections to metropolitan centers and RBCs within the MUSA. Provide interconnection of major generators within the metropolitan centers and RBCs.	Interconnect neighbors and minor business concentrations within the MUSA. Provide supplementary interconnection of major generators within the metropolitan centers and RBCs. Provide supplementary interconnection of free-standing growth centers and rural centers inside the Twin Cities region and comparable places near the Twin Cities region.	Interconnect blocks within residential neighborhoods and land parcels within commercial/industrial developments.
Mobility vs. Land Access	Emphasis 95 - plus percent on mobility vs. 5 or less percent on land access. No direct land access.	Emphasis 90 - plus percent on mobility vs. 10 or less percent on land access. Little or no direct land access within the urban service area.	Emphasis 70 - plus percent on mobility vs. 30 or less percent on land access. Direct land access within the MUSA restricted to concentrations of commercial/industrial land uses.	Equal emphasis on mobility and land access. Direct land access predominately to development concentrations.	Emphasis 95 - plus percent on land access vs. 5 percent or less on mobility. Direct land access predominately to residential land uses.
System Connections	To other interstate freeways, other principal arterials, selected minor arterials and selected collectors on the Federal Aid Urban System.	To interstate freeways, other principal arterials, selected minor arterials and selected collectors on the Federal Aid Urban System.	To most interstate freeways and other principal arterials, other minor arterials and collectors and some local streets.	Sometimes to interstate freeways and other principal arterials. To minor arterials, other collectors and local streets.	To a few minor arterials. To collectors and other local streets.

TABLE A (continued)

FUNCTIONAL CLASSIFICATION SYSTEM CRITERIA FOR ROADWAYS

Criterion	Functional Class				
	Principal Arterial		Minor Arterial	Collector	Local Street
	Interstate Freeway	Other Principal Arterial			
Trip - Making Service Performed Within the Urban Service Area	Trips greater than 8 miles with at least 5 continuous miles on principal arterials Express transit trips.	Trips greater than 8 miles with at least 5 continuous miles on principal arterials. Express transit trips.	Medium to short trips (2 to 6 miles depending on development density) at moderate to low speeds. Longer trips accessing the principal arterial network. Local and limited stop, transit trips.	Short trips (1 to 4 miles depending on development density) at low to moderate speeds. Longer trips accessing the arterial network. Local transit trips.	Short trips (under 2 miles) at low speeds. Longer trips accessing the collector or collector and arterial network.
Spacing*	Fully developed area: 2-3 miles Developing area: 3-6 miles Commercial agricultural area and general rural use areas: 6-12 miles (radial only)		Metroplian centers and RBCs: 1/4 to 3/4 mile Fully developed area: 1/2 to 1 mile Developing area: 1 to 2 miles Commercial agricultural area and general rural use area: As needed, in conjunction with the major collectors, to provide adequate interconnection of places identified in "Place Connections" criterion.	Metropolitan centers and RBCs: 1/8 to 1/2 mile Fully developed area: 1/4 to 3/4 mile Developing area: 1/2 to 1 mile Commercial agricultural area and general rural use area: As needed, in conjunction with minor arterials, to provide adequate interconnection of places identified in "Place Connections" criterion. In addition minor collectors should be designated at an average spacing of not less than 4 miles.	Urbanized area: 1 block Rural area: 1 mile

* Spacing figures are independent for each functional class.

Source: Metropolitan Council Transportation Development Guide/Policy Plan, 1989.

TABLE B

FUNCTIONAL CLASSIFICATION SYSTEM CHARACTERISTICS FOR ROADWAYS

Criterion	Functional Class				
	Principal Arterial		Minor Arterial	Collector	Local Street
	Interstate Freeway	Other Principal Arterial			
System Mileage	Suggested federal upper limits for interstate and other principal arterials combined: urban 10%		Suggested federal limitations for principal arterials and minor arterials combined: urban 15-25%	Suggested federal limitations: urban 5-10%, rural 20-35%	Suggested federal limitations: urban 65-80%, rural 63-75%
Percent of Travel (VMT)	Suggested federal limitations for interstate freeways and other principal arterials combined: 40-65%		Suggested federal limitations for principal arterials and minor arterials combined: 60-80%	Suggested limitations: 5-10%	Suggested federal limitations: 10-30%
Intersection	Grade separated	Desirable: grade separated. Minimum: high-capacity controlled at-grade intersections.	Traffic signals and cross street stops	4-way stops and some traffic signals; local street stops	As required
Parking	None	None	Restricted as necessary	Restricted as necessary	Unrestricted
Large Trucks	No restriction	No restriction	Restricted as necessary	Restricted as necessary	Permitted as necessary
Management Tools	Ramp metering, preferential treatment for transit, interchange spacing	Ramp metering, preferential treatment for transit, traffic signal progression, staging of reconstruction, intersection spacing	Traffic signal progression, land access management, preferential treatment for transit.	Number of lanes, traffic signal timing, land access management.	Intersection control, cul-de-sacs, diverters
Vehicles Carried	Urban: 25,000 - 150,000 Rural: 5,000 - 50,000	15,000 - 100,000 2,500 - 25,000	5,000 - 30,000 1,000 - 10,000	1,000 - 15,000 250 - 2,500	Less than 1,000 Less than 1,000
Posted Speed Limit	Urban: 45 - 55 MPH Rural: Legal Limit	40 - 50 MPH Legal Limit	30 - 45 MPH Legal Limit	30 - 40 MPH 35 - 45 MPH	Maximum 30 MPH Maximum 30 MPH
Right-of-Way	300'	100' - 300'	60' - 150'	60' - 100'	50' - 80'
Transit Accomodations	Priority access and movement for transit vehicles in peak periods where needed.	Priority access and movement for transit vehicles in peak periods where possible and needed.	Preferential treatment where needed.	Cross sections and geometrics designed for use by regular route buses.	Normally used as bus routes only in non-residential areas.

Source: Metropolitan Council Transportation Development Guide/Policy Plan, 1989.

TABLE C

ANOKA COUNTY TRANSPORTATION PLAN

**PROPOSED FUNCTIONAL CLASSIFICATION SYSTEM:
TYPICAL CRITERIA/CHARACTERISTICS FOR
TWO-CATEGORY MINOR ARTERIAL SYSTEM**

	<u>Minor Arterial A</u>	<u>Minor Arterial B</u>
Place Connections	Connects adjacent areas and activity centers within geographic areas. Provides connections in areas lacking Principal Arterials.	Connects adjacent communities within geographic areas.
Mobility vs. Land Access	Emphasis + 80 percent on mobility versus + 20 percent on land access. Direct land access within MUSA restricted to concentration of business/industrial land uses.	Emphasis more on mobility than land access (60-80 percent vs. 20-40 percent)
System Connections	To Principal Arterials, A and B Minor Arterials, and some Collectors.	To selected Principal Arterials, Minor Arterials A and B, Collectors and Local Streets.
Trip-Making Service	Medium-length trips at moderate speeds. Supplements Principal Arterial network. Limited stop transit trips.	Medium to short trips at moderate to low speeds. Local transit service.
Spacing		
Fully Developed Area:	1 to 2 mile	1/2 to 1 mile
Developing Area:	2 to 4 mile	1 to 2 mile
Rural Area:	As needed to connect outlying areas to developed area along higher demand corridors.	As needed to connect outlying areas.
System Mileage	Suggested federal limitations for Principal Arterials and Minor Arterials combined: Urban 15 - 25%	Suggested federal limitations for Principal Arterials and Minor Arterials combined: Urban 15 - 25%
Percent of travel (VMT)	Suggested federal limitations for Principal Arterials and Minor Arterials combined: 65 - 80%	Suggested federal limitations for Principal Arterials and Minor Arterials combined: 65 - 80%
Intersections	Signalized and cross-street stops.	Signalized and cross-street stops.
Parking	None	Restricted as necessary.
Large Trucks	No restriction.	Restricted as necessary
Management Tools	Traffic signal program, land access management, preferential treatment for transit.	Traffic Signal program, land access management, preferential treatment for transit.
Vehicles Carried	5,000 - 30,000	1,000 - 20,000
Typical Speed Limit	35 - 55 MPH	30 - 45 MPH
Typical Right-of-Way	100' - 150'	60' - 100'
Continuity	Continuous through geographic area.	Semi-continuous within geographic area.
Comments:	Backbones of highway system: provides cross-country access for through traffic.	Compliments A Arterials: provides mobility and access for areas without access to "A" system.
Transit Accommodations	Preferential treatment where needed.	Preferential treatment where needed.