



# CH 66/CH 64 Corridor Preservation Study

**Study Year:**  
2009

**Study Area:**  
Extension of CH 8  
between CH 66 and  
CH 64

**Partners:**

- City of Belle Plaine
- Belle Plaine Township
- St. Lawrence Township
- Scott County

**Related Studies:**

- CH 8 Corridor Preservation Study (2005)

**Need:**

The County Highway (CH) 66/CH 64 Corridor Preservation Study need is based on Scott County's vision for the future arterial system. With the new interchange at Trunk Highway (TH) 169/CH 64 the City will continue to see development pressure in this area.

**Purpose:**

The study was initiated to take a more focused look at this corridor, which was a part of the CH 8 Corridor Preservation Study adopted in 2005. The CH 66/CH 64 study focused on roadway alignments, long-term connection of CH 64 to the corridor, and other intersection locations. The communities have collaborated to refine the corridor so it can be used in the future, as a guide for development to assure that the needs of the roadway system will be met.

**Key Policy Recommendations:**

- Preserve right-of-way for the corridor and construct the road with development occurring along Alternative 3.
- Alternative 3 best balanced several evaluation criteria, including minimizing wetland impacts, preserving the marsh soil area for future wetland banking and restoration opportunities.
- Alternative 3 will provide a safe minor arterial roadway that will meet design standards and safety considerations.
- Provide a full access intersection with CH 64 without maximum roadway banking (super-elevation).
- A local internal frontage road is required to be constructed between TH 169 and Alternative 3 to serve local traffic and provide local interconnectivity between property.
- Provide a building envelope width between the corridor and TH 169 at a 1/4 mile wide. A 1/4 mile building envelope accommodates potential future "big-box" commercial development. A 1/4 mile building envelope would also facilitate the ability to achieve an internal frontage road through the development between TH 169 and the new corridor.
- Full access at 1/2 mile spacing on the corridor.

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