

Application

01967 - 2014 Roadway Expansion		
02001 - CSAH 27 Reconstruction		
Regional Solicitation - Roadways Including Multimodal Elements		
Status:	Submitted	
Submitted Date:	12/01/2014 1:54 PM	

Primary Contact

Name:*	Salutation	Andy First Name	Middle Name	Hingeveld Last Name
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*	Jordan	Minneso	ta	55352
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Fax:				
What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements			

Organization Information

Name:

SCOTT COUNTY

Jurisdictional Agency (if different):

Organization Type:	County Government
Organization Website:	
Address:	600 COUNTRY TRAIL E

*	JORDAN	Minnesota	55352
	City	State/Province	Postal Code/Zip
County:	Scott		
Phone:*	612-496-8355		
		Ext.	
Fax:			
PeopleSoft Vendor Number	0000024262A3		

Project Information

Project Name	CSAH 27 Reconstruction
Primary County where the Project is Located	Scott
Jurisdictional Agency (If Different than the Applicant):	

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

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 A-Minor 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)

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 VI- 40)
Connection to Local Planning	Scott County 2014-2023 Transportation Improvement Program (Page 46)
	Scott County CSAH 27 Corridor Study (Pages 88- 99)
	Scott County Highway Safety Plan (Page 139)

Project Funding

Are you applying for funds from another source(s) to implement this project?

1.8

No

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	
Project Total	\$9,909,400.00
Match Percentage	29.36%
Minimum of 20% Compute the match percentage by dividing the match amount by the project total	
Source of Match Funds	Scott County
Preferred Program Year	
Select one:	2019

MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency	Scott County
Functional Class of Road	A-Minor Expander
Road System	CSAH
TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET	
Name of Road	Texas Avenue
Example; 1st ST., MAIN AVE	
Zip Code where Majority of Work is Being Performed	55372
(Approximate) Begin Construction Date	05/01/2019
(Approximate) End Construction Date	12/01/2019
LOCATION	
From: (Intersection or Address)	Approx. 1400 feet south of CSAH 21
Do not include legal description; Include name of roadway if majority of facility runs adjacent to a single corridor.	
To: (Intersection or Address)	CSAH 44
Type of Work	Grade, Agg Base, Bit Base, Bit Surf, Sidewalk, Curb and Gutter, Storm Sewer, Signals, Lighting, Bike Path, Ped Ramps
Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)	
Old Bridge/Culvert?	No
New Bridge/Culvert?	No
Structure is Over/Under (Bridge or culvert name):	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/COST ESTIMATES	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	\$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 sufficiently 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- 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) 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:	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

County or City Plan Reference (Limit 700 characters; approximately 100 words)	This project provides a direct connection to Cleary Lake Regional Park, a local activity center identified 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.
Upload Map	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

No
0
Yes
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 includes children, people with disabilities, or the elderly.	Yes

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

Response (Limit 1,400 characters; approximately 200 words)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 non-
motorized 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.Upload MapCH 27 Socio Economic Map.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Credit River Township	1.8
	2
Total Project Length	
Total Project Length	1.8

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score		Segment Length/Total Length	Housing Sco Multiplied b Segment percent	
		0		0	0		0

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	1964.889
Total Segment Length (Miles)	
Total Segment Length	1.8

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	CH27-CH21 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	n					
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

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 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 75% 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 Yes of Historic Places located in the project area, and project is not 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 11/30/2017 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

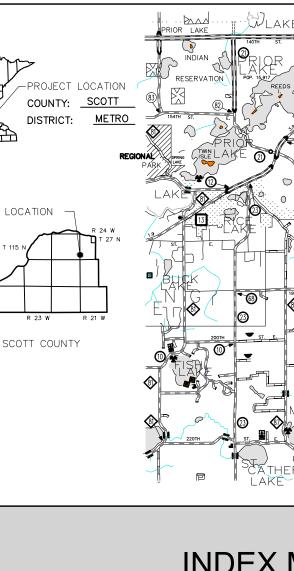
۱00% Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received Reseived 100% Yes Section 4f resources present within the project area, but no known adverse effects Yes 80% Adverse effects (land conversion) to Section 4f/6f resources in the project area Yes 90% Yes 90% Yes 6)Right-of-Way (15 Percent of Points) Yes Right-of-way or easements not required Yes 100% Yes Right-of-way or easements nequired, offers made Yes 7% Yes Right-of-way or easements required, appraisals made Yes 6% Yes 100% Yes Right-of-way or easements required, parcels not identified Yes 7% Yes Right-of-way or easements required, parcels not identified Yes 2% Yes 10% Yes 2% Yes 10% Yes 10% Yes 10% Yes 10% Yes 10% Yes		
the bikeway/walkway Negative Declaration statement; letter of support received 100% Section 4f resources present within the project area, but no known adverse effects 00% Adverse effects (land conversion) to Section 4f/6f resources likely 00% 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 nay/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 25% Right-of-way or easements required, parcels identified 0% Right-of-way or easements identification has not been completed 0% Anticipated date or date of acquisition 7)Railroad Involvement (25 Percent of Points) No railroad Involvement on project 20% Right-of-Way Agreement is executed (include signature 20%	100%	
Sector Yes Sector Yes 0% Yes Adverse effects (land conversion) to Section 4l/6f resources likely Yes 0% Yes Unknown impacts to Section 4l/6f resources in the project area Yes 0% Yes 6)Right-of-Way (15 Percent of Points) Yes Right-of-way or easements not required Yes 100% Yes Right-of-way or easements has/have been acquired Yes 7% Yes Right-of-way or easements required, offers made Yes 7% Yes Right-of-way or easements required, appraisals made Yes 2% Yes 2% Yes Right-of-way or easements required, parcels identified Yes 2% Yes 2% Yes Right-of-way or easements required, parcels not identified Yes 0% Yes Right-of-way or easements required, parcels not identified Yes 0% Yes Right-of-way or easements required parcels not identified Yes 0% Yes	the bikeway/walkway Negative Declaration statement; letter of	
known adverse effects Yes 80%	100%	
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No railroad involvement on project Yes 100% Railroad Right-of-Way Agreement is executed (include signature 1000)	Anticipated date or date of acquisition	12/01/2018
100% Railroad Right-of-Way Agreement is executed (include signature	7)Railroad Involvement (25 Percent of Points)	
Railroad Right-of-Way Agreement is executed (include signature	No railroad involvement on project	Yes
	100%	
		100%

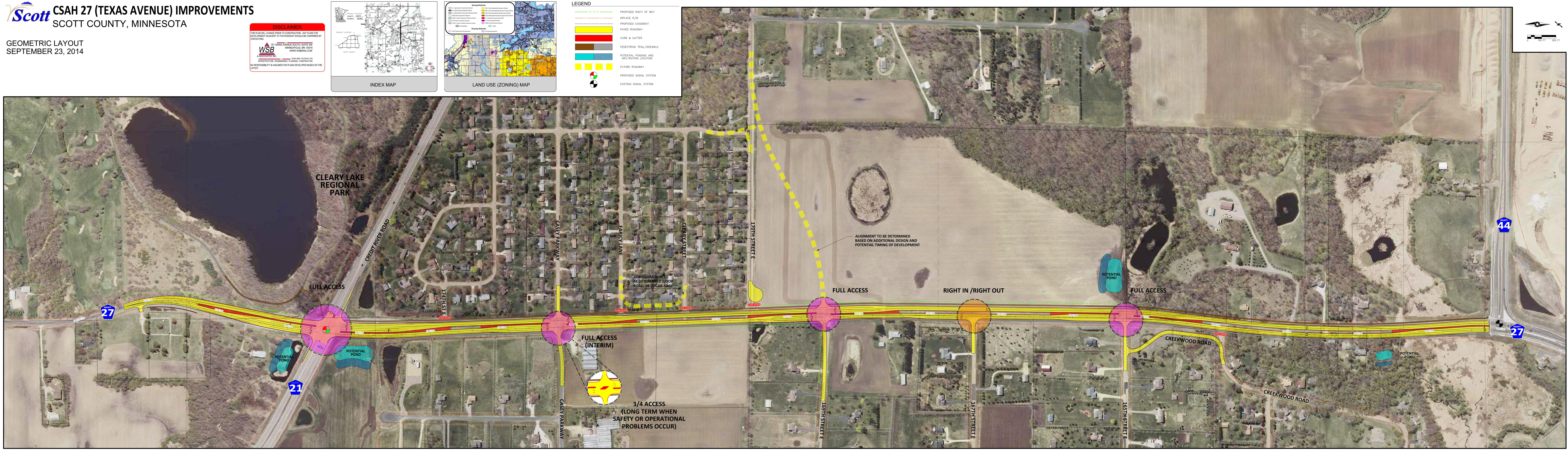
Railroad Right-of-Way Agreement required; Agreement has been initiated	
60%	
Railroad Right-of-Way Agreement required; negotiations have begun	
40%	
Railroad Right-of-Way Agreement required; negotiations not begun	
0%	
Anticipated date or date of executed Agreement	
8)Construction Documents/Plan (10 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	10/01/2018
9)Letting	
Anticipated Letting Date	02/05/2019

		Control Section	T.H. / Roadway		Location]	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends	
		CH 27	CH 21 to CH 44							Scott Co.	1/1/2011	12/31/2013		
			Descripti Proposed		Convert 2-lane ru: improvements, lig			divided highw	vay	with turn lane	es, access contro	l, driveway rem	noval, traffic	signal
Accid		igram Codes	1 Rear End		2 Sideswipe Same Direction		n Main Line	5 Right Angle	4,7		8, 9 Head On/ Sideswipe -		6, 90, 99	
							←	I			Opposite Direction	Pedestrian	Other	Total
		\geq			>			>				-		
	PI) Fatal	F												
Study	Personal Injury (PI)	A												
Period: Number of	sonal In	В		2	1					1				4
Crashes		С								1		1		2
	Property Damage	PD		3	3									6
% Change	Fatal	F												
in Crashes		A												
	PI	В		-84%	-84%					-84%				
<u>*Use Crash</u> Modification Factors		С								-84%	-84%			
<u>Clearinghouse</u>	Property Damage			0.40/	0.40/									
	Fatal D.	PD F		-84%	-84%									
	<u>н</u>													
Change in	PI	AB		-1.68	-0.84					-0.84				-3.36
Crashes = No. of		С		-1.00	-0.04					-0.84	-0.84			-3.30
crashes X	perty mage									-0.04	-0.84	•		-1.00
% change in crashes	Prop. Dam	PD		-2.52	-2.52									-5.04
Year (Safety)	Improv	emen	t Construct	ion)	2019		<i>a.</i> .					-		
Project Cost	exclu	de Ri	ght of Way)	\$ 9,909,400	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes		Cost per Crash	Annual Benefit		B/C=	0.43
Right of Way Costs (optional)				F			\$	1,100,000		Using present	t worth value	es,		
Traffic Grov	vth Fa	ctor			3%	А			\$	550,000		B=		4,237,986
Capital Reco	overy					В	-3.36	-1.12	\$	160,000	\$ 179,200			9,909,400
1. Discour	ıt Rat	e			4.5%	С	-1.68	-0.56	\$	81,000	\$ 45,360	See "Calculat amortization.		
2. Project	Servi	ce Lif	fe (n)		20	PD	-5.04	-1.68	\$	7,400	\$ 12,432		an a -	_
						Total					\$ 236,992	Office of Tra Technology		and mber 2014











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,

City of Savage

John M. Powell Public Works Director / City Engineer

Public Works Building, 13770 Dakota Ave., Savage, MN, 55378-4431 Phone: 952-224-3400 Fax: 952-224-3430 E-mail: comments@ci.savage.mn.us Website: www.cityofsavage.com

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 PROCESS

WHEREAS, 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. CH 21/TH13 Intersection Improvements
- 2. CH 42/TH13 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/TH 41/78 Interchange
- 8. TH 169 System Management
- 9. TH 169 Connector Transit Service

COMMISSIONERS			VOTE	· · · · · · · · · · · · · · · · · · ·
Wagner	₽ Yes	∏ No	☐ Absent	☐ Abstain
Wolf	۲ Yes	∏ No	☐ Absent	☐ Abstain
Menden	₩ Yes	└ No	☐ Absent	☐ Abstain
Marschall	☞ Yes	⊂ No	☐ Absent	☐ Abstain
Ulrich	☞ Yes	∏ No	□ Absent	☐ Abstain

State of Minnesota) County of Scott)

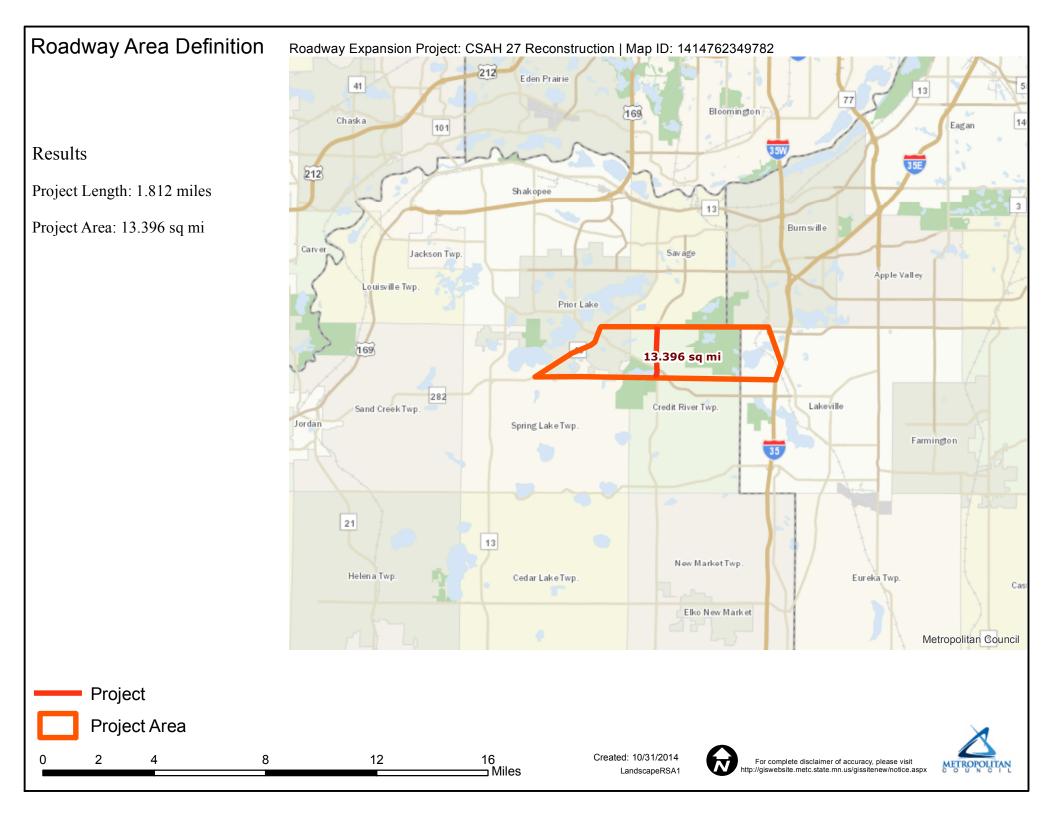
I, Gary L. Shelton, duly appointed qualified County Administrator for the County of Scott, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Scott County, Minnesota, at their session held on the 18th day of November, 2014 now on file in my office, and have found the same to be a true and correct copy thereof.

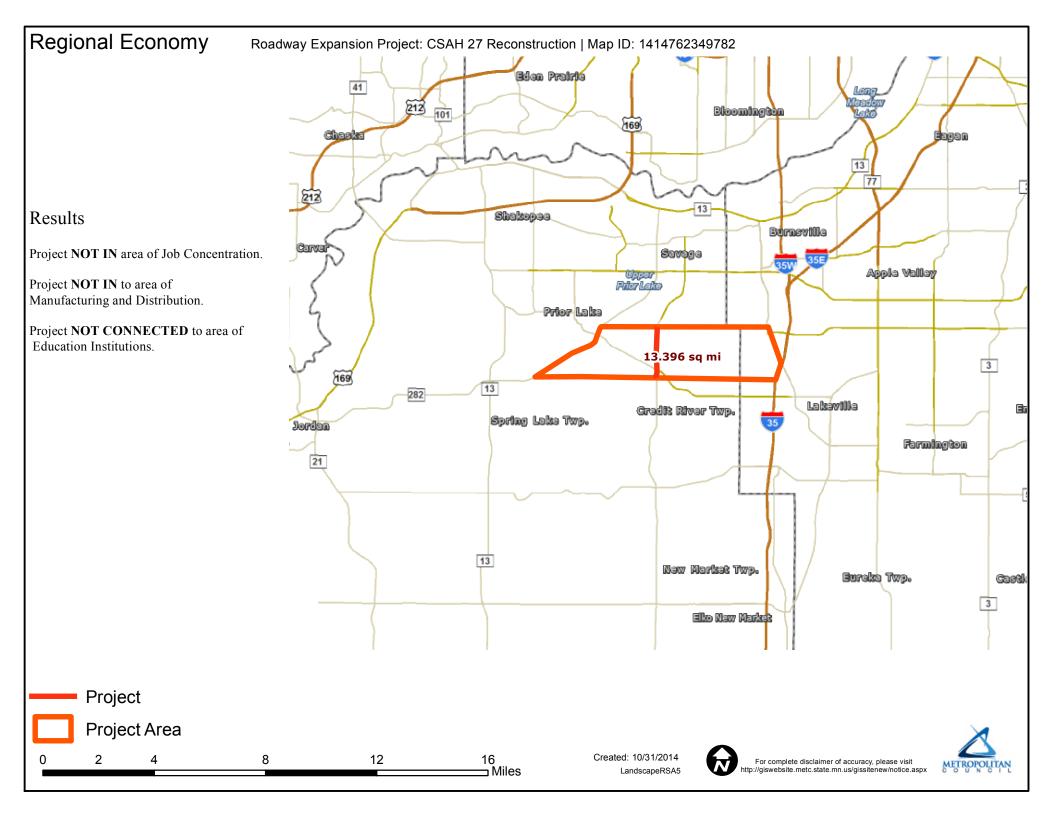
Witness my hand and official seal at Shakopee, Minnesota, this 18th day of November, 201

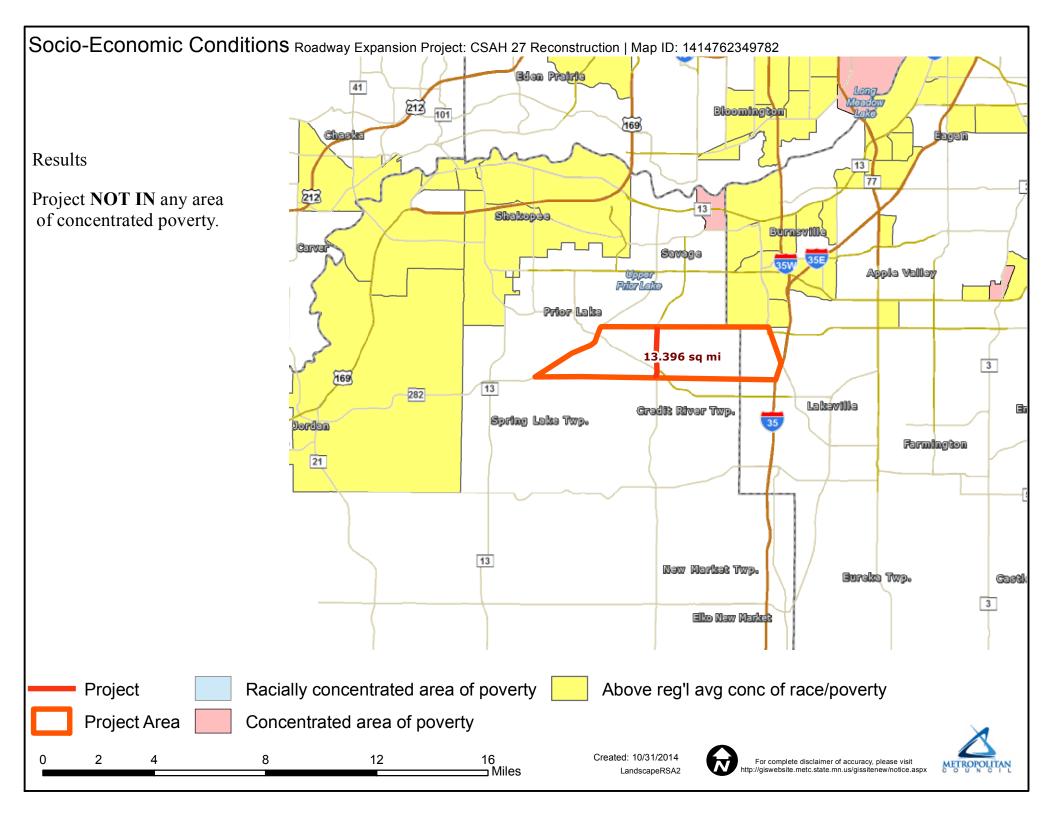
frfll 1/n

County Administrator

Administrator's Designee







Direction	All
Volume (vph)	2223
Total Delay / Veh (s/v)	24
CO Emissions (kg)	6.48
NOx Emissions (kg)	1.26
VOC Emissions (kg)	1.50

Direction	All
Volume (vph)	2223
Total Delay / Veh (s/v)	19
CO Emissions (kg)	6.26
NOx Emissions (kg)	1.22
VOC Emissions (kg)	1.45

Direction	All
Volume (vph)	2223
Total Delay / Veh (s/v)	24
CO Emissions (kg)	6.48
NOx Emissions (kg)	1.26
VOC Emissions (kg)	1.50

Direction	All
Volume (vph)	2223
Total Delay / Veh (s/v)	19
CO Emissions (kg)	6.26
NOx Emissions (kg)	1.22
VOC Emissions (kg)	1.45

