

ACTION TRANSMITTAL No. 2019-24

DATE: June 6, 2019

TO: Transportation Advisory Board

FROM: Technical Advisory Committee

PREPARED BY: Rachel Wiken, Planner, 651-602-1572
Steve Peterson, Manager of Highway Planning and TAB/TAC Process, 651-602-1819

SUBJECT: Scott County Principal Arterial Change Requests

REQUESTED ACTION: Scott County requests approval from the Metropolitan Council to reclassify CSAH 42, CSAH 17, and CSAH 78 to Principal Arterials, and to reclassify CSAH 21 as an A-Minor Expander. (Functional class requests #1357-1360)

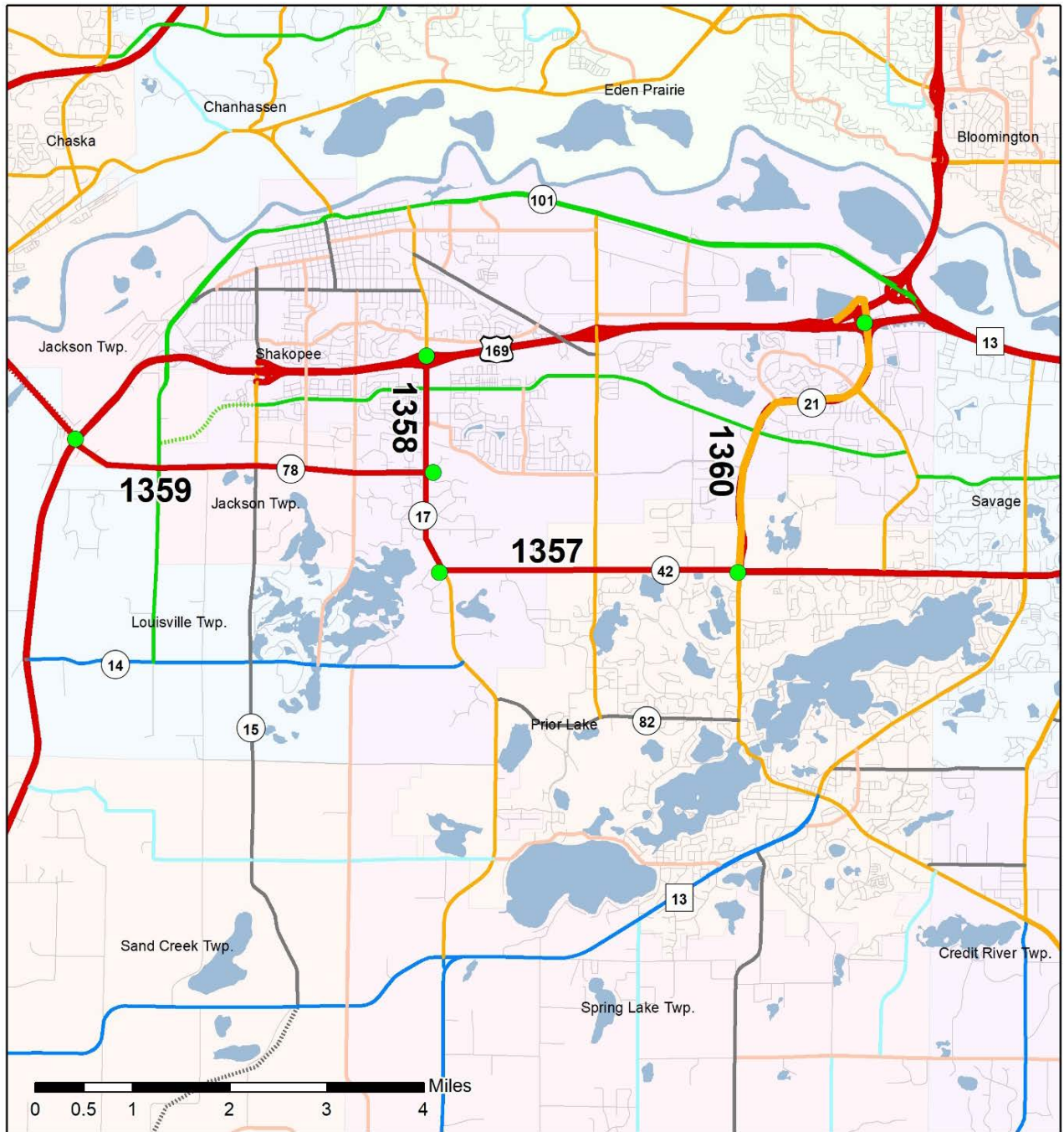
RECOMMENDED MOTION: That TAB recommend to the Metropolitan Council Transportation Committee to make the following functional classification changes and to administratively modify the 2040 Transportation Policy Plan to reflect these changes:

1. Upgrade CSAH 42 from an A-Minor Expander to a Principal Arterial.
Upgrade CSAH 17 from an A-Minor Expander to a Principal Arterial.
Downgrade CSAH 21 from a Principal Arterial to an A-Minor Expander.
2. Continue evaluating CSAH 78 as a future Principal Arterial, but do not change the current functional classification of the roadway at this time.

BACKGROUND AND PURPOSE OF ACTION: Scott County is requesting the following changes to the functional classification system:

1. Upgrade Scott County State-Aid Highway (CSAH) 42 from an A-Minor Expander to a Principal Arterial (see segment 1357 on Figure 1 where green dots denote segment termini).
2. Upgrade CSAH 17 from an A-Minor Expander to a Principal Arterial (see segment 1358 on Figure 1).
3. Upgrade CSAH 78 from an A-Minor Expander to a Principal Arterial (see segment 1359 on Figure 1).
4. Downgrade CSAH 21 from a Principal Arterial to an A-Minor Expander (see segment 1360 on Figure 1).

Figure 1: Requested New Functional Classifications (Segments 1357-1360)



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



3-26-19

The upgrading of an existing roadway to a Principal Arterial (PA) is a rare occurrence. Additions to the PA network require a rigorous review that must ultimately be approved by the full Metropolitan Council. Any approved changes will be administratively modified into the region's 2040 Transportation Policy Plan as part of this action. Functional classification change requests involving PAs must also include local resolutions of support from all impacted jurisdictions (in this case, the City of Prior Lake, City of Shakopee, Shakopee Mdewakanton Sioux Community, Jackson Township, and Louisville Township-see attached resolutions) to ensure that local jurisdictions are aware of any potential Principal Arterial designation impacts (e.g., limited direct access to the roadway from private and public streets).

As part of the PA approval process, input from TAC Planning, TAC, and TAB will be provided to the Council. This approval process differs substantially from A-Minor Arterial requests, for which the Council has delegated authority to the Transportation Advisory Board (i.e., TAC Planning makes a recommendation to TAC). TAB then approves the entire functional classification map prior to each Regional Solicitation cycle to help determine eligibility for the federal funding.

The three proposed Principal Arterial segments include the following:

CSAH 42 (segment 1357): The eastern half of this segment is a four-lane divided roadway (see Figure 2) and the western half will be expanded to a four-lane divided roadway in 2020. CSAH 42 intersects with CSAH 17 with a grade separation (see Figure 3).

Figure 2: CSAH 42 at McKenna Rd



Source: Google Street View

Figure 3: CSAH 42 and CSAH 17 Grade Separation



Source: Google Street View

CSAH 17 (segment 1358): This north-south segment is a four-lane divided roadway (see Figures 4 and 5) with access controls. At the north end, the corridor is highly developed with St. Francis Regional Medical Center, commercial/retail, Marschall Road Transit Station, and an interchange with Trunk Highway (TH) 169.

Figure 4: CSAH 17 and CSAH 78 Intersection



Source: Google Street View

Figure 5: CSAH 17



Source: Google Street View

CSAH 78 (segment 1359): This east-west segment is a rural, two-lane roadway (see Figures 6-8) with several private accesses throughout the corridor. At the western edge, CSAH 78 will intersect with a new interchange at TH 169 and TH 41 (planned for

completion in 2020). This connection with TH 41 facilitates trips to a Minnesota River crossing and Carver County.

Figure 6: CSAH 78 east of CR 79



Source: Google Street View

Figure 7: CSAH 78 at Marystown Rd



Source: Google Street View

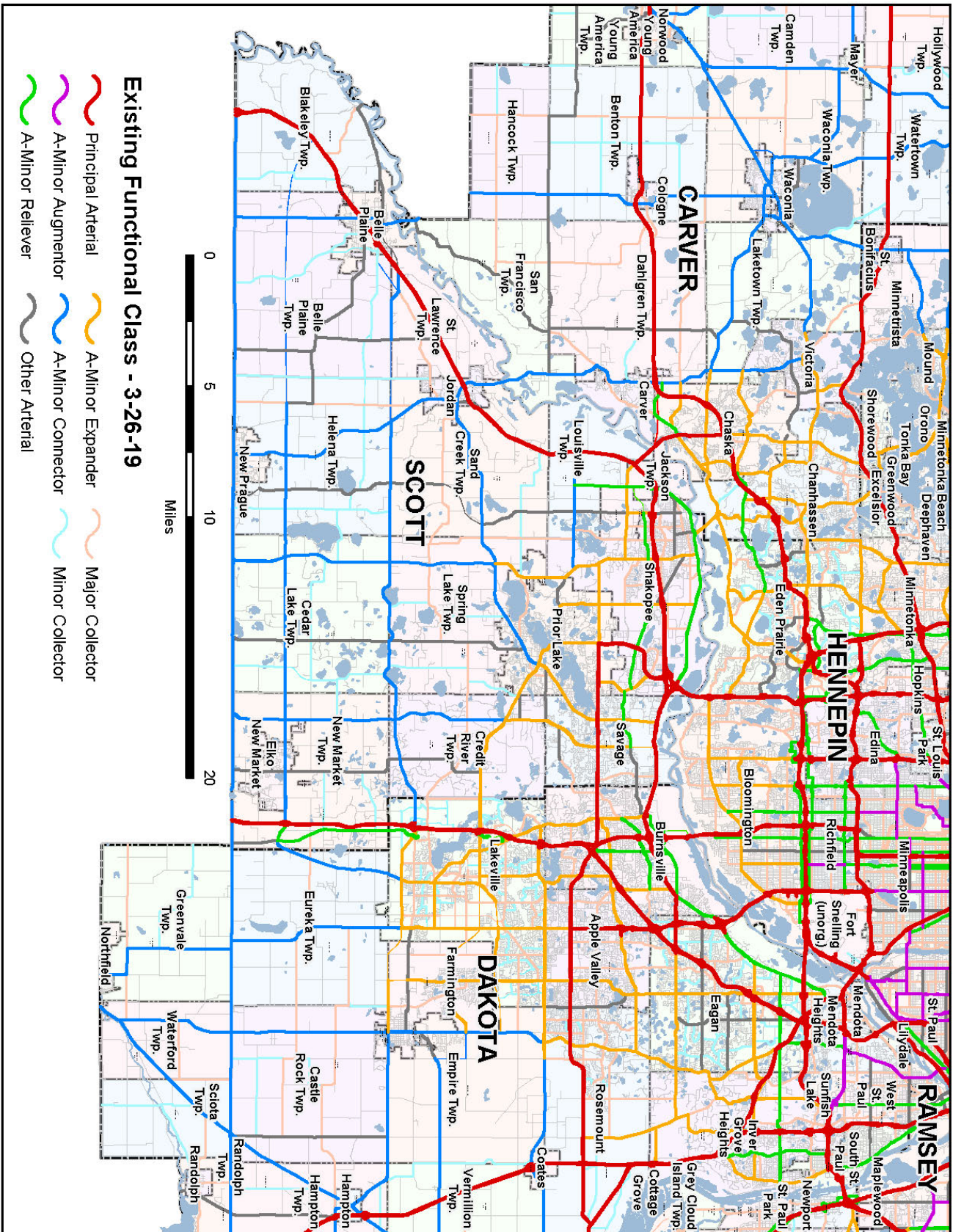
Figure 8: CSAH 78 at CR 73



Source: Google Street View

The proposed Principal Arterials along CSAHs 42 and 17 would help create a single Principal Arterial connection across the southern Metropolitan Area that has been described in the 2030 and 2040 Scott County Comprehensive Plans (see Figure 9). CSAH 78 was added as a future PA to the draft 2040 Scott County Comprehensive Plan. Scott County is proactively planning for future PAs as their access spacing guidelines are based off the future functional class map.

Figure 9 – Existing Functional Class Scott County and Surrounding Area



CSAH 17 connects to TH 169 and is part of a planned future north-south PA. This provides a better north-south route than extending the current north-south PA, CSAH 21 (proposed to be downgraded to an A-Minor Expander).

The County is requesting the Principal Arterial designation to ensure future development adjacent to the corridor occurs consistent with Principal Arterial access management guidelines. Matching the appropriate functional class for the roadway will better align federal pavement and congestion performance measures with the priorities of Scott County.

STAFF ANALYSIS: During the development of the 2040 Transportation Policy Plan, Scott County discussed its intention to request three of the four functional classification change requests that are part of this action item. As such, the approved 2040 TPP Update (October 2018) has a Principal Arterial System map that shows the three changes as pending approval after official application was made by Scott County. Council staff were in agreement with the three changes. However, the CSAH 78 upgrade from an A-Minor Expander to a Principal Arterial was not part of the initial discussions and is not shown on the TPP map.

Staff is recommending approval of these same three changes as shown in the TPP; however, staff is not recommending a change to the current functional classification to CSAH 78. This route is a viable, future Principal Arterial and planning should continue for it to one day be a Principal Arterial. However, it is currently not functioning like a Principal Arterial due to the numerous private driveways and field access points, close spacing to TH 169 (only one mile), low traffic volumes (6,100), and current role of serving mostly local traffic.

Additional reasoning is provided in Table 1, which compares Appendix D of the 2040 TPP (i.e., Criteria for Other Principal Arterials in the Rural Area) to CSAH 78.

Met Council staff discussed the four requested changes with MnDOT Central Office and Metro District staff. The addition of new PA mileage will also start the process to add the mileage to the National Highway System (NHS). Roadways on the NHS must be analyzed and reported on for federally-required performance measures. These roadways also become eligible for additional funding such as the National Highway Performance Program (NHPP) funds. If approved as requested, the change would add 9 miles of PA, while removing 3.5 miles of PA on CSAH 21, for a net addition of 5.5 miles to the Principal Arterial system. If only approving the staff recommendation of CSAH 42, 17, and 21, there would be a net addition of two miles to the PA system. MnDOT was not concerned about the addition of these miles (in either case described above) to the NHS given their small scale compared to the rest of the system.

MnDOT expressed concern about the distinction between the current versus future functional classification of the roadway and wants to make sure that the requested changes reflect how the roadway is currently functioning, not how it may function in the future. It is MnDOT's stance that CSAH 78's current function is not that of a Principal Arterial, but that it should continue to be evaluated moving forward.

MnDOT also consulted directly with the Shakopee Mdewakanton Sioux Community, which was supportive of Scott County's request.

Table 1: TPP Criteria for Principal Arterials

TPP Criteria	Rural PA Guidelines	CSAH 78
Place Connection	Connect the urban service area with major cities in MN and other states	✓ (meets guidelines)
Spacing	2-6 miles (suburban) 6-12 miles (rural)	✗ (does not meet guidelines) Only 1 mile spacing
Operations	45 mph+ design speed	✓
System Connections and Access Spacing	To other PAs or A-Minors. Access spacing 1-2 miles.	✗ Access spacing is too close
Trip Making Services	Trips greater than 8 miles with at least 5 miles on the PA	✗ 63% of trips less than 8 miles*
Mobility vs. Land Access	Little or no direct land access	✗ Too much direct land access to residences and farm fields
Intersections	High-capacity controlled at-grade intersections	✗ Larger intersections at either end, but not at intersections within the 3-mile segment
Parking	None	✓
Large Trucks	No restrictions	✓
Management Tools	Access controls, intersection spacing	✗ Neither up to PA guidelines
Typical Avg. Daily Traffic Volumes	2,500-25,000+	✓ Meets guidelines, but rather low volume road at 6,100 to add as a new PA
Posted Speed Limit	Legal limit	✓
Right-of-Way	100-300 feet	✓ Meets guidelines, but right-of-way only around 100 feet
Transit	None	✓
Bike and Pedestrian	On facilities that cross or are parallel to the PA	✓

*2018 travel data from Streetlight Insights

✓ = meets guidelines

✗ = does not meet guidelines

COMMITTEE ACTION:

TAC Planning (5/9/19): Steve Peterson presented the staff analysis of this request, as written up in this action item. Craig Jenson presented some additional data from Scott County on development pressures in the area.

The committee had a long discussion on functional class. The beginning of the discussion centered on the fact that functional class is supposed to represent current function of the roadway, not the future function of the roadway. However, Scott County noted that is difficult to enforce access controls to a higher standard than the current functional class. Scott County is expecting development to occur, especially around the TH 169/TH 41/CSAH 78 interchange area.

Much of the discussion focused on CSAH 78, which the recommended motion does not support changing. Staff maintains this area is not functioning currently as a PA, but a new interchange at TH 169/TH 41/CSAH 78 might change traffic flows in the future. The recommended motion says “continue evaluating” CSAH 78 which the committee came back to several times for clarification. As part of the TPP administrative amendment related to this action item, CSAH 78 will now be listed as a future Principal Arterial in the “Additional Highway Needs beyond the Increased Revenue Scenario” section of Chapter 5: Highway Investment Direction and Plan. This change the region’s long-range plan should help Scott County in managing access requests.

Michael Corbett from MnDOT reminded the committee of MnDOT’s Metro functional class review that will be happening this year as requested by FHWA. After comprehensive plans are completed (most of them will be submitted to the Council by July 1, 2019), MnDOT will be reviewing all functional class roads for alignment with guidelines. Staff noted that a one to two-year time frame to reevaluate this road was reasonable (after the completion of the MnDOT functional classification review and the TH 169 interchange construction). Also, staff recommend that TAC Planning have a continuing generalized discussion about functional class guidelines, process, and impact, especially of the planned PA system.

Several county representatives spoke of the recent changes in PA planning from MnDOT to the county level. Craig Jensen reminded the committee that Scott County has been viewing CSAH 78 as a planned PA since the 1990s as part of a wider east/west corridor. Angie Stenson of Carver County spoke in support of the requested motion (including CSAH 78), highlighting that CSAH 78 carries east/west traffic on longer trips, that both Carver and Scott Counties believe it is functioning as a PA. Carver County is officially supportive of the change and she spoke of the rapid development happening in the area. She highlighted the interchange being built, that it is a large regional investment.

TAC (6/5/19): TAC approved the TAC Planning recommendations. However, they split the recommendation into two parts: the approval of three of the changes and then the continued evaluation of one change (CSAH 78) as the change request was not recommended for approval.

The committee discussed that that functional classification changes are technical in nature and that CSAH 78 does not currently function as a Principal Arterial. Staff from

other counties noted that they have identified future Principal Arterials, but they will not change the current status until they exhibit the status of a PA.

Some members expressed the difficulty in establishing access control for a future PA when development occurs. It is easier to limit access to a roadway if the current functional classification is a Principal Arterial. If access control is not obtained at this early stage, it is difficult and expensive to get it later.

Scott County noted that there are two other examples in the metro of PAs that look similar to CSAH 78, but their designations were established many years ago.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning Committee	Review & Recommend	5-9-19
Technical Advisory Committee	Review & Recommend	6-5-19
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

Resolutions of Support

- 1. Shakopee Mdewakanton Sioux Community**
- 2. City of Shakopee**
- 3. City of Prior Lake**
- 4. Louisville Township**
- 5. Jackson Township**



SHAKOPEE MDEWAKANTON SIOUX COMMUNITY

CHARLES R. VIG
Chairman

KEITH B. ANDERSON
Vice-Chairman

2330 Sioux Trail NW • Prior Lake, Minnesota 55372
Tribal Office: 952.445.8900 • Fax: 952.233.4256

REBECCA CROOKS-STRATTON
Secretary/Treasurer

BUSINESS COUNCIL RESOLUTION NO. 02-05-19-0 1 SUPPORTING THE DESIGNATION OF COUNTY STATE AID HIGHWAY 42, A PORTION OF COUNTY STATE AID HIGHWAY 17, AND COUNTY STATE AID HIGHWAY 78 TO A PRINCIPAL ARTERIAL

WHEREAS, the Shakopee Mdewakanton Sioux Community (the “Community”) is a sovereign Indian Tribe, federally recognized, organized under the Indian Reorganization Act of 1934, and is governed under the terms of the Constitution approved by the Secretary of the Interior on November 28, 1969, as amended (“Constitution”); and

WHEREAS, Article III of the Constitution provides that the General Council is the governing body of the Community; and

WHEREAS, the General Council is vested with Constitutional authority pursuant to Article V, Sections 1(a), (e) and (f) to, "To negotiate and contract with the Federal, State, and local governments on behalf of the Community", "To manage all economic affairs and enterprises of the Community", and "To appropriate for public purposes of the Community available funds within the exclusive control of the Community...", respectively; and

WHEREAS, pursuant to Article V, 5 I of the Constitution, the General Council has delegated to the SMSC's Business Council the responsibility to oversee and manage the day-to-day affairs of the SMSC's governmental operations; and

WHEREAS, The 1964 Metropolitan Transportation Plan first recognized a need for an east-west principal arterial in Scott and Dakota Counties; and

WHEREAS, County State Aid Highway (CSAH) 42 is an important east west Principal Arterial Corridor regional in the south metropolitan area from Trunk Highway (TH) 41/169 to TH 55;

WHEREAS a Corridor Study was completed in 1996 that included the cities of Shakopee, Prior Lake, Savage, Burnsville, Apple Valley, Rosemount, Lakeville, Scott County, Dakota County, Met Council, MVTA, and Mn/DOT that identified key supporting tactics for the CH 42/CH 78 Corridor; and

WHEREAS, CSAH 17 and TH 13 from TH 169 to the southern County border was identified as a north south Principal Arterial corridor in a study that included MnDOT, the

County and the Cities of Shakopee and Prior Lake as well as all townships in Scott County abutting these corridors was completed in 2009; and

WHEREAS, the 2009 Scott County Transportation plan identified all of CSAH 42, CSAH 17, and CSAH 78 as future principal arterials; and

WHEREAS, the CSAH 17/TH 13 Corridor Study provided a vision for a future Principal Arterial Corridor on CSAH 17 and identified tactics for redeveloping the corridor to support this principal arterial function; and

WHEREAS, in 2011- 2014 the County, Cities and SMSC invested in series of three major projects that removed five public streets and twenty one direct accesses, built critical frontage road connections and a grade separated intersection at CSAH 42 and CSAH 17 intersection to support the long term solution to traffic demands and recognizing the intersection of two future principal arterials; and

WHEREAS, the 2013 City of Prior Lake County Highway 42 Study of Land Use and Transportation acknowledged the future principal arterial designation of CSAH 42 in all of Prior Lake, and planning for local street connections accordingly; and

WHEREAS, the City of Shakopee has completed its West End planning Study to support the future function of CSAH 78 as a principal arterial in support of the transportation plan; and

WHEREAS, the SMSC and County will continue to work together to remove all direct private accesses from CSAH 42, CH 17 and CH 78 where feasible through supportive land use planning and development controls, frontage road extensions and connectivity and access control where necessary; and

WHEREAS, the 2018 Draft Scott County Transportation Plan identifies all of CSAH 42 as a principal arterial; and

WHEREAS, the National Highway System provides funding for pavement quality and performance measurement monitoring that benefits the County; and

WHEREAS, CSAH 42 from CSAH 17 to CSAH 83 is currently designated as a Minor Arterial; and

WHEREAS, WHEREAS, CSAH 21 from CSAH 42 to Trunk Highway 169 is currently designated as a Principal Arterial; and

WHEREAS, extending the Principal Arterial designation of CSAH 42 to CSAH 17 and north on CSAH 17 to TH 169 requires CSAH 21 to be designated a minor arterial; and

Business Council Resolution 02-05-19-0 1
Supporting the Designation of County State Aid Highway 42,
a Portion of County State Aid highway 17, and County State
Aid Highway 78 to a Principal Arterial

Page 3

WHEREAS, Designation of all of CSAH 42, all of CSAH 78 and a portion of CSAH 17 from 42 to TH 169 will provide clear guidance on addressing future corridor needs.

NOW THEREFORE BE IT RESOLVED, that the Business Council, acting under delegated authority, hereby supports the designation of CSAH 42, CSAH 78 and a portion of CSAH 17 to a Principal Arterial and designating CSAH 21 an A-Minor Arterial Expander.

CERTIFICATION

This Resolution was passed at a regular meeting of the Shakopee Mdewakanton Sioux Community Business Council with a quorum present with a vote of 2 for, 0 against, 0 abstentions, on February 5, 2019.



Charles R. Vig, Chairman






Keith B. Anderson, Vice Chairman

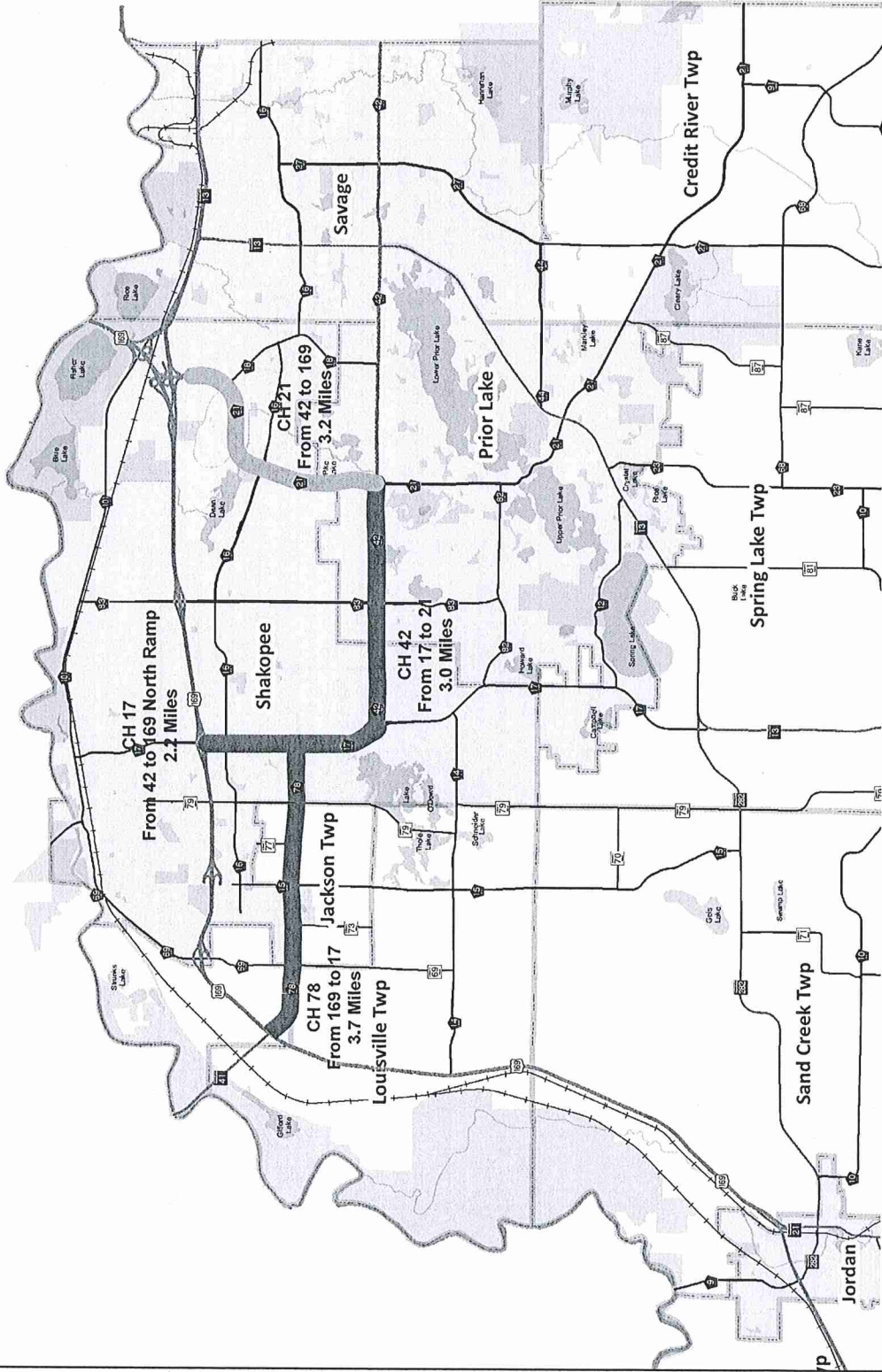
Rebecca Crooks-Stratton, Secretary/Treasurer

Scott County Principal Arterial Change Request



Functional Classification

-  Add PA Classification
-  Remove PA Classification
-  Existing Principal Arterial



SCOTT COUNTY COMMUNITY SERVICES DIVISION
 ZONING ADMINISTRATION
 200 Fourth Avenue West, Shakopee, Minnesota 55379-1220
 Phone: (952) 468-4475 • Fax: (952) 468-4499 • Web: www.sccr.com.us

CSAH 42 PA Request

This map is neither a legal nor recorded document nor a survey
 and is not for planning purposes only. Information may
 be revised.
 Prepared by: Scott County Zoning Administration - December 2019

RESOLUTION R2019-016

A Resolution supporting the designation of County State Aid Highway 42, a portion of County State Aid Highway 17 between County State Aid Highway 42 and Trunk Highway 169, and County State Aid Highway 78 to Principal Arterials; and the designation of County State Aid Highway 21 to an A-Minor Arterial Expander

WHEREAS, the existing functional classification of County State Aid Highway (CSAH) 42 (from CSAH 17 to CSAH 83), CSAH 17, and CSAH 78 are currently designated as Minor Arterial roadways, and CSAH 21 (from CSAH 42 to Trunk Highway 169) is currently designated as a Principal Arterial; and

WHEREAS, the 2018 Draft Scott County Transportation Plan identifies and proposes revising the designation of CSAH 42 to a Principal Arterial; revising CSAH 17 between CSAH 42 and Trunk Highway 169 to a Principal Arterial; revising CSAH 78 to a Principal Arterial; and revising CSAH 21 to a Minor Arterial; and

WHEREAS, past studies including the 1964 Metropolitan Transportation Plan, a corridor study completed in 1996 for CSAH 42 and 78, a corridor study completed in 2009 for CSAH 17 and 13, and the 2009 Scott County Transportation Plan provided a vision for these corridors to function as primary transportation corridors in the county, eventually supporting the Principal Arterial function; and

WHEREAS, the City of Shakopee has completed its West End planning study to support the future function of CSAH 78 as a Principal Arterial; has worked with Scott County on CSAH 17 to remove multiple direct accesses, build frontage roads, and build a grade-separated intersection at CSAH 42; all in support of Scott County's long-term transportation plan; and

WHEREAS, extending the Principal Arterial designation west on CSAH 42 to CSAH 17 and north on CSAH 17 to TH 169 requires CSAH 21 to be designated a Minor Arterial; and

WHEREAS the National Highway System provides potential funding to the county for pavement quality and performance measurement monitoring for Principal Arterial classified roadways; and

WHEREAS, the city and county will continue to work together to remove direct private accesses from CSAH 42, CSAH 17 and CSAH 78 were feasible through supportive land use planning and development controls, frontage road extensions and connectivity, and access control where possible and mutually agreeable; and

WHEREAS, the county has indicated that they are expecting to remove direct private access and will purchase access control along CSAH 42 as part of their 2020 roadway expansion project that will require the City of Shakopee's consideration and cooperation to include revising the city's proposed land use guidance in the northeast quadrant of CSAH 17/42, currently guided in Envision Shakopee as Mixed Residential (primarily single family/townhomes, with uses

including neighborhood commercial, day care and small/medium senior living), revising these parcels' planned land use to a Suburban Edge and Open Space guidance; and

WHEREAS, the proposed roadway designation changes provide clear guidance on addressing future corridor and land use needs, while supporting the balance between local access and regional mobility.

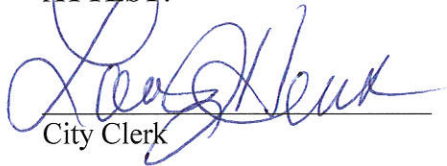
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHAKOPEE, MINNESOTA, THAT the City Council hereby supports the designation of CSAH 42, CSAH 78 and a portion of CSAH 17 from CSAH 42 to Trunk Highway 169 to a Principal Arterial and designating CSAH 21 an A-Minor Arterial Expander.

Adopted in regular session of the City Council of the City of Shakopee, Minnesota, held this 5th day of February, 2019.



Mayor of the City of Shakopee

ATTEST:



City Clerk

use planning and development controls, frontage road extensions and connectivity and access control where necessary; and

WHEREAS,

the 2018 Draft Scott County Transportation Plan identifies all of CSAH 42 as a principal arterial; and

WHEREAS,

the National Highway System provides funding for pavement quality and performance measurement monitoring that benefits the County; and

WHEREAS,

CSAH 42 from CSAH 17 to CSAH 83 is currently designated as a Minor Arterial; and

WHEREAS,

CSAH 21 from CSAH 42 to Trunk Highway 169 is currently designated as a Principal Arterial; and

WHEREAS,

extending the Principal Arterial designation of CSAH 42 to CSAH 17 and north on CSAH 17 to TH 169 requires CSAH 21 to be designated a minor arterial; and

WHEREAS,

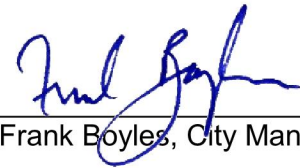
Designation of all of CSAH 42, all of CSAH 78 and a portion of CSAH 17 from 42 to TH 169 will provide clear guidance on addressing future corridor needs.

NOW THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF PRIOR LAKE, MINNESOTA as follows:

1. The recitals set forth above are incorporated herein.
2. The City of Prior Lake hereby supports the designation of CSAH 42, CSAH 78 and a portion of CSAH 17 to Principal Arterial and designating CSAH 21 an A-Minor Arterial Expander.

Passed and adopted by the Prior Lake City Council this 4th day of February 2019.

VOTE	Briggs	Thompson	Burkart	Braid	Erickson
Aye	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Nay	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Abstain	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Absent	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Frank Boyles, City Manager

LOUISVILLE TOWNSHIP RESOLUTION NO. 2019-01; SUPPORTING THE DESIGNATION OF COUNTY STATE AID HIGHWAY 42, A PORTION OF COUNTY STATE AID HIGHWAY 17, AND COUNTY STATE AID HIGHWAY 78 TO A PRINCIPAL ARTERIAL

WHEREAS, The 1964 Metropolitan Transportation Plan first recognized a need for an east-west principal arterial in Scott and Dakota Counties; and

WHEREAS, County State Aid Highway (CSAH) 42 is an important east west Principal Arterial Corridor regional in the south metropolitan area from Trunk Highway (TH) 41/169 to TH 55; and

WHEREAS, a CSAH 42 Corridor Study from TH 169 to TH 55 was completed in the 1990's that identified key supporting tactics for the CH 42/CH 78 Corridor; and

WHEREAS, CSAH 17 and TH 13 from TH 169 to the southern County border was identified as a north south Principal Arterial corridor in a study that included MnDOT, the County and the Cities of Shakopee and Prior Lake as well as all townships in Scott County abutting these corridors was completed in 2009; and

WHEREAS, the 2009 Scott County Transportation plan identified all of CSAH 42, CSAH 17, and CSAH 78 as future principal arterials; and

WHEREAS, the CSAH 17/TH 13 Corridor Study provided a vision for a future Principal Arterial Corridor on CSAH 17 and identified tactics for redeveloping the corridor to support this principal arterial function; and

WHEREAS, in 2011- 2014 the County, Cities and SMSC invested in series of three major projects that removed five public streets and twenty one direct accesses, built critical frontage road connections and a grade separated intersection at CSAH 42 and CSAH 17 intersection to support the long term solution to traffic demands and recognizing the intersection of two future principal arterials; and

WHEREAS, the City of Shakopee has completed its West End planning Study to support the future function of CSAH 78 as a principal arterial in support of the transportation plan; and

WHEREAS, the Scott County Transportation Plan identifies all of CSAH 42, CSAH 17 and CSAH 78 as a future principal arterials; and

WHEREAS the National Highway System provides funding for pavement quality and performance measurement monitoring that benefits the County; and

WHEREAS, CSAH 42 from CSAH 17 to CSAH 83 is currently designated as a Minor Arterial; and

WHEREAS, CSAH 21 from CSAH 42 to Trunk Highway 169 is currently designated as a Principal Arterial; and

WHEREAS, extending the Principal Arterial designation of CSAH 42 to CSAH 17 and north on CSAH 17 to TH 169 requires CSAH 21 to be designated a minor arterial; and

WHEREAS, Designation of all of CSAH 42, all of CSAH 78 and a portion of CSAH 17 from 42 to TH 169 will provide clear guidance on addressing future corridor needs.

NOW THEREFORE BE IT RESOLVED, by Louisville Township, hereby supports the designation of CSAH 42, CSAH 78 and a portion of CSAH 17 to a Principal Arterial and designating CSAH 21 an A-Minor Arterial Expander.

AYES: 7

NAYS: 0

RESOLUTION NO. 2019-1
JACKSON TOWNSHIP
SCOTT COUNTY, MINNESOTA

**A RESOLUTION RELATING TO THE DESIGNATION OF COUNTY
STATE AID HIGHWAY 42, A PORTION OF COUNTY STATE AID
HIGHWAY 17, AND COUNTY STATE AID HIGHWAY 78 TO A
PRINCIPAL ARTERIAL**

RECITALS

1. The 1964 Metropolitan Transportation Plan first recognized a need for an east-west principal arterial in Scott and Dakota Counties.
2. County State Aid Highway (CSAH) 42 is an important east west Principal Arterial Corridor regional in the south metropolitan area from Trunk Highway (TH) 41/169 to TH 55.
3. A CSAH 42 Corridor Study from TH 169 to TH 55 was completed in the 1990's that identified key supporting tactics for the CH 42/CH 78 Corridor.
4. CSAH 17 and TH 13 from TH 169 to the southern County border was identified as a north south Principal Arterial corridor in a study that included MnDOT, the County and the Cities of Shakopee and Prior Lake as well as all townships in Scott County abutting these corridors was completed in 2009.
5. The 2009 Scott County Transportation plan identified all of CSAH 42, CSAH 17, and CSAH 78 as future principal arterials.
6. The CSAH 17/TH 13 Corridor Study provided a vision for a future Principal Arterial Corridor on CSAH 17 and identified tactics for redeveloping the corridor to support this principal arterial function.
7. In 2011- 2014 the County, Cities and SMSC invested in series of three major projects that removed five public streets and twenty one direct accesses, built critical frontage road connections and a grade separated intersection at CSAH 42 and CSAH 17 intersection to support the long term solution to traffic demands and recognizing the intersection of two future principal arterials.
8. The City of Shakopee has completed its West End planning Study to support the future function of CSAH 78 as a principal arterial in support of the transportation plan.
9. The Scott County Transportation Plan identifies all of CSAH 42, CSAH 17 and CSAH 78 as a future principal arterials.

10. The National Highway System provides funding for pavement quality and performance measurement monitoring that benefits the County.

11. CSAH 42 from CSAH 17 to CSAH 83 is currently designated as a Minor Arterial.

12. CSAH 21 from CSAH 42 to Trunk Highway 169 is currently designated as a Principal Arterial.

13. Extending the Principal Arterial designation of CSAH 42 to CSAH 17 and north on CSAH 17 to TH 169 requires CSAH 21 to be designated a minor arterial.

14. Designation of all of CSAH 42, all of CSAH 78 and a portion of CSAH 17 from 42 to TH 169 will provide clear guidance on addressing future corridor needs.

RESOLUTION

NOW THEREFORE BE IT RESOLVED, Jackson Township hereby supports the designation of CSAH 42, CSAH 78 and a portion of CSAH 17 to a Principal Arterial and designating CSAH 21 an A-Minor Arterial Expander.

This Resolution was passed and adopted this 5th day of March, 2019.

JACKSON TOWNSHIP

By: Thomas Weckman
Thomas Weckman,
Board of Supervisors

Rose Menke
Rose Menke, Town Clerk

Dated: 3/05/19

Dated: 3-05-19