



SCOTT COUNTY COMMUNITY SERVICES DIVISION

PHYSICAL DEVELOPMENT · 600 COUNTRY TRAIL EAST · JORDAN, MN 55352-9339
(952) 496-8346 · Fax: (952) 496-8365 · www.co.scott.mn.us

MITCHELL J. RASMUSSEN, P.E.
COUNTY ENGINEER

March 24, 2014

Mr. Karl Keel P.E.
Funding and Programming
Metropolitan Council
390 Robert Street No.
Saint Paul, MN 55101-1805

RE: Scope Change Request
SP 070-608-022
2011 Solicitation
STP Funds - \$3,784,000

Current Description/Scope: From CSAH 91 to the Dakota County line reconstruct including turn lanes at intersections and a multi-use trail to connect to an existing trail in Dakota County.

Proposed Description/Scope: From CSAH 91 to Keswick Loop reconstruction, turn lanes, roundabout, multi-use trail and pedestrian underpass.

Project Cost as shown in current STIP: \$4,730,000

Proposed Total Cost: \$6,925,535

Dear Mr. Keel,

Scott County is proposing a Scope Change for the above project (SP 070-608-022). This letter is intended to provide the background information and justification for the proposed changes. The requested change in project scope adds to the safety and mobility benefits of the corridor and does not remove any elements from the County's CSAH 8 original funding application.

BACKGROUND

In 2011, Scott County successfully applied for federal funding in the STP-Connector Category for reconstruction of 1.5 miles of CSAH 8 from CSAH 91 to the Dakota County Line. The project also included a trail segment extending an additional 0.5 miles into the City of Lakeville. The awarded project includes reconstructing CSAH 8, left/right turn lanes at intersections, paved shoulders, and a trail. The purpose of the project is to improve the safety of this rural connector road. Funds are programmed in the TIP and STIP for FY 2015. The 2014-2017 TIP project funding is listed as Total: \$4,730,000, FHWA: \$3,784,000, Other: \$946,000.

Since the initial project scoping and application in 2011, the County completed a study of the entire 15 miles of the CSAH 8 corridor in 2013. The study was a joint effort between the County, six Townships, Dakota County, MnDOT, and the City of Lakeville. This study identified corridor issues and made recommendations to improve both safety and mobility. Recommendations included; access management, pavement section, corridor width, supporting roadways, and realignment opportunities. The County has incorporated the study recommendations into the final design of the CSAH 8 STP project, which led to necessary changes in the project scope.

FORMAL SCOPE CHANGE REQUEST

A few of the proposed changes were not defined in the initial project application. A Scope Change was recommended following consultation with MnDOT Metro State Aid and Met Council. Pursuant to the recommended scope change consultation process guidelines to evaluate scope change requests for regionally selected projects, Scott County respectfully requests that the Metropolitan Council TAC Funding and Programming Committee consider this Scope Change request.

A formal Scope Change is required for the following reasons:

1. The County is requesting to add a roundabout at the intersection of CSAH 8 and CSAH 91.
2. The County is requesting to add a pedestrian underpass to the multi-use trail.

UPDATED PROJECT DESCRIPTION REQUEST

From CSAH 91 to Keswick Loop reconstruction, turn lanes, roundabout, multi-use trail and pedestrian underpass.

Construction letting: Spring 2015. Project cost: \$6,925,535 FHWA \$3,784,000, Scott County \$3,141,535.

JUSTIFICATION

The requested Scope Change is to update the project description to include a roundabout at CSAH 91 and pedestrian underpass and update the project cost.

Since the County's application for STP funding, the County completed a corridor study of CSAH 8 and has completed preliminary design. A number of issues were raised through the corridor study and recommendations were made to improve operations and safety. The recommendations have led to changes in the design for safety improvements that change the scope but do not remove any elements of the original funding application.

Roundabout

This intersection of CSAH 8 and CSAH 91 has historically experienced fatal and serious injury crashes at this location. The federal application had right and left turn lanes proposed. The crash rate at the intersection is 2.5 times higher than the metro average and the severity rate was 4.5 times higher than the metro average. Through the course of the CSAH 8 Corridor Study, a roundabout option at the intersection to improve safety and operations was discussed. The County's Highway Safety Plan, completed in 2013, ranked the CSAH 8 and CSAH 91 intersection as the County's top rural intersection priority. The recommended solution was a roundabout at this intersection.

Trail Underpass

The funding application identified a multi-use trail along one side of CSAH 8. The project concept in the STP application had the trail located on the north side of CSAH 8. The County had early coordination with Dakota County on the STP concept. Due to wetlands and existing development in Lakeville/Dakota County it was determined the trail needs to be on the north side of the highway in Dakota County. During the CSAH 8 Corridor Study it was discovered that a number of Community Septic Systems in Scott County could be impacted by construction along the north side of CSAH 8. The design process confirmed the location of the Community Septic systems impacting a number of homes. The alignment of CSAH 8 was adjusted to avoid impacting the community septic systems with the road, while also trying to avoid substantial property impacts on the south side of CSAH 8. In Scott County, the trail location was moved to the south side of CSAH 8 to further avoid community septic impacts and additional property impacts on the north side of CSAH 8. Since the trail needs to be on the south side in Scott County and on the north side of the Highway in Dakota County, the County is proposing a trail underpass to provide trail users a safe crossing of the high speed rural roadway.

Other Design Modifications

The County's 2011 federal application assumed the road remained on the current centerline alignment. The current design speed of some of the existing curves in the CSAH 8 corridor is 45 mph. The CSAH 8 Corridor Study findings sought to improve safety and mobility by increasing the design speed of the corridor to 55 mph. Following the corridor study, the County adjusted the 45 mph horizontal/vertical curve near the Dakota County border to provide a significant safety benefit where historical fatal and serious injury crashes have occurred.

The funding application included a full access intersection location onto Lucerne Trail. Lucerne Trail connects to CSAH 8 at a skew with poor sightlines and visibility. The topography in this area makes it extremely difficult to correct the skew of the local road with the intersection of CSAH 8. Upon further design investigation, it was recommended to relocate the Lucerne Trail intersection on CSAH 8 and provide a connection to France Blvd. The STP application was scored with Lucerne Trail intersection remaining. Removing this access from CSAH 8 improves any rescoring of the access management category. A relocated Lucerne Trail not only removes a township road access to CSAH 8, but also removes additional direct driveway accesses to CSAH 8 between France Blvd and Lucerne Trail.

SUMMARY

The project scope does not reduce the project's benefits and value to the public. The conclusion of the CSAH 8 Corridor Study resulted in recommendations that benefit safety and operations in the entire corridor. The County's proposal to add a roundabout at CSAH 91, and Pedestrian tunnel provide a significant safety benefit to the corridor. No elements are being removed from the project, project limits do not change, and the request does not increase federal or regional financial contributions to the project.

This project supports the vision and adopted policies of the roadway systems planning within the Twin Cities Metropolitan Area in reaction to proposed land uses in the next twenty years in coordination with Metropolitan Council, MnDOT, and Scott County. The project supports the safety and operations of CSAH 8, and also supports the continued regional effort to upgrade and improve CSAH 8 as an important east-west A-Minor Arterial in the southwest metro area. The project description and cost will be updated in the draft 2015-2018 TIP.

Thank you for your review of this request. A representative from Scott County will be available to discuss the requested Scope Change with the TAC Funding and Programming Committee.

Sincerely,



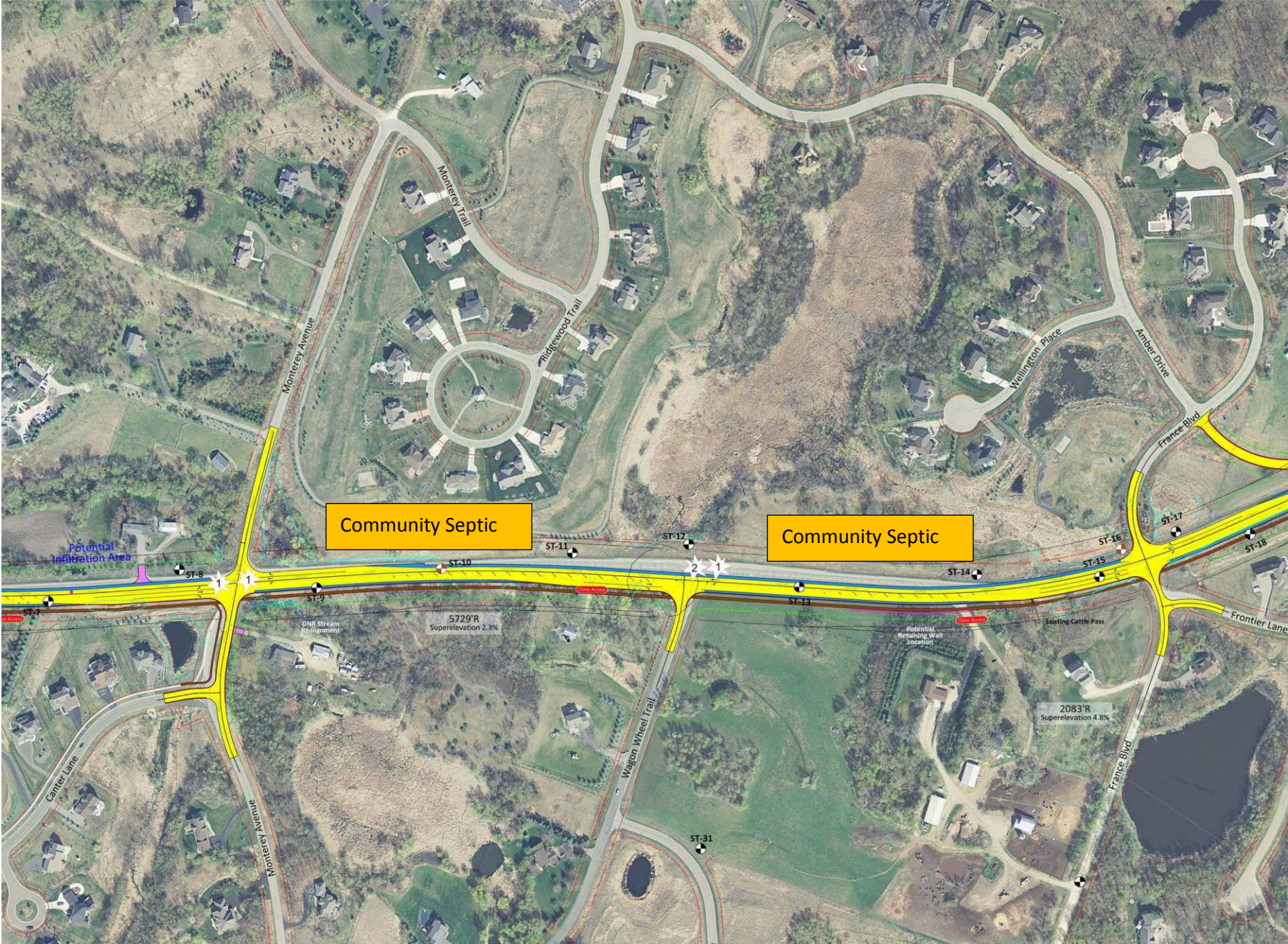
Mitchell J. Rasmussen, PE
County Engineer



CSAH 8 (Lucerne Blvd) Improvements Scott County, Minnesota

DATE: March 10, 2014
GEOMETRIC & PROFILE LAYOUT







**SCOTT COUNTY COMMUNITY SERVICES DIVISION**

CENTRAL SHOP • 600 COUNTRY TRAIL EAST • JORDAN, MN 55352-9339
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LEZLIE A. VERMILLION
COMMUNITY SERVICES DIRECTOR

MITCHELL J. RASMUSSEN, P.E.
COUNTY ENGINEER

JAMES L. HENTGES
COUNTY SURVEYOR

August 19, 2011

Kevin Roggenbuck
Transportation Coordinator
Transportation Advisory Board
390 North Robert Street
St. Paul, MN 55101

**SUBJECT: STP Funding Application/Scott County Commitment
Scott County – CSAH 8 Reconstruction
Connector Category**

Dear Mr. Roggenbuck:

Enclosed is the funding application for the CSAH 8 Reconstruction project in the Connector category. This project will reconstruct CSAH 8 from CSAH 91 to Dakota County line.

Scott County is committed to funding the local share of the project estimate. The County understands any costs that exceed the current estimate of this application will be the responsibility of the County.

Scott County further assures that it will operate and maintain the property and facility of the project for the useful life of the improvement, and not change the use without prior approval from the Federal Highway Administration or appropriate agency.

Please contact us with any questions regarding the enclosed materials, or if you need any additional information.

Sincerely,

Mitchell J. Rasmussen
County Engineer

MJR/mah

Enclosures

Federal STP-UG Funding Application (Form 1)

INSTRUCTIONS: Complete and return completed application to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, 390 North Robert St., St. Paul, Minnesota 55101. (651) 602-1728. Form 1 needs to be filled out electronically. Please go to Metropolitan Council's Regional Solicitation website for instructions. Applications must be received by 5:00 PM at the Metropolitan Council FTP site or postmarked on July 18, 2011. *Be sure to complete and attach the Project Information form.	Office Use Only
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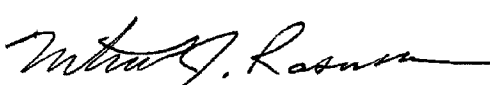
I. GENERAL INFORMATION

1. APPLICANT: Scott County			
2. JURISDICTIONAL AGENCY (IF DIFFERENT):			
3. MAILING ADDRESS: 600 Country Trail East			
CITY: Jordan	STATE: MN	ZIP CODE: 55352	4. COUNTY: Scott
5. CONTACT PERSON: Mitch Rasmussen	TITLE: County Engineer		PHONE NO. (952)496-8346
CONTACT E-MAIL ADDRESS: mrasmusen@co.scott.mn.us			

II. PROJECT INFORMATION

6. PROJECT NAME: CSAH 8 Reconstruction		
7. BRIEF PROJECT DESCRIPTION (Include location, road name, type of improvement, etc...): The project is to reconstruct CSAH 8 from CSAH 91 to the Dakota County Line. The project would add turn lanes at intersections and a trail that would extend into Dakota County/City of Lakeville.		
8. STP PROJECT CATEGORY - Check only one project grouping in which you wish your project to be scored.		
"A" Minor Arterials:		
<input type="checkbox"/> Reliever	<input type="checkbox"/> Expander	<input type="checkbox"/> Non-Fwy. Principal Arterial
<input checked="" type="checkbox"/> Connector	<input type="checkbox"/> Augmenter	<input type="checkbox"/> Bikeway/Walkway

III. PROJECT FUNDING

9. Are you applying or have you applied for funds from another source(s) to implement this project? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, please identify the source(s):	
10. FEDERAL AMOUNT: \$3,440,000	13. MATCH % OF PROJECT TOTAL: 20%
11. MATCH AMOUNT: \$860,000	14. SOURCE OF MATCH FUNDS: Scott County
12.* PROJECT TOTAL: \$4,300,000	15. REQUESTED PROGRAM YEAR (CIRCLE): <input checked="" type="checkbox"/> 2015 <input type="checkbox"/> 2016
16. SIGNATURE 	17. TITLE: County Engineer

*Figure should match the subtotal on the Project Elements and Construction Cost table

Form 2: PROJECT INFORMATION

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A. **Do not send this form to the State Aid Office. For project solicitation package only.**

COUNTY, CITY, OR LEAD AGENCY **Scott County**

FUNCTIONAL CLASS OF ROAD **Connector**

ROAD SYSTEM **CSAH**

NAME OF ROAD **Lucerne Blvd**

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED **55044**

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) **May 2015**

APPROXIMATE END CONSTRUCTION DATE (MO/YR) **Sept 2017**

LOCATION: From: **Just west of CSAH 91**

To: **Keokuk Ave (Dakota County)**

(DO NOT INCLUDE LEGAL DESCRIPTION)

TYPE OF WORK

**GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,
STORM SEWER SYSTEM, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, UTILITY
RELOCATION**

BRIDGE/CULVERT PROJECTS

OLD BRIDGE /CULVERT NO. **N/A** NEW BRIDGE/CULVERT NO. **N/A**

STRUCTURE IS OVER **N/A**

Project Elements and Estimate of Construction Costs

Fill out the scoping sheet below or attach the worksheet Appendix U and provide the cost estimate for each element. You may add additional eligible costs (construction costs) that are not accounted for in the blank spaces at the bottom of the table. Applicants may instead use the more exhaustive checklist of the Mn/DOT scoping sheet in lieu of this checklist. The total cost should match the total cost reported for the project. Please use 2011 cost estimates, the TAB may apply an inflation factor to awarded projects.

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
<input checked="" type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$75,000
<input checked="" type="checkbox"/>	Removals (approx. 5% of total cost)	\$150,000
<input checked="" type="checkbox"/>	Roadway (grading, borrow, etc.)	\$1,000,000
<input checked="" type="checkbox"/>	Roadway (aggregates and paving)	\$1,500,000
<input checked="" type="checkbox"/>	Subgrade Correction (muck)	\$275,000
<input checked="" type="checkbox"/>	Storm Sewer	\$100,000
<input checked="" type="checkbox"/>	Ponds	\$150,000
<input checked="" type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$50,000
<input type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$0
<input checked="" type="checkbox"/>	Path/Trail Construction	\$650,000
<input checked="" type="checkbox"/>	Traffic Control	\$30,000
<input checked="" type="checkbox"/>	Striping	\$20,000
<input checked="" type="checkbox"/>	Signing	\$25,000
<input checked="" type="checkbox"/>	Lighting	\$25,000
<input checked="" type="checkbox"/>	Turf - Erosion & Landscaping	\$50,000
<input type="checkbox"/>	Bridge	\$
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall	\$
<input type="checkbox"/>	Traffic Signals	\$
<input type="checkbox"/>	Wetland Mitigation	\$
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$
<input type="checkbox"/>	RR Crossing	\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input checked="" type="checkbox"/>	Contingencies	\$200,000
	TOTAL CONSTRUCTION COST	\$4,300,000

Project Description and Objective

CSAH 8

The proposed project is the reconstruction of CSAH 8 from a transition just west of CSAH 91 to the Dakota County line. A trail will also be constructed and extended to Keokuk Ave in Dakota County. The project is located within Scott County in Credit River Township, and the City of Lakeville in Dakota County, see *Attachment #1*.

Improvements include; the reconstruction of CSAH 8 from a two lane rural roadway with very little shoulder to a two lane rural roadway with 8 foot shoulders, turn lanes at intersections, and a trail along CSAH 8. The layout of the proposed project is included in *Attachment #3*. The project will provide better operations and safety component motorists, pedestrians, and bikers that utilize the roadway/corridor.

The reconstruction project will also implement access management to improve the overall access spacing in the corridor. The access management results in just under an average of ½ mile full access public street spacing on the corridor. Changes to access as part of the project include the following:

- Adding turn lanes for existing public street accesses.
- Removal of private driveways where possible.

Scott County has incorporated the proposed project into its Transportation Improvement Program as part of its preservation budget. A resolution of support from the Scott County Board of Commissioners is included as *Attachment #4*. Dakota County has provided a letter of support that is included in *Attachment #5*.

The project will be under County jurisdiction and is consistent with the Metropolitan Council Transportation Policy Plan, and the 2030 Scott County Comprehensive Plan.

The overall project objective is to preserve the roadway and improve the safety of the connector roadway in the region by investing in the CSAH 8 Connector. CSAH 8 is the only continuous east-west arterial connection from the rural Jordan/Belle Plaine area to I-35, a distance of over 15 miles. When CSAH 8 is connected to TH 169 with future development, this connection will serve as the only continuous east-west roadway between TH169 and I-35 in the entire County.

Maps and Photos

All applications must include the following:

1. A map of the project limits. If it is a road project, highlight the segment of road to be constructed on a city or county roadway map. If it is a trail project, highlight the segment of trail to be constructed on a map that includes trails, bikeways or roadways. Applicants may include more than one map if the project impacts both a roadway and trail system. **See Attachment #1.**
2. An aerial photograph or photographs that show(s) the location of the project as it is today **OR** a plan view of the existing roadway that shows the roadway geometry and any bicycle, pedestrian and transit components. **See Attachment #2.**
3. A concept drawing of the proposed improvements that shows the roadway geometry and any bicycle, pedestrian and transit components upon completion of the project. **See Attachment #3.**
4. A 2030 Land Use Map(s) for all cities included within the project limits with TAZs identified. These can be obtained from the city's local comprehensive plan. **See Attachments #9, #10.1, and #11.**

“A” MINOR ARTERIAL - CONNECTOR - QUALIFYING CRITERIA

The applicant must show that the project meets all the following criteria to qualify for priority evaluation. Answer each criterion in a numbered sequence. Failure to respond to any of the qualifying criteria will result in a recommendation to disqualify your project.

1. *The project must be consistent with the policies in the Metropolitan Council's officially adopted Metropolitan Development Guide, which includes the Transportation Policy Plan (TPP) (2010) and the Regional Development Framework (2004). Consistency with the TPP includes its appendix, which contains the regional functional classification criteria. Funding allocation to projects involving interchange construction and reconstruction on the Principal Arterial system (regardless of whether the project is on the Principal Arterial or and intersecting “A” Minor Arterial) are made conditional on the successful completion of the Highway Interchange Requests Procedures described in Appendix E of the Transportation Policy Plan. The applicant must list the documents and corresponding policy numbers or portions of text that help illustrate the project's consistency.*

RESPONSE: The proposed project is consistent with the policies of the Metropolitan Council's officially adopted Metropolitan Development Guide including the 2030 Regional Development Framework in the following ways:

Policy 1: Work with local communities to accommodate growth in a flexible, connected and efficient manner. The project ends near the I-35/CSAH 70 interchange in Dakota County and will efficiently connect housing, jobs, retail centers in the Metro Area. This connection will provide an investment in the regional transportation system. The project will add trail connections that currently do not exist, therefore providing better mobility and connectivity for pedestrians and bicyclists.

Policy 2: Plan and invest in multi-modal transportation choices, based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs. Improvements to CSAH 8 will include the reconstruction from a two-lane rural roadway with very little shoulder to a two-lane rural roadway with eight-foot shoulders, turn lanes at intersections and a detached shared use trail. These investments will assist in maintaining and managing the existing system by providing increased mobility and safety. In addition, the project will enhance the trail system throughout the project area to provide better mobility for pedestrians and bicyclists.

Along with the Development Guide, the project is also consistent with the following 2030 Transportation Policy Plan policies and Appendix D (functional classification criteria):

Policy 2 Prioritizing for Regional Transportation Investments: Strategies 2b Highway System Investments, 2d Bicycle and Pedestrian Investments.

Policy 3 Investments in Regional Mobility: Strategies 3b Apply Person Throughput as a Performance Measure.

Policy 4 Coordination of Transportation Investments and Land Use: Strategies 4a Accessibility, 4b Alternative Modes, 4c Increased Jobs and Housing Concentrations, 4e Local Comprehensive Plans, 4f Local Transportation Planning.

Policy 6 Public Participation in Transportation Planning and Investment Decisions: Strategies 6b Interjurisdictional Coordination and Participation.

Policy 8 Energy and Environmental Considerations in transportation Investments: Strategies 8b Compliance with Federal Standards, 8c Preservation of Cultural and Natural Resources, 8d Protection of Surface Water.

Policy 9 Highway Planning: Strategies 9e Interconnected Roadway Network, 9f Roadway Jurisdiction, 9h Context-Sensitive Design, 9i Coordination with Adjacent Counties.

Policy 10 Preserve, Operate and Maintain the Metropolitan Highway System: Strategy 10a Budget for Preservation, 10c Integrate Preservation with Congestion Mitigation and Safety.

Policy 11 Highway System Management and Improvements: Strategies 11a Investments in Managing the Highway System, 11e Access Management.

Policy 18 Providing Pedestrian and Bicycle Travel Systems: Strategies 18a Bicycle and Pedestrian Regional Investment Priorities, 18c Local Planning for Bicycling and Walking

2. *The project must be included in, be part of, or address a transportation problem or need identified in one of the following: 1) an approved local or county comprehensive plan found to be consistent with Metropolitan Council plans; 2) a locally approved capital improvement program; 3) an officially adopted corridor study (trunk highway studies must be approved by Mn/DOT and Metropolitan Council); or 4) the official plan or program of the applicant agency. It also must not conflict with the goals and policies in these adopted regional plans; the 2030 Transportation Policy Plan (2010), the 2030 Regional Framework (2004), and the 2030 Regional Parks Policy Plan (2010). The applicant must reference the appropriate comprehensive plan, CIP, approved corridor study document, or other plan or program and provide copies of the applicable pages.*

RESPONSE: CSAH 8 was last paved in 1968 and is located in the rural residential area of Scott County. Rural roadways outside the future urbanized area only fall under the County's maintenance and preservation budget. The County's pavement preservation program indicates this section of CSAH 8 is in poor condition and in need of improvement within the next five years. The County's Comprehensive Plan recommends reconstruction on a 30-year cycle, but the current cycle is over 40 years. The County also has started a County funded Corridor Preservation Study in 2011 on the entire length of CSAH 8 and this is found in the County's adopted TIP found in Attachment #6.

3. *The proposed project must be identified as on an "A" Minor Arterial Connector shown on the TAB approved roadway functional classification map adopted by the TAB on or before May 18, 2011 and recorded in the Council's electronic file. The vast majority of the project must be physically located on the "A" Minor Arterial Connector roadway between logical termini. The project may include construction on small portions of non-eligible roads, as long as the construction is essential to the operation of the entire project. Examples include but are not limited to reconstruction of the approaches on intersecting collector roads and construction or reconstruction of on-ramps or off-ramps. The applicant must provide a map or sketch of the project relative to the "A" Minor Arterial Connector system.*

RESPONSE: CSAH 8 is an A-Minor Connector as shown on the approved May 18, 2011 Functional Classification Map and is shown in Attachment #1.1. The vast majority of the

work shall be physically located on the A-Minor Connector and has logical termini for the road work at the County line and the trail connection ending at Keokuk Ave in Dakota County.

4. *STP funds are available for roadway construction and reconstruction on new alignments or within existing right-of-way, including associated construction or installation of traffic signals, signs, utilities, bikeway or walkway components and public transit components. The cost of constructing a new bridge deck or reconstructing an existing bridge deck is eligible but the remainder of the superstructure and all elements of the substructure are not eligible. The applicant must describe the proposed project and state that the application includes only the eligible components.*

RESPONSE: The project is to reconstruct the current two-lane rural roadway to a two-lane roadway with minimum eight-foot shoulders and a separated shared use trail. The cost submitted is only for eligible components and a full description can be found in the project description on the previous pages.

5. *Projects that add continuous lanes, or through capacity, are not eligible under the "A" Minor Arterial Connector category.*

RESPONSE: There are no continuous through lanes being added to the project. The road will remain a two-lane roadway with shoulders and turn lanes at intersections added for safety improvements.

6. *Studies, preliminary engineering, design, construction engineering, etc. are not eligible for STP funding and should not be included in the required local match or the total project cost. Right-of-way costs are not eligible for STP funding and should not be included in the required non-federal match or the total project cost. Noise barriers, drainage projects, fences, landscaping, etc., are no eligible for STP funding as stand-alone projects, but are eligible if included as part of a larger, eligible project. The applicant must state that pre-construction work and ROW costs are not part of the total project cost in this application.*

RESPONSE: Studies, preliminary engineering, design, construction engineering, and right-of-way are not included as part of the costs or the local match. Only eligible construction costs are included as part of the cost.

7. *An STP construction or reconstruction project must be a permanent improvement. Traffic management projects as part of a construction project are exempt from this policy. Temporary construction is defined as work that must be essentially replaced in the immediate future (within 5 years). Staged construction is considered permanent rather than temporary so long as future stages add to, rather than replace, previous work. The applicant must state that the proposed project is a permanent improvement and does not replace any regionally funded project that was opened to traffic within five years.*

RESPONSE: The project's construction is a permanent improvement and will not replace any regionally funded project that was opened to traffic within the last five years.

8. *Applicants can request up to a cap of \$5,500,000 in STP funds for a specific "A" Minor Arterial Connector project. Other federal funds may be combined with the requested STP funds, but the source(s) must be identified in the application. The cost of preparing a project for funding*

authorization can be substantial. For that reason, the project's federal cost must exceed \$1,000,000. The applicant must show the requested federal amount and total project cost on the cover page.

RESPONSE: The requested amount of funding exceeds \$1,000,000 in federal cost.

9. *STP funds awarded in the regional solicitation must be matched with non-federal funds. The non-federal match for any STP project must be at least 20% of the total cost. The applicant must state that it is responsible for the local (nonfederal) share. If the applicant expects any other agency to provide all or part of the local match, the applicant must include a letter or resolution from the other agency agreeing to participate financially in the project's construction.*

RESPONSE: The County is committed to the minimum 20% local (non federal) share of the project and a letter of commitment can be found in the cover letter.

10. *The applicant must include a letter from the agency with jurisdiction over the road indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life and not change the use of any right-of-way acquired without prior approval from MN/DOT and the Federal Highway Administration.*

RESPONSE: Scott County has jurisdiction over CSAH 8 and commits to maintain the facility. This is stated in the cover letter that was submitted with this application. The County Board also approved a resolution in support of the application for CSAH 8 and is shown in Attachment #4. The project will go into Dakota County and there is a letter of support from Dakota County in Attachment #5.

“A” MINOR ARTERIAL - CONNECTOR - PRIORITIZING CRITERIA

Applicants must respond to each of the following prioritizing criteria. Label your responses clearly. If a criterion is not applicable to your project, explain why.

A. Relative importance of the route as an “A” Minor Arterial Connector. 100 points

Although most Connector routes are outside the current and future urban area, the relative importance of each Connector is not the same. Some Connectors play a more significant role than others do in connecting rural growth centers to each other and the metro highway system. Some Connectors are the only minor arterial roadway available to provide medium and long-range trips for many miles. The following criteria are intended to measure the relative importance of each Connector route submitted for funding in this solicitation.

1. *Definition and characteristics of the Connector route.*

0-100 points

The applicant must respond to the two items below and provide a map to help answer items a) and b). The Connector ‘route’ is defined as the uninterrupted length of the arterial that serves medium and long trips outside the urbanized area. The route may be an existing or planned road on the TAB adopted system. The route may be longer than the proposed project and include more than one street name, but it must be continuous. The endpoints of the route must be a principal or other “A” minor arterial (or other minor arterial if the route extends beyond the 7-county boundary), or the edge of the 2020 MUSA. Provide a map showing the length of the Connector route and the closest parallel ‘A’ Minor or Principal Arterials on both sides of the Connector, if any. Two projects on the same route will not be selected for funding unless they are at least 3.5 miles apart. Points under this criterion are assigned based on the number of years since constructed or reconstructed, and the current and forecasted traffic volume on the Connector route.

The Connector Route Length is 16.2 miles. The end points are TH 21 on the west and I-35 on the east and are shown on Attachment 1.1. The closest parallel Arterials are TH 282/TH13/CSAH21 on the north and CSAH 2 on the south.

a) *In what year was the section to be improved built or reconstructed last? (the most recent of the two dates should be provided)*

The road was constructed as a gravel road in 1963 and paved in 1968.

RESPONSE:

b) *Provide the current (2009) and forecasted (2030) average daily traffic volume at two or more locations on the Connector route. MN/DOT 50-series maps should be used for current counts. Use approved city or county comprehensive plans, Met Council, accepted State Aid traffic factors by county, or a transportation study with documented acceptable forecasting methodology for forecasted volume.*

RESPONSE:

<u>Location:</u>	<u>2009</u>	<u>2030</u>
Route and Laredo Path	9,300	13,300
Route and Keokuk Ave	9,300	27,000

The 2009 traffic volumes are from the MN/DOT 50-series maps.

The 2030 forecasted volumes were from the adopted County Comprehensive Plans.

B. Deficiencies and Solutions on Connector**425 points**

The regional solicitation process is one means of implementing regional plans. The region's Transportation Policy Plan states that the regional highway and street system will be preserved, managed, improved and expanded to support existing and planned land uses and safety and mobility needs consistent with the Regional Development Framework, the Transportation Policy Plan and approved local and county comprehensive plans. The following criteria reflect these objectives

1. Crash Reduction.

0-150 points Calculate the total number of crashes reduced due to improvements on the 'A' Minor Arterial Connector made by the proposed project. Points will be awarded based on the total three-year number of crashes projected to be reduced by the proposed project. The applicant must base the estimate of crash reduction on the methodology found in Appendix E. The applicant must calculate the frequency using the Mn/DOT TIS system average for calendar years 2007 through 2009. *

RESPONSE:

An intersection and corridor crash summary and the expected crash reduction due to the improvements are summarized below. Mn/DOT TIS crash data is included in *Attachment #7. Table 1* provides the summary for each intersection and corridor and a project total for crash reductions. The actual calculations for each intersection are shown below.

Table 1
CSAH 8 - Crash Reduction Summary

Intersection	F&PI Crashes Reduced	PD Crashes Reduced	Total Crashes Reduced
CSAH 91	1.9	0.0	1.9
Lucerne Trail	0.6	0.0	0.6
CSAH 8 Corridor	2.4	0.8	3.2
TOTAL CRASHES	4.9	0.8	5.7

CSAH 8 at CSAH 91

This intersection had 3 crashes between the years of 2007 through 2009. All 3 crashes were personal injury crashes. This intersection will be improved with the addition of turn lanes and improved intersection lighting.

F&PI REDUCTION FOR MULTIPLE IMPROVEMENT/STRATEGIES

Add Left Turn Lane, Right Turn Lane, Lighting

CR (F&PI) = 1-[(1-.20) X (1-.20) X (1-.40)]

CR (F&PI) = 0.62 X (3 crashes)

CR (F&PI) = 1.9 crashes reduced over three years if zero growth

TOTAL CRASH REDUCTION = 1.9 (F&PI) + 0.0 (PD) = 1.9 Crashes

CSAH 8 at Lucerne Trail

* Applicants should request crash data from Mn/DOT as early as possible. An agency that wishes to dispute the results of their crash data requests can contact Ryan Coddington at 651-234-7841 (or Ryan.Coddington@state.mn.us) to reconcile those differences.

This intersection had 1 personal injury (fatal) crash between the years of 2007 through 2009. This intersection will be improved by reconstructing the intersection to improve sight distances and construct turn lanes and intersection lighting.

F&PI REDUCTION FOR MULTIPLE IMPROVEMENT/STRATEGIES

Add Left Turn Lane, Right Turn Lane, Lighting

$$\text{CR (F\&PI)} = 1 - [(1-.20) \times (1-.20) \times (1-.40)]$$

$$\text{CR (F\&PI)} = 0.62 \times (1 \text{ crash})$$

$$\text{CR (F\&PI)} = 0.6 \text{ crashes reduced over three years if zero growth}$$

$$\text{TOTAL CRASH REDUCTION} = 0.6 \text{ (F\&PI)} + 0.0 \text{ (PD)} = 0.6 \text{ Crashes}$$

CSAH 8 Corridor

The CSAH 8 corridor from CSAH 91 to the County Line experienced 4 additional crashes between the years of 2007 through 2009 that are not coded to specific intersections identified above. Of these 4 crashes, 3 were personal injury crashes including 1 fatality. The fatal accident was a head on crash in the curve in which geometric improvements will be made. The other 3 crashes were run off the road crashes. The improved roadway section will include 10' shoulders. Corridor improvements include left and right turn lanes on CSAH 8 at Monterey Avenue, right turn lane at Wagonwheel Trail, right and left turn lanes at France Avenue, realigned intersection at Lucerne Trail, improved vertical and horizontal geometry, increase shoulders from 3' to 10' shoulders (8' paved) throughout project, driveway access closures, improved curve warning signing, and a separate bituminous trail.

F&PI REDUCTION FOR MULTIPLE IMPROVEMENT/STRATEGIES

Improve vertical/horizontal alignment and improve shoulders

$$\text{CR (F\&PI)} = 1 - [(1-.50) \times (1-.40)]$$

$$\text{CR (F\&PI)} = 0.80 \times (3 \text{ crashes})$$

$$\text{CR (F\&PI)} = 2.4 \text{ crashes reduced over three years if zero growth}$$

PD REDUCTION FOR MULTIPLE IMPROVEMENT/STRATEGIES

Improve vertical/horizontal alignment and improve shoulders

$$\text{CR (PD)} = 1 - [(1-.50) \times (1-.40)]$$

$$\text{CR (PD)} = 0.80 \times (1 \text{ crash})$$

$$\text{CR (PD)} = 0.8 \text{ crashes reduced over three years if zero growth}$$

$$\text{TOTAL CRASH REDUCTION} = 2.4 \text{ (F\&PI)} + 0.8 \text{ (PD)} = 3.2 \text{ Crashes}$$

2. Goods Movement.

0-100 points *Many Connectors were not built to accommodate 10 ton loads. All projects that receive funding must meet this standard. This criterion gives points to those projects with the highest AADT and the greatest ton vehicle miles currently not meeting this standard that will be built to this standard.*

Provide the length of the project that does not accommodate 10 ton loads and the ton vehicle miles that will be built to this standard. If your agency uses a risk management philosophy for load postings, what is the appropriate load rating by segment according to a falling weight deflectometer or other means? What is the existing weight restriction on this section of the roadway? Use the following formula to calculate ton vehicle miles:

$$(AADT/1000) \times \text{project length (centerline mi.)} \times (10 \text{ ton} - \text{existing weight limit})$$

RESPONSE: This connector was constructed as a gravel road in 1963 and paved in 1968. This connector has an existing 7 Ton Weight Limit.

$$(9,300/1000) \times (1.5 \text{ miles}) \times (10 \text{ ton} - 7 \text{ ton} = 3 \text{ ton}) = 41.85 \text{ ton vehicle miles for existing traffic}$$

$$(13,300 \text{ 2030 ADT}/1000) \times 1.5 \text{ miles} \times (10 \text{ ton} - 7 \text{ ton}) = 59.85 \text{ ton vehicle miles}$$

3. Shoulder Improvements and Non-motorized travel.

0-175 points *(100 points) On rural highways, paved shoulders improve safety for the public. Depending on the width, they can provide a safer passage for pedestrians and bicyclists. This criterion provides points for the projects that today do not have adequate paved shoulders but will add them as part of the proposed project, and acknowledges some credit for providing additional gravel shoulders. The worksheet below must be used to calculate the improvements to be made to shoulders.*

Worksheet for B.3.

A	B	C	D	E	F
Segment	Length (feet)	Existing Width (unpaved)	Existing Width (paved)	Proposed Width (paved) + ½*Proposed Width (unpaved)	B x (E - D or C)
CSAH 91 to Dakota County Line	7,920		3'+3'	(8'+2*.5 = 9') 9'+9'	47,520
Sum of column F =					95,040
Sum of column F divided by total project cost (for calculation of criterion C.3.) =					.022
95,040/\$4,300,000					

(75 points) In rural town centers, it is usually appropriate to provide separate facilities for pedestrian and bicycle movement including safe crossings. Examples of pedestrian improvements include construction or reconstruction of walkways or multi-use paths, separating pedestrian walkways from vehicle traffic through the installation of a buffer such as a boulevard, and providing pedestrian lighting. Equally important to improving pedestrian movement along the project area is improving the safety and ease of pedestrian crossings of the roadways. Some examples of these kinds of improvements are installing curb extensions and pedestrian medians to reduce effective crossing distances, installing pedestrian signals and crossings, and reducing the speed of vehicles making turning movements at intersections. Examples of bicycle improvements include striping a bike lane or a marked shoulder that is 5 feet wide or greater, installing an off-road pathway where conditions favor one, and intersection treatments designed to reduce motor vehicle and bicycle conflict. Different treatments are appropriate for different types of roadway conditions.

Include a map that shows all new or reconstructed walkways, multi-use paths or bike lanes/striped shoulders that will be constructed as part of this project as well as all pathways that these walkways will connect to and any potential pedestrian destinations such as schools, residences, transit stops, parks, and businesses within ¼ mile of the project area that will be accessible to pedestrians. Please indicate the characteristics of these facilities in the response field below as well as whether the facilities are brand new or are replacing existing facilities.

RESPONSE:

The project is located in the rural residential area of Credit River Township. The project will construct a trail from CSAH 91 in Scott County to Keokuk Ave in the City of Lakeville/Dakota County. This trail would be new to this area. There are no trails along CSAH 8 in Scott County. Trails were constructed on both sides of Dakota County 70 (including bridge crossing of I-35) with the recently completed interchange project. Anyone using the trail may cross CSAH 70 at a number of traffic signals on both the east or west side of I-35 in the City of Lakeville. The existing trails end at Keokuk Ave and this does not provide connectivity to both the homes and businesses that are located in Scott County, and in the City of Lakeville between the County line and Keokuk Ave.

In the Scott County Comprehensive Plan, there are no urban services ever expected to be provided to serve this rural residential area. There are approximately 155 residential homes and 5 agricultural properties that are located within .25 miles of this corridor. These residents often enjoy the community parks, trails, and open space that is within the corridor. Access to these amenities is often difficult or treacherous due to the limited shoulder and high speed traffic on existing CSAH 8. The project will allow both families to use the off road trail, and seasoned bikers who will use the shoulders to be able to enjoy this corridor.

Community trails located on both the north and south side of CSAH 8 (see Attachment #8). There are community parks located on both the north and south side of CSAH 8. In addition to the parks and trails that exist, there is also set aside Community Open Space next to or along some of the parks and trails. The Heritage Links golf course is located on the SW quadrant of CSAH 8 and CSAH 91, which is a destination for residents in the area. Destinations in Dakota County include a movie

theater, restaurants, convenience stores, park and pool lot, and other service businesses. By constructing the trail it will tie into the City's greater trail system and allow bike and ped access to Lake Marion and Downtown Lakeville.

The County will install the proper signage along the corridor for both motorists and bike/ped users. The County will meet AASHTO, MnDOT Guidelines, and meet ADA standards when designing the off road trail.

C. Cost Effectiveness.**275 points**

The Regional Development Framework and Transportation Policy Plan document the need for adequate transportation funding to implement regional transportation plans. The region must allocate transportation funds in such a way that the selected projects provide the most benefit for the amount of funding requested. Cost effectiveness is an essential component of the regional solicitation process. Cost effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

1. *Crash Reduction.*

0-125 points *The applicant must calculate the cost per crash reduced on the Connector by the proposed project. The applicant must divide the total cost of the project by the answer from criterion B.1. Points will be awarded based on the relative cost per crash reduced.*

RESPONSE:

Project Cost \$4,300,000 = \$754,396 **Cost Per Crash Reduced**

B1 Answer 5.7

2. *Goods Movement*

0-75 points *This criterion gives points for the improved load carrying capability of the route relative to the total cost of the proposed project. The applicant must divide the ton vehicle miles not accommodating 10 ton loads (answer to criterion B.3. above) by the total cost of the proposed project.*

RESPONSE: **41.85/4,300,000 = \$102,748**

3. *Shoulder Improvements*

0-75 points *This criterion gives points for the improvement to the shoulders relative to the total cost of the proposed project. The answer is produced in the last row of the worksheet used for answering criterion B.3.*

RESPONSE: **95,040/4,300,000 = .022**

D. Development Framework Implementation.**300 points**

*The Metropolitan Development Guide is comprised of the 2030 Regional Development Framework and system plans for transportation, including highways, transit and aviation; water resources management; and regional parks and trails. Together, the Development Framework and system plans create a vision for the region and are intended to help ensure the orderly, economical development of the seven-county area. The **Framework** is organized around four overall goals:*

- *Efficient Growth. Work with local communities to accommodate growth in a flexible, connected and efficient manner.*
- *Multi-modal Transportation. Plan and invest in multi-modal transportation choices, based on full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.*
- *Housing Choices. Encourage expanded choices in housing locations and types, and improved access to jobs and opportunities*
- *Natural Resource protection. Work with local and regional partners to conserve, protect and enhance the region's natural resources.*

Under the Metropolitan Land Planning Act, local communities must prepare and submit to the Council local comprehensive plans that are consistent with the Council's regional systems plans. Local communities have submitted plans for 2030 and these have been reviewed by the Council.

1. Development Framework Planning Area Objectives**0-100 points**

*Strategies for regional development relate directly to growth patterns within the region. The **Framework** communities are identified according to their regional planning area designation which is based on its geographic location, existing development patterns, forecast growth, planned land uses, and the availability of infrastructure. The project's relationship to **Framework** and **TPP** are addressed in the qualifying criteria.*

The objective of this section is to address the land use and transportation linkages and how the project supports development and the accommodation of growth for the communities affected.

What are the 2030 land uses proposed in the community(ies) adopted plan for the project area/corridor affected? Identify the TAZs that lie partially or wholly within the project limits.

RESPONSE:

The connector project is located in Credit River Township which is made up of rural residential and agricultural land uses. Scott County is the local land use authority for Credit River Township. The Scott County 2030 land use for the project area is Rural Residential Growth (see Attachment #10.1). The existing residential and agricultural land uses in this area are consistent with the guided land uses. There is a variety of residential lot sizes ranging from rural large lots to ½ acre residential lots. Some of the smaller lot residential developments were developed as Open Space Design (OSD) developments consisting of clustered lots with reserved open spaces for future development and community open spaces for passive or active recreational uses. Several of the OSD developments have neighborhood trails along the corridor. Other uses are farming, limited livestock raising, and home businesses. Heritage Links golf course is located just west of the CSAH 91 and CSAH 8 intersection. The types of uses

that exist are consistent with the proposed 2030 land use. The road reconstruction will go to the Dakota County line where CSAH 8 then becomes CSAH 70. The project will continue the trail to Keokuk Ave and tie into an existing trail east of this intersection. Since there is no trail in this area, pedestrians and bikes have to use the narrow shoulder or ditch to access the amenities in Dakota County. In Dakota County, the land use authority is the City of Lakeville. The 2030 land uses along the corridor in the City of Lakeville are Rural Density Residential, Medium Density Residential, Commercial, and Office Park (see Attachment #11). The existing uses along the corridor are rural residential (consisting of mostly 10 acre lots), agricultural uses, movie theater, restaurants, convenience store, gas station, a big box store under construction, and other service uses. See Attachment #8 to see how the project links these uses in the City of Lakeville to the rural residential area.

This project The TAZ's that lie within the project limit are 1049 and 180, and are found in Attachment #9.

How does the project support this 2030 land use plan in the project area? Refer to the land use map and provide the land use categories and their description from the adopted local comprehensive plan.¹

RESPONSE: The 2030 land use map are shown on Attachment #10.1 and #11.

Scott County: The Scott County guides this area as Rural Residential Growth to promote reasonable residential growth in those areas where infrastructure and similar growth patterns exit. This area will likely never be served by regional or municipal sanitary sewer system. The Rural Residential Growth planning category most closely corresponds with the Met Council's Rural Residential Planning Area in the 2030 Regional Development Framework. The typical density in this land use is 1 unit per 2.5 acres, with mostly single-family residential homes; cluster residential developments with open space and community trails within or related to the residential neighborhoods; agricultural uses; golf course. The project supports the 2030 land use in this area with roadway improvements that will preserve the two-lane roadway. Other project improvements such as adding 8-foot shoulders and addition of turn lanes at intersections will support the land use plan by providing safety and mobility along the corridor that provides a connection to the I-35 and CSAH 70 interchange. The addition of a trail along CSAH 8 will support the land use plan by providing trail connections to some of the existing neighborhood trails.

City of Lakeville: Below is the listing of the City of Lakeville land uses that guides this corridor.

¹ Future Land Use map (planned land use 2030) and description for example: "low density residential—Mostly single-family homes with some two-family homes and open space within or related to a residential development at a gross density of 2 to 4 units per acre." "residential mixed use—Residential at a gross density of 7 to 30 units per acre, neighborhood commercial uses may be appropriate." "General Commercial—Broad range of businesses, generally highway-oriented, serving other businesses and City residents and requiring buffering from surrounding residential areas." "Agriculture—primarily agricultural purpose, including farming and horticulture, including farmstead or rural residence." [Examples from City of Coon Rapids Comprehensive Plan]

Rural Density Residential – mostly single-family residential at a density of 1 unit per 10 acres.

Medium Density Residential – two family dwellings, detached townhouse and quad or row townhouse dwelling units at a density of 4 to 7 units per acres.

Commercial – general retail, service or office business with community or regional market areas.

Office Park – professional office complexes, corporate office buildings, conference centers and research and development facilities, with limited retail sales, services and warehousing uses. Lakeville's Comprehensive Plan identifies the establishment of Office Park locations as a long-term development goal and is intended to respond to the following:

- Construction of the I-35/CSAH 70 interchange improves access to regional transportation corridors for future office park uses.
- Construction of the Elko New Market regional sewer interceptor allows advancement of the MUSA to areas surrounding the I-35/CSAH 70 interchange.

How does the project support 2030 forecasts for the project area?

[Council staff will evaluate this criterion and will provide the following information to assist in the evaluation of this criterion: TAZ Project Area demographic profile population, household, employment and retail employment. The applicant does not need to provide a response.]

2. *Land Use and Access Management Planning*

0-100 points

The Development Framework includes support for connected land use patterns served by an integrated street network. Access management along highways is a key component of planning for these objectives. In addition, various access management strategies can reduce crashes, improve traffic flow, and add operational capacity for the applicable roadway. Higher scores will be given to projects that are developed using a local access management plan and to projects located in communities that have a regulatory framework established to protect and improve access control in the future. Additional points will be awarded to projects that implement these plans by reducing undesired access points.

Reference and describe the local access management plan used to develop the proposed project, and describe the corresponding county or state access management plan which supports the regional road network. Higher scores will be awarded to projects developed with an approach that is consistent with county or state access management plans.

RESPONSE:

Scott County is responsible for the access management of CSAH 8 and is the land use authority for Credit River Township. In May of 2011 the County adopted updates to the Land Subdivision Ordinance that incorporated the access spacing guidelines, prior to the access spacing guidelines being incorporated into the Land Subdivision Ordinance they were adopted as part of the 2009 Comprehensive Plan update. The access spacing guidelines can be found in Attachment #13.1.

Access management is critical to provide safety and mobility of County roads. The project is consistent with the requirements of the County Ordinances and Comprehensive Plan. The project will reduce a number of driveway accesses along the

roadway and will improve safety with the addition of an 8' shoulder. The addition of turn lanes at intersections will increase mobility and safety along the corridor.

Provide and identify intersection spacing and signal spacing guidelines, and driveway allowance criteria used for the proposed project and the corresponding county or state access management guidelines.

RESPONSE:

The County has done a good job of controlling access on this corridor as development has occurred. All of the existing public streets meet the minimum access spacing guidelines. The 2011 access spacing guidelines found in the Land Subdivision Ordinance are more restrictive than previous standards. The existing driveways will either be removed or allowed to remain due to it being unreasonable cost to extend public streets to these homes. The remaining driveways will be permitted by our access spacing guidelines upon completion of our CSAH 8 study in progress. New private driveways will not be permitted under the County's Ordinance discussed in the following question.

Intersection Spacing:	1/4 Mile Spacing
Signal Spacing:	1/2 Mile Spacing
Driveway Spacing:	1/8 Mile Spacing, existing access shall be less restrictive per the completion of a corridor study.

Having the necessary regulatory framework is essential for protecting the efficient functioning of the regional roadway network. Reference (adoption date) and describe the local zoning and subdivision ordinance regulations that are in place to maintain the access plan as adjacent properties are developed and/or redeveloped. Higher scores will be awarded to projects in communities with existing or proposed local support of the access management plan through existing regulations or ordinances.

RESPONSE:

Scott County Land Subdivision Ordinance adopted May 2011, Section 7-9 Access to Local, Collector and Arterial Roadways addresses access management. Access spacing along roadway corridors with existing driveways and road intersections is a goal that will be achieved over time through a combination of methods as adjacent land develops, such as driveway removals, re-locations, or consolidations, or through future road dedications or road closures. Some of the policies related to access management found in section 7-9 are the following:

- **All undeveloped legal lots of record (only have one building eligibility) are allowed to have driveway access. The access spacing guidelines shall be met to the greatest extent possible.**
- **All subdivision of land shall comply with the minimum access spacing guidelines.**
- **All driveways or street access locations proposed in a plat or administrative subdivision shall be in accordance with the access spacing requirements.**
- **As part of the development process, turn lanes are required at all public road access locations on County or State roads.**

- For land subdivisions, no more than 2 lots may utilize a shared driveway and only if the shared driveway is located at a planned future public road intersection that meets access spacing requirements and public road right-of-way is secured through the platting process. Otherwise, any shared driveways serving new platted lots must take access from a local road.
- When there is an opportunity for private or public access on more than one public roadway, access shall be taken on the lower functional roadway.
- New access shall be either a.) located across from an existing or planned future designated access point that meets minimum access spacing or b.) measured from nearest planned future designated access location that meets minimum spacing. Access requested at any future designated access location will be deemed to be compliance with the minimum spacing requirements of this ordinance. If there is an adopted County corridor study, access shall conform to this study.
- Environmental constraints, geometric constraints, or sight distance requirements may be considered when determining access spacing locations.

Section 5-2 Site Access of the Scott County Zoning Ordinance adopted May 2011 contains requirements for driveways to County roads.

The 2030 Scott County Comprehensive Plan adopted March 2009 has the following goals and polices on access management:

Goal 2 of the Transportation Plan is to “Manage the existing transportation system to maximize safety and efficiently.”

A. It is the responsibility of each jurisdiction to plan for a comprehensive roadway system that implements the design, safety, and location standards consistent with the Scott County 2030 Comprehensive Plan Update and regional plans.

- 1) Approach transportation in a comprehensive manner, giving attention to all modes and related facilities.
- 2) Comply with applicable County, state, and federal standards in planning, designing, constructing, and operating County transportation facilities.
- 3) Strive to maintain appropriate spacing of intersecting local streets and driveways in accordance with the Scott County Access Spacing Guidelines. Encourage cities and townships to include Scott County's access spacing guidelines in official controls.
- 4) Encourage the design of a network of local roadways to properly direct traffic to collector or arterial roadways.
- 5) Promote local roadway networks that create interconnected neighborhoods and reduce the need for neighborhood traffic on arterial and collector roadways for local trips.
- 6) Require proper visibility (ROW, easements), design (which may include turn lanes) and control of all intersections to promote safety.

B. Work with local agencies to coordinate land use plans with the transportation system of the County and region.

- 1) Encourage cities in Scott County to plan new subdivisions and zoning changes with adequate existing or proposed transportation network facilities to support the new development.

- 2) Review and comment, pursuant to State law, on all proposed plats on land adjacent to existing and proposed County roadways and corridors. Encourage cities to involve the County early in the planning process on plats and related road projects adjacent to or which impact County roads.
 - 3) Take an active role in City and County development review committees to support the coordination of transportation and land use decision making.
- C. Ensure that the County highway system compliments and facilitates local movements provided by local streets, bicycle trails, pedestrian facilities and other transportation modes.
- D. Preserve the functional capacity of the transportation system in order to carry traffic in a safe and efficient manner through:
- 1) When and where appropriate, require intersection improvements along County Roadways such that additional traffic (at new or existing intersections) generated by development (i.e. subdivisions, CUP's, commercial/industrial) can be safely and effectively accommodated.
 - 2) As opportunities arise, work with cities and townships to manage access by:
 - i) Removing access that is inconsistent with the County's Minimum Access and Intersection Spacing Guidelines.
 - ii) Enforcing the County's Minimum Access and Intersection Spacing Guidelines as new development is considered.
 - iii) Developing supporting local road systems.
- G. The County shall consider any development or subdivision premature if:
- The development or subdivision is inconsistent with Scott County's adopted Comprehensive Plan, Detailed Area Plans, or long-range transportation corridor plans or studies;
 - The proposed local road or lot access is inconsistent with the County's adopted Minimum Access Spacing Guidelines along current or future Principal and A-Minor Arterials as mapped and identified in the County's Transportation Plan or in long-range transportation corridor plans or studies;
 - The development or subdivision lacks necessary adequate local paved roads (or plans for future paved roads).

Goal 3 of the Transportation Plan is to “IMPROVE AND EXPAND the existing transportation system to meet current and future transportation needs.”

B. Identify, analyze and plan for improvement of the County highway system at appropriate locations to improve traffic flow and safety.

The Land Use and Growth Management chapter of the Scott County Comprehensive Plan has the following policies related to access management:

- The County will not approve a development or subdivision where the access location is inconsistent with the County's adopted access spacing guidelines or in long-range transportation corridor plans or studies.
- Limit direct access to principal arterial, major collector, and arterial roadways. To provide a safe access to high speed traffic conditions on roadways, which are designed to move traffic efficiently.

3. *Corridor Access Management Improvements***0-100 points**

*Projects that help to implement the access management plan by removing or modifying non-conforming access points will receive points in this criterion. Identify the access locations and access management that currently exists and that will be allowed once the project is completed. Indicate by the following classifications, the existing access locations inconsistent with the proposed access management approach and any access locations that will be modified: **See Attachment #12.***

a. *Private Residential Driveways/Field Entrances*

RESPONSE: There are 14 Driveways and 2 field entrances. The County will provide a 50% reduction in the number of accesses. The remaining driveways will be consistent with County access spacing guidelines that allow access at 1/8 mile and also allowing access to remain per approved corridor study (CSAH 8 study currently in progress).

b. *Low-Volume Private Driveways * (Under 500 trips per day)*

RESPONSE: There are no current low-volume private driveways.

c. *High-Volume Private Driveways * (Over 500 trips per day)*

RESPONSE: There are no current low-volume private driveways.

d. *Public Streets*

RESPONSE: The County has enacted its access spacing guidelines as development has occurred in the Corridor. The minimum access spacing on CSAH 8 is ¼ mile access for public streets. The four existing public streets (Monterey Ave, Wagonwheel Trail, France Blvd, and Lucerne Trail) all meet the ¼ spacing standards. Wagonwheel Trail is anticipated to be removed from CSAH 8 once a local street is provided to France when local development occurs. This will increase the overall spacing to ½ mile for public street access.

* *Private driveways may be commercial, industrial or institutional uses such as school or hospitals.*

E. Maturity of Project Concept. 100 points

Projects selected through this solicitation will be programmed for construction in 2015 or 2016. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year are carried over to the next program year, or the funding sunset date. This requires other projects to shift program years to maintain fiscal balance in the TIP and STIP. Proposed projects that have already completed some of the work are more likely to be ready for funding authorization in their program year. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than those that do not.

0-100 points *Applications involving construction must complete the project implementation schedule found in Appendix K. A detailed schedule of events is expected for all phases of the project. Applications involving non-construction projects must include a detailed discussion of the timeframes involved for initiating and completing each phase of planned activities. Points under this criterion are assigned based on how many steps have been taken toward implementation of the project. These steps reflect a federally funded project development path.*

RESPONSE: See schedule in Appendix K.

APPENDIX K

Project Implementation Schedule

Please check those that apply and fill in anticipated completion dates

1) Project Scope

- Stake Holders have been identified
 Meetings or contacts with Stake Holders have occurred

2) Layout or Preliminary Plan

- Identified Alternates
 Selected Alternates
 Layout or Preliminary Plan started
 Layout or Preliminary Plan completed

Anticipated date or date of completion: Dec 2012

3) Environmental Documentation

- EIS EA PM

Document Status

- Document not started
 Document in progress; environmental impacts identified
 Document submitted to State Aid for review (date submitted: _____)
 Document approved (need copy of signed cover sheet)

Anticipated date or date of completion/approval: May 2014

4) R/W

- No R/W required
 R/W required, parcels not identified
 R/W required, parcels identified
 R/W has been acquired

Anticipated date or date of acquisition Sept 2014

5) Railroad Involvement

- No railroad involvement on project
 Railroad R/W Agreement required; negotiations not begun
 Railroad R/W Agreement required; negotiations have begun
 Railroad R/W Agreement is complete

6) Construction Documents/Plan

- Construction plans have not been started
 Construction plans in progress

Anticipated date or date of completion: Dec 2014

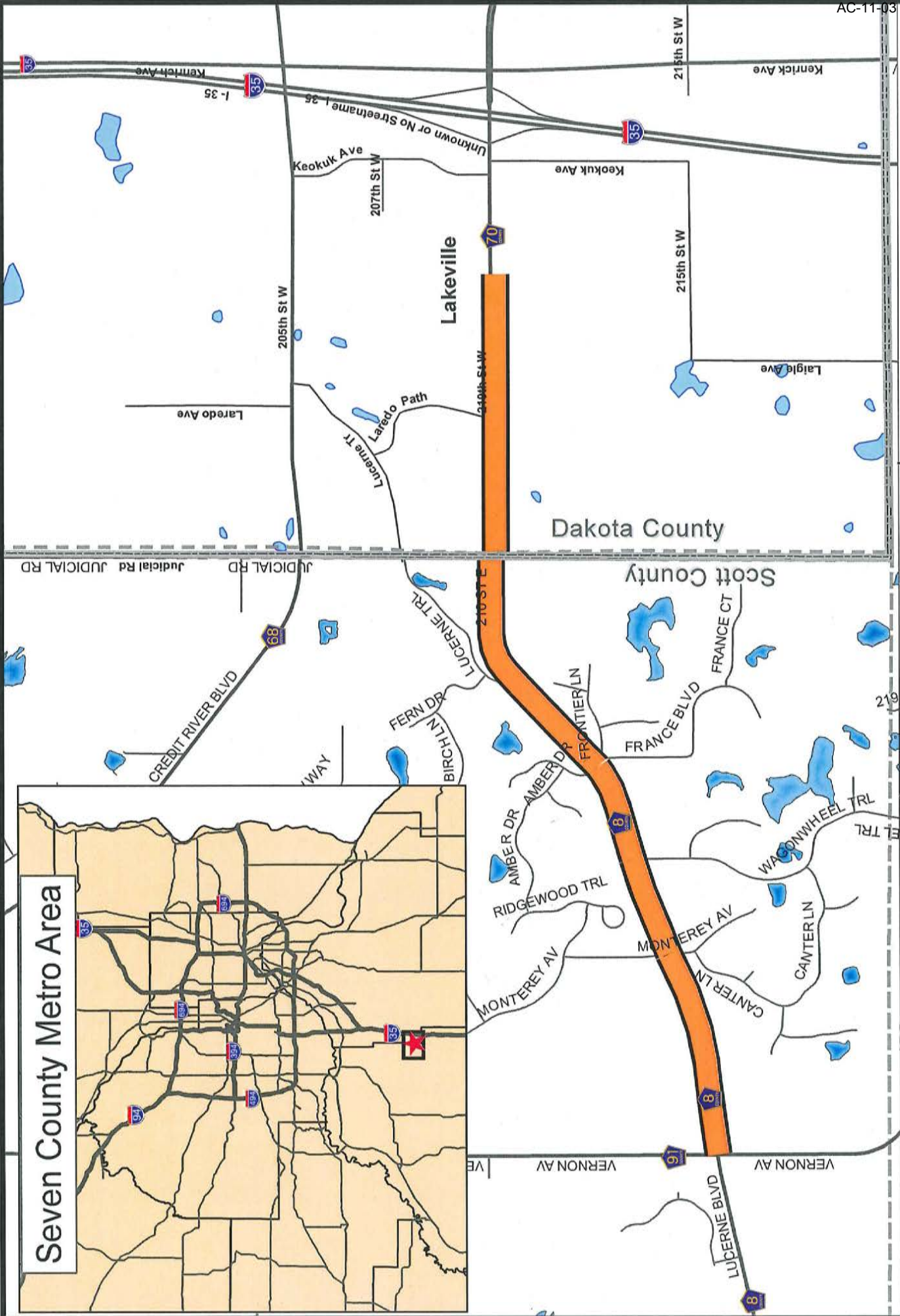
- Construction plans completed/approved

7) Letting

Anticipated Letting Date: March 2015

ATTACHMENTS

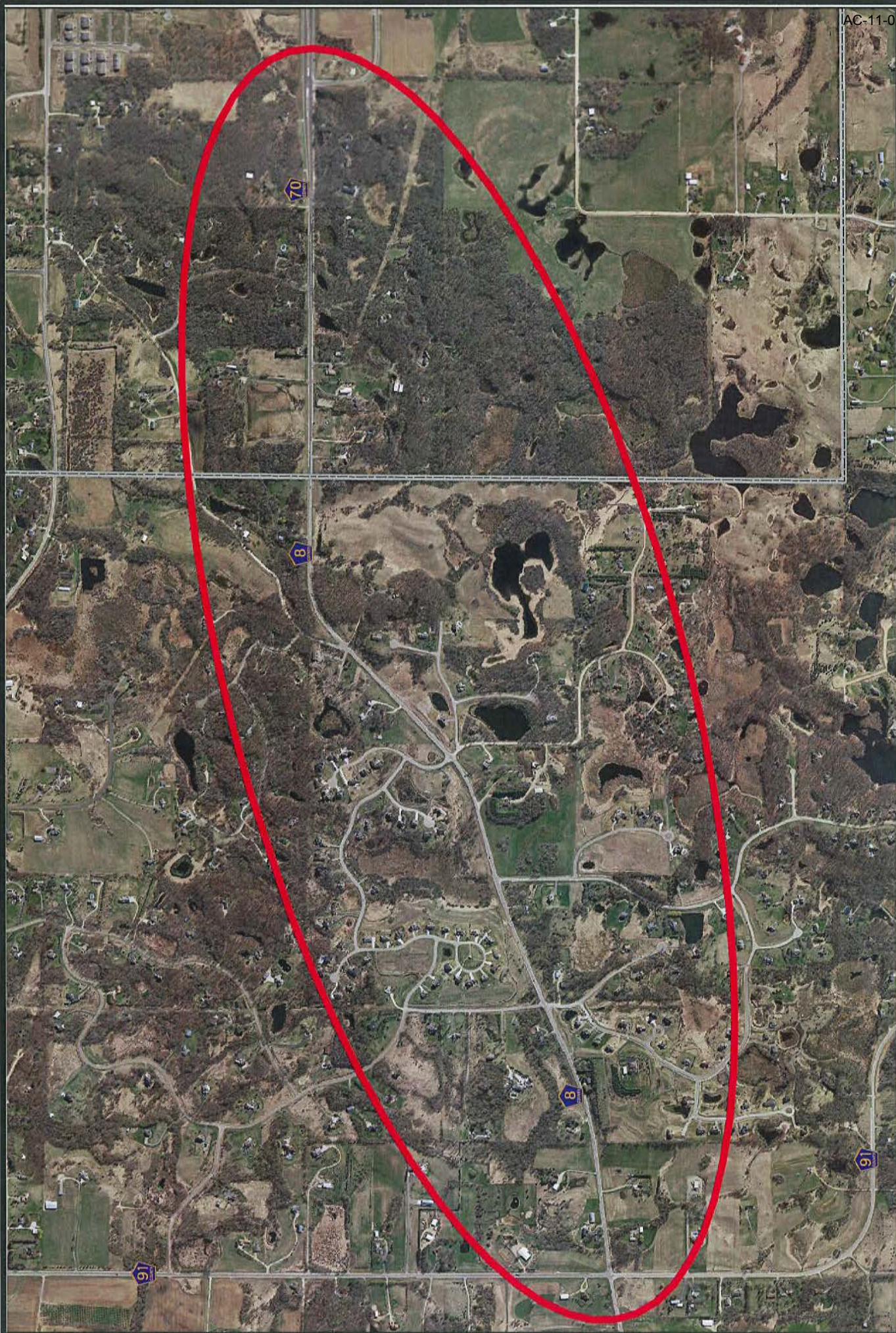
Attachment #1	Project Location Map
Attachment #1.1	Project Route Map with Functional Classification
Attachment #2	Aerial Photograph
Attachment #3	Project Layout
Attachment #4	County Board Resolution
Attachment #5	Dakota County Support Letter
Attachment #6	Scott County Transportation Improvement Program
Attachment #7	Mn/DOT TIS
Attachment #8	Trails Map
Attachment #9	TAZ Map
Attachment #10	Scott County 2030 Comprehensive Plan
Attachment #10.1	Scott County 2030 Land Use Plan
Attachment #11	City of Lakeville 2030 Land Use Plan
Attachment #12	Access Map
Attachment #13	Scott County Land Subdivision Ordinance
Attachment #13.1	Scott County Minimum Access Spacing Guidelines



Attachment # 1



CSAH 8
 STP Funding Application, August 2011



Attachment #2

2010 Aerial



Project Area

County Boundary

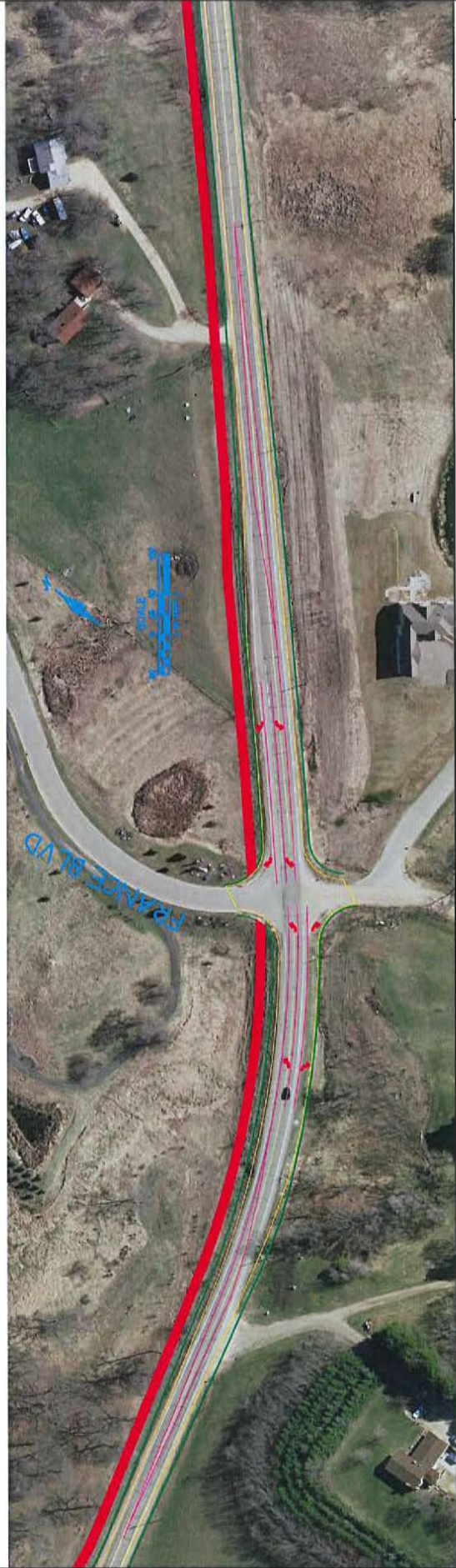


CSAH 8 Aerial
STP Funding Application, August 2011



CSAH 8 between CSAH 91 and DAKOTA COUNTY





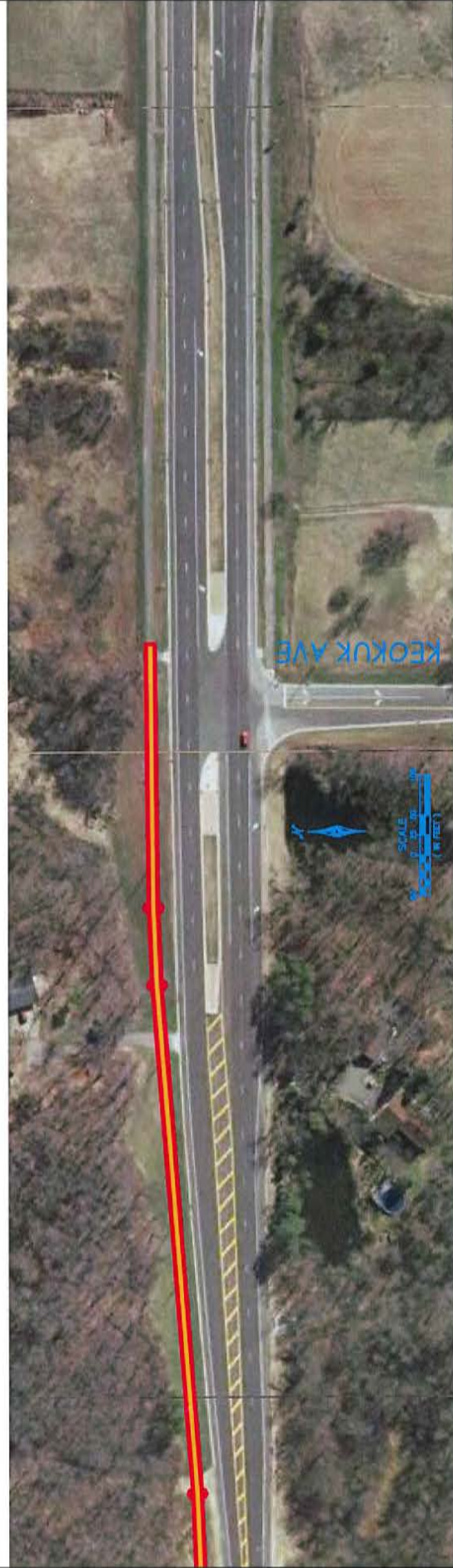
CSAH 8 between CSAH 91 and DAKOTA COUNTY



CSAH 8 between CSAH 91 and DAKOTA COUNTY



LAPEDO PATH



CSAH 8 between CSAH 91 and DAKOTA COUNTY

AGENDA # 6.5
SCOTT COUNTY, MINNESOTA
REQUEST FOR BOARD ACTION
MEETING DATE: MAY 10, 2011

ORIGINATING DIVISION:	Community Services	CONSENT AGENDA:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
ORIGINATING DEPARTMENT:	Program Delivery		
PRESENTER:	Lisa Freese - 8363	ATTACHMENTS:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
PROJECT:		TIME REQUESTED:	15 Minutes
ACTION REQUESTED:	Adopt Resolution No. 2011-095; Recommending the Transportation Projects to be Submitted to the Transportation Advisory Board (TAB) and the Minnesota Department of Transportation (Mn/DOT)		
CONTRACT/POLICY/GRANT:	<input type="checkbox"/> County Attorney Review <input type="checkbox"/> Risk Management Review	FISCAL:	<input type="checkbox"/> Finance Review <input type="checkbox"/> Budget Change
STRATEGIC INITIATIVE:	<input checked="" type="checkbox"/> Create Safe, Healthy, and Livable Communities <input checked="" type="checkbox"/> Develop Strong Public Partnerships and an Active and Informed Population <input type="checkbox"/> Provide a Supportive Organizational Culture Which Enhances the County Mission <input checked="" type="checkbox"/> Manage the Challenges and Opportunities Derived From Growth and Development <input checked="" type="checkbox"/> Sustain the County's Excellent Financial Health and Economic Profile		
DEPARTMENT/DIVISION HEAD SIGNATURE:		COUNTY ADMINISTRATOR SIGNATURE:	
			
Approved:	JWDM says	DISTRIBUTION/FILING INSTRUCTIONS:	
Denied:		Community Services – Mitch Rasmussen Return 4 Certified Resolutions	
Tabled:			
Other:			
Deputy Clerk :			
Date:	5-10-11		
RBA #:	2011-016		

Background/Justification:

The purpose of this agenda item is to adopt Resolution No. 2011-095, recommending the transportation projects to be submitted to the Transportation Advisory Board (TAB) and the Minnesota Department of Transportation (Mn/DOT) for consideration of funding in the 2011 Regional Project Solicitation.

The TAB is requesting project submittals for federal funding under the Surface Transportation Program (STP), Congestion Mitigation/Air Quality Program (CMAQ), and Transportation Enhancements Program (TE). Mn/DOT is also administering the solicitation process for three other categories of projects: Highway Safety Improvement Program (HSIP), Bridge Improvement Replacement (BIR) and Rail Crossing Safety. This funding provides up to 80 percent of the project construction cost. The local agency submitting the applications must commit to providing at least 20 percent local match and maintaining the constructed facilities for their useful life. Projects being submitted would be funded in federal fiscal years 2015 or 2016. Project submittals are due on July 18, 2011 for all applications except for HSIP, which is due July 1, 2011.

Staff reviewed the draft solicitation criteria and recommends the following projects for submission: The recommended projects are included in the 2011 to 2020 Transportation Improvement Program (TIP) either as a specific project or as a candidate for either the Preservation or Spot Safety funds.

A-MINOR EXPANDER

CH17/South of CH 78 to North of CH 42 (CP17-32)—This project will construct CH17 to a 4 lane divided roadway for .75 miles consistent with the recommendations in the CH 17/TH13 Corridor Study. The traffic on this segment of roadway exceeds the typical design capacity for a two lane rural roadway. The Scott County traffic model projects traffic to double on this segment of roadway before 2030. The project is supported by the City of Shakopee. The required local match is programmed in the 2011-2020 TIP in 2014.

PRINCIPAL ARTERIAL-NON FREEWAY

CH 42/Boone to Louisiana—This project will construct dual left turn lanes on CH 42 to TH13, replace the temporary signal systems with permanent signals at CH 42/TH 13 and CH 42/Quebec, overlay CH 42 between Boone and Louisiana, and install trail/sidewalk between Commerce Ave and Quebec in the City of Prior Lake and Savage. This re-scoped project will help meet the traffic operations needs expected through 2030, replace deteriorated pavement and complete gaps in the trail system along the County Road in this area. This project is a down-scoped project from the project currently programmed in the TIP, removing the expansion from 4 lanes to 6 lanes. The required local match is programmed in the 2011-2020 TIP in 2017 with cost participation anticipated from Mn/DOT on the TH13 signal and the City of Savage on the Quebec Signal.

A-MINOR CONNECTOR

CH 8/CH91 to Dakota County Line - This project will reconstruct an approximately 1.5 mile segment of CH8 adding shoulders, turn lanes at intersections, and a trail. The road was last rebuild in 1969 and the pavement condition is nearing the end of its useful life. Traffic is expected to grow on this segment to over 10,000 trips per day. The required local match would be provided from the pavement preservation funds programmed for this segment of CH 8 in the TIP for the year funded.

HIGHWAY SAFETY IMPROVEMENT (HSIP)

CH 2 and CH 46 Roundabout—This project proposes to construct a roundabout at an intersection that was identified during the County Safety Audit as the 4th highest for rural intersection crashes in the county between 2003-2007. The audit showed similar intersections throughout the state had a crash rate of 0.4, while this intersection had an actual crash rate of 1.0 (more than double the expected). Review of more recent crash data shows that for the years 2007, 08, 09 there were a total of nine crashes at this intersection. Five of those were injury accidents, and of those five, four had serious A-incapacitating injuries. The purpose of the federal HSIP funds is to reduce fatal and serious injury accidents. The proposed roundabout is expected to reduce future serious injury accidents at this intersection. The required local match would be provided from the TIP spot safety funds in the year funded.

ENHANCEMENT

CH 21 Wagon Wheel Pedestrian Bridge Regional Trail between Upper and Lower Prior Lake—This project would add a barrier separated bike and pedestrian crossing on a separate bridge structure adjacent to the existing Wagon Wheel Bridge on the south side of County Highway 21. This will provide an improved and safer bike and pedestrian crossing of the Channel as well as facilitate safer snowmobile passage under the bridge. The separate bridge structure will also enable a median to be placed on the bride, improving traffic safety through this area. The match for this regional trail enhancement project is expected to come from state Legacy Funds.

OTHER SCOTT COUNTY JURISDICTIONS PLANNING TO SUBMIT APPLICATIONS:

The Cities will be requesting a letter of support from the County on the following projects.

CMAQ – Prior Lake and Shakopee Transit Bus Purchases application—these buses would be used to place the Marshall Road Transit Station into service. The bus only ramp on TH169 and the site improvements have been funded by the state in state FY 2013.

STP Connector – City of Belle Plaine, CH 3/TH169 overpass application (Scott County has partnership funding in the 2011-2012 TIP in 2016).

Transportation Enhancement –City of Jordan Pedestrian Crossing under TH169.

All proposed projects are consistent with adopted County and Regional Transportation Plans. Staff will assist these Cities with application preparations as requested and provide letters of support for these projects these applications in partnership with affected cities, Metropolitan Council and Mn/DOT.

Fiscal Impact:

Funding match obligations for all of the projects the County is submitting are either included in the 2011-2020 Transportation Improvement Program by specific project or will be provided from the preservation or spot safety program funds which are also included in the TIP.

**BOARD OF COUNTY COMMISSIONERS
SCOTT COUNTY, MINNESOTA**

Date:	May 10, 2011
Resolution No.:	2011-095
Motion by Commissioner:	Ulrich
Seconded by Commissioner:	Menden

**RESOLUTION NO. 2011-095; RECOMMENDING THE TRANSPORTATION PROJECTS TO BE
SUBMITTED TO THE TRANSPORTATION ADVISORY BOARD (TAB) AND THE MINNESOTA
DEPARTMENT OF TRANSPORTATION (MN/DOT)**

WHEREAS, the TAB is requesting project submittals for funding under the Surface Transportation Program (STP), Congestion Mitigation/Air Quality Program (CMAQ), and Transportation Enhancements Program (TE); and

WHEREAS, the Minnesota Department of Transportation (Mn/DOT) is administering the solicitation process for three other categories, Highway Safety Improvement Program (HSIP), Bridge Improvement Replacement (BIR) and Rail Crossing Safety; and

WHEREAS, funding provides up to 80 percent of project construction costs; and

WHEREAS, this federal funding of projects reduces the burden on local taxpayers for regional improvements; and

WHEREAS, Scott County has identified projects that improve the safety and transportation system of the region; and

WHEREAS, the Scott County Board of Commissioners desires to support these projects.

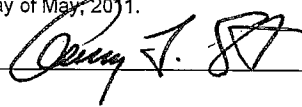
NOW, THEREFORE, BE IT RESOLVED, that the Scott County Board of Commissioners hereby supports the submittal of the following projects to the Transportation Advisory Board and the Minnesota Department of Transportation for funding:

1. CH 17 expansion from CH 78 to CH 42
2. CH 42 capacity improvement
3. CH 8 reconstruction from CH 91 to the Dakota County Line
4. CH 46 and CH 2 Roundabout
5. CH 21 Wagon Bridge Regional Trail Enhancement Application

COMMISSIONERS	VOTE			
Wagner	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Wolf	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Menden	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Marschall	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Ulrich	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain

State of Minnesota)
County of Scott)

I, Gary L. Shelton, duly appointed qualified County Administrator for the County of Scott, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Scott County, Minnesota, at their session held on the 10th day of May, 2011 now on file in my office, and have found the same to be a true and correct copy thereof.
Witness my hand and official seal at Shakopee, Minnesota, this 10th day of May, 2011.



County Administrator

Administrator's Designee

ATTACHMENT 5

**Physical Development Division
Lynn Thompson, Director**

Dakota County
Western Service Center
14955 Galaxie Avenue
Apple Valley, MN 55124-8579
952.891.7000
Fax 952.891.7031
www.dakotacounty.us

Environmental Mgmt. Department
Office of GIS
Parks and Open Space Department
Surveyor's Office
Transit Office
Transportation Department
Water Resources Department

August 22, 2011

**Mitch Rasmussen, P.E.
County Engineer
Scott County Public Works
600 Country Trail East
Jordan, MN 55352**

RE: STP Federal Funding Application for Scott CSAH 8 Improvements

Dear Mitch:

Dakota County wishes to extend its support for the STP A Minor Arterial - Connector federal funding application for improvements to Scott County State Aid Highway (CSAH) 8, including a trail connection along Dakota CSAH 70.

Dakota County is aware of and supports the construction of a multiuse trail along Dakota CSAH 70 from the County border to Keswick Loop South to connect with newly constructed trails in the area of the I-35 interchange in Lakeville. Dakota County has jurisdiction over CSAH 70 and commits to operate and maintain this roadway for its design life.

Dakota County supports the application for federal funding and agrees to provide a financial commitment for the trail along CSAH 70, consistent with County cost participation policy at the time. Thank you for making us aware of this application effort and the opportunity to provide support.

Sincerely,

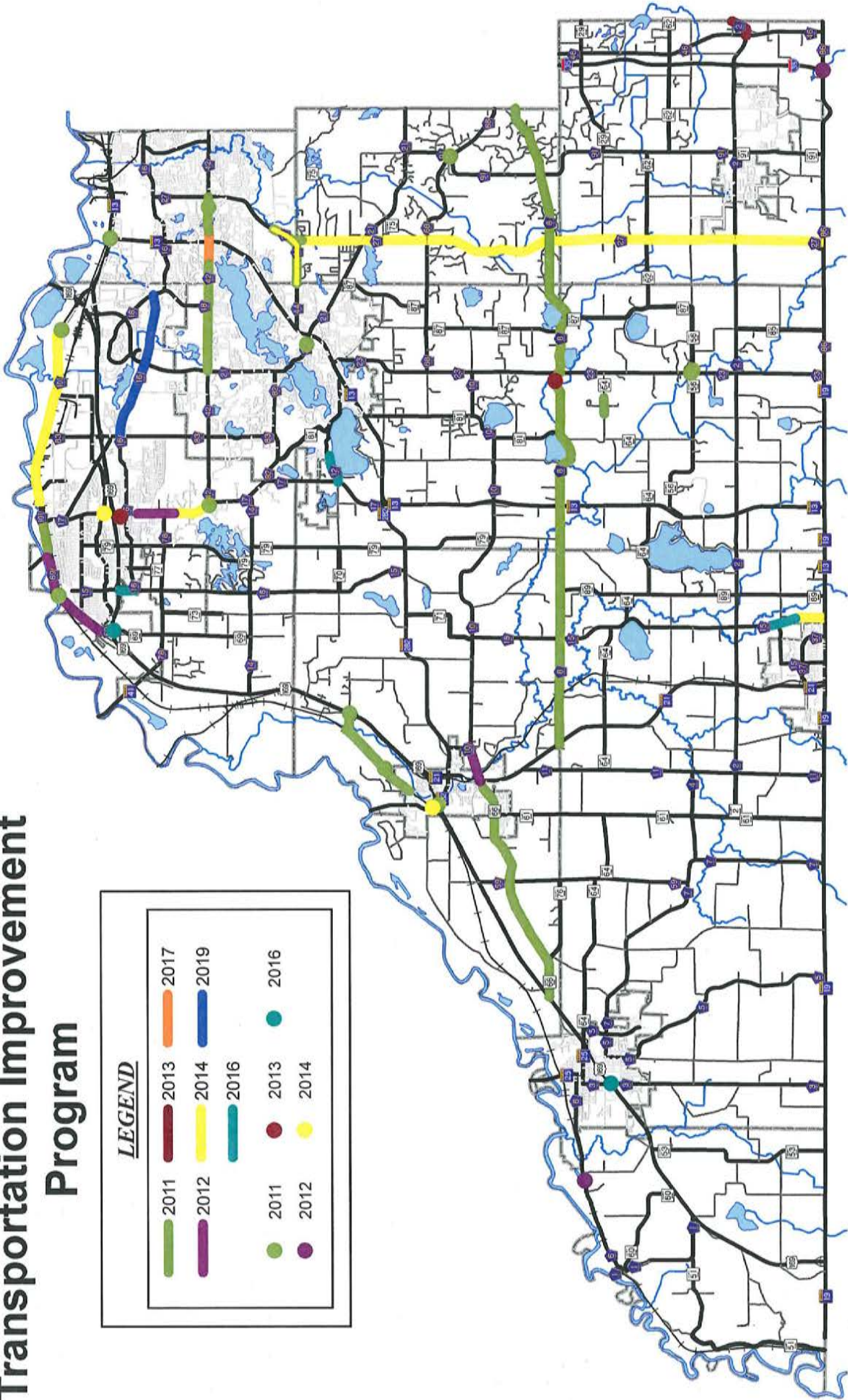
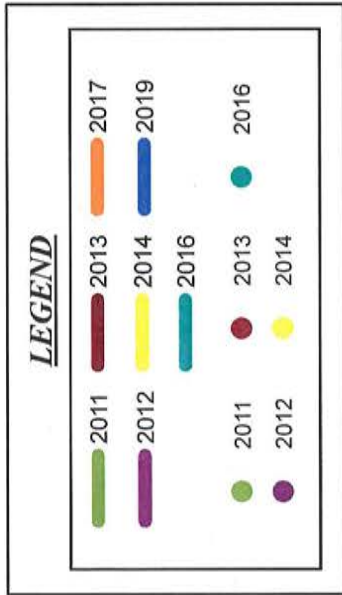
**Mark J Krebsbach, P.E.
Dakota County Transportation Director/County Engineer**

C: Steve Mielke, City of Lakeville



Scott County, Minnesota

2011 - 2020 Transportation Improvement Program



Map Date: November 24, 2010

Scale: 1 inch = 17,000 ft.
R.F.: 1:204,000

APPROVED 12-14-2010

This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information, and data located in various city, county, and state records. It is not intended for use as a survey or for reference purposes only. Scott County is not responsible for any inaccuracies herein contained. If discrepancies are found, please contact the Scott County Surveyors Office.

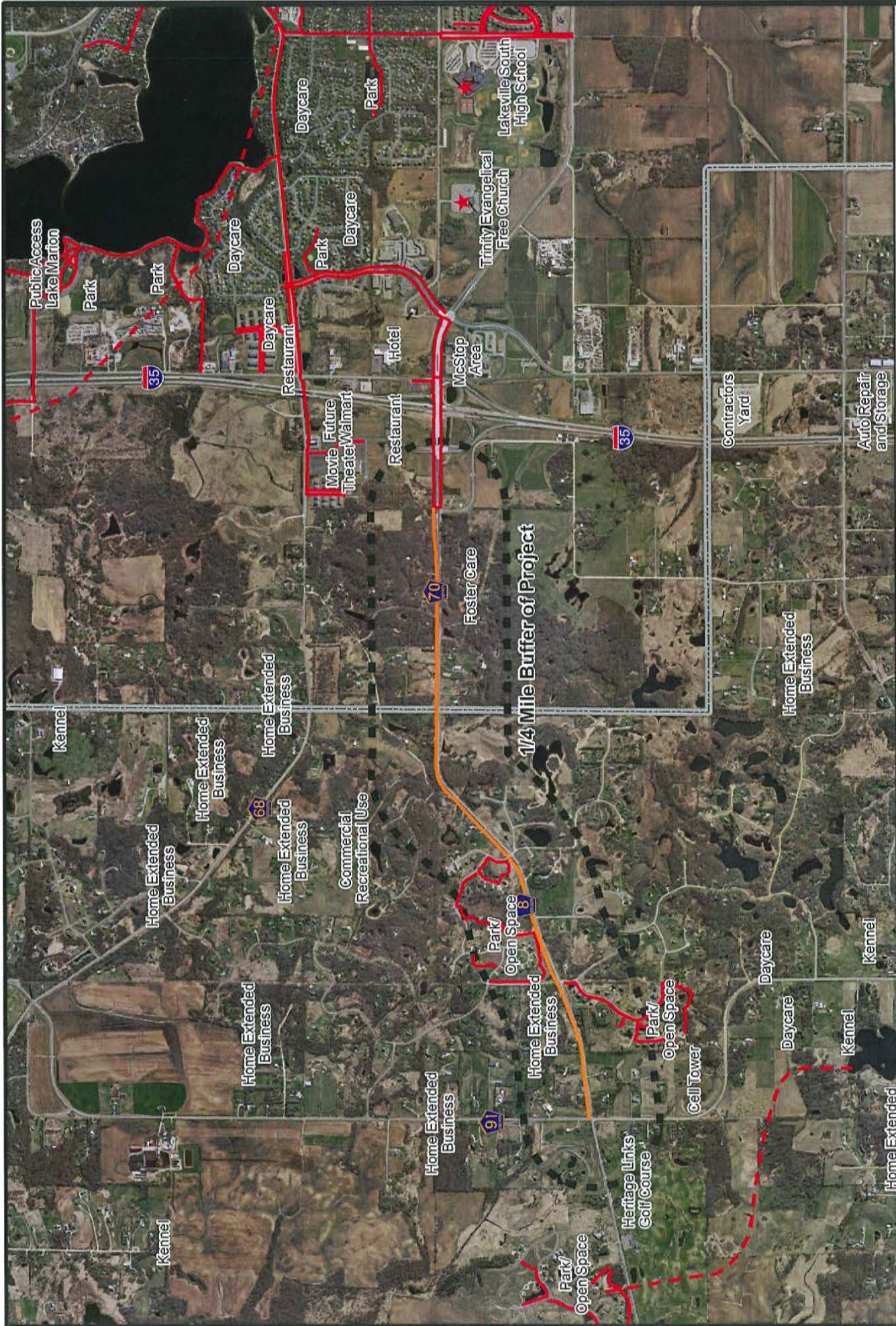
LOG POINT LISTING (CSAH 8)

TRUNK HIGHWAY LOGPOINT LISTING

MAY 13, 2011





CSAH ROUTE SYSTEM - ROUTE 70000008 - BEGINNING AT 013+00.287 - ENDING AT 015+00.210

ROUTE NUMBER	REF-POINT (MILES)	FEATURES	ACCUM (MILES)	C D	M A	CNTRL SECTN	PTRL STAT	TWN CITY	2010 NUM	AADT
CSAH 8	013+00.287	T-781 LT	13.287							4300
CSAH 8	013+00.550	VERNON AVE CSAH-91 X-ING	13.550				70		004	5600
CSAH 8	014+00.080	MONTEREY AVE X-ING T-539 LT; T-786 RT	14.080				70		004	5600
CSAH 8	014+00.330	WAGON WHEEL TRAIL RT T-575	14.330				70		004	5600
CSAH 8	014+00.535	FRANCE BLVD LT T-639	14.535				70		004	5600
CSAH 8	014+00.572	FRANCE BLVD RT T-639	14.572				70		004	5600
CSAH 8	014+00.600	FRANCE BLVD T-83 RT	14.600				70		004	5600
CSAH 8	014+00.860	LUCERNE TRAIL LT T-262	14.860				70		004	5600
CSAH 8	014+00.890	LEG LT FROM LUCERNE TRL	14.890				70		004	5600
CSAH 8	015+00.210	CSAH-8 ENDS; DAKOTA CO CSAH-70 AHD	15.210				70		004	

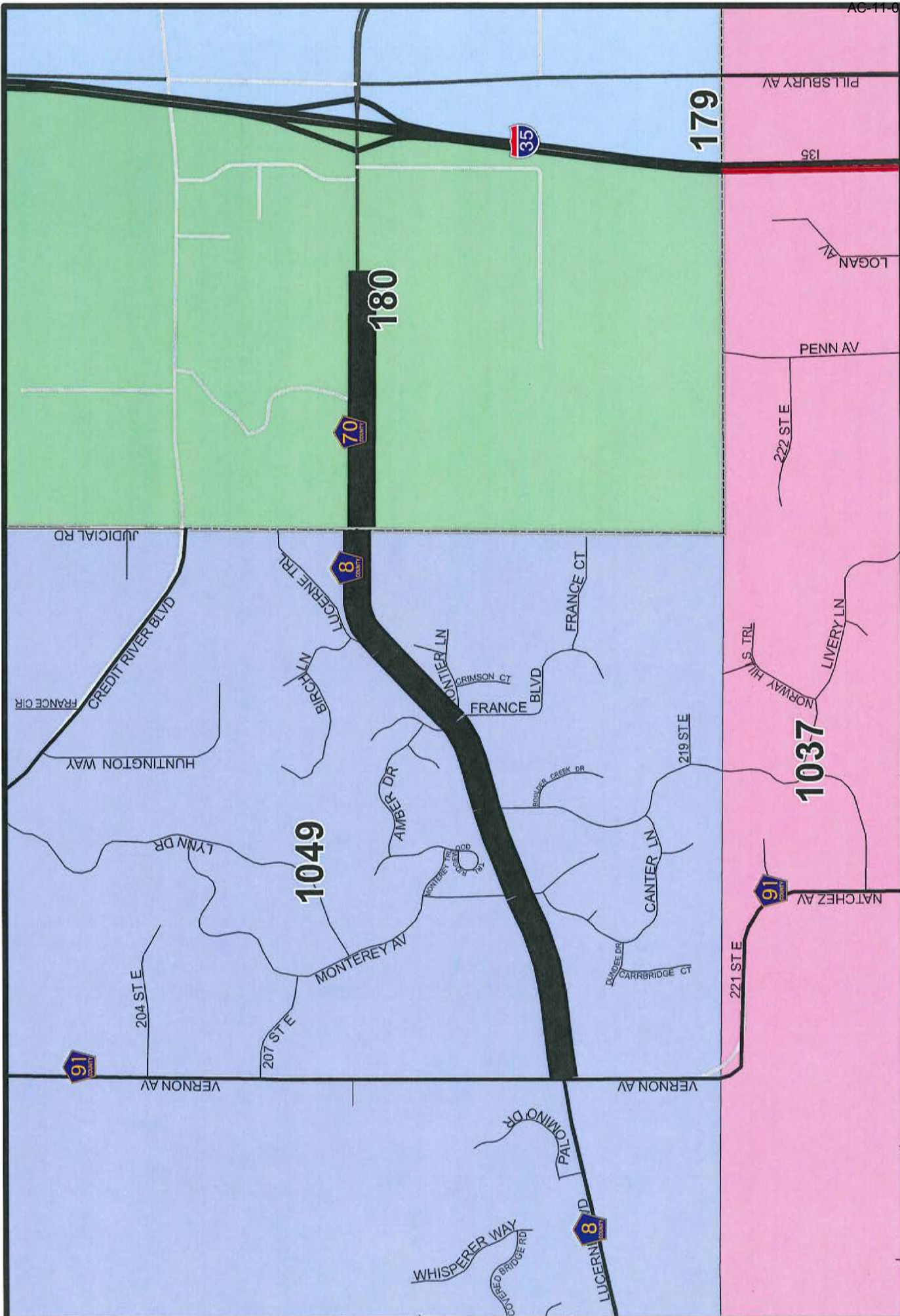


Attachment # 8

Pedestrian/Bike Conditions and Existing Uses

-  New Multi-use Trail to be Constructed
-  Existing Sidewalks/Multi-use Trails
-  Proposed Multi-use Trails
-  County Boundary

CSAH 8
 STP Funding Application, August 2011



CSAH 8 TAZs
STP Funding Application, August 2011

Project Location
 County Boundary
 0 0.25 0.5 1 Miles

Attachment # 9



Scott County 2030 Comprehensive Plan Update

Making the Vision a Reality



Adopted: March 24, 2009

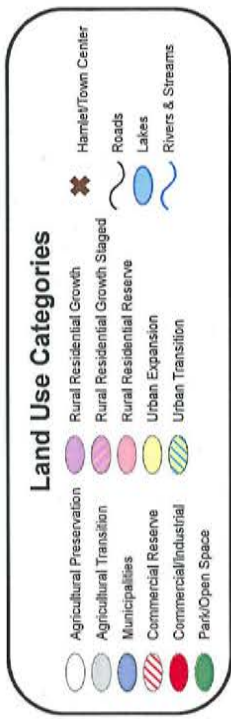
Scott County
Community Development Division

Scott County Government Center
200 4th Avenue West
Shakopee, MN 55379
Phone: (952) 496-8475
Web: www.co.scott.mn.us

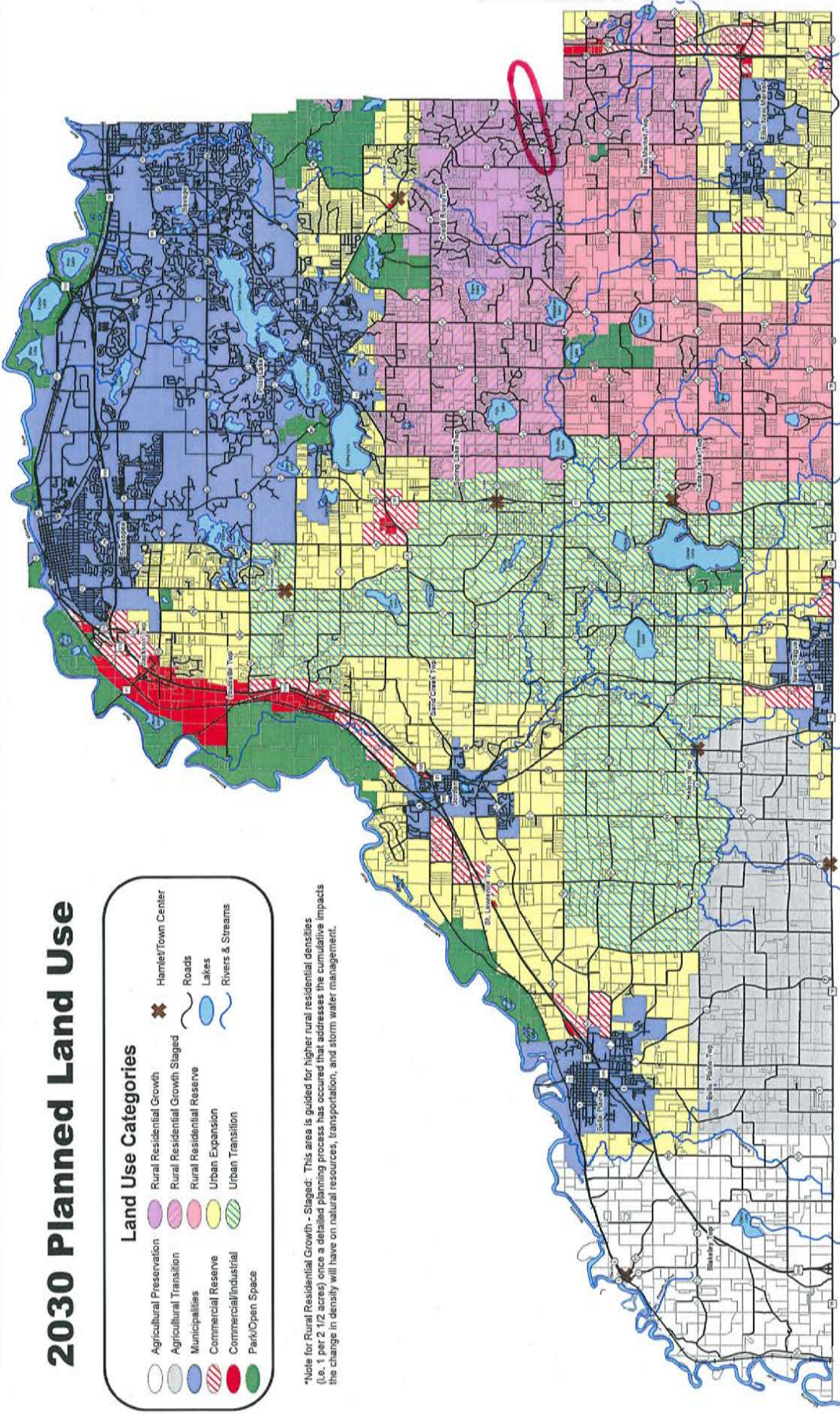
2030 Vision & Strategic Challenges
Land Use & Growth Management
Transportation
Parks & Trails
Water & Natural Resources
Safe, Healthy & Livable Communities

Scott County 2030 Comprehensive Plan Update

2030 Planned Land Use



*Note for Rural Residential Growth - Staged: This area is guided for higher rural residential densities (i.e. 1 per 2 1/2 acres) once a detailed planning process has occurred that addresses the cumulative impacts the change in density will have on natural resources, transportation, and storm water management.



This map is either a legally recorded document or a survey and is intended for planning purposes only. Discrepancies may exist between this map and the actual ground conditions. Prepared by: Scott County Planning Department - March 24, 2009

Scott County Comprehensive Plan
 Adopted: March 24, 2009



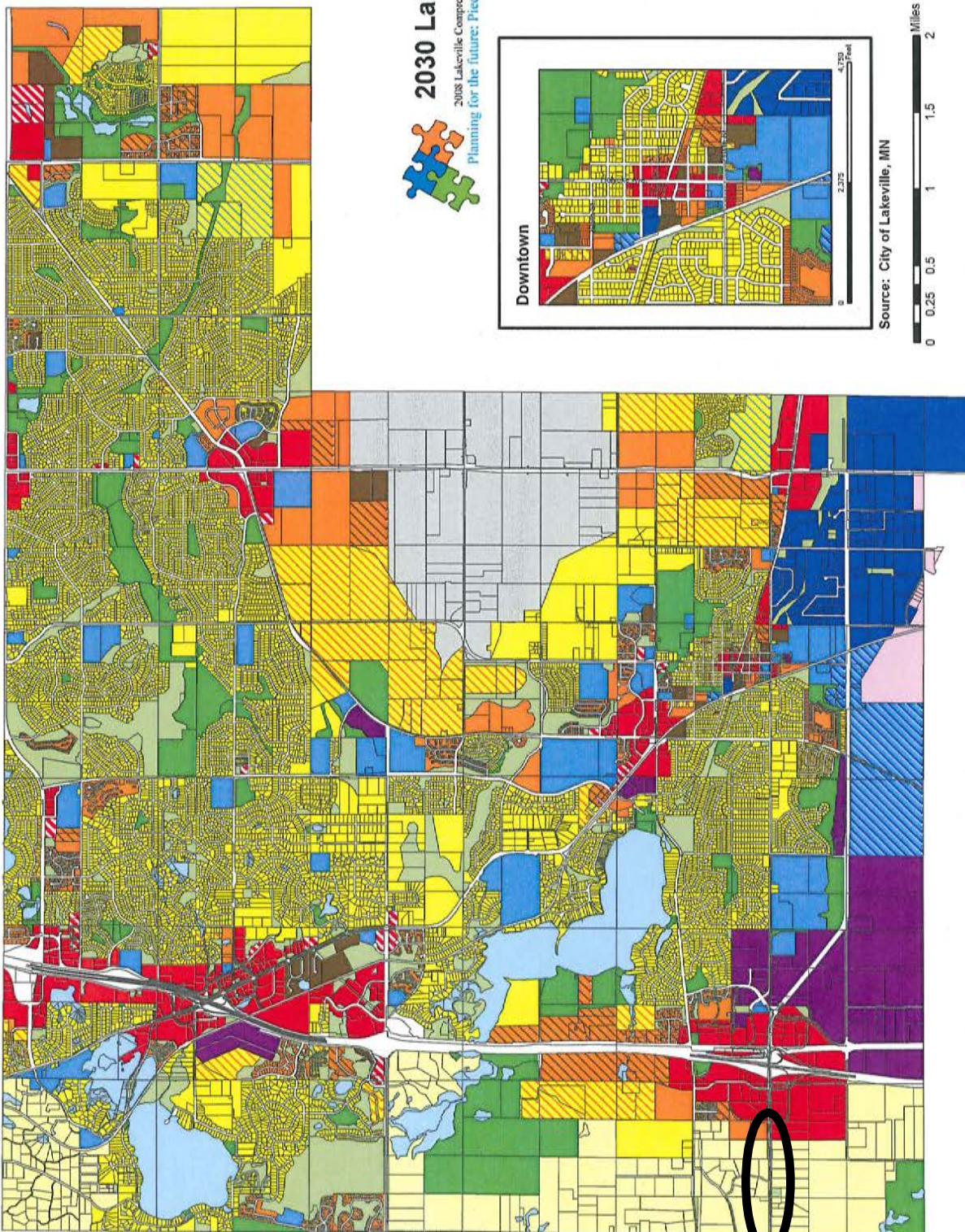
SCOTT COUNTY COMMUNITY DEVELOPMENT DIVISION
 Planning Department
 200 Fourth Avenue West, Shakopee, Minnesota 55379-1220
 (952) 484-4475 - Fax (952) 484-4466 - Web: www.scottcountymn.gov



City of Lakeville



2008 Comprehensive Land Use Plan

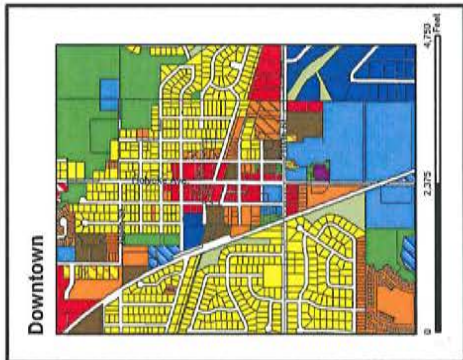


2030 Land Use Plan

2008 Lakeville Comprehensive Land Use Plan
Planning for the future: Piecing it all together



- Rural Density Residential - 1 dwelling per 10 acres
- Low Density Residential - Less than 3 dwellings per acre
- Low/Medium Density Residential - 3 to 5 dwellings per acre
- Medium Density Residential - 4 to 7 units per acre
- Medium/High Density Residential - 5 to 9 units per acre
- High Density Residential - More than 9 units per acre
- Manufactured Housing
- Office/Residential Transition
- Commercial
- Office Park
- Warehouse/Light Industrial
- Industrial
- Airport
- Public and Quasi-Public
- Parks
- Restricted Development
- Special Plan Area
- Water

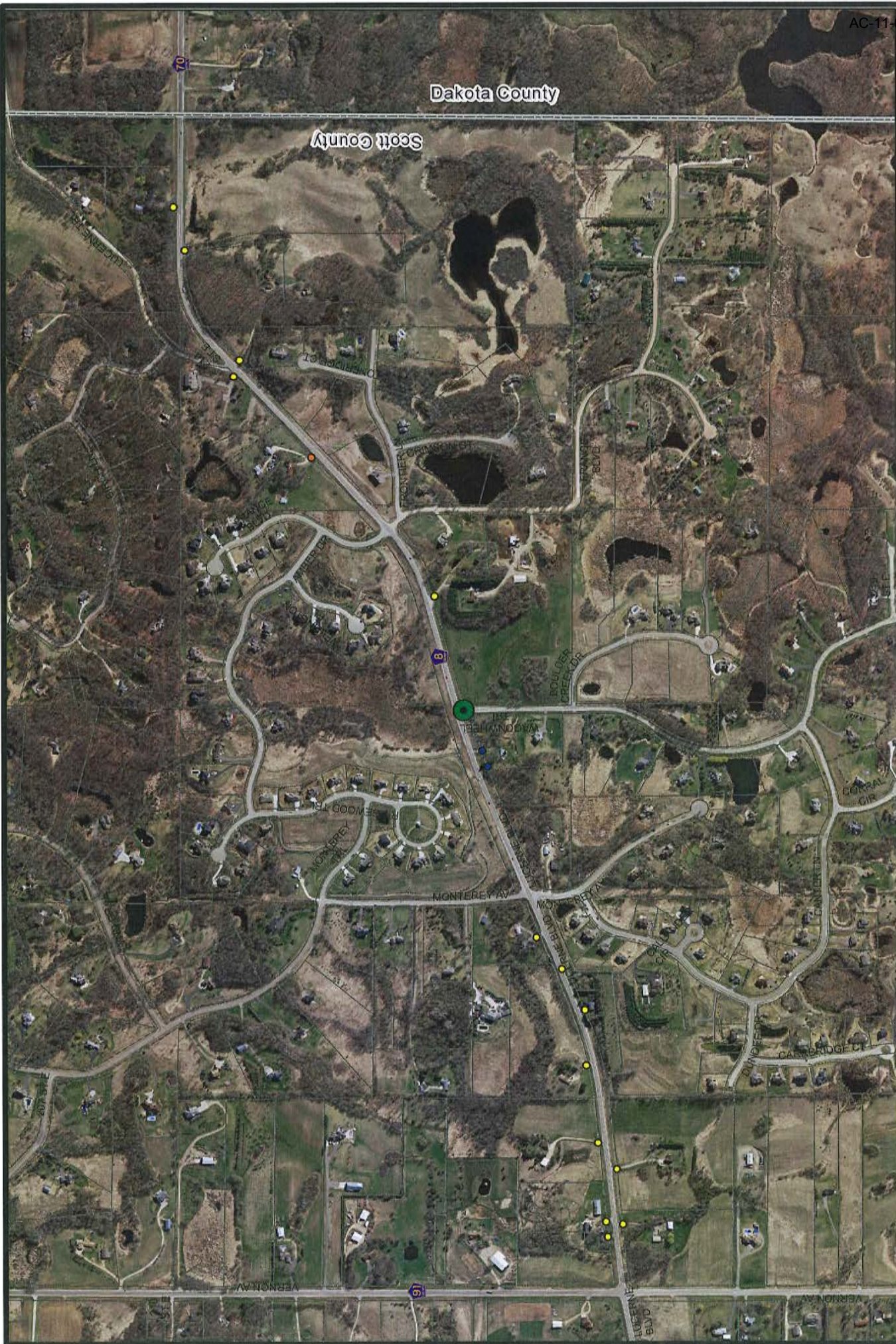


Source: City of Lakeville, MN



27 January 2009





Attachment # 12

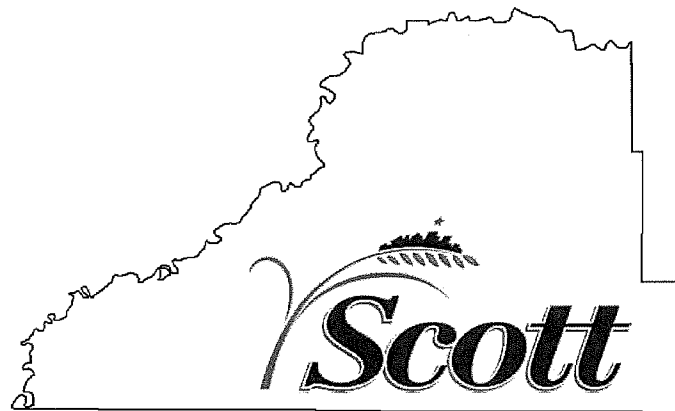
Accesses

- Full Access Will be Removed as Development Occurs
 - Field Access
 - Private Driveway to Multiple Homes
 - Private Driveway
- vector:SDE.paz_roads_sco_In

CSAH 8

STP Funding Application, August 2011

**THE SCOTT COUNTY LAND
SUBDIVISION ORDINANCE NO. 7**



Adopted by the Scott County Board May 23, 2001, Effective May 23, 2001

Comprehensive Revision Adopted by Scott County Board May 24, 2011

AN ORDINANCE AUTHORIZING THE ADOPTION OF PROCEDURES FOR SUBDIVISION AND PLATTING OF LAND, PROVIDING FOR THE ORDERLY, ECONOMIC AND SAFE DEVELOPMENT OF LAND, AND PROVIDING FACILITIES TO PROMOTE THE PUBLIC HEALTH, SAFETY AND WELFARE OF THE UNINCORPORATED AREA OF SCOTT COUNTY.

Any amendments to the Subdivision Ordinance
will be posted on Scott County web site at
www.co.scott.mn.us

ATTACHMENT 13.1

**Minimum Access Spacing
Rural Residential Service Area**

Type of Access	Type of Highway Function			
	Principal Arterial	Minor Arterial	Collector	Local
Private Residential <i>(Up to 2 shared driveways allowed under certain situations)</i>	Not Permitted	Not Permitted	1/4 Mile	based on other criteria
Commercial, Industrial, Institutional and Private Driveway <i>(one access allowed per property)</i>	Not Permitted	Not Permitted	RI/RO at 1/8 mile; Full Access at 1/4 Mile	based on other criteria
Local Street	Per DAP Twp Transportation Map or corridor study	Full Access at 1/4 Mile	1/4 Mile	1/8 Mile
Collector Street	RI/RO at 1/2 Mile; Full Access at 1 mile	RI/RO at 1/8 mile; Full Access at 1/4 Mile	1/4 Mile	1/4 Mile
Minor Arterial	1 mile	1/2 to 1 mile	1/4 to 1 Mile	1/4 to 1 mile

*RI/RO allowed only on existing divided roadways

** Access ranges listed for Minor Arterials shall be determined by County Highway Engineer

13. In the Rural Residential Service Area along Minor Arterials, no more than two (2) lots may utilize a shared driveway and only if the shared driveway is located at a planned future public road intersection that meets access spacing requirements and public road right-of-way is secured through the platting process. Otherwise, any shared driveways serving new platted lots must take access from a local road.
14. In the Rural Residential Service Area along Collectors, no more than two (2) lots may utilize a shared driveway and only if the shared driveway meets access spacing requirements.
15. The 2009 Scott County Rural Residential Service Area Detailed Area Plan (DAP) includes Township transportation maps showing planned Connector Roads and optimum locations for access intersections where turn lanes and/or bypass lanes are required.