Application

01967 - 2014 Roadway Expansion

01983 - TH 212 Expansion

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
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Primary Contact

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What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name:	CARVER COUNTY
Jurisdictional Agency (if different):	
Organization Type:	County Government
Organization Website:	
Address:	PUBLIC WORKS
	11360 HWY 212 W #1

*	COLOGNE	Minnesota	55322-9133
	City	State/Province	Postal Code/Zip

County:	Carver
Phone:*	Ext.
Fax:	
PeopleSoft Vendor Number	0000026790A12

Project Information

Project Name	TH 212 Expansion
Primary County where the Project is Located	Carver
Jurisdictional Agency (If Different than the Applicant):	MnDOT

Brief Project Description (Limit 2,800 characters; approximately 400 words)

The proposed project will expand TH 212 to an urban four-lane expressway, which is currently a rural two-lane undivided highway west of Chaska. This project will build upon an existing four-lane freeway starting at CSAH 11 and extending through CSAH 43 (approximately 1.29 miles). This project will also utilize the existing right-of-way to reduce project costs and minimize right-of-way acquisition. Furthermore, the project will address safety issues at CSAH 43 and provide wider shoulders(see figure). TH 212 is an important Principal Arterial route that connects western Minnesota to the Twin Cities, in addition to linking freight/agricultural and industrial areas. The eastern portion of the corridor in Carver County was improved to a four-lane controlled access freeway through Chaska in 2009. However, the section between Carver and Cologne is a rural two-lane undivided highway with limited shoulders (see attached figure). These segments have high traffic with large volumes of freight moving from western Minnesota to river and rail terminals in the Shakopee/Savage area. In addition, population and employment expansion in the County have contributed to increased traffic volumes on the corridor, which is likely to continue as the metropolitan area grows.Carver County and the Southwest Corridor Transportation Coalition (SWCTC) have been pursuing an upgrade of current TH 212 between the City of Carver and Norwood Young America. In fact, most local governments all along the corridor from the South Dakota State line to the Twin Cities have passed resolutions supporting the upgrade to TH 212 in Carver County. Businesses, residents and local government officials have been asking for completion of this important highway for decades. For example, 41 communities(including all counties) and local chambers of commerce have passed resolutions supporting improvements to TH 212 to expand the capacity of this highway and the Board of Commissioners of every county along the

corridor has passed such a resolution. In that respect, Carver County and MnDOT have completed and extensive planning effort to explore the best ways to address access, safety, freight, economic development, and mobility needs by staging improvements overtime, especially for the segment between Carver and Cologne. The study has also documented the freight communities support for the project. More importantly, the study has refined and lowered construction costs for an approved concept plan for the segment and has an environmental document and official map in place. Furthermore, the study has established a staging plan for the segment between Carver and Cologne. The first phase, which is being proposed as part of this grant application, includes the expansion of the first mile of the 4.6 mile segment.

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles) 1.23

Connection to Local Planning:

Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

Connection to Local Planning

1a. Carver County Roadway System Plan (2010 2020): Page 19 (Travel Demand Future Improvement Scenarios)

1b. Carver County Comprehensive Plan Update (2014): Page 5 (2030 Future Capacity and Connectivity Improvements

1c. Update to County Model - Carver County State Roadway Improvement Scenario Technical Memorandum dated July 2, 2014.

2. City of Carver Comprehensive Plan (2008): Page 22

3. 2014 Highway 212 Corridor Access, Management, Safety and Phasing Plan

4. 2012 MnDOT Corridors Investment Management Strategy (CIMS) Documented Performance Based Investment Needs (2016 2021)

Project Funding

Are you applying for funds from another source(s) to implement this project?	No
If yes, please identify the source(s)	
Federal Amount	$7,000,000.00
Match Amount *Minimum of 20% of project total*	$4,825,000.00
Project Total	$11,825,000.00
Match Percentage *Minimum of 20%* *Compute the match percentage by dividing the match amount by the project total*	40.8%
Source of Match Funds	County and State
Preferred Program Year	

Select one:	2018

MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency	Carver County
Functional Class of Road	Principal Arterial
Road System *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*	TH
Name of Road *Example; 1st ST., MAIN AVE*	TH 212
Zip Code where Majority of Work is Being Performed	55322
(Approximate) Begin Construction Date	05/01/2018
(Approximate) End Construction Date	06/01/2019
LOCATION	
From: **(Intersection or Address)** *Do not include legal description;* *Include name of roadway if majority of facility runs adjacent to a single corridor.*	CSAH 11
To: **(Intersection or Address)**	CSAH 43
Type of Work *Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)*	Roadway Grading, Roadway Paving, Traffic Control, and Turf (Erosion and Landscaping)
Old Bridge/Culvert?	No
New Bridge/Culvert?	No
Structure is Over/Under **(Bridge or culvert name):**	

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$500,000.00
Removals (approx. 5% of total cost)	$200,000.00
Roadway (grading, borrow, etc.)	$3,000,000.00
Roadway (aggregates and paving)	$4,500,000.00
Subgrade Correction (muck)	$1,000,000.00

Storm Sewer	$150,000.00
Ponds	$100,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$500,000.00
Striping	$50,000.00
Signing	$100,000.00
Lighting	$25,000.00
Turf - Erosion & Landscaping	$500,000.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$200,000.00
RR Crossing	$0.00
Roadway Contingencies	$1,000,000.00
Other Roadway Elements	$0.00
Totals	**$11,825,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
Path/Trail Construction	$0.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$0.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$0.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Transit and TDM Contingencies	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	$0.00
Totals	**$0.00**

Totals

Total Cost	$11,825,000.00
Construction Cost Total	$11,825,000.00
Transit Operating Cost Total	$0.00

Requirements - All Projects

All Projects

1.The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

Check the box to indicate that the project meets this requirement. Yes

2.Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

3.Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

4.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Expansion, reconstruction/modernization, and bridges must be between $1,000,000 and $7,000,000. Roadway system management must be between $250,000 and $7,000,000.

Check the box to indicate that the project meets this requirement. Yes

5.The project must comply with the Americans with Disabilities Act.

Check the box to indicate that the project meets this requirement. Yes

6.The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

7.The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement. Yes

8.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

9.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

10.The project applicant must send written notification regarding the proposed projected to all affected communities and other levels and units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Roadways Including Multimodal Elements

Expansion and Reconstruction/Modernization Projects Only

1.The project must be designed to meet 10-ton load limit standards.

Check the box to indicate that the project meets this requirement. Yes

2.Federal funds are available for roadway construction and reconstruction on new alignments or within existing right-of-way, including associated construction and excavation, bridges, or installation of traffic signals, signs, utilities, bikeway or walkway components and transit components.
The project must exclude costs for right-of-way, studies, preliminary engineering, design, or construction engineering. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement. Yes

Bridge Projects Only

3.The bridge project must be identified as a Principal Arterial (Non-Freeway facilities only) or A Minor Arterial as shown on the latest TAB approved roadway functional classification map.

Check the box to indicate that the project meets this requirement.

4.Bridges selected in previous Bridge Improvement and Replacement solicitations (1994 2011) are not eligible. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.

Check the box to indicate that the project meets this requirement.

5.Projects requiring a grade-separated crossing of a Principal Arterial of freeway design must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOTs Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

Check the box to indicate that the project meets this requirement.

6.The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities sub-categories. Rail-only bridges are ineligible for funding.

Check the box to indicate that the project meets this requirement.

7.The length of the bridge must equal or exceed 20 feet.

Check the box to indicate that the project meets this requirement.

8.Project limits for bridge projects are limited from abutment to abutment.

Check the box to indicate that the project meets this requirement.

9.The project must exclude costs for studies, preliminary engineering, design, construction engineering, and right-of-way.

Check the box to indicate that the project meets this requirement.

Bridge Replacement Projects Only

10.The bridge must have a sufficienty rating less than 50. Additionally, it must also be classified as structurally deficient or functionally obsolete.

Check the box to indicate that the project meets this requirement.

Bridge Rehabilitiation Projects Only

11.The bridge must have a sufficienty rating less than 80. Additionally, it must also be classified as structurally deficient or functionally obsolete.

Check the box to indicate that the project meets this requirement.

Other Attachments

File Name	Description	File Size
Figure 1.pdf	Project Layout	2.5 MB
Highway 212 expansion CSAH11_43 MnDOT letter of support.pdf	Letter of Support from MnDOT	55 KB
RdywayAreaDef.pdf	Roadway Area Definition	1.0 MB
RegnalEcon.pdf	Regional Economy	758 KB
SocioEcon.pdf	Socio Economic	785 KB
TransitCon.pdf	Transit Connections	784 KB

Reliever: Freeway Facility or

Facility being relieved

Number of hours per day volume exceeds capacity (based on the Congestion Report)	0

Reliever: Non-Freeway Facility or

Facility being relieved

Number of hours per day volume exceeds capacity (based on the table below) 0

Non-Freeway Facility Volume/Capacity Table

Hour	NB/EB Volume	SB/WB Volume	Capacity	Volume exceeds capacity
12:00am - 1:00am			0	
1:00am - 2:00am			0	
2:00am - 3:00am			0	
3:00am - 4:00am			0	
4:00am - 5:00am			0	
5:00am - 6:00am			0	
6:00am - 7:00am			0	
7:00am - 8:00am			0	
8:00am - 9:00am			0	
9:00am - 10:00am			0	
10:00am - 11:00am			0	
11:00am - 12:00pm			0	
12:00pm - 1:00pm			0	
1:00pm - 2:00pm			0	
2:00pm - 3:00pm			0	
3:00pm - 4:00pm			0	
4:00pm - 5:00pm			0	
5:00pm - 6:00pm			0	
6:00pm - 7:00pm			0	
7:00pm - 8:00pm			0	
8:00pm - 9:00pm			0	
9:00pm - 10:00pm			0	
10:00pm - 11:00pm			0	
11:00pm - 12:00am			0	

Expander/Augmentor/Non-Freeway Principal Arterial

Select one:	Non-Freeway Principal Arterial
Area	16.714
Project Length	1.251
Average Distance	13.3605
Upload Map	TH 212 Roadway Area Definition.pdf

Measure B: Current Heavy Commercial Traffic

Location	East of CSAH 43
Current daily heavy commercial traffic volume	1850.0

Measure C: Project Location Relative to Jobs, Manufacturing, and Education

Select all that apply

Direct connection to or within a mile of a Job Concentration	
Direct connection to or within a mile of a Manufacturing/Distribution Location	
Direct connection to or within a mile of an Educational Institution	
Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan	Yes
County or City Plan Reference (Limit 700 characters; approximately 100 words)	TH 212 provides regional access to activity centers, (e.g., Carver Highlands WMA, MN Valley National Wild Refuge, and Community Parks), which are all identified in the Countys Comprehensive Plan. More importantly, TH 212 is a High Priority Interregional Corridor that provides significant links between activity and regional trade centers in western MN and the Twin Cities. The corridor is also relied on as a major east-west connection for residents commuting to job centers in the Twin Cities. TH 212 has high volumes of freight moving from western MN to manufacturing/distribution terminals in the Shakopee/Savage area. In fact, freight volumes exceed typical truck percentages on state highways.
Upload Map	TH 212 Regional Economy.pdf

Measure A: Current Daily Person Throughput

Location	East of CSAH 43
Current AADT Volume	12600.0
Existing Transit Routes on the Project	N/A

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	16380.0

Measure B: 2030 Forecast ADT

Use Metropolitan Council model to determine forecast (2030) ADT volume	
METC Staff - Forecast (2030) ADT volume	0
OR	
Approved county or city travel demand model to determine forecast (2030) ADT volume	Yes
Forecast (2030) ADT volume	31000.0

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty	
Project located in Concentrated Area of Poverty	
Projects census tracts are above the regional average for population in poverty or population of color	
Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly.	Yes

Response (Limit 1,400 characters; approximately 200 words)	It is important to recognize that the proposed project is adjacent to a census tract that is above the regional average for a population of poverty/race. Carver County is experiencing strong population and household growth as the urban fringe of the Twin Cities is expanding into the County. The new TH 212 (east of the project) has helped shorten the drive time to the Twin Cities, and has attracted new housing and economic development. For example, the four-lane facility east of CSAH 11 in Chaska has supported an expanding health industry, new commercial development, and has attracted a number of data centers. These land uses have provided opportunities for job growth and stability for low-income households (7%) and minority populations (16%) living near the project. Expanding TH 212 west of CSAH 11 will continue to support positive economic opportunities that create new jobs and housing opportunities for low income and minority populations. More importantly, these populations and others (children and elderly) rely heavily on TH 212 to access schools, jobs, health facilities and public services. In turn, these opportunities will better serve the communities that have been identified along the corridor as being above the regional average for a population of poverty/race. Therefore, this project will be staged overtime (first mile) to minimize the disruption to all populations.
Upload Map	TH 212 Socio Economic.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Dahlgren Township	1.29
	1

Total Project Length

Total Project Length	1.23

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
		0	**0**	**0**	**0**

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	1.29
Total Housing Score	0

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Roadway Segment Length (Miles)	Calculation	Calculation 2
1930.0	1.23	2373.9	1930.0
	1	**2374**	**1930**

Average Construction Year

Weighted Year	1930.0

Total Segment Length (Miles)

Total Segment Length	1.23

Measure A: Cost Effectiveness of Vehicle Delay Reduction

Total Project Cost from Cost Sheet	$11,825,000.00
Total Peak Hour Vehicle Delay Without The Project	6412.0
Total Peak Hour Vehicle Delay With The Project	1603.0
Total Peak Hour Vehicle Delay Reduced by Project	4809.0
Cost Effectiveness	$2,458.93
Synchro or HCM Reports	TH212_CSAH43.pdf

Measure B: Cost Effectiveness of Emissions Reduction

Total Project Cost from Cost Sheet	$11,825,000.00
Total Peak Hour Kilograms Reduced by Project	0.08
Cost Effectiveness	$147,812,500.00
Synchro or HCM Reports	TH212_CSAH43.pdf

Measure A: Benefit/Cost of Crash Reduction

Project Benefit/Cost Ratio	0.22
Worksheet Attachment	TH 212 Completed Safety Analysis.pdf

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	N/A
Planned Transitways directly connected to the project (alignment and mode determined and identified in the 2030 TPP)	N/A
Upload Map	TH 212 Transit.pdf

Response

Met Council Staff Data Entry Only

Route Ridership	0
Transitway Ridership	0

Measure B: Bicycle and Pedestrian Connections

Response (Limit 1,400 characters; approximately 200 words)

Pedestrian and bicycle (ped/bike) facilities are not directly located on TH 212. Adding trails/sidewalks to the TH 212 corridor would not be appropriate given the roadways principal arterial function, high speeds, and traffic volumes. However, there are many existing/planned ped/bike facilities that are within proximity to the corridor. These facilities run parallel to the TH 212 corridor and offer a safer east-west alternative for pedestrians and bicyclists. These facilities are recognized in local comprehensive plans. The proposed project will also provide some direct benefits for pedestrian/bicycle crossing TH 212 to access east-west routes. For example, a four-lane divided road will offer refuge for non-motorized users between east/westbound traffic. These opportunities will be further evaluated as part of the final design, specifically at CSAH 43. The CSAH 11 Bridge over TH 212 on the eastern end of the project currently has a sidewalk.

Other opportunities for ped/bike routes have been identified as part of recent development discussions in the northwest quadrant of CSAH 11 (near Mills Fleet Farm). For example, as this area develops over time, there will be a need to extend Levi Griffin Rd. This future east-west frontage road will provide an opportunity to add ped/bike facilities. These improvements will need to be evaluated and will depend on the timing of development.

Measure C: Multimodal Facilities

Response (Limit 1,400 characters; approximately 200 words)

Bike/ped facilities will primarily be incorporated as part of parallel routes to TH 212. It is also important to recognize that other modes of transportation are located adjacent to or within proximity to the project, such as rail, airports, intermodal facilities, and transit facilities. Multimodal assets along the corridor include the BNSF, UP, and TC & W trackage; six intermodal facilities and a major future intermodal facility near Norwood Young America; and the MN River and MN Valley State Trail. More importantly, the area is served by various dial-a-ride services and five park-and-ride lots (2,000 spaces). One of these facilities was recently constructed east of the project at CSAH 11/Ironwood Dr. - served by SW Transit express routes to downtown Mpls. This project will provide better access and mobility to this facility. Trucking is also the predominant mode of transportation along TH 212, and is the predominant mode in/out of District 8. By tonnage, it accounts for 67 percent of all outbound movement and 93 percent of all inbound movement. Furthermore, TH 212s annual truck delay caused by congestion was calculated to cost shippers between $203,000 and $275,000 per year (MnDOT Office of Transportation System Mgmt). The need for this project was further recognized as part of the TH 212 Study, which will improve the travel experience and safety for the freight community.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

3)Environmental Documentation (10 Percent of Points)

EIS

EA Yes

PM

Document Status:

Document approved (include copy of signed cover sheet) Yes TH212EnvDocLetters.pdf

100%

Document submitted to State Aid for review

75%

Document in progress; environmental impacts identified

50%

Document not started

0%

Anticipated date or date of completion/approval

4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge Yes

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified Yes

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition 12/01/2017

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion Yes

50%

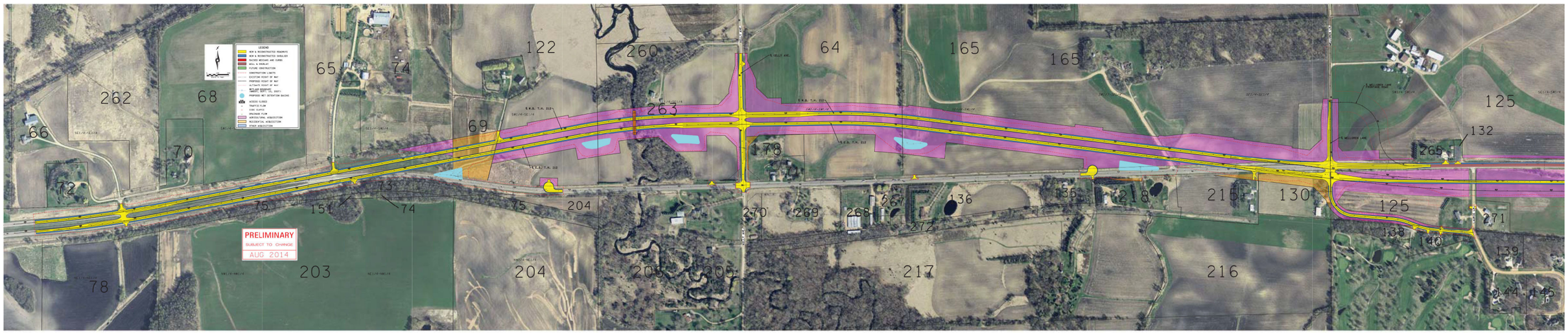
Construction plans have not been started

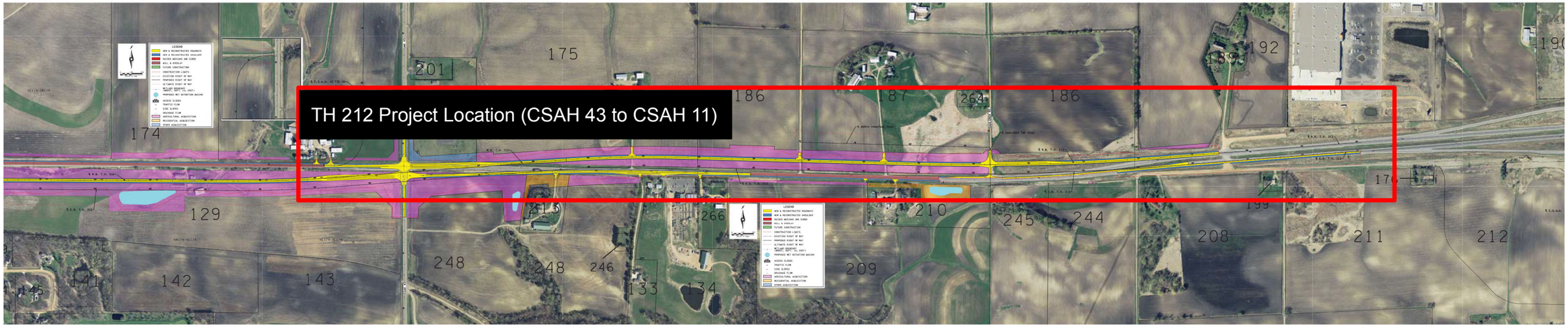
0%

Anticipated date or date of completion 06/01/2017

9)Letting

Anticipated Letting Date 02/01/2018





Project Location and Layout

TH 212 Expansion

Carver County

Figure 1

Minnesota Department of Transportation
Metro District
1500 West County Road B-2
Roseville, MN 5511

November 25, 2014

Lyndon Robjent
Division Director, County Engineer
Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

RE: Regional Solicitation Application for Highway 212 expansion from CSAH 11 to CSAH 43

Dear Mr. Robjent:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council's 2014 Regional Solicitation. Your application for the Highway 212 Expansion from CSAH 11 to CSAH 43 project impacts MnDOT right of way on Highway 212.

MnDOT, as the agency with jurisdiction over Highway 212, recognizes this application as a phased approach to a long term vision. Details of a future maintenance agreement with Carver County will be determined during project development to define how the project will be maintained for the project's useful life.

This project currently has no funding from MnDOT.

Sincerely,

Scott McBride, P.E.
Metro District Engineer

Cc: Elaine Koustsoukos, Metropolitan Council
Jon Solberg, MnDOT Metro District - South Area Manager

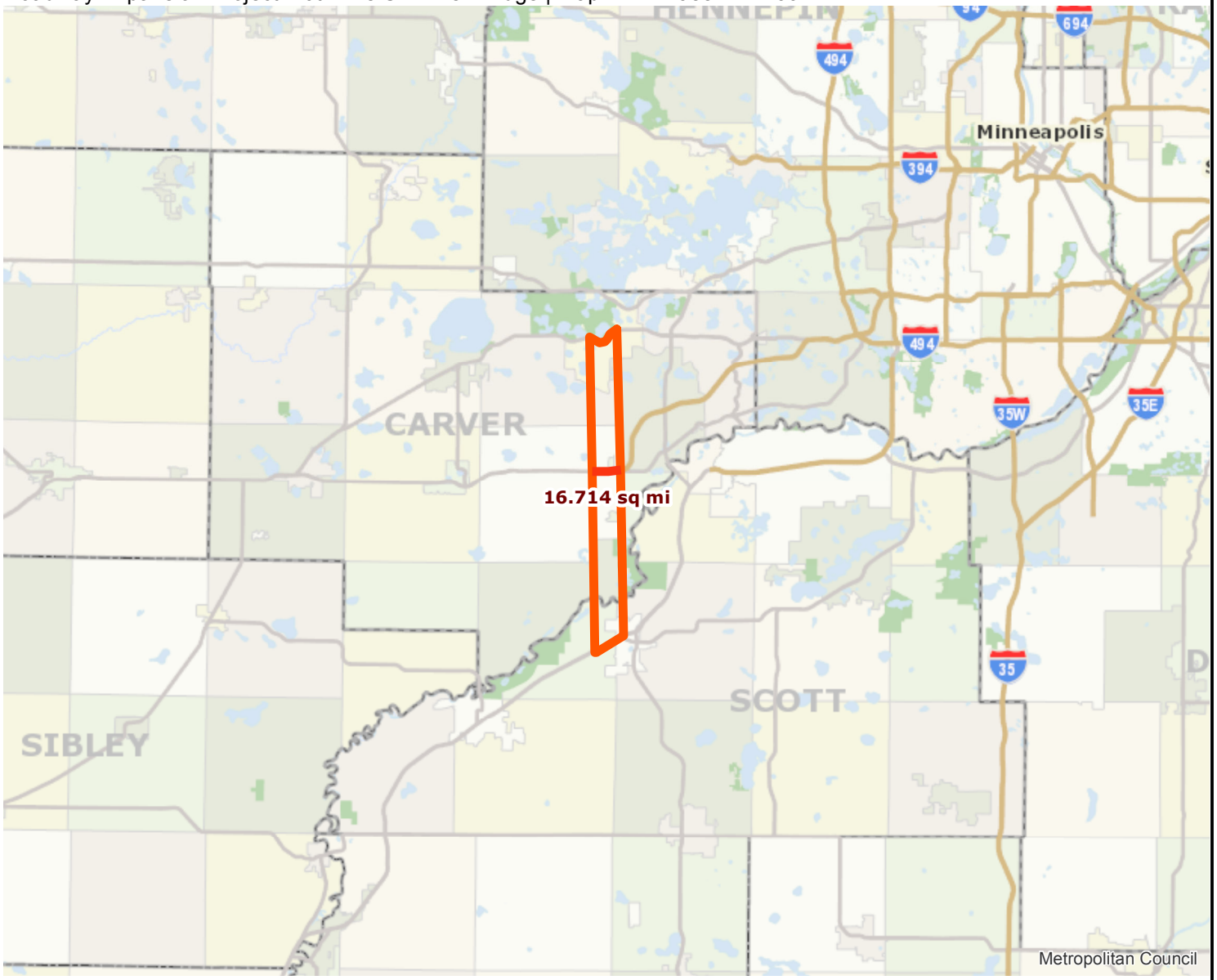
Roadway Area Definition

Roadway Expansion Project: 10th Ave SE River Bridge | Map ID: 1419884777799

Results

Project Length: 1.251 miles

Project Area: 16.714 sq mi



Project

Project Area

0 4.25 8.5 17 25.5 34 Miles

Created: 12/29/2014
LandscapeRSA1

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

Regional Economy

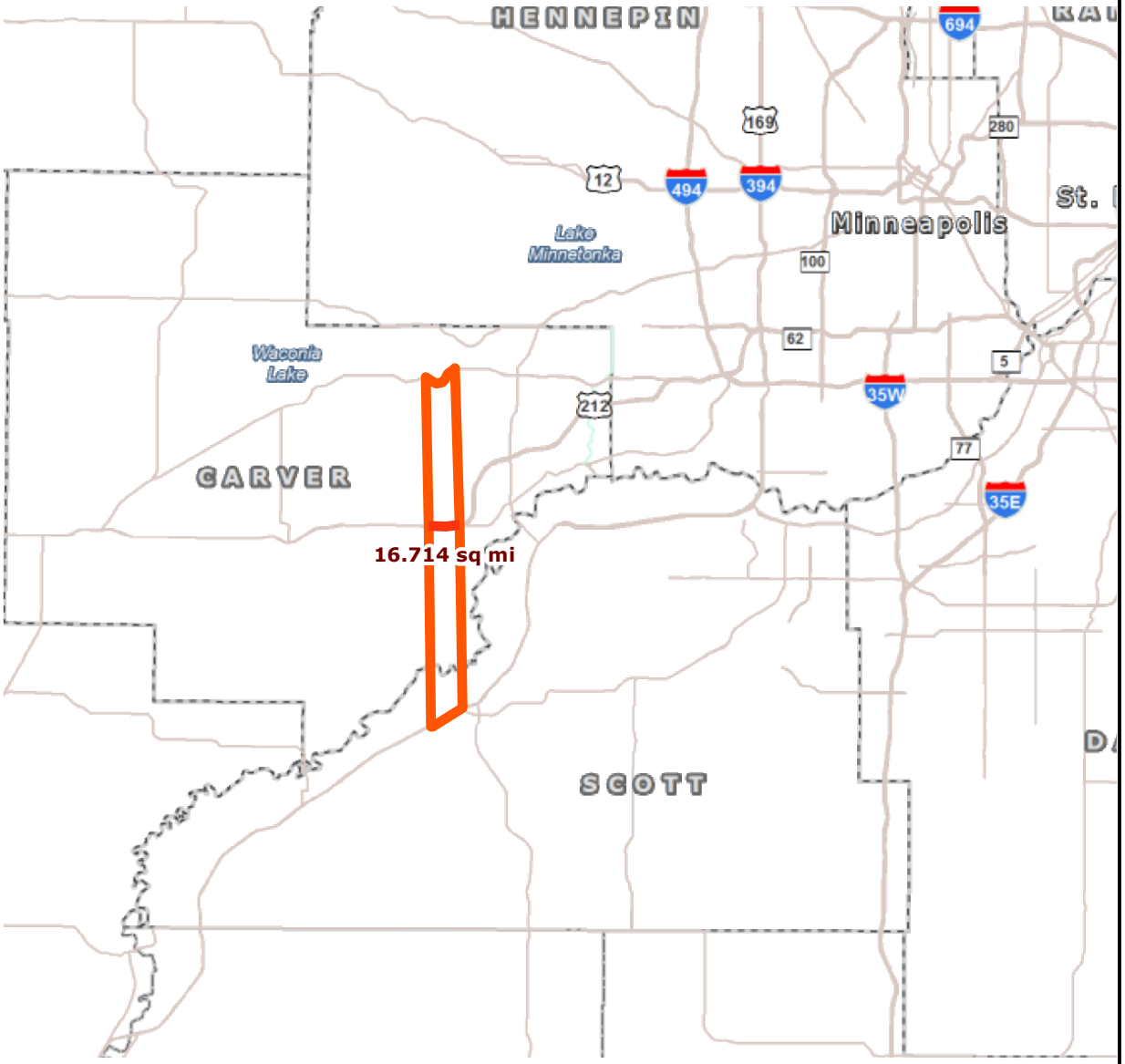
Roadway Expansion Project: 10th Ave SE River Bridge | Map ID: 1419884777799

Results

Project **NOT IN** area of Job Concentration.

Project **NOT IN** to area of Manufacturing and Distribution.

Project **NOT CONNECTED** to area of Education Institutions.



Project

Project Area

0 4.25 8.5 17 25.5 34 Miles

Created: 12/29/2014
LandscapeRSA5

For complete disclaimer of accuracy, please visit http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

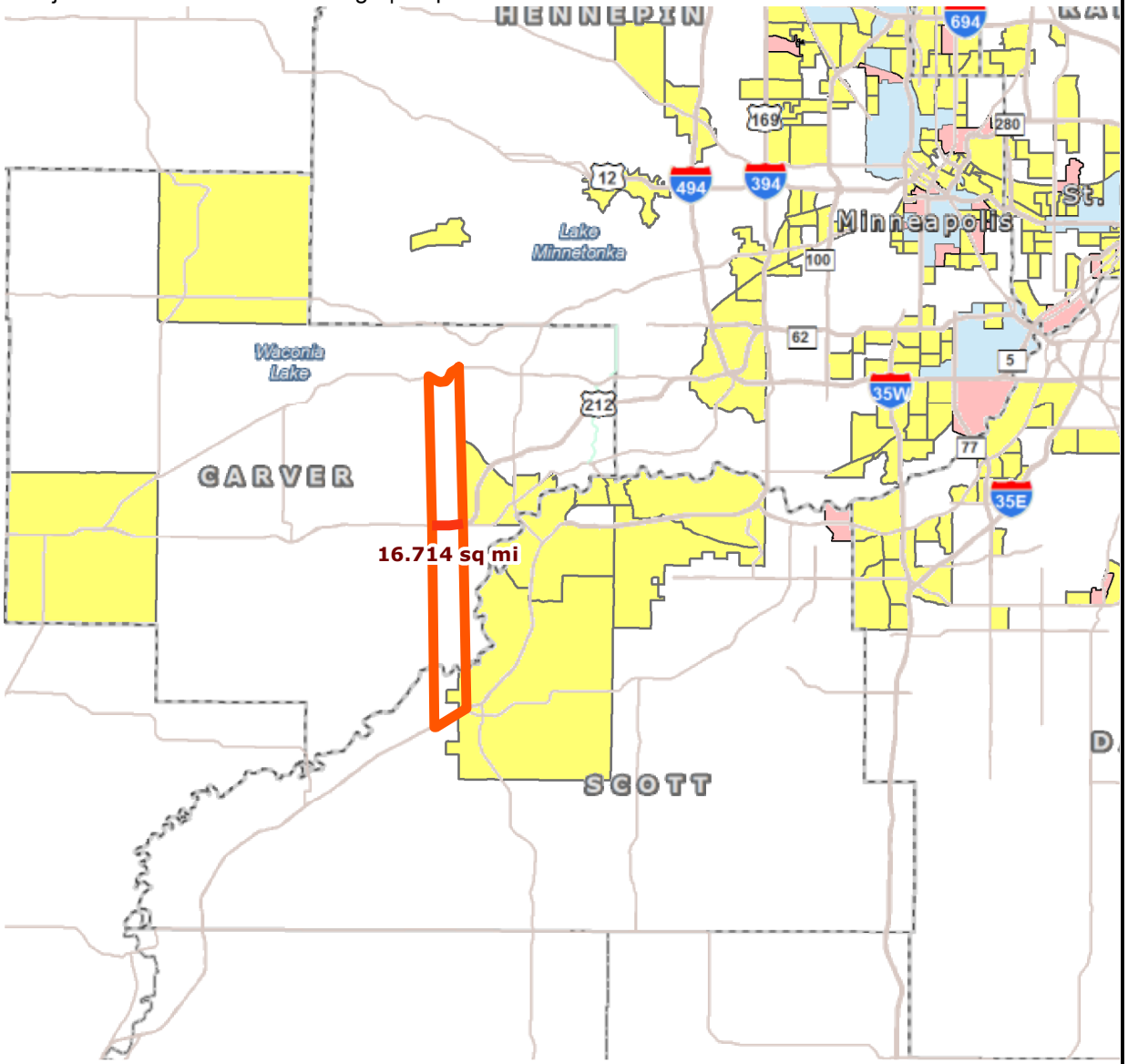
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Expansion Project: 10th Ave SE River Bridge | Map ID: 1419884777799

Results

Project **IN** area of above average concentration of race or poverty.



Project
Project Area
Racially concentrated area of poverty
Concentrated area of poverty
Above reg'l avg conc of race/poverty

0 4.25 8.5 17 25.5 34 Miles

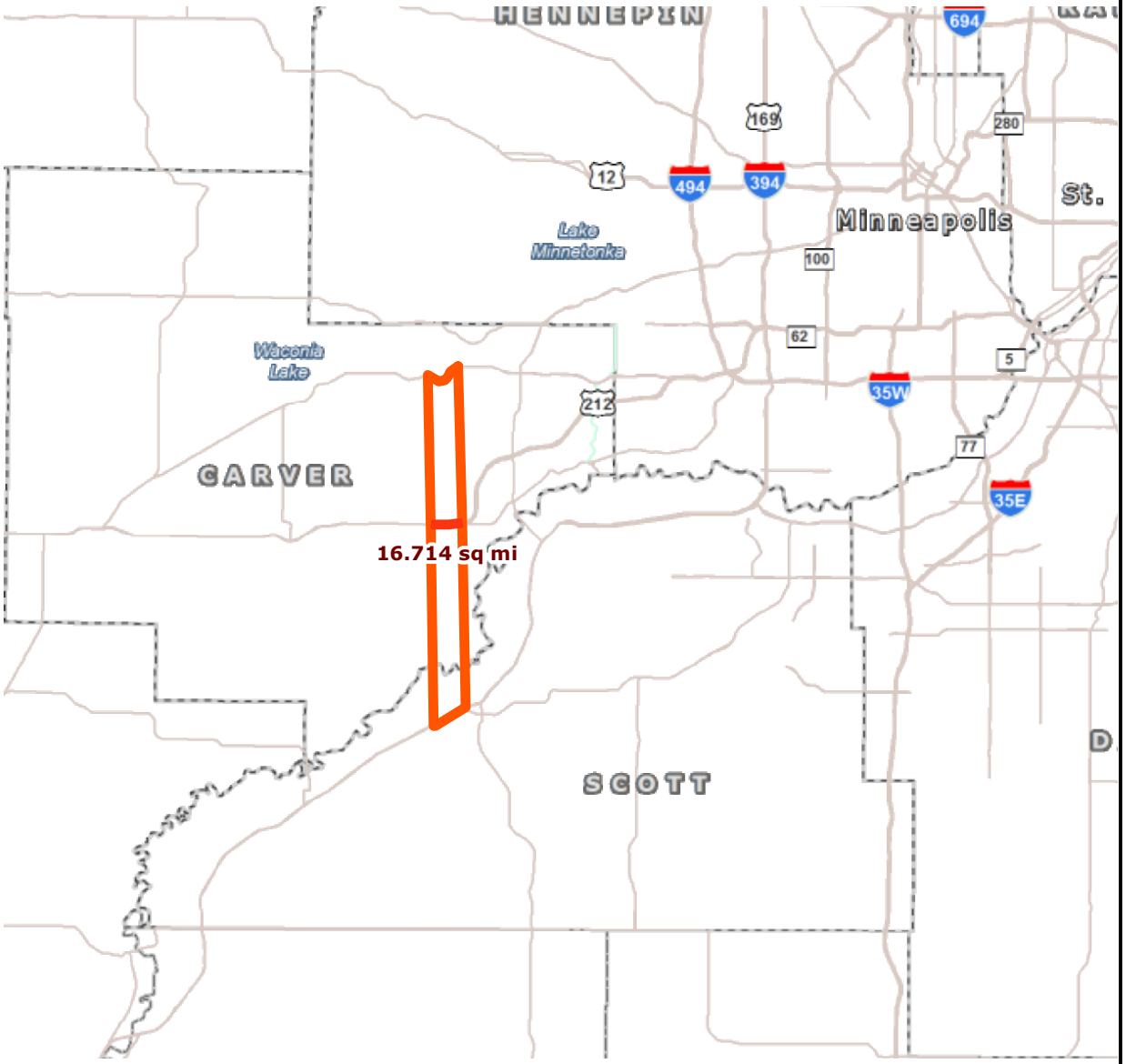
Created: 12/29/2014
LandscapeRSA2

For complete disclaimer of accuracy, please visit http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

Transit Connections

Roadway Expansion Project: 10th Ave SE River Bridge | Map ID: 1419884777799



Results

Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

Project

Project Area

0 4.25 8.5 17 25.5 34 Miles

Created: 12/29/2014
LandscapeRSA3

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

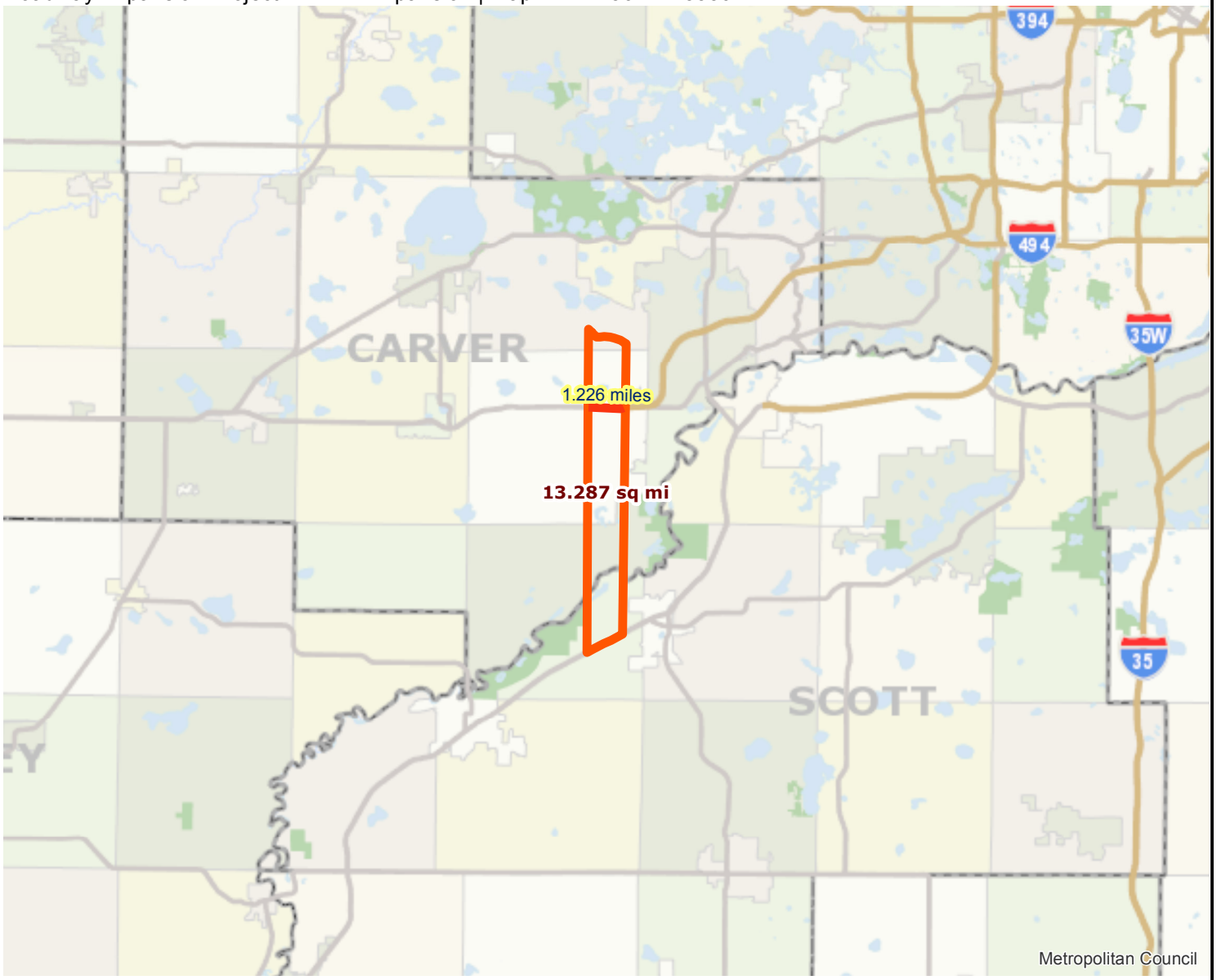
Roadway Area Definition

Roadway Expansion Project: TH 212 Expansion | Map ID: 1415641775330

Results

Project Length: 1.226 miles

Project Area: 13.287 sq mi



Project

Project Area

0 3.25 6.5 13 19.5 26 Miles

Created: 11/10/2014
LandscapeRSA1

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

Regional Economy

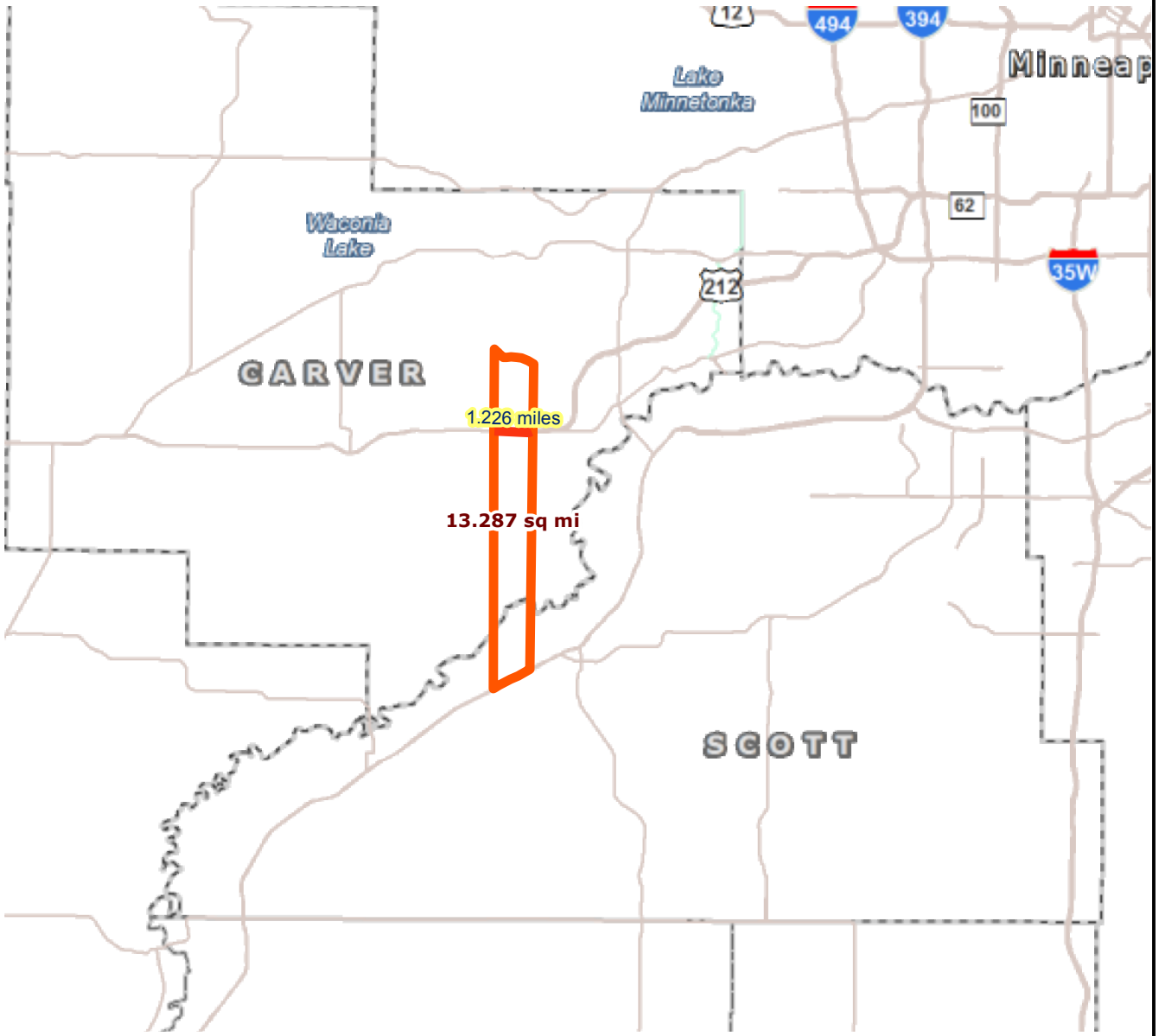
Roadway Expansion Project: TH 212 Expansion | Map ID: 1415641775330

Results

Project **NOT IN** area of Job Concentration.

Project **NOT IN** to area of Manufacturing and Distribution.

Project **NOT CONNECTED** to area of Education Institutions.



Project

Project Area

0 3.25 6.5 13 19.5 26 Miles

Created: 11/10/2014
LandscapeRSA5

For complete disclaimer of accuracy, please visit http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

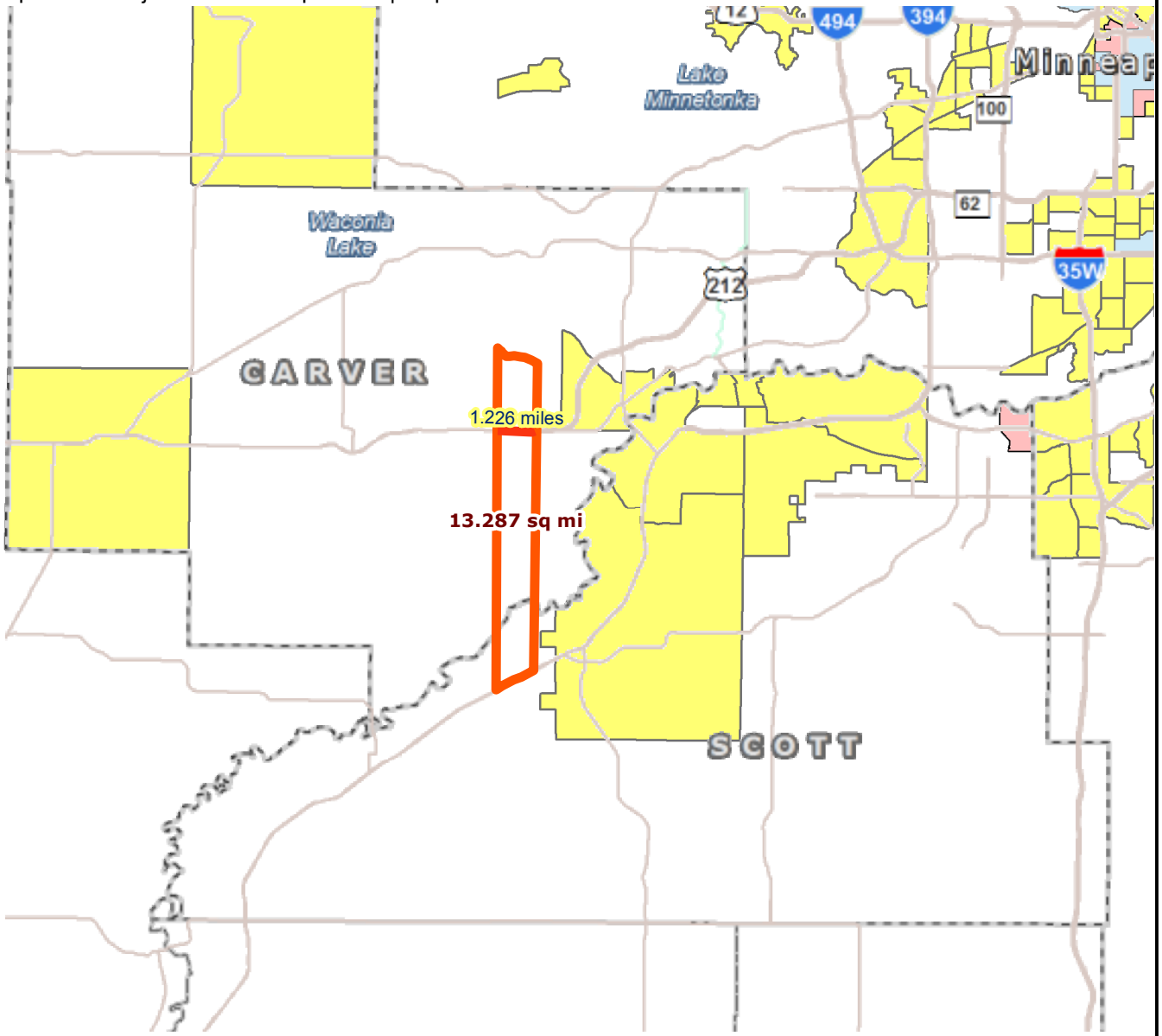
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Expansion Project: TH 212 Expansion | Map ID: 1415641775330

Results

Project **NOT IN** any area of concentrated poverty.



Project
Project Area
Racially concentrated area of poverty
Concentrated area of poverty
Above reg'l avg conc of race/poverty

0 3.25 6.5 13 19.5 26 Miles

Created: 11/10/2014
LandscapeRSA2

For complete disclaimer of accuracy, please visit http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

3: CSAH 43 & TH 212

Direction	All
Volume (vph)	1603
Total Delay / Veh (s/v)	4
CO Emissions (kg)	0.97
NOx Emissions (kg)	0.19
VOC Emissions (kg)	0.22

3: CSAH 43 & TH 212

Direction	All
Volume (vph)	1603
Total Delay / Veh (s/v)	1
CO Emissions (kg)	0.91
NOx Emissions (kg)	0.18
VOC Emissions (kg)	0.21

3: CSAH 43 & TH 212

Direction	All
Volume (vph)	1603
Total Delay / Veh (s/v)	4
CO Emissions (kg)	0.97
NOx Emissions (kg)	0.19
VOC Emissions (kg)	0.22

3: CSAH 43 & TH 212

Direction	All
Volume (vph)	1603
Total Delay / Veh (s/v)	1
CO Emissions (kg)	0.91
NOx Emissions (kg)	0.18
VOC Emissions (kg)	0.21

HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	TH 212	From CSAH 11 to CSAH 43			Carver	1/1/2011	12/31/2013
Description of Proposed Work		Convert from 2 to 4 lane facility, installing a median					

Accident Diagram Codes			1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian	6, 90, 99 Other	Total
Study Period: Number of Crashes	Fatal	**F**									
	Personal Injury (PI)	**A**									
		B				1					**1**
		C				1	2	1		1	**5**
	Property Damage	**PD**	2	1		3	7			2	**15**
% Change in Crashes *Use Crash Modification Factors Clearinghouse	Fatal	**F**									
	PI	**A**									
		B				-66%					
		C	-71%			-66%	-65%	-65%		-58%	
	Property Damage	**PD**	-71%	-65%		-66%	-65%			-58%	
Change in Crashes = No. of crashes **X** % change in crashes	Fatal	**F**									
	PI	**A**									
		B				**-0.66**					**-0.66**
		C				**-0.66**	**-1.30**	**-0.65**		**-0.58**	**-3.19**
	Property Damage	**PD**	**-1.42**	**-0.65**		**-1.98**	**-4.55**			**-1.16**	**-9.76**

Year (Safety Improvement Construction) **2018**

Project Cost (exclude Right of Way) **$ 11,825,000**

Right of Way Costs (optional)

Traffic Growth Factor **3%**

Capital Recovery

1. **Discount Rate** **4.5%**
2. **Project Service Life (n)** **20**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,100,000	
A			$ 550,000	
B	-0.66	-0.22	$ 160,000	$ 35,200
C	-3.19	-1.06	$ 81,000	$ 86,130
PD	-9.76	-3.25	$ 7,400	$ 24,075
Total				$ 145,405

B/C= 0.22

Using present worth values,

B= $ 2,543,697

C= $ 11,825,000

See "Calculations" sheet for amortization.

Office of Traffic, Safety and Technology **September 2014**

TH 212 - created on 10-31-2014 by imsd1jac

Crash data is managed by the Mn/DOT Office of Traffic, Safety, and Operations.

SYS	NUM	REF_POINT	GIS_ROUTE	GIS_TM	RD_DIR	ELEM	RELY	INV	R_U
02	00000212	143+00.557	0200000212	143.238	E		1	1	R
02	00000212	143+00.591	0200000212	143.272	Z		1	2	R
02	00000212	143+00.591	0200000212	143.272	Z		1	1	R
02	00000212	143+00.591	0200000212	143.272	Z		2	0	R
02	00000212	143+00.591	0200000212	143.272	Z		2	1	R
02	00000212	143+00.591	0200000212	143.272	Z		1	2	R
02	00000212	143+00.591	0200000212	143.272	Z		1	1	R
02	00000212	143+00.591	0200000212	143.272	Z		1	2	R
02	00000212	143+00.591	0200000212	143.272	Z		1	2	R
02	00000212	143+00.685	0200000212	143.366	Z		3	2	R
02	00000212	143+00.716	0200000212	143.397	Z		2	2	R
02	00000212	143+00.841	0200000212	143.522	W		2	1	R
02	00000212	143+00.868	0200000212	143.549	Z		B	2	R
02	00000212	144+00.096	0200000212	143.772	Z		B	2	R
02	00000212	144+00.096	0200000212	143.772	Z		B	2	R
02	00000212	144+00.446	0200000212	144.122	Z		A	2	R
02	00000212	144+00.458	0200000212	144.134	W		2	2	R
02	00000212	144+00.496	0200000212	144.172	E		1	2	R
02	00000212	144+00.529	0200000212	144.205	Z		B	2	U
02	00000212	144+00.591	0200000212	144.267	Z		3	2	R
02	00000212	144+00.711	0200000212	144.387	W		2	1	R
~~02~~	~~00000212~~	~~145+00.013~~	~~0200000212~~	~~144.694~~	~~W~~	~~—~~	~~A~~	~~2~~	~~R~~
~~02~~	~~00000212~~	~~145+00.029~~	~~0200000212~~	~~144.710~~	~~E~~	~~—~~	~~2~~	~~2~~	~~R~~
~~02~~	~~00000212~~	~~145+00.268~~	~~0200000212~~	~~144.949~~	~~Z~~	~~—~~	~~1~~	~~2~~	~~R~~
~~02~~	~~00000212~~	~~145+00.268~~	~~0200000212~~	~~144.949~~	~~Z~~	~~—~~	~~2~~	~~2~~	~~R~~
~~02~~	~~00000212~~	~~145+00.276~~	~~0200000212~~	~~144.957~~	~~Z~~	~~—~~	~~1~~	~~2~~	~~R~~
~~02~~	~~00000212~~	~~145+00.526~~	~~0200000212~~	~~145.207~~	~~W~~	~~—~~	~~3~~	~~1~~	~~R~~
~~02~~	~~00000212~~	~~145+00.529~~	~~0200000212~~	~~145.210~~	~~Z~~	~~—~~	~~2~~	~~2~~	~~R~~

ATP	CO	CITY	DOW	MONTH	DAY	YEAR	TIME	SEV
DEER CAME FROM ROAD EDGE COLLIDED WITH CAR, NO REPORTED INJURIES. DAMAGE TO PASSENGER SIDE AND WIND	10	0000	2-Mon	11	7	2011	0650	N
DRIVER #1 STATED HE WAS NB ON CO RD 43 AND STOPPED AT 212. HE STARTED CROSSING HWY 212 WHEN HE OBS	10	0000	5-Thu	2	17	2011	1040	N
V1 WAS IN DRIVING ALTERCATION WITH ANOTHER UNKNOWN VEHICLE. STATED THEY WERE PASSING EACHOTHER BAC	10	0000	2-Mon	12	19	2011	0451	N
	10	0000	7-Sat	11	19	2011	1313	N
THE DRIVER OF THE ACURA WAS TRAVELING EAST ON 212 PRIOR TO THE CRASH. THE DRIVER OF THE ATV REPORT	10	0000	6-Fri	8	17	2012	1628	B
UNIT 2 WAS TRAVELING WESTBOUND ON HWY 212 AT CO. RD. 43. UNIT 1 WAS STOPPED AT A STOP SIGN AT THE	10	0000	5-Thu	2	14	2013	2147	N
-V1 WAS E/B HWY 212 -V2 WAS W/B 212 -V3 WAS E/B 212 BEHIND V1 -V1 WAS GOING TO MAKE A LEFT TURN. -V	10	0000	6-Fri	4	19	2013	1214	C
UNIT #1 AND UNIT #2 WERE BOTH WESTBOUND ON HIGHWAY 212 AND WERE APPROACHING THE INTERSECTION WITH C	10	0000	4-Wed	6	5	2013	1556	N
DRIVER OF VEH. #1 STATED SHE WAS PROCEEDING THROUGH THE INTERSECTION NORTH WHEN SHE WAS STRUCK BY V	10	0000	2-Mon	6	10	2013	1644	N
UNIT 1 STOPPED IN DRIVEWAY OF 6510 HWY 212 PARALELL WITH ROADWAY. UNIT 1 TURNED INTO TRAFFIC ON HWY	10	0000	6-Fri	6	28	2013	1847	C
VEHICLE #1 WAS WESTBOUND ON HIGHWAY 212. VEHICLE #2 WAS EASTBOUND ON HIGHWAY 212. DRIVER OF VEHIC	10	0000	7-Sat	11	19	2011	1636	N
V1 TRAVELING WEST ON HWY 212 LOST CONTROL AND JACKKNIFED TRUCK AND TRAILER IN SOUTH DITCH.	10	0000	2-Mon	2	18	2013	2109	C
DRIVER OF VEH1 E/B USTH 212 JUST EAST OF CSAH 43 W	10	0000	7-Sat	11	19	2011	1427	C
UNIT 1 WESTBOUND HWY 212. UNIT 1 STARTED SLIDING O	10	0000	3-Tue	3	1	2011	2152	N
VEH. #1 AND VEH. #2 WERE EASTBOUND ON HIGHWAY 212.	10	0000	2-Mon	9	16	2013	1229	N
BOTH UNITS WERE TRAVELING EASTBOUND ON HIGHWAY 212	10	0000	6-Fri	12	7	2012	1435	N
VEHICLE 1 WAS TRAVELLING WESTBOUND ON HWY 212 APPROXIMATELY .5 MILES EAST OF HWY 284. V1 LOST CONTR	10	0000	1-Sun	2	20	2011	1211	N
UNIT # 1 WAS TRAVELING EASTBOUND ON HIGHWAY 212. THE DRIVER OF UNIT #1 LOST CONTROL DUE TO ROAD CON	10	0000	6-Fri	12	28	2012	0847	N
UNIT 1 TRAVELING WESTBOUND HWY 212. ROADWAY WAS CO	10	0645	3-Tue	2	22	2011	0240	C
DRIVER OF VEH. #1 STATED SHE WAS DRIVING EAST ON HIGHWAY 212 WHEN SHE STARTED TO LOSE CONTROL DUE T	10	0000	3-Tue	2	19	2013	1030	N
UNIT #1 WAS HEADED WB ON 212. UNIT #1CROSSED THE MEDIAN AND CROSSED EB TRAFFIC. UNIT #1 RAN OFF THE	10	0000	2-Mon	11	19	2012	0329	N
~~V1 WAS TRAVELING WEST ON HWY 212. V1 RAN OFF THE~~	~~10~~	~~0000~~	~~5-Thu~~	~~11~~	~~8~~	~~2012~~	~~0453~~	~~B~~
~~UNIT 1 TRAVELING EASTBOUND ON HWY 212. ROADWAY IS COVERED IN THICK LAYER OF ICE. UNIT 1 SLID ON ICE~~	~~10~~	~~0000~~	~~3-Tue~~	~~2~~	~~22~~	~~2011~~	~~0526~~	~~N~~
~~ONE DRIVER REAR-ENDED THE OTHER WHILE THEY WERE STOPPED AT THE SEMAPHORE LIGHT ON THE OFF-RAMP OF U~~	~~10~~	~~0000~~	~~1-Sun~~	~~11~~	~~4~~	~~2012~~	~~1232~~	~~C~~
~~VEHICLE #1 WAS WESTBOUND ON HWY 212 WEST OF JONANTHAN CARVER PARKWAY. VEHICLE #1 LOST CONTROL, DROV~~	~~10~~	~~0000~~	~~1-Sun~~	~~7~~	~~28~~	~~2013~~	~~0715~~	~~N~~
~~VEH. #1 WAS TRAVELING WEST ON HIGHWAY 212. VEH. #2 WAS MERGING ONTO HIGHWAY 212. VEH. #2 HIT VEH. #~~	~~10~~	~~0000~~	~~2-Mon~~	~~6~~	~~24~~	~~2013~~	~~1501~~	~~N~~
~~V4 STOPPED IN LLTL. V3 STOPPED DIRECTLY BEHIND V4. V2 STOPPED DIRECTLY BEHIND V3. V1 DIDNT KNOW W~~	~~10~~	~~0000~~	~~6-Fri~~	~~11~~	~~2~~	~~2012~~	~~1710~~	~~C~~
~~SIGN. UNIT #1 KNOCKED BOTH SIGNS OVER. UNIT #1 WAS DAMAGED ON THE PASSENGER SIDE FRONT AND ON TH~~	~~10~~	~~0000~~	~~4-Wed~~	~~12~~	~~4~~	~~2013~~	~~1241~~	~~N~~

															PERSON1		
NUM_KILLED	NUM_VEH	JUNC	SL	TYPE	DIAG	LOC1	TCD	LIT	WTHR1	WTHR2	SURF	CHAR	DESGN	ACC_NUM	VTYPE	DIR	ACT
0	1	1	55	8	5	1	98	1	1	0	1	3	8	113120036	1	3	1
0	2	4	55	1	5	1	4	1	6	0	2	1	8	110530360	1	1	1
0	1	1	55	51	4	1	98	6	2	0	5	1	3	113550260	1	3	15
0	1	0	55	34	4	0	98	1	5	0	5	0	0	113610086	3	2	13
0	2	1	55	1	5	1	98	1	1	0	1	1	8	122310153	1	3	1
0	2	7	55	1	90	1	4	6	1	0	1	1	8	130460004	1	1	1
0	3	4	55	1	90	1	4	1	1	0	4	1	8	131120212	4	3	6
0	2	4	55	1	1	1	4	1	3	2	2	1	8	131570048	1	7	15
0	2	4	55	1	90	1	4	1	2	2	1	1	8	131620028	1	3	1
0	2	1	55	1	5	1	98	1	2	0	1	1	8	131810025	4	5	37
0	2	1	55	1	5	1	98	6	4	5	5	2	8	113230330	1	7	1
0	1	1	55	54	4	4	98	6	7	0	5	1	8	130560259	2	7	1
0	2	1	55	1	8	1	98	1	5	0	5	1	8	113230362	1	3	1
0	1	1	55	51	7	90	98	6	7	0	5	2	8	110610012	3	7	1
0	2	1	55	1	2	1	98	1	1	1	1	2	8	132590103	4	3	1
0	2	1	55	1	1	1	98	1	4	7	3	1	8	123470047	1	3	1
0	1	1	65	37	7	8	98	1	4	0	3	1	1	110540288	1	7	1
0	1	1	55	51	7	4	98	1	2	4	2	1	8	123630107	2	3	1
0	1	1	55	37	4	90	98	6	2	0	5	2	8	110530361	3	7	1
0	1	1	55	27	7	1	98	1	7	8	5	2	8	130500176	1	3	1
0	2	1	65	26	4	3	98	4	1	0	1	1	3	123250244	35	7	90
~~0~~	~~1~~	~~1~~	~~55~~	~~26~~	~~4~~	~~3~~	~~98~~	~~7~~	~~1~~	~~0~~	~~1~~	~~1~~	~~1~~	~~123140003~~	~~1~~	~~7~~	~~1~~
~~0~~	~~1~~	~~1~~	~~55~~	~~37~~	~~7~~	~~2~~	~~98~~	~~6~~	~~2~~	~~0~~	~~5~~	~~2~~	~~3~~	~~110530367~~	~~3~~	~~3~~	~~1~~
~~0~~	~~2~~	~~1~~	~~55~~	~~1~~	~~1~~	~~1~~	~~1~~	~~1~~	~~2~~	~~0~~	~~1~~	~~2~~	~~2~~	~~123100086~~	~~1~~	~~3~~	~~1~~
~~0~~	~~1~~	~~1~~	~~55~~	~~37~~	~~4~~	~~2~~	~~98~~	~~1~~	~~1~~	~~0~~	~~1~~	~~1~~	~~5~~	~~132090051~~	~~1~~	~~7~~	~~1~~
~~0~~	~~2~~	~~1~~	~~55~~	~~1~~	~~2~~	~~1~~	~~98~~	~~1~~	~~1~~	~~2~~	~~1~~	~~1~~	~~1~~	~~131760027~~	~~1~~	~~7~~	~~1~~
~~0~~	~~4~~	~~7~~	~~65~~	~~1~~	~~1~~	~~1~~	~~1~~	~~1~~	~~2~~	~~0~~	~~1~~	~~2~~	~~2~~	~~123080160~~	~~3~~	~~7~~	~~1~~
~~0~~	~~1~~	~~1~~	~~55~~	~~26~~	~~4~~	~~3~~	~~98~~	~~1~~	~~7~~	~~4~~	~~5~~	~~1~~	~~1~~	~~133400286~~	~~1~~	~~7~~	~~1~~

- Countermeasure: Install raised median

CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
0.61	39	★★★★☆	All	All		Schultz et al., 2011	

-

0.56	44	★★★★☆	All	Fatal,Serious injury		Schultz et al., 2011	

-

0.29	70.77	★★★☆☆	All	All	Urban	Schultz et al., 2008	

-

0.45	55.43	★★★☆☆	Angle	All	Urban	Schultz et al., 2008	

-

0.86	14	★★★☆☆	All	All	Urban	Yanmaz-Tuzel and Ozbay, 2010	

Countermeasure(s)	Crash Type	Crash Severity	Area Type	Road Type	Daily Traffic Volume (veh/day)	Ref	Effectiveness				Study Type
							Crash Reduction Factor / Function	Std Error	Range		
									Low	High	
Increase number of lanes	All	All			<5,000/lane	15	20				
	All	All			>5,000/lane	15	31				
	All	All				15	10				
	All	All				15	20				
	All	All				15	22				
	All	All				15	25				
	All	All				15	25				
	All	All				15	25				
	All	Fatal				15	39				
	All	Injury				15	23				
	All	PDO				15	27				
	Head-on	All			<5,000/lane	15	38				
	Head-on	All			>5,000/lane	15	44				
	Head-on	All				15	53				
	Head-on	All				15	53				
	Head-on	PDO				15	50				
	Left-turn	All				15	71				
	Left-turn	PDO				15	67				
	ROR	All				15	44				
	ROR	All				15	26				
	ROR	All				15	44				
	ROR	All				15	44				
	ROR	PDO				15	50				
	Overturn	All			<5,000/lane	15	42				
	Overturn	All			>5,000/lane	15	52				
	Rear-end	All			<5,000/lane	15	42				
	Rear-end	All			>5,000/lane	15	52				
	Rear-end	All				15	32				
	Rear-end	All				15	32				
	Rear-end	All				15	40				
	Rear-end	All				15	53				
	Rear-end	PDO				15	53				

Countermeasure(s)	Crash Type	Crash Severity	Area Type	Road Type	Daily Traffic Volume (veh/day)	Ref	Effectiveness				Study Type
							Crash Reduction Factor / Function	Std Error	Range		
									Low	High	
Increase number of lanes (cont'd)	Right-angle	All			<5,000/lane	15	35				
	Right-angle	All			>5,000/lane	15	45				
	Right-angle	All				15	15				
	Right-angle	PDO				15	46				
	Sideswipe	All			<5,000/lane	15	38				
	Sideswipe	All			>5,000/lane	15	44				
	Sideswipe	All				15	30				
	Sideswipe	All				15	30				
	Sideswipe	All				15	35				
	Sideswipe	PDO				15	64				
Increase vertical grade by 1%	All	All	Rural	2-lane		23	-1.6P; P=percent grade (absolute value)				
Install acceleration/ deceleration lanes	All	All				15	26				
	All	All	All	All		1	10				
	All	All				15	10				
	All	All				15	10				
	All	All				15	10				
	All	All				15	25				
	All	All				15	75				
	Rear-end	All				15	75				
	Sideswipe	All				15	75				
Install channelized lane	All	All				15	67				
	All	PDO				15	62				
	Rear-end	All				15	93				
Install climbing lane (where large difference between car and truck speed)	All	Fatal/ Injury	Rural	2-lane		38	33				

Dual CRF for TH 212

Improvements include a 2 lane to 4 lane conversion and installing a median.

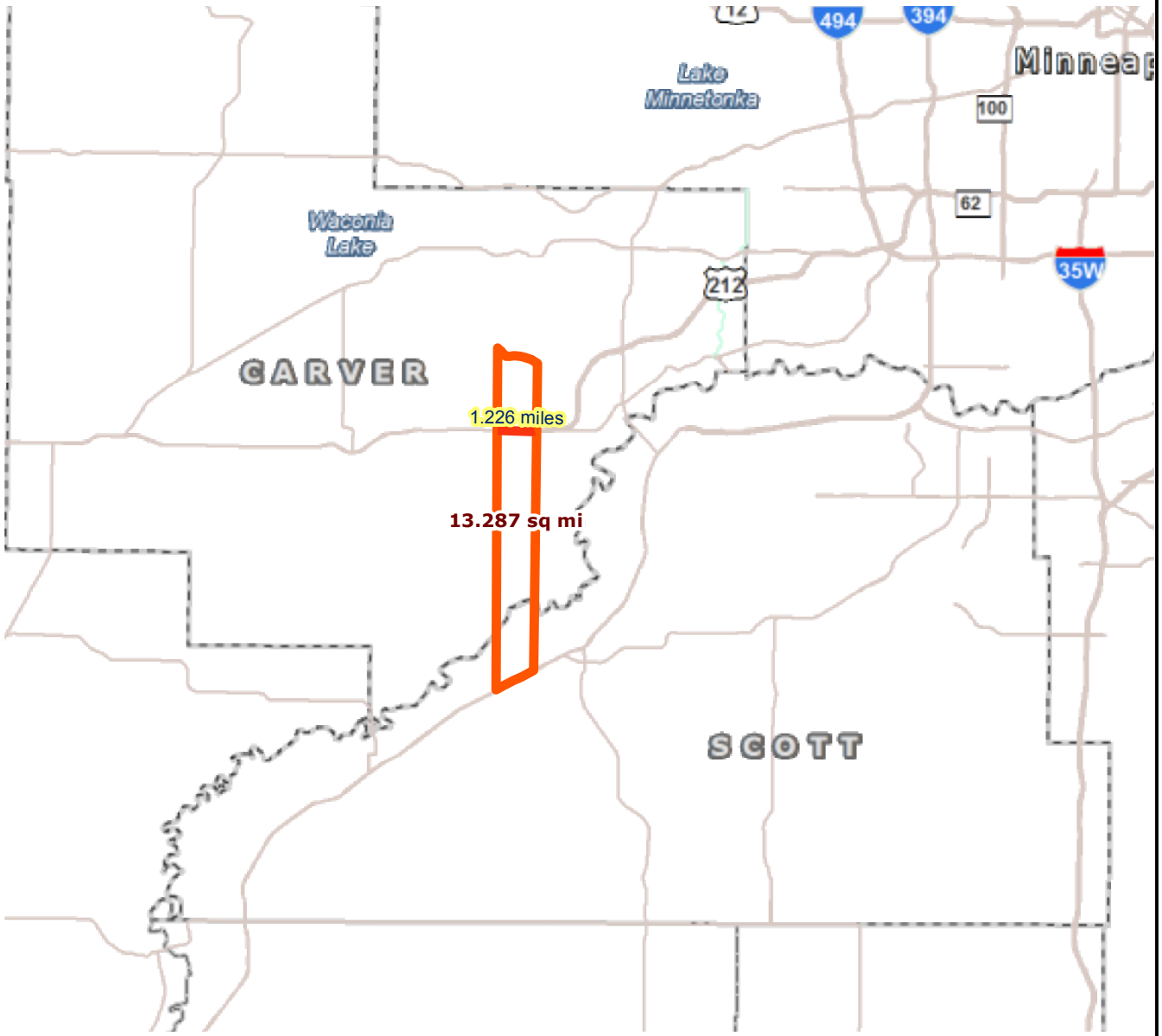
CR1=Increase Number of Lanes
CR2=Install a raised median

CR=1 – (1-CR1)*(1-CR2)

Other Crashes: CR=1 – (1-.31)*(1-.39) = .58
Run off Road/Head On/Sideswipe: CR=1 – (1-.44)*(1-.39) = .65
Right Angle: CR=1 – (1-.45)*(1-.39) = .66
Left-Turn: CR=1 – (1-.71)*(1-.39) = .82
Rear End: CR=1 – (1-.52)*(1-.39) = .71

Transit Connections

Roadway Expansion Project: TH 212 Expansion | Map ID: 1415641775330



Results

Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

Project

Project Area

0 3.25 6.5 13 19.5 26 Miles

Created: 11/10/2014
LandscapeRSA3

METROPOLITAN COUNCIL

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

MINNESOTA DIVISION

ADMINISTRATIVE ACTION

FINDING OF NO SIGNIFICANT IMPACT

Minnesota Project Number: To Be Determined

Minnesota State Project Number 1013-79

Trunk Highway 212 from Cologne to Carver

In Carver County, Minnesota

The proposed project consists of reconstruction to a four-lane divided expressway on new and existing alignment, associated turning lane improvements, access management, new access roads, and a footprint for a future interchange at the intersection of TH 212 and Carver CSAH 43.

The Federal Highway Administration has determined that the proposed improvements, as described in the Environmental Assessment (EA) will have no significant impacts on the human environment. This Finding of No Significant Impact (FONSI) is based upon the attached EA which has been independently evaluated by the FHWA and determined to adequately discuss the need, environmental issues, and impact of the proposed project and appropriate mitigation measures.

The EA provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the EA for the subject project.

9/13/2010

Philip Forst

Date

Environmental Specialist

Minnesota Department of Transportation
Metropolitan District – Waters Edge
1500 County Road B2 West
Roseville, MN 55113-3174

Phone: (651) 234-7723
Fax: (651) 234-7709

July 29, 2010

To Whom It May Concern:

SUBJECT: **Negative Declaration Regarding the Need for an Environmental Impact Statement for the Trunk Highway 212 (S.P. 1013-79) project from approximately one mile west of Kelly Avenue to CSAH 11 in City of Carver and Dahlgren Township in Carver County, Minnesota.**

The proposed project involves reconstruction of approximately five miles of TH 212, from two-lane roadway to four-lane divided expressway, between the existing four-lane segments in the cities of Cologne and Carver. The project also includes the preservation of right of way for a future interchange at CR 43. Under Minnesota rules, the Minnesota Department of Transportation (Mn/DOT) is the Responsible Governmental Unit (RGU) and the proposer of this project.

The proposed action was described and analyzed in an Environmental Assessment/Environmental Assessment Worksheet (EA/EAW) circulated to the EAW Distribution List and others. A Notice of Availability appeared in the EQB Monitor on January 11, 2010. A public hearing was held on January 26, 2010. The comment period closed February 10, 2010.

As the RGU for work on the Minnesota trunk highway system, Mn/DOT has undertaken a thorough analysis of the project and its impacts. Though its own analysis, coordination with affected agencies, public and community involvement, and comment letters received, Mn/DOT has determined that the TH212 project does not have the potential for significant environmental impact. Mn/DOT has concluded that an Environmental Impact Statement is not required, and has issued a Negative Declaration Order for the project. This decision and determination is supported by the full administrative record of the project, including Findings of Fact and Conclusions. The Negative Declaration concludes the Minnesota state environmental review process. Right of way acquisition and construction may proceed immediately.

Mn/DOT does not intend to circulate paper copies of the Findings of Fact and Conclusions document or the Negative Declaration Order. These items and others are available on the project website at: http://www.dot.state.mn.us/metro/projects/new212/documents.html. Should any readers not have access to these electronic documents, paper copies may be obtained by contacting Nicole Peterson at 651-234-7723.

For the Minnesota Department of Transportation

Nicole Peterson — 7.29.10

Nicole Peterson
Project Manager
Mn/DOT, Metro District

Date