

**8820.4010 NATURAL PRESERVATION ROUTE CHARACTERISTICS.**

Subpart 1. **Selection criteria generally.** To be considered for designation as a natural preservation route, a route must be on the county state-aid highway system. It may be selected if it possesses particular scenic, environmental, pastoral, or historical characteristics such as, but not exclusively, routes along lakes, rivers, wetlands, or floodplains or through forests or hilly, rocky, or bluff terrain.

Subp. 2. **Type I natural preservation route.** A type I natural preservation route is best characterized as one in which the natural surroundings convey a feeling of intimacy with nature. This type of route carries local passenger vehicles with occasional commercial vehicles. This route has very low volumes with leisurely driving speeds and may be used by pleasure drivers. The roadway alignment follows the terrain, which may be hilly or curving around lakes and wetlands, and can be described as lying lightly on the land. There are few reported accidents related to the geometric design of the roadway or accidents can be minimized without realignment. The operating speeds are generally lower than on regular county state-aid highway routes.

Subp. 3. **Type II natural preservation route.** A type II natural preservation route creates a feeling similar to the feeling created by a type I natural preservation route, but the surroundings and vistas may be more distant from the roadway. It carries local traffic with moderate amounts of commercial vehicles. This route generally has low volumes but may have seasonal peaks greater than 300 vehicles per day. It has leisurely driving speeds and may be used by some commuters and pleasure drivers. The roadway alignment follows the terrain, which may be hilly or curving around lakes and wetlands. Some modifications may be made to the land surface. There are few reported accidents related to the geometric design of the roadway or accidents can be minimized with mitigation as referred to in part 8820.4060. The operating speeds may be lower than regular county state-aid highway routes.

Subp. 4. **Type III natural preservation route.** A type III natural preservation route goes through an environment similar to the types I and II natural preservation routes, but the surroundings and vistas may be more distant from the roadway. It may function as a minor or major collector and may be used by general commercial traffic. It generally has volumes less than 750 vehicles per day but may have seasonal peaks. This type of roadway passes through diverse terrain features and the alignment is consistent with the traffic mix. It may have required some modifications to the land surface. The safety problems that may exist are related to the traffic volumes and to the geometric design of the roadway. The problems can be corrected with mitigation as referred to in part 8820.4060 or with reconstruction. The operating speeds may be lower than a comparable county state-aid highway route that is not on the natural preservation route system.

**Statutory Authority:** *MS s 162.02; 162.021; 162.09*

**History:** *18 SR 32*

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