



Plat/Development Review Committee Informational Packet

When to Apply, Review Process & Basis of Review

This handout outlines what actions are required to proceed through the Plat/Development Review Committee, steps in the review process, and the basis for which proposals will be reviewed.

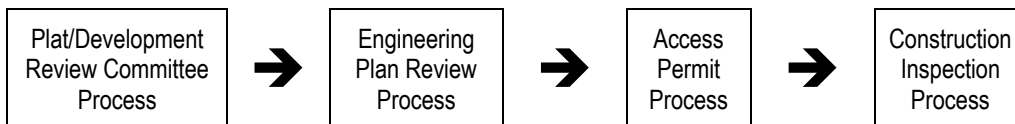
1. What type of actions will require review, and/or approval, from the Rice County Highway Department?

- New accesses onto a county highway. All agricultural (field entrances), residential (driveways) or commercial entrances of any type require Highway Department review and approval.
- Modification or improvement of existing access onto a county highway. Any modification to an existing use will require Department approval.
- Development proposal, or platting, adjacent to an existing, or proposed, county highway. By State Statute, all proposed preliminary plats within a city or town adjacent to a county highway must first be submitted to the County Engineer for review and comment.

Although review and approval from the Highway Department is **not required** for the **annexation** of land proposed for development, or redevelopment, it is **strongly encouraged**. Proper consideration of the County development standards, access requirements and future highways systems is beneficial and cost effective for long-term development and transportation planning.

- Note: Development is defined as to include a change in land use designation, subdivision of land or lot split, or any commercial or industrial use of land.

2. What steps are included to obtain Rice County Highway Department approval of my plans and start construction? The review process includes the following steps:



Note: It is the developer's responsibility to obtain all necessary land use permits through the appropriate county or local land use authority.

3. What types of factors will Rice County consider when reviewing and/or approving my request?

Each proposal will be reviewed and approved based on the standards identified in the Rice County 2025 Transportation Plan (available on-line at: <http://www.co.rice.mn.us/highway/transportationplan.php>). These standards were developed based on the roadway's functional classification, forecasted 2025 traffic volumes, and associated geometric design standards.

Development proposals will be reviewed based on their impact to the current and future Highway System as follows:

Current – The development will be reviewed to ensure the safety and efficiency of the current County Highway System is maintained.

Future – The development will be compatible with the Rice County 2025 Transportation Plan. In limited situations, improvements required as a result of development may be delayed when they encompass a part of a larger overall roadway expansion project. In this scenario, funds shall be escrowed based on the development proposal's proportionate fair share of future improvement costs. Future improvement costs shall be based on the County's approval of a Professional Engineer's estimate. The escrow amount shall be 150% of the cost estimate. Acceptable escrow forms shall be limited to cash or an irrevocable letter of credit.

Development Review Criteria:

A. Geometric Design and Right-of-Way Standards – these standards are based on the roadway's future functional classification (Figure 5.1-1), its urban and rural designation (Figures 1.2-1 through 1.2-6), and forecasted traffic volumes (Figures 4.1-1 through 4.1-3). Figure 2.4-2 – Minor Arterial Roadway Design Standards and Figure 2.4-3 – Collector Roadway Design Standards define expectations for the following:

- Right-of-way dedication – right-of-way shall be dedicated through the platting process. If additional right-of-way cannot be dedicated (e.g. development proposal not part of a platting action), local building setbacks shall account for future right-of-way needs. Additional right-of-way will be needed at intersections to accommodate turn lanes and trails/sidewalks at the discretion of the County Engineer.
- Roadway design – county roadways shall be constructed consistent with design standards. Standards such as lane/shoulder widths, placement of curb and gutter, minimum and maximum roadway grades, and ditch slopes will apply. Requirements of this application represent minimum standards.
- Sidewalks, trail, and earthen berm design – see Figure 2.4-1.

B. Roadway Network and Continuity

- Align streets in individual developments to provide access to other developments, and provide right-of-way for future connections to adjacent developments.
- Internal site circulation and cross easements – promote internal site circulation using shared access points and cross easements between private residential (e.g. townhome) and commercial developments.

- ❑ Parallel street systems for local traffic – ensure parallel street systems exist along Principal and Minor Arterials to provide local access and carry shorter local trips.
- ❑ Collector streets should provide continuity and connectivity with other street systems.
- ❑ New county highway corridors – Figure 4.4-1 of the Rice County 2025 Transportation Plan identifies the future countywide highway corridor vision. Any plat or development adjacent to a proposed corridor shall recognize and accommodate the corridor.

C. Access Management – the first priority is to avoid introducing any new access points onto the County and State Highway System. If access does need to be introduced, it shall be taken on the lower-function or lower-volume roadway. Full-access intersections may be considered based on Table 2.3-1 – Access Spacing Guidelines and the Urban and Rural Designations of the Transportation Plan are illustrated in Figures 1.2-1 through 1.2-6.

Table 2.3-1 - Access Spacing Guidelines						
Type of Access	Minor Arterial			Collectors		
	Urban Core	Urbanizing	Rural	Urban Core	Urbanizing	Rural
Primary, Full Movement, Public Street	1/8-mile	1/4-mile	1/2-mile	1/8-mile	1/8-mile	1/2-mile
Conditional Secondary, Public Street	1/8-mile	1/8-mile	1/4-mile	1/16-mile	1/8-mile	1/4-mile
Traffic Signal Spacing	1/4-mile	1/4-mile	1/2-mile	1/8-mile	1/4-mile	1/2-mile
Site/Property Access	Permitted, Subject to Conditions	Not Permitted	Permitted, Subject to Conditions	Permitted, Subject to Conditions	Permitted, Subject to Conditions	Permitted, Subject to Conditions
<p><u>Primary, Full Movement Public Street Access</u> – These access types include other collector or arterial roadways that provide continuity in the roadway network and access to large geographic areas.</p> <p><u>Conditional Secondary Public Street</u> – These access types include other collector and other public (local) roadways. These accesses are subject to restricted movements, if needed, including right-in/right-out, left-in.</p> <p><u>Traffic Signal Spacing</u> – Traffic signal installation requires a Signal Justification Report (SJR) and is subject to the warrants provided in the Minnesota Manual of Uniform Traffic Control Devices. Signal placement typically coincides with a Primary, Full Movement Public Street Access.</p> <p><u>Site/Property Access</u> – These access types include any public or private access to a specific adjacent property. Examples of these type of accesses include private residences, townhome association roadways, retail malls, industrial sites, public and private schools, government offices. Site/Property access that is permitted but subject to restrictions shall be at the discretion of the County engineer.</p> <p>* These guidelines apply to County roadways only. Mn/DOT has access authority on all Principal Arterials and Minor Arterials under their jurisdiction.</p>						

General access standards to be reviewed:

- Access spacing – see Table 2.3-1 above.

- Intersection lighting – installation required at any new or existing county highway intersection affected by the development

- Realign offset or dogleg intersections and driveway approaches.

- Consolidate or reduce driveway access – eliminate existing/in-place driveways through relocation to local roadways; if not feasible consolidate driveways to common area(s) in accordance with Table 2.3-1.

- Restrict turning movements to reduce conflicts – if access points cannot be eliminated, consider turning movement restriction (e.g., left-in or right-in/right-out only) through installation of raised medians or other channelization.

- Driveway and intersection design characteristics such as (See Section 2.4 and Table 2.4-2 of the Rice County 2025 Transportation Plan for specific driveway design standards):
 - Proper driveway width and turning radii
 - Proper corner clearance
 - Adequate approach grade
 - Alignment of intersecting roadways at right angles to the county roadway to maximize sight lines, minimize the time a vehicle is in the conflict area and facilitate turning movements
 - Proper grading of entrance inslopes and culvert openings
 - Keeping sight triangles and clear zones free of obstructions

D. Turn Lane Construction

- Right turn lane – construction required on the county highway at any new or existing intersection affected by development.

- Left turn lane – construction on the affected county highway shall be required for developments over 30 homes with some discretion on commercial/industrial developments. The City/Township should anticipate that left turn lane construction will be required in the future as adjacent property develops and give consideration to escrowing funds through the present development for future turn lane construction.

- Left turn bypass lane – construction on the affected county highway shall be required for developments over 10 homes in Rural Areas under the conditions where a “T” intersection would result and where the fourth leg of the intersection is not expected in the near future. Bypass lanes shall not be constructed in Urban Core or Urbanizing areas, rather the left turn lane criteria shall apply.

Notes:

- Design details for the turn lane construction shall be consistent with Chapter 5 of the Mn/DOT Road Design Manual. Additional requirements may pertain if the applicable intersection sight distance requirements (as outlined in Chapter 5 of the Mn/DOT Road Design Manual) cannot be achieved at an approved local street intersection and/or as the intensity of the development warrants.
 - Cost for the design and construction of the turn lane(s) shall be borne by the Developer/City/Township.
- E. Intersection Traffic Control and Secondary Street Spacing – ensure plats and new development proposals provide proper intersection spacing for future intersection traffic control. Controlled intersections should be limited depending upon the type of street. Any proposed controlled intersection will require an Intersection Control Evaluation that considers controls such as all way stop, traffic signals, and roundabouts.
- F. Transportation Impact Analysis (TIA) or Expected Trip Generation – A TIA is required whenever traffic generated by the proposed development is expected to exceed 500 vehicles per day or 100 vehicles in the peak hour. Greater consideration will be given to requiring a TIA on an already congested or unsafe highway. When this criterion is not met, the Developer shall submit the expected trip generation.

Information obtained from the TIA will play an integral part of the site plan development and review process. Since traffic circulation patterns are an integral part of the site plan and are dependent upon county highway access locations, the County will strive to make a decision to require a TIA early in the review process.

The TIA should demonstrate the proposed development:

- Maintains intersection LOS D or better
- Maintains ADT volume to capacity ratio of 0.75 or less. If resulting ADT Volume to Capacity Ratio is greater than 0.75, the County may:
 - Deny approval of the development
 - Identify needed capacity improvements as detailed in the Rice County 2025 Transportation Plan
 - Determine proportion of applicant's cost participation in achieving needed capacity improvements
- Preserves ability to accommodate additional growth
 - Compare remaining intersection and roadway capacity with potential of growth in surrounding area
 - Identify portion of capacity utilized by proposed development verses existing traffic and future traffic volumes anticipated with cumulative developments
- Consistent with the 2025 traffic forecasting assumptions