



## LIST OF PRINCIPAL ARTERIAL SEGMENTS

Met Council Functional Classification Study, Task 5 – Potential Other PA Routes, April 10, 2023

### List of Other Principal Arterials from FHWA/MnDOT Study

#### FHWA/MnDOT Functional Classification Study

##### Functional Classification Changes COMPLETE

1. CSAH 23 from CSAH 70 to CSAH 42– Reflected in Met Council Functional Classification Map as part of the FHWA/MnDOT functional class review
2. CSAH 70 from I-35 to CSAH 23 – Reflected in Met Council Functional Classification Map as part of the FHWA/MnDOT functional class review

##### Potential Principal Arterial Route SHORT-TERM

None identified.

##### Potential Principal Arterial Route LONG-TERM

None identified.

### List of Principal Arterial segments from County Plans

#### Anoka County

##### Functional Classification Changes COMPLETE

None identified.

##### Potential Principal Arterial Route SHORT-TERM

None identified.

##### Potential Principal Arterial Route LONG-TERM

1. CSAH 22 (existing route) – This potential Principal Arterial route is across Anoka County between Sherburne and Chisago Counties.
  - a. Would need connections in both connecting counties.

#### Carver County

##### Functional Classification Changes COMPLETE

1. TH 7 from Eureka Road to Hennepin/Carver County border– Reflected in Met Council Functional Classification Map

### **Potential Principal Arterial Route SHORT TERM**

1. TH 5 (existing alignment) – This potential Principal Arterial route is from TH 212 in Norwood Young America to the county border in Chanhassen at TH 101. It would also require TH 5 in Hennepin County from TH 101 to TH 212 in Eden Prairie. Carver County has not yet coordinated with Hennepin County about their portion. An alternative potential Principal Arterial route for TH 5 is extending the TH 41 Principal Arterial designation north from TH 212 to TH 5 and requesting Principal Arterial designation of TH 5 from TH 212 to TH 41; this is not Carver County's preference.
  - a. Potential east-west Principal Arterial route identified by the county.

### **Potential Principal Arterial Route LONG TERM**

1. CSAH 33/CR 131/TH 25 (existing alignment) – This potential Principal Arterial route is from Carver/Wright County border to Carver/Sibley county border
  - a. Potential north-south Principal Arterial route identified by the county which will also include #2 below to complete the route
2. CSAH 33 (extension/new alignment) – This segment is from southern CSAH 33 terminus to CR 131 northern terminus
  - a. Within the potential north-south Principal Arterial route identified by the county, there is a small gap where a new alignment would be needed to connect the existing CSAH 33 and CR 131.
3. TH 41 New Regional River Crossing (existing and new alignment) – This segment is from TH 169 in Scott County to TH 212 in Carver County in Chaska.
  - a. Tier 1 EIS completed. No funding identified. Would be a joint effort between MnDOT, Scott County and Carver County.

## **Dakota County**

### **Functional Classification Changes COMPLETE**

1. CSAH 23 from CSAH 70 to CSAH 42– Reflected in Met Council Functional Classification Map as part of the FHWA/MnDOT functional class review
2. CSAH 70 from I-35 to CSAH 23 – Reflected in Met Council Functional Classification Map as part of the FHWA/MnDOT functional class review

### **Potential Principal Arterial Route SHORT TERM**

None identified.

### **Potential Principal Arterial Route LONG-TERM**

1. CSAH 23 (existing alignment) – This segment is from CSAH 70 to CSAH 86.
  - a. County shows connections to either to an existing Principal Arterial or potential Principal Arterial (CSAH 86, CSAH 70 extension) routes identified by the county
2. CSAH 28/CSAH 63 (existing alignment) – This segment is from TH 149 to 65th St/CR 63
  - a. County shows system connectivity to existing Principal Arterial (TH 55) and to potential Principal Arterial (TH 149 and TH 3)
3. CSAH 63 (new alignment/extension) – This segment is from 65th St/CSAH 63 to I-494)
  - a. County shows system connectivity to existing Principal Arterial (I-494) and potential Principal Arterial (CSAH 63/CSAH 28, TH 149 and TH 3) routes identified by the county

4. TH 149 (existing alignment) – This segment is from TH 55 to TH 3.
  - a. County shows system connectivity to existing Principal Arterial (TH 55) potential Principal Arterial (CSAH 63, TH 3) routes identified by the county
5. TH 3 (existing alignment) – This segment is from TH 149 to TH 19
  - a. County shows connections to existing Principal Arterial (TH 55) and potential Principal Arterial (TH 149 and CSAH 63) routes identified by the county
6. CSAH 70 (existing alignment) – This segment is from the Dakota/Scott County border to I-35
  - a. County shows system connectivity to existing Principal Arterial (I-35). Scott County has CSAH 8 as a potential future Principal Arterial
7. CSAH 70 (extension/new alignment) – This segment is from CSAH 23 to CSAH 31
  - a. County shows system connectivity to existing Principal Arterial (CSAH 23) and potential Principal Arterial (CSAH 70 and CSAH 74) routes identified by the county
8. CSAH 74 (existing alignment) – This segment is from CR 31 to TH 3
  - a. County shows system connectivity to potential Principal Arterial (CSAH 70 extension, TH 3, and TH 50) routes identified by the county
9. TH 50 (existing alignment) – This segment is from TH 3 to TH 61
  - a. County shows system connectivity to potential Principal Arterial (CSAH 74, TH 3, and TH 61) routes identified by the county
10. TH 61 (existing alignment) – This segment is from TH 61 to Dakota/Goodhue county border
  - a. County shows system connectivity to potential Principal Arterial (TH 50) route identified by the county
11. CSAH 86 (existing alignment) – This segment is from Dakota/Scott county border to TH 52
  - a. County shows system connectivity to existing Principal Arterial (TH 52) route and potential Principal Arterial (CSAH 23 and TH 3) routes identified by the county

## **Hennepin County**

No functional classification changes identified by the County or Metropolitan Council in Hennepin County.

## **Ramsey County**

### **Functional Classification Changes COMPLETE**

None identified.

### **Potential Principal Arterial Route SHORT-TERM**

None identified.

### **Potential Principal Arterial Route LONG-TERM**

1. CSAH 36/I-35E connection (new alignment) – This segment is from CSAH 36 to I-35E/CSAH 33
  - a. Both county and Met Council show a system connection in their respective future/planned Functional Classification maps.

## Scott County

### Functional Classification Changes COMPLETE

1. CSAH 17 from TH 169 to CSAH 42 – Reflected in Met Council Functional Classification Map
2. CSAH 42 from CSAH 21 to CSAH 17 – Reflected in Met Council Functional Classification Map
3. CSAH 21 from TH 169 to CSAH 42 (downgrade from a Principal Arterial to an A-Minor) – Reflected in Met Council Functional Classification Map

### Potential Principal Arterial Route SHORT-TERM

1. CSAH 78 (existing alignment) – This segment is from TH 169 to CSAH 17
  - a. County shows system connectivity to existing Principal Arterial (TH 41, TH 169, and CSAH 17) routes

### Potential Principal Arterial Route LONG-TERM

1. CSAH 8 Extension (existing and new alignment) – This segment is from TH 169 to Scott/Dakota county border. County shows system connectivity to existing Principal Arterial (TH 169) and potential Principal Arterial (existing CR 76 and CSAH 8 alignments and new extensions of CR 66 and CSAH 8) routes identified by the county
  - a. CSAH 8 (existing alignment) – This segment is from Vermont Ave to Scott/Dakota County border. County shows system connectivity to potential Principal Arterial (CSAH 8 extension/new alignment) route identified by the county
  - b. CSAH 8 (new alignment) – This segment is from CSAH 21 to CSAH 59. County shows system connectivity to potential Principal Arterial (CR 76) and existing Principal Arterial (CSAH 8) routes identified by the county
  - c. CR 76 (existing alignment) – This segment is from CR 66 to CSAH 59. County shows system connectivity to potential Principal Arterial (CR 66 and CSAH 8 extension/new alignment) routes identified by the county
  - d. CR 66 extension (new alignment) – This segment is from CR 76 to CSAH US 169. County shows system connectivity to a potential Principal Arterial (CR 66) route identified by the county
2. CSAH 17 (existing alignment) – This segment is from CSAH 42 to TH 282
  - a. County shows system connectivity to existing Principal Arterial (CSAH 17 north of CSAH 42) routes and potential Principal Arterial (TH 13) route identified by the county
  - b. County shows system connectivity to existing Principal Arterial (I-35) route and potential Principal Arterial (TH 13 and TH 19) routes identified by the county
3. TH 19 (existing alignment) – This segment is from TH 169 to CSAH 23
  - a. County shows system connectivity to existing Principal Arterial (US 169) and potential Principal Arterial (TH 13 and CSAH 86) routes identified by the county
4. CSAH 86 (existing alignment) – This segment is from CSAH 23 to Scott/Dakota county border
  - a. This ties into TH 19 (potential Principal Arterial) and goes to the Dakota County border.
  - b. Dakota County has identified CSAH 86 in its county a potential Principal Arterial.
5. TH 13 (existing alignment) – This segment is from TH 282/TH 13 to TH 19
  - a. County shows system connectivity to potential Principal Arterial (CSAH 17, CSAH 8, and TH 19) routes identified by the county

6. TH 41 New Regional River Crossing (existing and new alignment) – This segment is from TH 169 in Scott County to TH 212 in Carver County in Chaska.

## **Washington County**

No functional classification changes identified by the county.

## **Other Principal Arterials from Functional Classification Study – Result of Discussion with PMT**

### **Carver County**

#### **Potential Principal Arterial Route SHORT TERM**

1. TH 41 (existing alignment) – This segment is from TH 212 to TH 7. It was suggested to consider as part of Carver County’s request to upgrade TH 5 from TH 212 in Norwood Young America to TH 212 in Eden Prairie. The existing TH 41 is an A Minor Expander in the suggested area. MnDOT, Carver County and Scott County partnered to complete a Tier I EIS for a new regional river crossing that would replace current TH 41 as the regional river crossing. It does not utilize the same alignment as the existing route.