

## **ACTION TRANSMITTAL 2014-45**

**DATE:** June 24, 2014

**TO:** TAC

**FROM:** TAC Funding and Programming Committee

**PREPARED BY:** Heidi Schallberg, Senior Planner (651-602-1721)  
Joe Barbeau, Senior Planner (651-602-1705)

**SUBJECT:** Scope Change Request for Carver County CSAH 10 Reconstruction and Trail

**REQUESTED ACTION:** Carver County requests a scope change to modify the scope of SP#010-610-046 to increase shoulder width to 10', add a dedicated left turn lane at the intersection of CSAHs 10 and 30, and add a trail connection between CSAH 10 and the regional Dakota Rail Trail. The total project cost increases to \$5,332,500 with \$3,894,000 in federal Surface Transportation Program (STP) funding and \$1,438,500 of county funds in 2015.

**RECOMMENDED MOTION:** Recommend approval of the request to modify the scope for the CSAH 10 as described above.

**BACKGROUND AND PURPOSE OF ACTION:** In the 2011 solicitation, Carver County received \$3,894,000 in Surface Transportation Program (STP) funding for the CSAH 10 reconstruction. The project is programmed in 2015. The scope change request and supporting information are attached. A TIP amendment is not required because these changes, if approved, can be incorporated into the 2015-2018 TIP.

**RELATIONSHIP TO REGIONAL POLICY:** Projects that receive funding through the regional solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, federal rules require that any federally-funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost changes substantially. The scope change policy and process allow project sponsors to make adjustments to their projects as needed while still providing substantially the same benefits described in their original project applications.

**STAFF ANALYSIS:** Staff reviewed the submitted scope change request. The changes in the project provided the same or better roadway and trail improvements so the scoring of the original project was not reviewed. No elements of the original project were removed, and the project limits did not change.

Based on review of the information provided in the scope change request and the original application, staff recommends approval of the requested scope change. The modified project description and budget should be incorporated into the 2015-2018 TIP.

**COMMITTEE COMMENTS AND ACTION:** At its June 19, 2014, meeting, the Funding and Programming Committee unanimously recommended approval of this scope change request.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	June 19, 2014
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	



# Carver County Public Works

11360 Highway 212  
Suite 1  
Cologne, MN 55322-8016  
Phone (952) 466-5200 Fax (952) 466-5223

Administration  
Parks  
Engineering  
Highway Maintenance  
Equipment Maintenance  
Surveying & Mapping

May 23, 2014

Mr. Karl Keel  
Chair, TAC Funding & Programming Committee  
390 Robert Street North  
St. Paul, MN 55101

RE: Scope Change Request  
S.P. 010-610-046  
2015 CSAH 10 Reconstruct  
Carver County

Dear Mr. Keel:

Carver County respectfully requests that the Transportation Advisory Board consider the attached Scope Change request for the above referenced project at its June 19, 2014 meeting.

In 2011, Carver County applied for and was ultimately selected to receive Surface Transportation Program (STP) funds for the reconstruction of CSAH 10 from 0.2 miles north of CSAH 30 to TH 7. Since being awarded the grant, the County has determined the value of including work that would enhance safety by increasing shoulders to 10 feet, by adding a trail connection off of CSAH 10 to the regional Dakota Rail Trail and by adding a dedicated left turn lane at the intersection of CSAH 10 and CSAH 30.

The CSAH 10 project is a full reconstruct of the roadway and will increase the current 9 ton design to a 10 ton design, improve the present intersections to include dedicated left and right turn lanes, improve vertical and horizontal alignments to meet current design standards, by adding widened paved shoulders for greater safety and by improving the existing road in-slopes to meet current recovery and clearzone requirements.

The 2011 application indicated building 8 foot paved shoulders. This segment of CSAH 10 has been identified as being part of a regional trail corridor and at some future date it is expected that a grade separated trail will be constructed. In the interim to help provide more separation and a safer corridor for the motoring public as well as the expected pedestrians and bicyclists, Carver County is proposing to increase the paved shoulders to 10 feet.

In addition to creating more separation with wider shoulders, Carver County has a desire to keep vehicles from parking on the CSAH 10 shoulders to access the existing regional Dakota Rail Trail. To help with this issue Carver County desires to establish an off road parking location and a trail connection from CSAH 10 to the regional Dakota Rail Trail. The connection concept is not new for Carver County. The trail connection was planned for construction in 2008, but due to an issue acquiring land it was not done. Today the county has an agreement with the property owner to purchase the property that would allow the parking area and trail connection to occur. The purchase of this property is expected to occur by July 2014.

Finally Carver County wants to include work to improve the CSAH 10/CSAH 30 intersection that is south of the current project limits. The improvement to this intersection would help increase safety by creating a dedicated left turn

lane for the expected increase in traffic and by creating a consistent intersection design for the driver along the entire corridor.

The work for the intersection improvement would include milling the existing bituminous surface, widening of the existing roadway from the existing shoulders and then paving the entire road surface. After paving is done the necessary striping for thru lanes, dedicated left lanes and dedicated right turn lanes would be placed.

The enclosed information provides further detail regarding this request. If you have any questions Or need additional information as it relates to this request, please contact me at 952-466-5217 or email me at [ssmith@co.carver.mn.us](mailto:ssmith@co.carver.mn.us).

Sincerely,

A handwritten signature in black ink, appearing to read "Scott A. Smith". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Scott A. Smith, P.E.  
Carver County Design Engineer

cc: Lyndon Robjent  
Darin Mielke  
Bill Weckman  
Scott Eue, Federal Aid Project Manager  
Colleen Brown, Federal Aid Project Manager

**SCOPE CHANGE REQUEST  
CSAH 10 Reconstruct Project  
S.P. 010-610-46  
Carver County**

**Location Map**

A map showing the project location within the area and region is provided as **Figure 1**.

**Revised Project Description**

In 2011, Carver County applied for and was selected to receive Surface Transportation Program (STP) funds for the reconstruction of CSAH 10 from 0.2 miles north of CSAH 30 to TH 7 (see **Figure 1**). Since being awarded the grant, the County has determined the value of including work that would enhance safety by increasing shoulders to 10 feet, by adding a trail connection off of CSAH 10 to the regional Dakota Rail Trail (See **Figure 2**) and by adding a dedicated left turn lane at the intersection of CSAH 10 and CSAH 30. (See **Figure 3**)

The primary project elements of the proposed project are described below. The key additions that are proposed in this Scope Change request relative to the original STP project are shown in bold italics. In this information, the term "**full project corridor**" refers to CSAH 10 from 800 feet South of CSAH 30 to TH 7.

1. The proposed project is located in Watertown Township and Waconia Township. The Regional Development Framework designates both of these communities as "Agricultural Areas". As such, the project is consistent with the following Regional Development Framework policies for Agricultural Areas.
2. The proposed project addresses goals stated in Carver County's Metropolitan Council-approved 2030 Comprehensive Plan. The proposed CSAH 10 reconstruction is consistent with the County's goal of developing and maintaining a roadway network that promotes safety of its users by "maintaining infrastructure," as well as "reducing roadway/intersection crashes and fatalities in the county." Construction of an on-street bicycle/pedestrian facility in this segment is consistent with the County's Trail and Bikeway Plan, adopted as part of the 2030 Comprehensive Plan. **The proposed change will construct a trail connection and off-road parking for bicycle/pedestrians that will utilize CSAH 10 to access the Regional Dakota Rail Trail. Presently access to the trail is done by parking along the road edge or parking in neighboring areas and then walking down steep grassy slopes. This off-road facility will allow bicycle/pedestrians to have direct access off of CSAH 10 from the widened shoulders or allow those that want to drive to the location to park vehicles in a designated off-road public parking area.**
3. The proposed project is located entirely on the "A" Minor Arterial Connector system adopted by the TAB on or before May 18, 2011.
4. The proposed project consists only of STP-eligible components. The proposed project includes the reconstruction of a 3.0-mile segment of CSAH 10 to upgrade the roadway to a 10-ton facility. **The proposed change will allow a safer condition as it will increase the shoulder width from 8 feet to 10 feet that will create better separation between motor vehicles and the bicycle/pedestrian.**

5. The proposed project does not add continuous lanes or through capacity.
6. Pre-construction work and right-of-way costs are not part of the total project cost listed in this application. Only eligible components of the proposed project are included in the total project cost.
7. The proposed project is a permanent improvement and does not replace any regionally funded project opened to traffic within the past five years.
8. The proposed improvements to increase the shoulder width, upgrade shoulder surfaces from 4 foot gravel to **10 foot** pavement, repave the roadway, and install turn lanes at key intersections on CSAH 10 are intended to increase safety in the corridor between CSAH 30 and TH 7.

The proposed improvements to the shoulders along CSAH 10 also improve access to residences and businesses within ¼ mile of the proposed project area. Small farms and rural residences are located along the entire length of the proposed reconstruction. Between TH 7 and 62nd street, the proposed shoulder improvements will provide enhanced pedestrian access to approximately nine farm-related residences. Another four farm residences are located within ¼ mile of CSAH 10 between 62nd Street and the Dakota Rail Trail, and 10 more are located between the Dakota Rail Trail and North Shore Road. South of North Shore Road, there are three additional farm residences, along with 27 residences in the low-density area of housing on the west shore of Lake Waconia. The shoulder improvements will provide enhanced safety and accessibility for a total of 54 residences along the proposed project. In addition, the wider shoulders will allow bicyclists and pedestrians to safely access pockets of commercial activity at CSAH 30 West and in the unincorporated town of Maple, near the Dakota Rail Trail intersection.

**The proposed scope change includes improving the CSAH 10/CSAH 30 Intersection to include a dedicated left turn lane. This will not only protect the left turning movement, but also create a consistent driver expectation along the corridor as it will match the types of intersections being proposed by this project. Also, improving this intersection now verses later will decrease the disruption that would be caused to the traveling public by doing this work as part of another project at some future date.**

9. According to Mn/DOT's TIS system data from January 1, 2007 through December 31, 2009, there have been a total of 27 crashes on this segment of roadway. In addition, 1 documented crash from Carver County's database has been included in our analysis that was not documented in the Mn/DOT database, which results in a total of 28 crashes for the three-year period. The 28 crashes include 9 personal injury crashes and 19 property damage crashes. The proposed project is still expected to eliminate 19 crashes.

Extending the project limits and adding work elements to the initial STIP project as proposed will not negatively impact the project's ability to achieve the safety goals as outlined in the initial STIP application. Combining the STIP work with the larger corridor improvement project will increase the efficiency of the overall corridor, increase safety and decrease the local disruption that would be caused by separate construction projects. The full project as proposed will provide a range of needed safety, infrastructure, and aesthetic improvements for this critical corridor for Carver County.

## **Work to be Completed**

Survey and preliminary design work for the proposed Dakota Rail Trail connection is currently underway. Final design for the rest of the corridor, including the CSAH 10/CSAH 30 Intersection is about 85% complete. With the Scope Change the County will submit the Project Memorandum to MnDOT State Aid.

The anticipated project schedule is:

Public Open House 1	December 2013
Public Open House 2	Fall 2014
Project Memorandum	June 2014
Right-of-Way Acquisition	December 2014
Plans, Specifications & Estimate	February 2015
Letting	March 2015

### Revised Cost Estimate

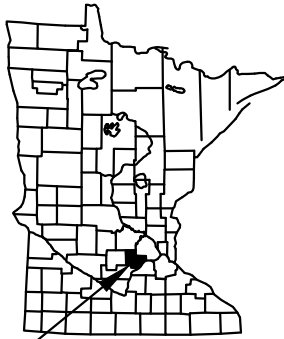
The table below summarizes costs and funding information for the original HSIP project as well the revised information assuming the Scope Change as proposed. The shoulder widening is estimated to be \$100,000, the trail connection is estimated to be \$225,000 and the CSAH 10/CSAH 30 Intersection improvement is estimated to be \$140,000 making estimate total \$5,332,500

<u>Funding Source</u>	<u>Original STIP Project</u>	<u>Proposed with Scope Change</u>
Federal STIP – FY 2014	\$3,894,000	\$3,894,000
Local	\$ 973,500	\$1,438,500
Total	\$4,867,500	\$5,332,500

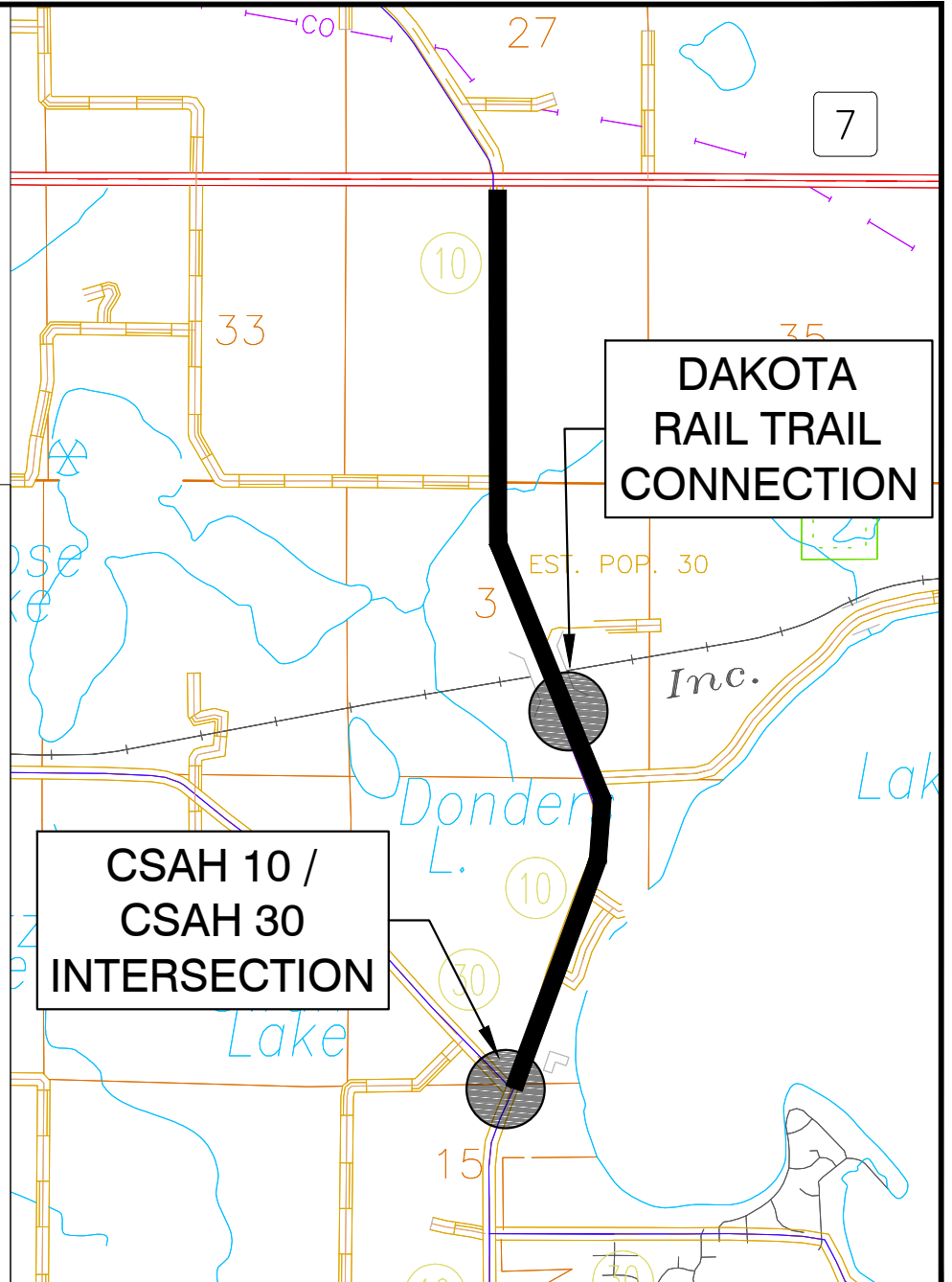
### Updated Project Description

CSAH 10 from 700 feet South of CSAH 30 to 600 feet South of MN State TH 7. Project to include mill and overlay at the CSAH 10/CSAH 30 Intersection improvement, full reconstruct on the existing road that includes shoulder widening, vertical and horizontal improvements, create clear zone and recovery areas on road in-slopes and a trail connection off of CSAH 10 to the Regional Dakota Rail Trail that includes 8 to 10 stalls of off road parking for motor vehicles.

The project description and cost will be updated in the 2014-2017 STIP.



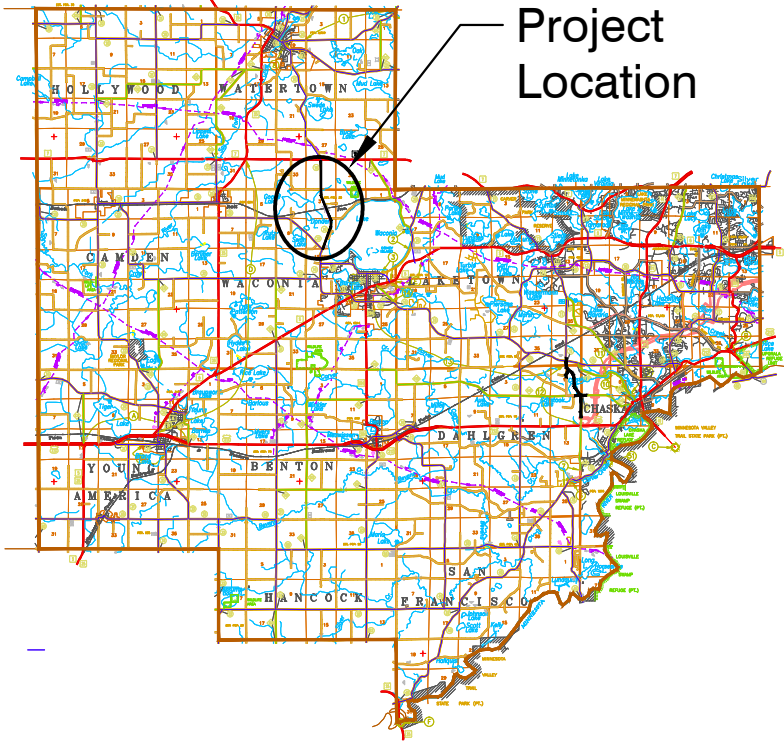
CARVER COUNTY, MINNESOTA  
MN/DOT METRO DISTRICT



**DAKOTA  
RAIL TRAIL  
CONNECTION**

**CSAH 10 /  
CSAH 30  
INTERSECTION**

**Project  
Location**



CARVER COUNTY  
PUBLIC WORKS

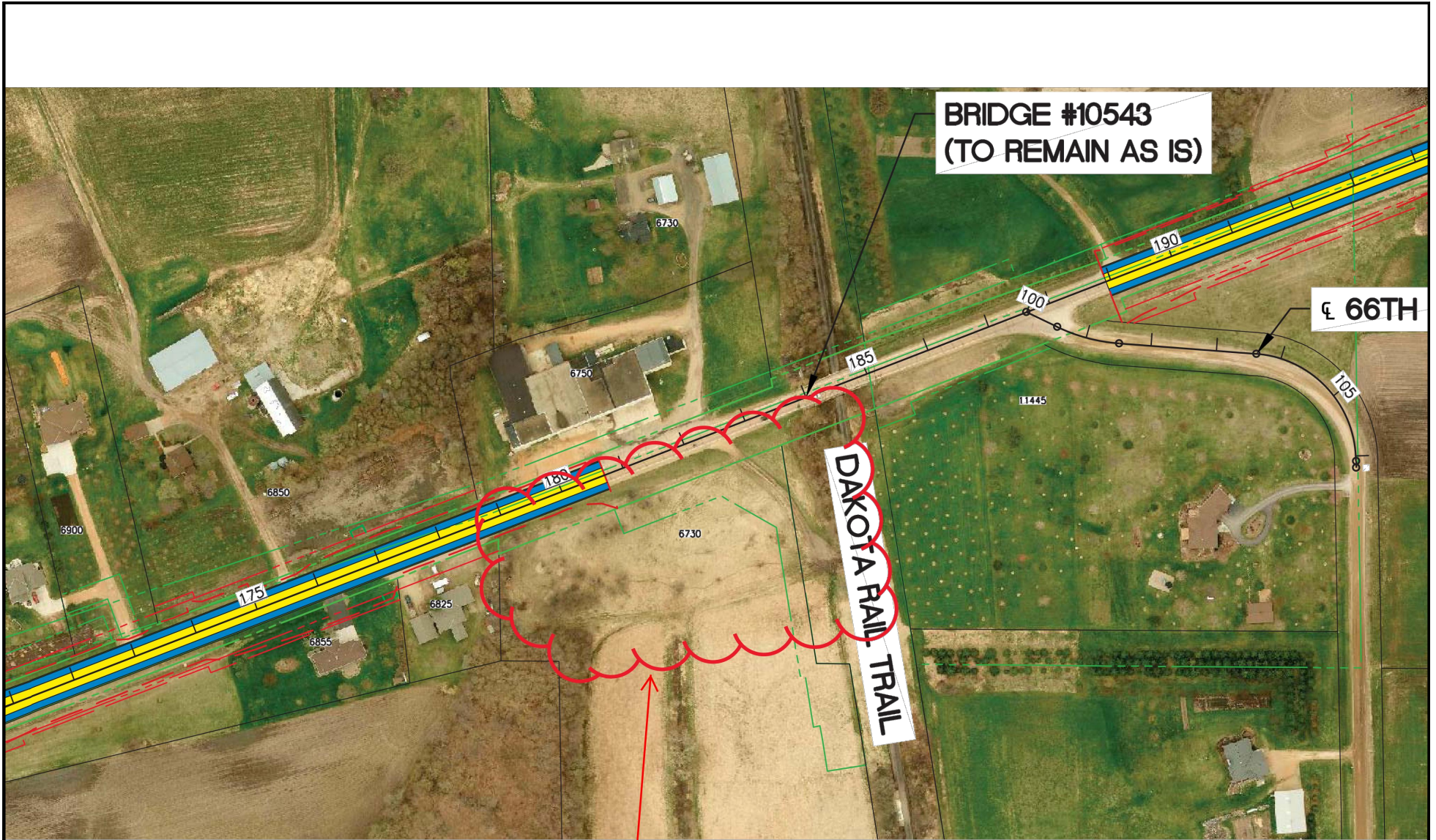
# S.P. 010-610-046 PROJECT LOCATION MAP

DRAWN BY: SAS

DATE: 05/21/14

FIGURE 1





CSAH 10 Trail  
Connection Location



CARVER COUNTY  
PUBLIC WORKS

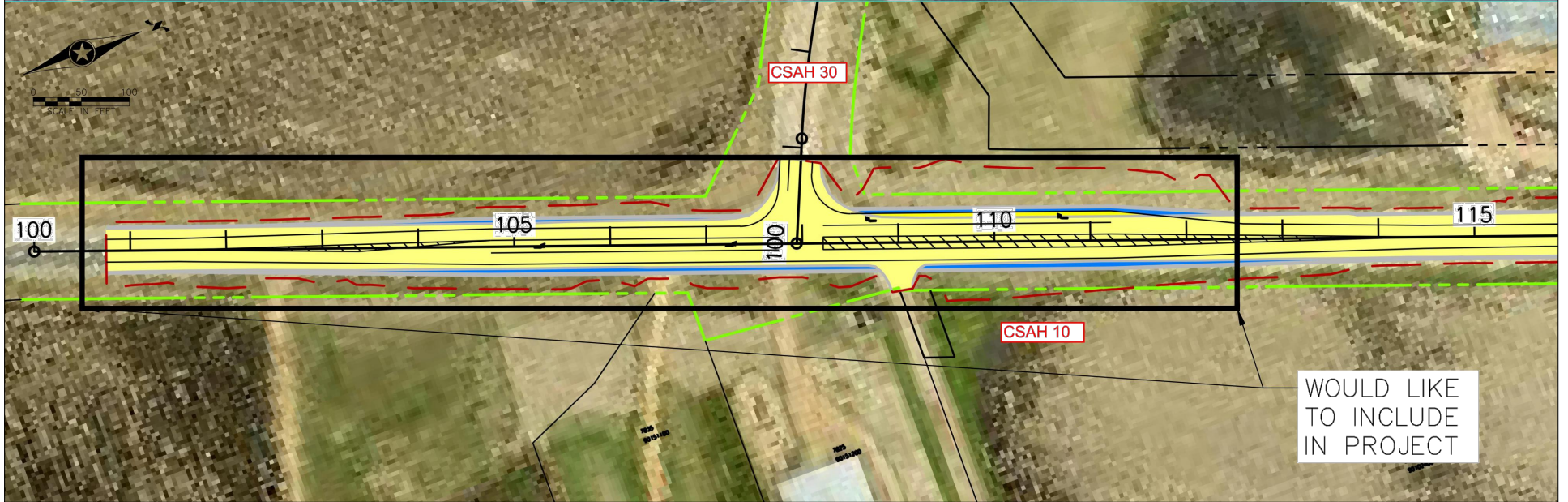
S.P. 010-610-046: TRAIL CONNECTION

DRAWN BY: SAS

DATE: 05/21/14

FIGURE 2





CARVER COUNTY  
PUBLIC WORKS

S.P. 010-610-046: CSAH 10/CSAH 30 INTERSECTION

DRAWN BY: SAS

DATE: 05/21/14

FIGURE 3