



TH 169 Frontage Road Alignment Study

Study Years:

2007-2010

Study Area:

TH 169 frontage road from CH 78 to CH 14

Partners:

- Louisville Township
- Mn/DOT
- Scott County

Board Approval**Date:**

Louisville Township
1/6/2011

Related Studies:

- TH 169 Corridor Management Plan (2002)
- 169 Frontage Road and Interchange Study (2003)

Need:

Minnesota Department of Transportation (Mn/DOT) completed a corridor management plan that recommended transiting Trunk Highway (TH) 169 to a freeway facility from Interstate 494 to the City of Belle Plaine. As a freeway this will accommodate the increase in traffic volumes and address the current safety and mobility issues along TH 169. Preservation of the frontage road is needed before major development and investments in businesses are made without consideration of long-term access. The frontage road will reduce the number of local trips on TH 169 as it transitions to a freeway and will promote continuity between the future interchange locations and provide local access to commercial and industrial areas.

Purpose:

The purpose of this study is to identify an alignment, land acquisition and easement needs for a future frontage road, between County Highway (CH) 78 and CH 14 in Louisville Township. The study will be utilized as a planning tool as development occurs within the area. In addition, this study will streamline the development process as property owners look at land use, access needs, and orientation of given parcels along the corridor.

Key Policy Recommendations:

- Provide a single sided frontage road alignment.
- The long-term goal is to construct a continuous three lane (two through lanes and a turn lane) urban frontage road from CH 78 to CH 14. A two lane rural design will be implemented as development occurs until traffic volumes increase and support expansion.
- The frontage road shall connect to the local transportation system as well as the future interchange located at TH 169 and CH 78/TH 41 intersection.
- There should be ¼ mile spacing between the future interchange intersection and the first access point.
- Construction or acquiring of right-of-way for the frontage road will occur as parcels along the corridor are developed.
- The frontage road shall provide a minimum 30 MPH design speed (40 MPH preferred) and be designed for 10-ton pavement.
- The minimum amount of right-of-way to preserve for the frontage road shall be 80 feet.

Other Implementation Considerations:

- Develop an assessment and cost apportionment policy between the Township and the benefiting properties.



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