Subarea	Segment	Setting	Decision Characteristics (*Should it be a PA?*) 1. System Spacing	2. Typical Volume (2030)[A]	3. System Connections	4. System Capacity Role[B]	5. Freight Connections	Decision Total	Timing Characteristics (*Is it ready to be PA?*) 6. Access Spacing	7. Posted Speed	8. Intersections	9. Transit	10. Right-of-Way	11. No Observed Parking+Posted	Timing Total
North	3A	Urban		✓ 23,000	✓	✓		3/5	✓	✓	✓	✓	✓✓	✓	6/6
	3B		✓	✓ 31,000	✓	TH 77	✓	4/5	✓			✓	Dtown Rosemount	✓✓	3/6
	63[C]		✓	✓ 41,000	✓	✓	(Planned)[E]	5/5	✓	✓	✓	(Planned)[E]	✓✓	✓	6/6
	149		✓	✓ 30,000	✓	✓		4/5	✓	✓		✓	✓✓	✓	5/6
West	23A	Urban	✓	✓ 50,000	✓	CH 31	✓	4/5	✓	✓	✓	✓	✓✓	✓✓	6/6
	70A		✓	✓ 19,000	✓	CH 60		3/5	✓	✓	✓		✓	✓	5/6
	70B		✓	✓ 20,000	✓	CH 60, CH 50	✓	4/5	✓	✓	✓		✓	✓	5/6
East	70C[D]	Urban	✓	✓ 7,700		(Future Connection)[F]		4/5	✓	(Future Connection)[F]					1/6
	3C		✓	✓ 26,100	✓	CH 31	✓	4/5	✓	✓	✓		✓	✓	5/6
	50A	Rural	✓	✓ 10,200	✓	CH 46	✓	4/5	✓		✓	na[G]	Hampton	✓	3/5
	50B/61		✓	✓ 4,800	✓	CH 46	✓	4/5		✓	✓	na[G]	New Trier, Miesville	✓✓	3/5
South	3D	Rural	✓	✓ 7,300		✓	✓	4/5	✓	✓		na[G]	✓✓	✓	4/5
	3E		✓	✓ 7,460	✓	✓	✓	5/5	✓	✓		na[G]	✓✓	✓	4/5
	23B		✓	✓ 12,000	✓	✓	✓	5/5		✓		na[G]	✓✓	✓	3/5
	23C		✓	✓ 5,400		✓		3/5		✓		na[G]	✓	✓	3/5
	23D[D]		✓	✓ 9,900	✓	(Future Connection)[F]		5/5	✓	(Future Connection)[F]					1/5
	86A		✓	✓ 5,300		✓	✓	4/5		✓		na[G]	✓	✓	3/5
	86B		✓	✓ 11,000		✓	✓	4/5				na[G]	Castle Rock	✓	1/5
	86C		✓	✓ 4,800	✓	✓	✓	5/5		✓	✓	na[G]	✓✓	✓	4/5

Qualification Guideline Notes:

1. System Spacing: Average spacing from considered segement to nearest existing PA must be... Urban: 2-3 miles. Rural: 6-12 miles.

2. Typical Volume: Qualifies if existing or future AADT's fall between... Urban: 15,000 to 100,000+, Rural: 2,500 to 25,000+.

3. System Connections: Qualifies if considered segment connects to an existing PA.

4. System Capacity Role: Qualifies if considered segment has highest volume compared to parallel existing highways within system spacing guidance.

5. Freight Connections: Qualifies if segment is assigned a frieght tier by the Metropolitan Council.

6. Access Spacing: Number of full/primary public street intersections per mile must be... Urban: 1 per 1/2 mile, Rural: 1 per mile (maximums).

7. Posted Speed: Qualifies if posted speed limits within the segement are... Urban: 40 - 65 mph, Rural: 55 mph.

8. Intersections: The segment connects to a grade separated or high-capacity at grade intersection.

9. Transit: Public transit routes are currently present on the segment.

10. 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.

11. 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:

[A] Representative 2030 forecast volumes are shown for each segment.

[B] If a nearby parallel highway has higher current volumes than the considered segment, the higher-volume link is noted.

[C] 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.

[D] Segments 70C and 23D are proposed future connections that require additional studies and right-of-way acquisition.

[E] As noted above ("C"), CH 63 is a planned corridor, connecting to I-494. Future frieght and transit connections are expected, with timing in the foreseeable future.

[F] As noted above ("D"), Segments 70C and 23D are proposed future connections. These segments are expected to meet all or most decision characteristics; but timing is contingent on local development.

[G] The "Transit" question is considered inappprate for rural areas (five timing characteristics considered).

Table __
Subarea and Segment Analysis Summary
by Principal Arterial Key Characteristics