

ACCESS AGREEMENT
HIGHWAY ACCESS AND DEVELOPMENT PLAN

for
The USH 151 By-Pass Area
encompassing

USH 151 Corridor
(Lafayette County Line to STH 80/81)

The STH 80/81 Corridor
(Intersection USH 151 to College Farm Road)

USH 151 Corridor
(STH 80/81 to CTH D)

LOCATED IN THE TOWN OF PLATTEVILLE and the CITY OF PLATTEVILLE
GRANT COUNTY
WISCONSIN

Cooperatively Prepared by the
City of Platteville
Town of Platteville
Wisconsin Department of Transportation
August 1997

INTRODUCTION AND PURPOSE

Access management involves providing (or managing) access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity and speed.

The *City of Platteville/Town of Platteville Access Agreement - Highway Access and Development Plan* for the USH 151 By-Pass area was prepared to guide the development and highway access for the next decade. The goal of this *Access Agreement* is to facilitate orderly, efficient highway access and development within the plan area. The goal was achieved when the City and Town agreed up-front on controlling highway access and guiding development in the plan area presently and in the future.

PLAN BOUNDARIES

USH 151 CORRIDOR

This corridor encompasses 4.4 miles and is functionally classified as a principal arterial. USH 151 is currently a two lane road with no form of access control, except in the Platteville Industry Park, Schroeder and Pioneer Heights Subdivisions. This stretch of corridor will be broken into two segments (east and west) for easement agreement purposes. The east segment begins at the Lafayette County Line extending 2.8 miles westerly to STH 80/81. This segment has a mix of commercial and industrial use. Access is controlled by the initial Platteville Industry Park allowing access to both lots 1 and 2 and one public street Insight Drive. An Access Covenant is associated with the initial plat - allowing 1 access east of Insight Drive between 400 - 1100 feet (this allows access to Lot 7 of Platteville Industry Park Plat #3). All other access will be granted off of Insight Drive.

The west segment of USH 151 begins at STH 80/81 extending westerly 1.6 miles to CTH D. This stretch has a mix of agricultural, commercial and residential use. Pioneer Heights Subdivision has an Access Covenant allowing 1 Public Street (Pioneer Drive).

STH 80/81 CORRIDOR

This corridor encompasses 1.64 miles and begins at the intersection of USH 151 to College Farm Road. STH 80/81 is functionally classified as a minor arterial and is currently a two lane road with no form of access control, except in the area of Knoll Woods Subdivision which is controlled by the plat. It has a mix of agricultural, commercial and residential use.

LIMITING ACCESS

The purpose of limiting access is to ensure that the traffic carrying capacity of the highway is maintained into the future as adjacent lands are developed. It has been shown that increasing the number of access points to a highway decreases the ability of the highway to handle traffic safely. Commercial and industrial access, due to their high volumes of ingress and egress traffic, impact especially hard on adjacent arterials.

When too many driveways have both added traffic volume and at the same time reduced the capacity of that highway to properly handle such increased traffic, a traditional solution has been to widen the highway again, or build a parallel facility. However, starting in the 1970's, the economic and

environmental cost of further widenings, including acquisition of abutting property and structures and relocation of families and businesses, has been deemed too expensive a solution by most state transportation departments, including Wisconsin. Therefore, access restrictions are being utilized as a way of preserving the existing highway investment.

Such access restrictions does not mean WisDOT will not consider additional access points, or change of use in existing accesses. However, single applications for highway access changes are difficult for the DOT to act upon on a case by case basis without setting bad precedent for the future. The Department would rather establish an overall plan, based upon recommendations of goals and local governmental input, as the basis for acting upon individual access applications. This plan is intended to provide that guidance.

RECOMMENDATIONS AND TECHNIQUES OF HIGHWAY ACCESS

The following standards have been identified as goals for the plan area. These have been termed goals rather than absolute standards since many circumstances within the plan area do not fully comply with these standards, but in upgrading existing situations. When new situations develop these standards should be met as often as possible.

Goal #1 gives the desirable spacing requirements for planning public street intersections along the state trunk highway system. Public Access should be a minimum of 1,000 feet centerline to centerline (based on Wisconsin Administrative Code [WAC], Chapter Highway Trans 33/203). This spacing applies to intersecting public roads on either side of the state trunk highway not just four-way intersections. All such public street intersections should be served by a median opening in the center of the highway to accommodate turning movements for both directions of travel on the state highway in and out of the public street. As the segment of road continues to develop, median openings might need to be considered for any existing or new public streets.

Goal #2 gives the desirable spacing requirements for planning private access (driveways) onto the state trunk highway system. Private Access should be a minimum of 500 feet centerline to centerline, for commercial/high volume driveways. (If alternate access to another public highway is available, frontages of less than 500 feet should not access the state trunk highway). Spacing of 600 - 800 feet is more desirable, with 1000 - 1400 feet being the optimum. When at all possible spacing requirements should strive to meet the desirable and optimum limits. These same spacing requirements should be used when considering "shared" driveways, a technique which is highly encouraged.

Goals #3 and #4 both relate to frontage roads. Goal #3 should use the City, Town or County standards for minimum right of way widths adjacent to the state highway right of way for a frontage road (whichever is more restrictive). Goal #4 is meant to correlate with Guidelines #1, #2 and #3 which deal with spacing along the state highway of intersections and median openings.

GUIDELINES

- 1) PUBLIC STREET 1000 feet minimum spacing onto state highway (always with median opening).
- 2) PRIVATE ACCESS (Driveway) spacing onto state highway (sharing between adjacent uses), preferably opposite median opening.
500 feet minimum
600 - 800 feet desirable
1000 - 1400 feet optimum
- 3) MEDIAN OPENING spacing
500 feet minimum
600 - 800 feet desirable
1000 - 1400 feet optimum
- 4) FRONTAGE ROAD Observe City, Town or County standards for right of way widths adjacent to state highway right of way (whichever is more restrictive)
- 5) FRONTAGE ROAD connections to state highway
(same spacing standards as private access (driveway) and median spacing)

ACCESS TECHNIQUES/SYSTEMS

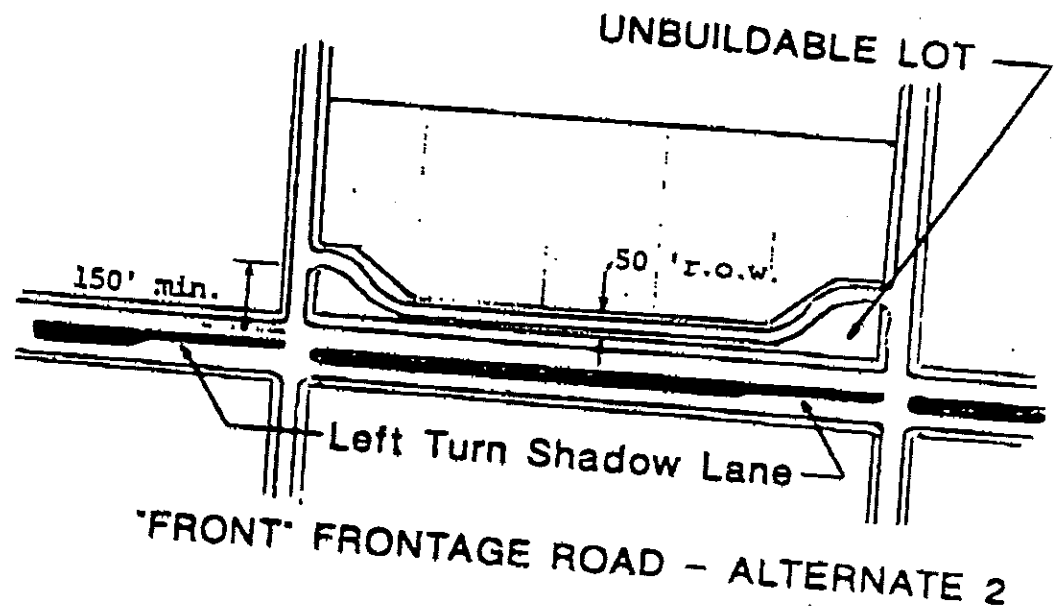
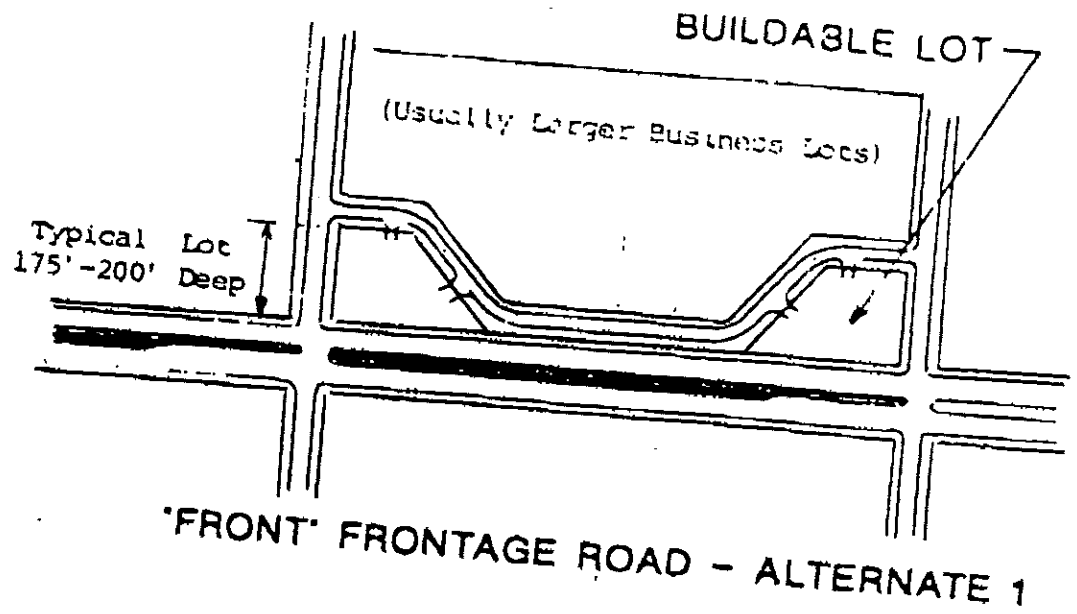
Following are a series of sketches which illustrate the three basic access techniques recommended for accomplishing access control to the USH 151 By-Pass area.

Access System (A): "Front" Frontage Road this system of access places a roadway parallel with and immediately adjacent to the highway. The purpose of the frontage road is to provide access to individual parcels of land and to collect and distribute that traffic, thus freeing the main highway from that function so the highway can be devoted to carrying through-traffic.

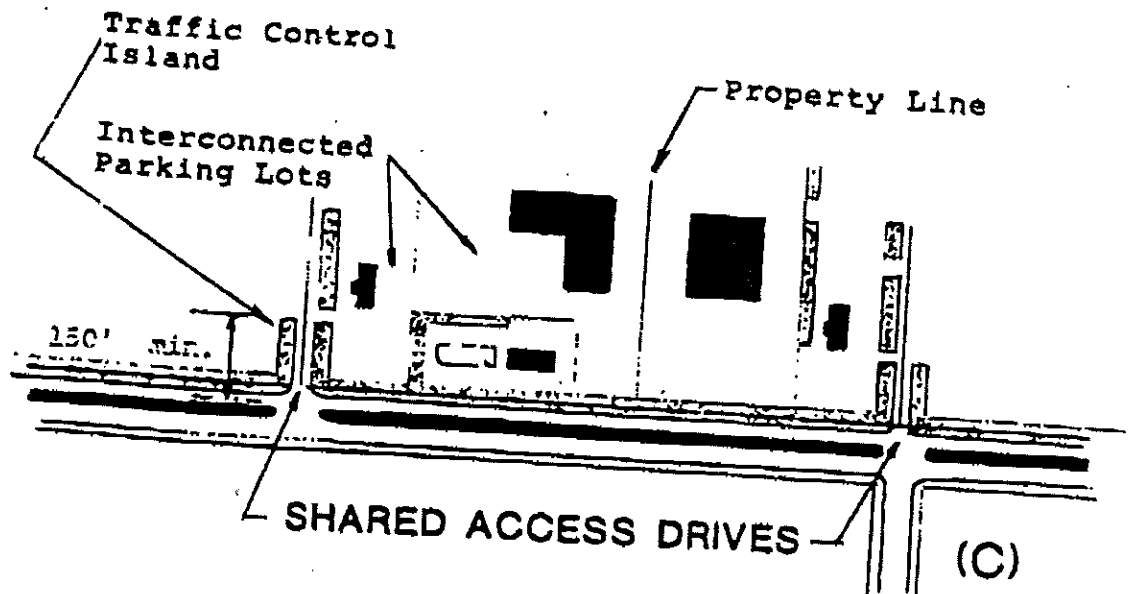
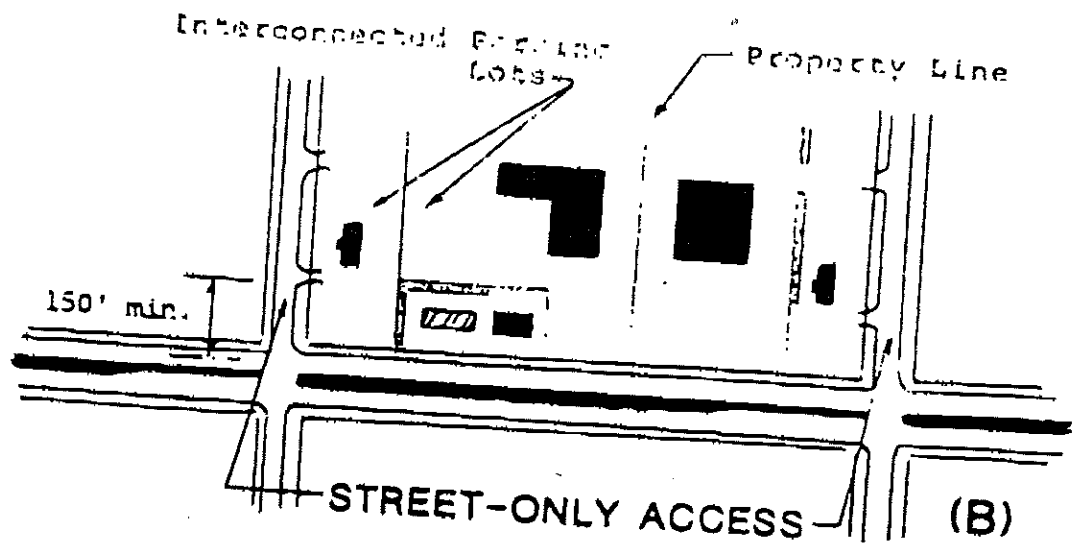
The main drawback to frontage roads have been the cost of construction, which usually is the financial responsibility of the private landowner, and the focus of congestion that occurs where the frontage road intersects with the state highway. The congestion problem can be reduced by curving the frontage road back from the state highway at the point of intersection in order to provide "stack room" to the state highway. Another alternative is a Backage Road where development would be between the highway and the road.

Access System (B): Street Access Only This system of access uses only the perpendicular public streets intersecting the state highway as the access to any lots abutting the highway and lying between the public streets. The only administrative precaution that needs to be exercised is the recognition that easements across the lots are permanent. This can be accomplished by the local unit of government through its zoning and platting powers, or by the Department through its platting and driveway permit powers.

Access System (C): Shared Access Drives This system is very similar to (B), except that instead of relying upon public streets as the final access point to the highway, a private drive is the point of access.



HIGHWAY ACCESS SYSTEMS (A)



HIGHWAY ACCESS SYSTEMS (B) & (C)

THE PLAN

Platteville will be experiencing growth and development pressures with the construction of the USH 151 By-pass. The Highway 151 By-pass Study Final Report recommended three interchanges located at the east side of the City, at STH 80/81, and on the west side of the city. The Highway 151 Task Force recommends the state try to limit the taking of businesses and buildings around the interchange areas.

When the east USH 151 Interchange is constructed, highway access will be restricted 1000 feet in all directions. This segment of USH 151 - Lafayette County Line to STH 80/81 is currently developed, with its primary use being commercial. Therefore, most of the access already existing on this segment of highway does not fall within the recommendations and guidelines of this Access Agreement. There is very little room for any new development. If new development should occur, shared driveway access should be encouraged off of an existing driveway. Whenever possible, a new development should try to gain access off of a side street. All spacing requirements should be observed. The main entrance to the Platteville Industry Park located on existing USH 151 and the area to the future interchange should be protected. This will be the main connection to the Industry Park, any further access within this area should be prohibited.

When the USH 151/STH 80/81 Interchange is constructed, access will be restricted from East Side Road to College Farm Road (.55 miles). Businesses that will have their access affected by the interchange will gain access via East Side Road. When the USH 151 By-pass is constructed, East Side Road will be realigned and become an alternate route for commercial traffic to the Platteville Industry Park.

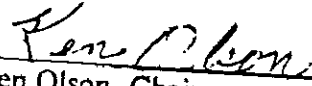
The remaining stretch of this highway (East Side Road - current USH 151 intersection, 1.09 miles, except Knoll Woods Subdivision) should utilize the access management techniques discussed earlier. Shared access drives should be used when a small parcel is being developed next to an existing developed parcel or when a small number of parcels are being developed. The street access technique should be considered when lots that abut the highway also abut a perpendicular side street. In these situations, interconnecting parking lots can be used to get to businesses thus leaving only an access point or two onto the public street. Easements should be added and recorded across the lots. Frontage Roads should be considered when a number of parcels are being developed consecutively and could have the potential to cause congestion problems to the highway. The developer should include a frontage road in the plan and the cost should be the responsibility of the private landowner. When larger developments are being planned, the reviewing authority should require the plat to develop most of its access off of an internal street system.

When the west USH 151 Interchange at CTH D is constructed, highway access will be restricted 1000 feet in all directions. This segment of USH 151 - STH 80/81 to CTH D is partially developed. Any new development should be encouraged to use shared driveways or whenever possible gain access off of a side road. All spacing requirements should be observed.

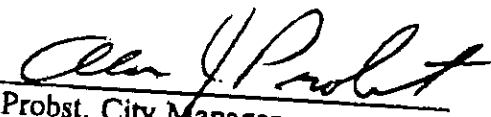
As the Plan Area develops (especially the STH 80/81 corridor), it will be complicated to use some of these access management techniques. Especially if development occurs in a piece meal fashion. The City and the Town should always give consideration to potential development when approving lots and plats. Interconnectivity needs to be an essential component to parcels not yet developed. The City of

Platteville and the Town of Platteville need to strive to use the recommendations and guidelines set forth in this Access Agreement so that transportation will be planned in a thoughtful manner.


Together, the City of Platteville, Town of Platteville and the Wisconsin Department of Transportation jointly recognize the adverse impacts unlimited access has on highways in terms of safety and capacity. Therefore, All parties agree to the guidelines and recommendations as discussed by this Access Agreement. This Access Agreement does not supersede any access control or access covenant already existing in the plan area.


Ken Olson, Chairman
Town of Platteville

Date 8-11-97


Al Probst, City Manager
for Platteville Common Council

Date 7/9/97


Michael W. Rewey, Planning Chief
Wisconsin Department of Transportation, District One

Date 8/12/97