Application

01967-2014 Roadway Expansion
02001 - CSAH 27 Reconstruction
Regional Solicitation - Roadways Including Multimodal Elements

Status:
Submitted Date:

Submitted
12/01/2014 1:54 PM

## Primary Contact

| Name:* | Andy |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Salutation | First Name | Middle Name | Last Name |
| Title: | Senior |  |  |  |
| Department: |  |  |  |  |
| Email: | ahingeveld@co.scott.mn.us |  |  |  |
| Address: | 600 Country Trail East |  |  |  |
|  | Jordan | Minnesota |  | 55352 |
|  | City | State/Province |  | Postal Code/Zip |
| Phone:* | 952-496-8839 |  |  |  |
|  | Phone |  | Ext. |  |
| Fax: |  |  |  |  |
| What Grant Programs are you most interested in? | Regional Solicitation - Roadways Including Multimodal Elements |  |  |  |

## Organization Information

Jurisdictional Agency (if different):
Organization Type: County Government

## Organization Website:

Address: 600 COUNTRY TRAIL E

| * | JORDAN | Minnesota |
| :--- | :--- | :--- |
| County: | City | Scate/Province |
| Postal Code/Zip |  |  |
| Phone:* | $612-496-8355$ |  |
| Fax: |  | Ext. |
| PeopleSoft Vendor Number | $0000024262 A 3$ |  |

## Project Information

Project Name
Primary County where the Project is Located

CSAH 27 Reconstruction
Scott

Jurisdictional Agency (If Different than the Applicant):

The proposed project will reconstruct approximately 1.8 miles of two-lane rural roadway to four-lane divided urban roadway. Bike and pedestrian facilities will be constructed on both sides of the road, completing the gap between CSAH 21 and CSAH 44, and providing non-motorized access to Cleary Lake Regional Park for Savage residents. The roadway will also include turn lanes, paved shoulders, and a dual left turn for southbound CSAH 27 to eastbound CSAH 21 with signal modification at the intersection to reduce delay and air emissions. Access relocation and intersection realignment will occur to improve safety and support the Countys access management plan. Curb and gutter will be installed and stormwater detention ponds will be constructed for water quality and rate control purposes.

CSAH 27 is the only continuous north-south AMinor Arterial between I-35 and TH 13 (a distance of four miles), and one of a limited number of continuous north-south roadways in all of Scott County. CSAH 27 extends from Savage to the countys border south of Elko New Market. Due to its importance on the arterial system, Scott County recently completed the CSAH 27 Corridor Study and identified improvements needed to maintain safety and mobility in the corridor. Improvements were identified for the segment between CSAH 21 and CSAH 44. Given speeds on the corridor, current crash rates, the function of CSAH 27 and traffic forecasts, the study determined that a fourlane, divided roadway is the preferred alternative.

This segment of CSAH 27 experiences a crash rate that is above the critical crash rate for both the state and the Metro District. The severity rate is also higher than the average severity rates for similar segments at the district and statewide
levels. This is due to a high number of rear end crashes being experienced along this corridor, likely caused by through traffic rear ending traffic turning onto side streets or driveways. The lack of dedicated turn lanes on a high-speed corridor and increasing congestion contribute to the severity of crashes on this segment.

The purpose of this project is to address safety issues, modernize the roadway, and provide additional multi-modal transportation capacity on CSAH 27 to serve the traveling public by filling a gap in the corridor and expanding a two-lane rural section residing between two east-west four-lane arterials. Residential, commercial, and recreational land use opportunities have expanded in these communities, resulting in an increased demand for transportation capacity and a desire for multi-modal facilities.

Include location, road name/functional class, type of improvement, etc
Project Length (Miles)
1.8

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.

Scott County 2030 Comprehensive Plan (Page VI40)

Scott County 2014-2023 Transportation Improvement Program (Page 46)
Connection to Local Planning

Scott County CSAH 27 Corridor Study (Pages 8899)

## Scott County Highway Safety Plan (Page 139)

## Project Funding

| If yes, please identify the source(s) |  |
| :--- | :--- |
| Federal Amount | $\$ 7,000,000.00$ |
| Match Amount | $\$ 2,909,400.00$ |
| Minimum of 20\% of project total | $\$ 9,909,400.00$ |
| Project Total | $29.36 \%$ |
| Match Percentage | Scott County |
| Minimum of 20\% <br> Compute the match percentage by dividing the match amount by the project total |  |
| Source of Match Funds | 2019 |

## MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency
Functional Class of Road
Road System
TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET
Name of Road
Example; 1st ST., MAIN AVE
Zip Code where Majority of Work is Being Performed
(Approximate) Begin Construction Date
(Approximate) End Construction Date
LOCATION
From:
(Intersection or Address)
Do not include legal description;
Include name of roadway if majority of facility
runs adjacent to a single corridor.
To:
(Intersection or Address)

Type of Work

Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,
Park \& Ride, etc.)
Old Bridge/Culvert?
New Bridge/Culvert?
Structure is Over/Under
(Bridge or culvert name):

No
No
Scott County
A-Minor Expander
CSAH

Texas Avenue

55372
05/01/2019
12/01/2019

Approx. 1400 feet south of CSAH 21

CSAH 44

Grade, Agg Base, Bit Base, Bit Surf, Sidewalk, Curb and Gutter, Storm Sewer, Signals, Lighting, Bike Path, Ped Ramps
n/a
Specific Roadway Elements
CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

## Cost

Mobilization (approx. 5\% of total cost) ..... \$365,000.00
Removals (approx. 5\% of total cost) ..... \$375,000.00
Roadway (grading, borrow, etc.) ..... \$1,362,500.00
Roadway (aggregates and paving) ..... \$3,703,400.00
Subgrade Correction (muck) ..... $\$ 455,000.00$
Storm Sewer ..... \$797,100.00
Ponds ..... \$100,000.00
Concrete Items (curb \& gutter, sidewalks, median barriers) ..... $\$ 941,500.00$
Traffic Control ..... \$50,000.00
Striping ..... \$100,000.00
Signing ..... \$28,000.00
Lighting ..... $\$ 0.00$
Turf - Erosion \& Landscaping ..... \$525,000.00
Bridge ..... $\$ 0.00$
Retaining Walls ..... $\$ 0.00$
Noise Wall ..... \$500,000.00
Traffic Signals ..... \$225,000.00
Wetland Mitigation ..... $\$ 0.00$
Other Natural and Cultural Resource Protection ..... $\$ 0.00$
RR Crossing ..... $\$ 0.00$
Roadway Contingencies ..... $\$ 0.00$
Other Roadway Elements ..... $\$ 0.00$
Totals ..... \$9,527,500.00
Specific Bicycle and Pedestrian Elements
CONSTRUCTION PROJECT ELEMENTS/COSTESTIMATES
Cost
Path/Trail Construction ..... \$156,600.00
Sidewalk Construction ..... \$209,700.00
On-Street Bicycle Facility Construction ..... $\$ 0.00$
Right-of-Way ..... $\$ 0.00$
Pedestrian Curb Ramps (ADA) ..... \$15,600.00
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 ..... \$381,900.00
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
\$9,909,400.00
Construction Cost Total
Transit Operating Cost Total
\$9,909,400.00

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 |
| :--- | :--- | :--- |
| 2001 Scott Co HSIP.pdf | Crash B/C | 30 KB |
| ProjectLayout_North_OHLayout09-23- <br> 14.pdf | Project Layout | 3.2 MB |
| Savage Letter of Support-CH 27.pdf | Letter of Support - City of Savage | 40 KB |
| Scott County Resolution.pdf | Scott County Resolution | 82 KB |

## Reliever: Freeway Facility or

Facility being relieved
Number of hours per day volume exceeds capacity (based on the Congestion Report)

## Reliever: Non-Freeway Facility or

Facility being relieved
Number of hours per day volume exceeds capacity (based on the table below)

## Non-Freeway Facility Volume/Capacity Table

| Hour | NB/EB Volume | SB/WB Volume |
| :--- | :--- | :--- |
| 12:00am-1:00am CapacityVolume exceeds <br> capacity |  |  |
| 1:00am-2:00am | 0 |  |
| $2: 00 \mathrm{am}-3: 00 \mathrm{am}$ | 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: | Expander |
| :--- | :--- |
| Area | 13.4 |
| Project Length | 1.8 |
| Average Distance | 7.4444 |
| Upload Map | CH 27 Roadway Area Map.pdf |

## Measure B: Current Heavy Commercial Traffic

| Location | CSAH 27 south of CSAH 44 |
| :--- | :--- |
| Current daily heavy commercial traffic volume | 1280.0 |

## 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 Yes city plan

This project provides a direct connection to Cleary Lake Regional Park, a local activity center identified

County or City Plan Reference (Limit 700 characters; approximately 100 words)

Upload Map within the Scott County 2030 Comprehensive Plan, and the Metropolitan Council 2030 Regional Park Policy Plan. The Prior Lake-Savage High School is also located within a mile north of the project area.

CH 27 Regional Economy Map.pdf

## Measure A: Current Daily Person Throughput

| Location | CSAH 27 between 170th Street and CSAH 44 |
| :--- | :--- |
| Current AADT Volume | 7700.0 |
| Existing Transit Routes on the Project | 492 |

## Response: Current Daily Person Throughput

| Average Annual Daily Transit Ridership | 8.0 |
| :--- | :--- |
| Current Daily Person Throughput | 10018.0 |

## Measure B: 2030 Forecast ADT

Use Metropolitan Council model to determine forecast (2030) ADT No
volume
METC Staff - Forecast (2030) ADT volume
0
OR
Approved county or city travel demand model to determine forecast (2030) ADT volume

Forecast (2030) ADT volume
18000.0

## 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 Yes includes children, people with disabilities, or the elderly.

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

Upload Map

The CSAH 27 project will provide pedestrian and bike facilities linking residents from the City of Savage and Credit River Township to Cleary Lake Regional Park and the Scott West Regional Trail. The bike/ped facilities will benefit residents (especially the youth and elderly) by supporting non-motorized travel to the park, shopping and schools.

The Casey Addition and Creekwood neighborhoods adjacent to the project consist of homes built in the 1960s and 1970s. The homes provide workforce housing for the countys low- and middle-income population. The project will improve safety conditions for the residents by improving safety on the roadway and adding bike/ped facilities for nonmotorized travel.

The project is not anticipated to negatively impact low-income populations, populations of color, or the elderly. All facilities will be upgraded to current ADA standards to improve access for people with disabilities.

CH 27 Socio Economic Map.pdf

## Measure B: Affordable Housing

City/Township
Credit River Township

Segment Length (Miles)

## 1.8

2

## Total Project Length

City/Township \begin{tabular}{cccccc}
Segment <br>
Length (Miles)

 

Total Length <br>
(Miles)

$\quad$ Score $\quad$

Segment <br>
Length/Total <br>
Length

 

Housing Score <br>
Multiplied by <br>
Segment <br>
percent
\end{tabular}

## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

| Total Project Length (Miles) |  | 1.8 |  |
| :---: | :---: | :---: | :---: |
| 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 |
| 1961.0 | 1.6 | 3137.6 | 1743.111 |
| 1996.0 | 0.2 | 399.2 | 221.778 |
|  | 2 | 3537 | 1965 |

## Average Construction Year

Weighted Year
Total Segment Length (Miles)

Total Segment Length

## Measure A: Cost Effectiveness of Vehicle Delay Reduction

| Total Project Cost from Cost Sheet | $\$ 9,909,400.00$ |
| :--- | :--- |
| Total Peak Hour Vehicle Delay Without The Project | 53352.0 |
| Total Peak Hour Vehicle Delay With The Project | 42237.0 |
| Total Peak Hour Vehicle Delay Reduced by Project | 11115.0 |
| Cost Effectiveness | $\$ 891.53$ |
| Synchro or HCM Reports | $\mathrm{CH} 27-\mathrm{CH} 21$ Synchro Report.pdf |

## Measure B: Cost Effectiveness of Emissions Reduction

| Total Project Cost from Cost Sheet | \$9,909,400.00 |
| :---: | :---: |
| Total Peak Hour Kilograms Reduced by Project | 0.31 |
| Cost Effectiveness | \$31,965,806.45 |
| Synchro or HCM Reports | CH27-CH21 Synchro Report.pdf |
| Measure A: Benefit/Cost of Crash Reduction |  |
| Project Benefit/Cost Ratio | 0.43 |
| Worksheet Attachment | 27 Expansion benefitcostworksheet.xls |
| Measure A: Transit Connections |  |
| Existing Routes Directly Connected to the Project | 492 |
| Planned Transitways directly connected to the project (alignment and mode determined and identified in the 2030 TPP) | N/A |
| Upload Map | CH 27 Transit Connections Map.pdf |
| Response |  |
| Met Council Staff Data Entry Only |  |
| Route Ridership | 185574.0 |
| Transitway Ridership | 0 |

Measure B: Bicycle and Pedestrian Connections

This project will provide a non-motorized connection between the City of Savage, Credit River Township and Cleary Lake Regional Park. Cleary Lake Regional Park is a major recreational destination and currently does not include trail access north to the population centers in Savage. This connection has been identified as a key gap in the trail system by the City of Savage and Credit River Township. The project will add bike/ped facilities on both sides of CSAH 27 and connect into the existing trail loop around Cleary Lake Regional Park and its visitor center. From here, users also can access the Scott West Regional Trail, which extends into downtown Prior Lake and ultimately north to Shakopee.

Response (Limit 1,400 characters; approximately 200 words)
The project will also complete non-motorized connections to nearby schools by connecting to existing trails along CSAH 44 and CSAH 27. The Prior Lake-Savage High School is located approximately $1 / 2$ mile north of the project limits, and two middle schools are located one mile west on CSAH 44. The proposed bike/ped facilities will eliminate the trail gap and accommodate nonmotorized activity for the approximately 400 homes in the project area whose primary connection out of their neighborhoods is CSAH 27.

The project intersects with CSAH 21, which is identified as a Tier 2 Defined Alignment Corridor in the Regional Bicycle Transportation Network (RBTN).

## Measure C: Multimodal Facilities

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

There are currently no pedestrian or bicycle facilities on this segment of CSAH 27. The current rural design with narrow shoulders and rumble strips makes it hazardous and uninviting for pedestrians and bicyclists to travel this corridor. This project will significantly improve safety conditions by providing paved shoulders and separated sidewalk/trail facilities on both sides of CSAH 27 for pedestrian and bicyclist use. At each end of the project, the trails will connect into the existing trail systems along CSAH 27, CSAH 44, and CSAH 21. It will also complete trail access from homes in the project area north to schools, and the rest of the local trail networks in Savage and Prior Lake.

The project area is within the 492 transit service route. Additional transit opportunities may increase with the merger of Minnesota Valley Transit Agency into Prior Lake (they already serve Savage). The project includes bicycle facilities, enabling nonmotorized access to existing transit stops in Savage.

# 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
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 09/23/2014
3)Environmental Documentation (10 Percent of Points)

EIS
EA
Yes
PM
Document Status:

Document approved (include copy of signed cover sheet)
$100 \%$

Document submitted to State Aid for review

Document in progress; environmental impacts identified Yes
50\%
Document not started
0\%
Anticipated date or date of completion/approval
12/01/2018
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 Yes located on an identified historic bridge

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; $6 f$ 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 4 f resources present within the project area, but no
known adverse effects

Yes

80\%
Adverse effects (land conversion) to Section 4f/6f resources likely

30\%
Unknown impacts to Section $4 \mathrm{f} / 6 \mathrm{f}$ 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
12/01/2018
7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project
Yes
100\%
Railroad Right-of-Way Agreement is executed (include signature page)

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
50\%
Construction plans have not been started
0\%
Anticipated date or date of completion
9)Letting

Anticipated Letting Date

Yes

10/01/2018

02/05/2019

$\widehat{\text { Scott }}$ SSCOTT 27 (TEOANAS AMENUE) IMPRRVEMEN MNNESOTA

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November 21, 2014

Craig Jenson
Transportation Planner
Scott County Highway Department
600 Country Trail East
Jordan, MN 55352

Re: CSAH 27 Expansion
Dear Mr. Jenson:

The City of Savage is aware Scott County is applying for funding through the Regional Solicitation for 4-lane expansion of CSAH 27 from CSAH 21 to CSAH 44, under the Roadway Expansion category. These improvements are endorsed by the City of Savage and we are supportive of the Regional Solicitation application.

Please let me know if there is any additional information you need from us regarding this funding application.

Sincerely,


Jopn M. Povvell
Public Works Director / City Engineer

## BOARD OF COUNTY COMMISSIONERS SCOTT COUNTY, MINNESOTA

| Date: | November 18, 2014 |
| ---: | :--- |
| Resolution No.: | $2014-204$ |
| Motion by Commissioner: | Ulrich |
| Seconded by Commissioner: | Menden |

## RESOLUTION NO. 2014-204; AUTHORIZING SUBMITTAL OF TRANSPORTATION

 PROJECTS TO THE TRANSPORTATION ADVISORY BOARD (TAB) FOR CONSIDERATION IN THE 2014 REGIONAL SOLICITATION PROCESSWHEREAS, the TAB is requesting project submittals for federal funding under Surface Transportation Program (STP), Transportation Alternatives Program (TAP), and Congestions Mitigation and Air Quality (CMAQ); and

WHEREAS, funding is available in the 2017-2019 federal fiscal years; 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.

# BOARD OF COUNTY COMMISSIONERS SCOTT COUNTY, MINNESOTA 

| Date: | November 18, 2014 |
| ---: | :--- |
| Resolution No.: | $2014-204$ |
| Motion by Commissioner: | Ulrich |
| Seconded by Commissioner: | Menden |

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 for consideration in the 2014 Regional Solicitation process:

1. $\mathrm{CH} 21 / \mathrm{TH} 13$ Intersection Improvements
2. $\mathrm{CH} 42 / \mathrm{TH} 13$ Intersection Improvements
3. CH 8 Reconstruction from CH 27 to CH 91
4. CH 16 Expansion from CH 83 to CH 21
5. CH 27 Expansion from CH 44 to CH 21
6. CH 42 Expansion from CH 17 to CH 83
7. TH $169 / \mathrm{TH} 41 / 78$ Interchange
8. TH 169 System Management
9. TH 169 Connector Transit Service


## State of Minnesota) <br> 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 18th day of November, 2014 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, this18th day of Novémber, 2014.

## Roadway Area Definition

## Results

Project Length: 1.812 miles
Project Area: 13.396 sq mi


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

Regional Economy Roadway Expansion Project: CSAH 27 Reconstruction \| Map ID: 1414762349782

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

Socio-Economic Conditions Roadway Expansion Project: CSAH 27 Reconstruction IMap ID: 1414762349782

## Results

Project NOT IN any area of concentrated poverty.


Project Area

$\square$

Racially concentrated area of poverty Concentrated area of poverty

| 8 | 12 | 16 |
| :--- | :--- | :--- |

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

7: CSAH 27 \& CSAH 21 (Eagle Creek Ave)

| Direction | All |
| :--- | ---: |
| Volume (vph) | 2223 |
| Total Delay / Veh (s/v) | 24 |
| CO Emissions $(\mathrm{kg})$ | 6.48 |
| NOx Emissions $(\mathrm{kg})$ | 1.26 |
| VOC Emissions $(\mathrm{kg})$ | 1.50 |

7: CSAH 27 \& CSAH 21 (Eagle Creek Ave)

| Direction | All |
| :--- | ---: |
| Volume (vph) | 2223 |
| Total Delay / Veh (s/v) | 19 |
| CO Emissions $(\mathrm{kg})$ | 6.26 |
| NOx Emissions $(\mathrm{kg})$ | 1.22 |
| VOC Emissions $(\mathrm{kg})$ | 1.45 |

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| VOC Emissions $(\mathrm{kg})$ | 1.45 |

## Transit Connections Roadway Expansion Project: CSAH 27 Reconstruction \| Map ID: 1414762349782

## Results

Transit with a Direct Connection to project: 492
*indicates Planned Alignments

$\longrightarrow$ BRT, Red Line - Phase 2
Project Area Planned Alignments Light Rail, Green Line Extension

## Transitway $\Longleftarrow$ Arterial BRT

$\longrightarrow B l u e$ Line $\rightleftharpoons$ BRT, Orange Line
For complete disclaimer of accuracy, please visit
For complete disclaimer of accuracy, please visit
tp://giswebsite.metc.state.mn.us/gissitenew/notice.aspx
MEIROPOLITAN

