

2040 TRANSPORTATION POLICY PLAN ADMINISTRATIVE MODIFICATION TO INCLUDE UPDATED FUNCTIONAL CLASSIFICATION MAP

Purpose

This 2040 Transportation Policy Plan amendment addresses changes stemming from the MnDOT-led comprehensive review of the region's roadway functional classification system. The modification includes:

- A revision of the TPP to incorporate MnDOT's systemwide changes to the Minor Arterial System;
- Upgrading Dakota County State Aid Highway 23 (CSAH 23) from an A-Minor Arterial Expander to a Principal Arterial from CSAH 42 to CSAH 70; and
- Upgrading Dakota County CSAH 70 from A-Minor Arterial Expander to a Principal Arterial from CSAH 23 to Interstate 35.

Background and Summary of Changes

Background

Over the course of 2019 through 2021, MnDOT led a process to comprehensively review the functional classification of all roadways within the seven-county metro area. This metro-wide process followed a similar review of Greater Minnesota roads. The systematic statewide review was requested by the Federal Highway Administration (FHWA) and is expected to be completed approximately once per decade.

The functional classification of a roadway reflects the role the road plays in the movement of people and goods within a region. All roads serve two purposes; mobility and access, and all roads perform these two functions to varying degrees. Functional classification is the system which identifies the primary purpose of a road and how it interacts within the overall network. An Interstate Highway like I-35, for example, has limited access, provides a high degree of mobility, and carries many people for long distances. A local road, on the other hand, provides direct access to homes and businesses, is lower speed, and has much less traffic. Accurately classifying a roadway system is essential for defining the role of the roadway in the overall transportation network. Functional classification also helps determine which roads are eligible to receive federal funding.

The functional classification system categorizes roads into four primary types: Principal Arterials (PAs), Minor Arterials, Collectors, and Local streets. The Metropolitan Council has further divided the Minor Arterials into A-Minor Arterials and Other Arterials.

The MnDOT review and update process included staff from MnDOT, the Council, FHWA, counties, cities, and townships within the metro area. It consisted of a series of meetings with all seven counties as well as individual cities to ensure that all proposed changes were acceptable. A Steering Committee with local representatives helped guide the update process. Finally, an appeals process was set-up to resolve any outstanding issues, but this was not used by any local agencies (i.e., any differences of opinion were worked out along the way).

Summary of Changes

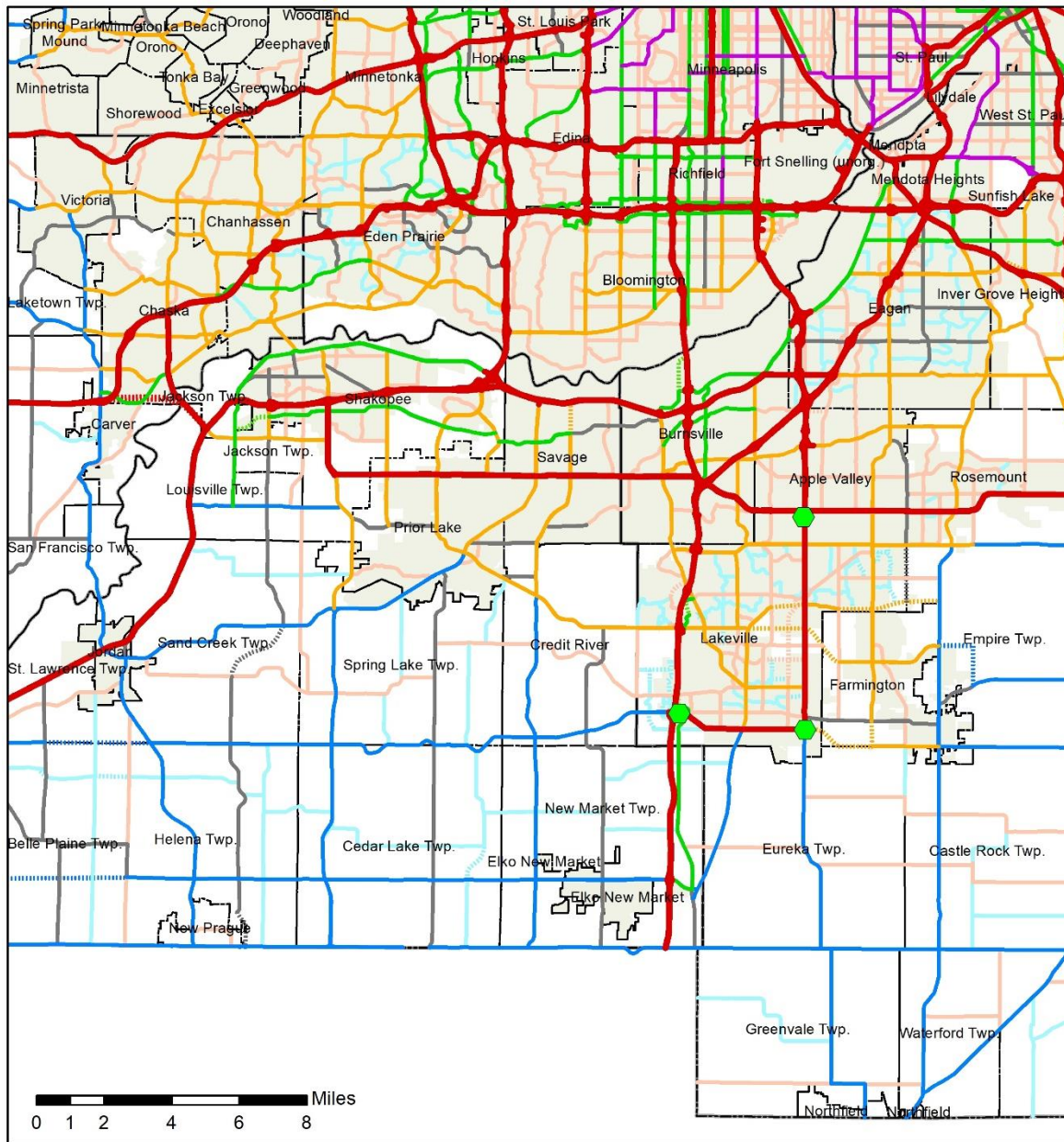
The two changes to the principal arterial system must be administratively modified into the region's Transportation Policy Plan. In 2019, Dakota County submitted a principal arterial change request to the Metropolitan Council for the two segments detailed below. These routes were submitted based on the results of the 2018 Dakota County Principal Arterial Study.

1. Upgrade Dakota County CSAH 23 (Cedar Avenue) from an A-Minor Arterial Expander to a Principal Arterial from CSAH 42 to CSAH 70 (see segment 1362 on Figure 1). This roadway extends the existing PA further south to Lakeville. It is a 4-lane divided facility with access control (see Figures 1, 2, and 3).
2. Upgrade Dakota County CSAH 70 from an A-Minor Arterial Expander to a Principal Arterial from CSAH 23 to Interstate 35 (see segment 1363). This roadway connects Cedar Avenue back to another PA (I-35). An upgrade of CSAH 70 was completed in 2021 that improved it to a four-lane divided facility with access control. This segment is a Tier 1 Regional Truck Corridor (see Figures 1, 2, and 4).

It was determined that these two Dakota County segments met the FHWA qualifications to be reclassified as Principal Arterials Dakota County has also obtained local resolutions of support, as required by Council processes, from all impacted jurisdictions, in this case, the City of Apple Valley and City of Lakeville.

Changes to the system map can be viewed on the [Interactive Functional Classification Map](#). Updated 2040 TPP figures for the principle arterial system and the functional classification system can be found in figures 5-1 and 5-2, respectively.

Figure 1: Requested New Functional Classifications (Segments 1362-1363)



Existing Regional Functional Class Roads

- Principal Arterial
- Other Arterial
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

Planned Regional Functional Class Roads

- Principal Arterial
- Other Arterial
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

City / Township Boundaries

Street Centerlines

County Boundaries

MUSA



6-21-19

Figure 2: Requested New Functional Classifications, Closer View (Segments 1362-1363)

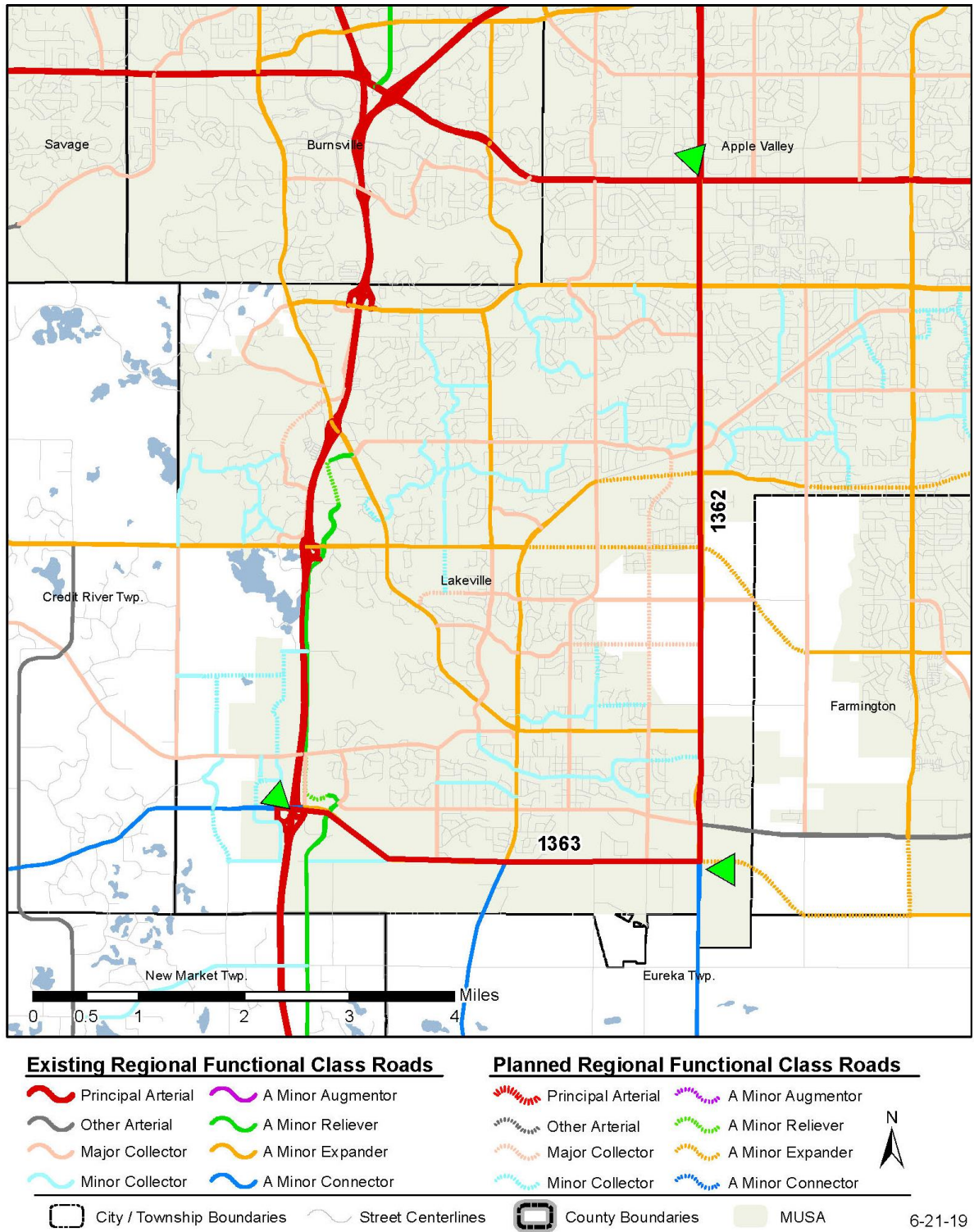
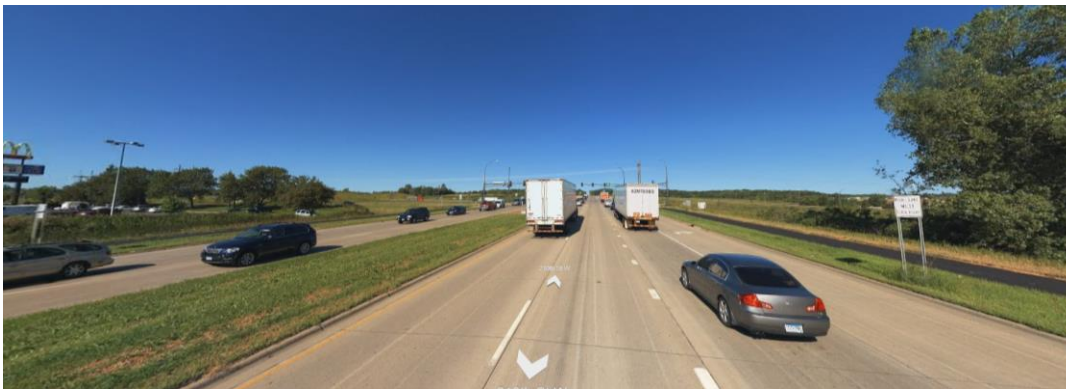


Figure 3: Southbound CSAH 23 (Cedar Avenue) at CSAH 46 (160th Street West)



Source: Google Street View

Figure 4: Westbound CSAH 70 (Juniper Way) at I-35



Source: Google Street View

Figure 5-1: Principal Arterial System

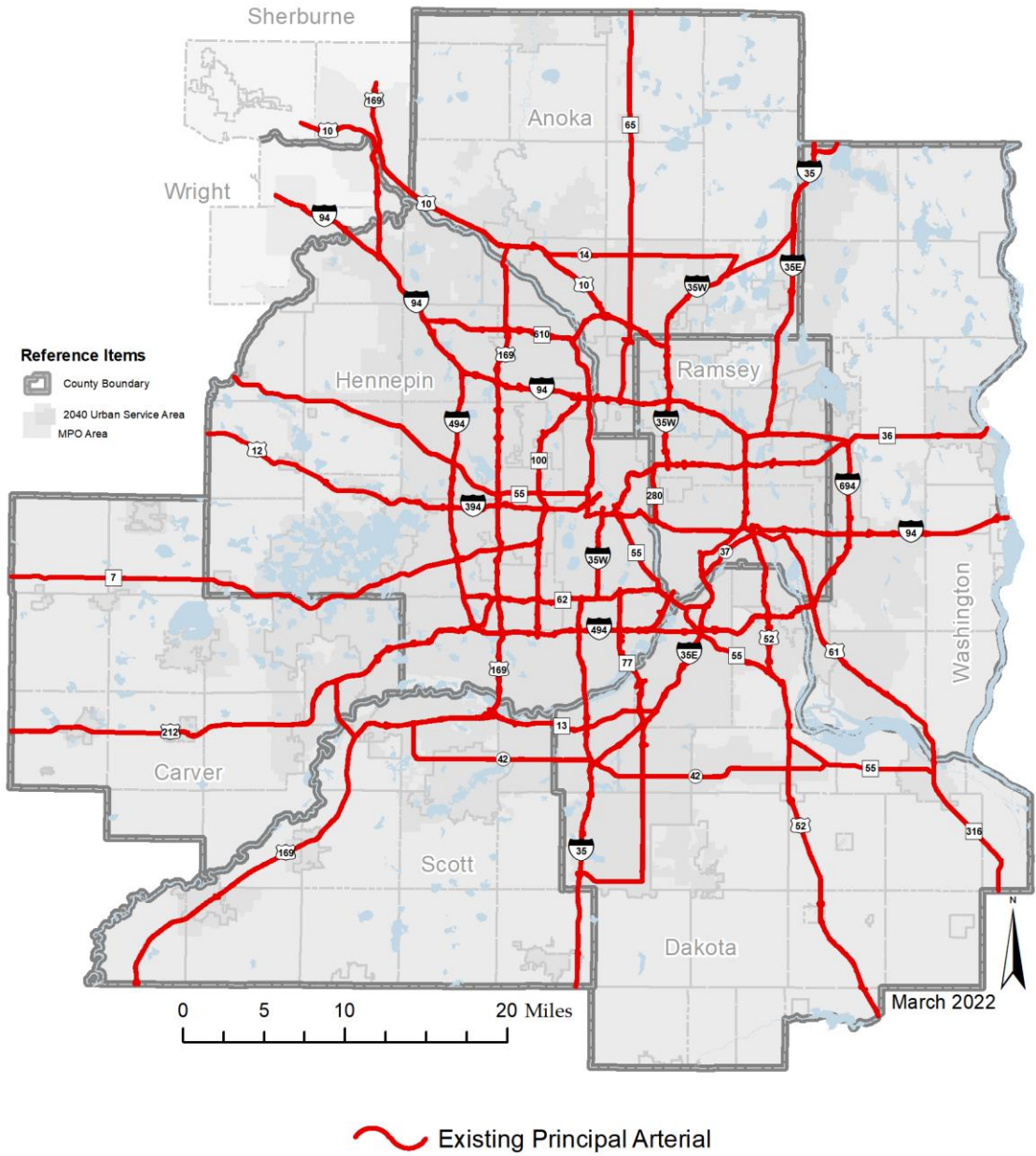


Figure 5-2: Principal and Minor Arterial System

