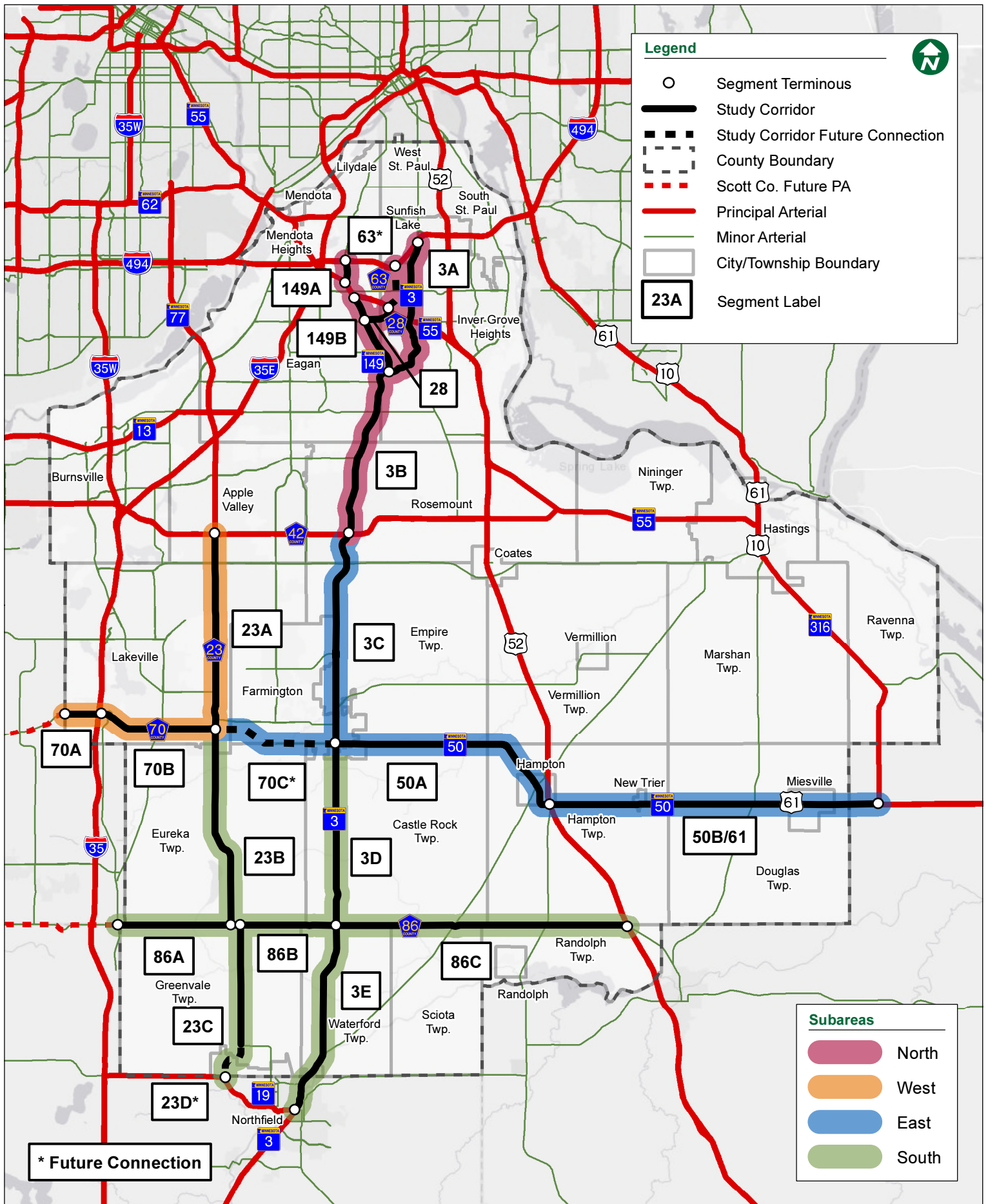


**Principal Arterial Study**



0 5 Miles  
Source: MnDOT, Dakota Co, Met. Council

**Study Conclusions & Recommendations**



**Legend**

- Segment Terminus
- Study Corridor
- Study Corridor Future Connection
- County Boundary
- Scott Co. Future PA
- Principal Arterial
- Minor Arterial
- City/Township Boundary
- Segment Label

**Subareas**

- North
- West
- East
- South

**Principal Arterial Study**

**Corridor Segments and Subareas**



0 5 Miles  
 Source: MnDOT, Dakota Co, Met. Council

Subarea	Segment	Setting	Decision Characteristics (Should it be a Future PA?)					Decision Total	Timing Characteristics (Is it ready to be PA?)					Timing Total	
			1. System Spacing	2. Typical Volume (2030) <sup>A</sup>	3. System Connections	4. System Capacity Role <sup>B</sup>	5. Freight Connections		6. Access Spacing	7. Posted Speed	8. Intersections	9. Transit	10. Right-of-Way		11. No Observed Parking +Posted
North	3A	Urban		✓ 23,000	✓	CH 63 (Future)		2/5	✓	✓	✓	✓	✓✓	✓	6/6
	3B		✓	✓ 31,000	✓	TH 77	✓	4/5	✓			✓	Dtown Rosemount	✓✓	3/6
	63 <sup>C</sup>		✓	✓ 41,000	✓	✓	(Planned) <sup>E</sup>	5/5	✓	✓	✓	(Planned) <sup>E</sup>	✓✓	✓	6/6
	28 <sup>C</sup>		✓	✓ 23,000	✓	(Connector)	✓	4/5	✓	✓	✓		✓✓	✓	5/6
	149A			✓ 27,000	✓	CH 63 (Future)		2/5		✓	✓	✓	✓✓	✓	5/6
	149B		✓	✓ 30,000	✓	✓	✓	5/5	✓	✓		✓	✓✓	✓	5/6
West	23A	Urban	✓	✓ 50,000	✓	✓	✓	5/5	✓	✓	✓	✓	✓✓	✓✓	6/6
	70A		✓	✓ 19,000	✓	CH 60		3/5	✓	✓	✓		✓	✓	5/6
	70B		✓	✓ 20,000	✓	CH 60, CH 50	✓	4/5	✓	✓	✓		✓	✓	5/6
East	70C <sup>D</sup>	Urban	✓	✓ 7,700		(Future Connection, Yes) <sup>F</sup>		4/5	✓	(Future Connection, Timing Uncertain) <sup>F</sup>					1/6
	3C		✓	✓ 26,100	✓	CH 31	✓	4/5	✓	✓	✓		✓	✓	5/6
	50A	Rural	✓	✓ 10,200	✓	✓	✓	5/5	✓		✓	na <sup>G</sup>	Hampton	✓	3/5
	50B/61		✓	✓ 6,400	✓	✓	✓	5/5		✓	✓	na <sup>G</sup>	New Trier, Miesville	✓✓	3/5
South	3D	Rural	✓	✓ 7,300		✓	✓	4/5	✓	✓		na <sup>G</sup>	✓✓	✓	4/5
	3E		✓	✓ 7,460	✓	✓	✓	5/5	✓	✓		na <sup>G</sup>	✓✓	✓	4/5
	23B		✓	✓ 12,000	✓	✓	✓	5/5		✓		na <sup>G</sup>	✓✓	✓	3/5
	23C		✓	✓ 5,400		✓		3/5		✓		na <sup>G</sup>	✓	✓	3/5
	23D <sup>D</sup>		✓	✓ 9,900	✓	(Future Connection, No) <sup>F</sup>		3/5	✓	(Future Connection, Timing Uncertain) <sup>F</sup>					1/5
	86A		✓	✓ 5,300		✓	✓	4/5		✓		na <sup>G</sup>	✓	✓	3/5
	86B		✓	✓ 11,000		✓	✓	4/5				na <sup>G</sup>	Castle Rock	✓	1/5
	86C		✓	✓ 4,800	✓	✓	✓	5/5		✓	✓	na <sup>G</sup>	✓✓	✓	4/5

**Qualification Guideline Notes:**

- System Spacing:** Average spacing from considered segment to nearest existing PA must be... Urban: 2-3 miles. Rural: 6-12 miles.
- Typical Volume:** Qualifies if existing or future AADT's fall between... Urban: 15,000 to 100,000+, Rural: 2,500 to 25,000+.
- System Connections:** Qualifies if considered segment connects to an existing PA.
- System Capacity Role:** Qualifies if considered segment has highest volume compared to parallel existing highways within system spacing guidance.
- Freight Connections:** Qualifies if segment is assigned a freight tier by the Metropolitan Council.
- Access Spacing:** Number of full/primary public street intersections per mile must be... Urban: 1 per 1/2 mile, Rural: 1 per mile (maximums).
- Posted Speed:** Qualifies if posted speed limits within the segment are... Urban: 40 - 65 mph, Rural: 55 mph.
- Intersections:** The segment connects to a grade separated or high-capacity at grade intersection.
- Transit:** Public transit routes are currently present on the segment.
- Right-of-Way:** Qualifies if existing ROW (or easement) is more than 100 feet wide or if setbacks provide such space (if both, two checks). Constraints noted.
- No Observed Parking+Posted:** Qualifies if parking is not observed contextually (typical) or if posted "No Parking" in any portion of the segment (two checks)

**Remarks:**

- <sup>A</sup> Representative 2030 forecast volumes are shown for each segment.
- <sup>B</sup> If a nearby parallel highway has higher current or projected volumes than the considered segment, the higher-volume link is noted.
- <sup>C</sup> The analysis for CH 63 is based on future improvement designs, including a new alignment. Much of the needed right-of-way has been dedicated. CH 28 is analyzed in the study only as a connecting link for CH 63 and MN 149.
- <sup>D</sup> Segments 70C and 23D are proposed future connections that require additional studies and right-of-way acquisition.
- <sup>E</sup> As noted above ("C"), CH 63 is a planned corridor, connecting to I-494. Future freight and transit connections are expected, with timing in the foreseeable future.
- <sup>F</sup> As noted above ("D"), Segments 70C and 23D are proposed future connections. Segment 70C is expected to meet all or most decision characteristics, while Segment 23D is not. Timing for both is contingent on local development.
- <sup>G</sup> The "Transit" question is considered inappropriate for rural areas (five timing characteristics considered).