Application

01967 - 2014 Roadway Expansion

02003 - TH169/TH41/CSAH78 Interchange

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	12/01/2014 1:20 PM

Primary Contact

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	Salutation	First Name	Middle Name	Last Name
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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 TH 169 and TH 41 Interchange

Primary County where the Project is Located Scott

Jurisdictional Agency (If Different than the Applicant): MnDOT

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

The proposed project is to construct an interchange at the intersection of US Trunk Highway (TH) 169 and MN TH 41/CSAH 78. Project components include bridge and ramp construction, center median, retaining wall, signal systems, and access modifications to convert the existing signalized intersection into a grade separated freeway interchange.

Trunk Highway (TH) 169 is a Principal Arterial on an interregional corridor that serves a key freight connection between Southern Minnesota including Mankato to the Twin Cities, including the Ports of Savage. Freight traffic on TH 169 and TH 41 approaches 6,000 and 1,500 trucks per day, respectively. Twenty percent of total traffic volumes on TH 169 are heavy commercial vehicles.

This TH 169 intersection currently provides critical access to the existing TH 41 Principal Arterial river crossing into northern Carver County. An interchange will provide an important east-west connection to TH 169 for the CSAH 42 corridor in Scott and Dakota Counties via CSAH 78. Currently, 30,000 vehicles pass through this intersection on TH 169 daily. TH 41 experiences 17,000 vehicles per day. Traffic is projected to approach 52,000 vehicles per day on TH 169 and 25,000 vehicles per day on TH 41 by 2030.

This project is identified in the Mn/DOT Metro District Congestion Management Safety Plan (CMSP)-Phase III as a candidate to maximize mobility and reduce crash risk at key congestion and safety problem locations. The project was identified as having a positive return on investment. The project is also identified in the draft 2040 Transportation Policy Plan for spot mobility improvements.

Reconstruction of the TH 41/CSAH 78 and TH 169 intersection as an interchange will remove the existing traffic signal to correct safety and congestion issues and eliminate the freight bottleneck along the TH 169 corridor. Construction of an interchange will improve safety and reduce freight delays on the corridor by removing the at-grade signalized intersection that becomes congested during peak hours. The intersection crash and severity rates are well above the expected crash rates for similar intersections. The intersection consistently ranks among the top 200 statewide in a number of crash statistics. The interchange will continue efforts to remove signalized intersections from the TH 169 Corridor to improve safety and mobility. With the CSAH 69/TH 169 interchange project completed in 2014, the TH 169/TH 41 is the next signalized intersection in need of removal. The interchange will also support efforts by the County, City of Shakopee, and Jackson Township to establish a supporting roadway network along both sides of TH 169, remove local access, and convert the expressway to a freeway in this portion of the corridor.

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

Project Length (Miles) 0.83

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	MnDOT TH 169 Interregional Corridor Study (Page 4-3) MnDOT TH 41 River Crossing EIS (all build alternatives) Scott County 2030 Comprehensive Plan (Page VI-71) City of Shakopee 2030 Comprehensive Plan (Page 4.1)

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*	$14,020,000.00
Project Total	$21,020,000.00
Match Percentage *Minimum of 20%* *Compute the match percentage by dividing the match amount by the project total*	66.7%
Source of Match Funds	Local

Preferred Program Year

Select one:	2019

MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency	Scott County
Functional Class of Road	Principal Arterial Non-Freeway
Road System *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*	TH
Name of Road *Example; 1st ST., MAIN AVE*	Johnson Memorial Drive
Zip Code where Majority of Work is Being Performed	55379

(Approximate) Begin Construction Date	05/03/2019
(Approximate) End Construction Date	09/25/2020

LOCATION

From: (Intersection or Address) *Do not include legal description; Include name of roadway if majority of facility runs adjacent to a single corridor.*	133rd St W
To: (Intersection or Address)	2300 feet northeast of TH 41
Type of Work *Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)*	grading, aggregate base, bituminous base, bituminous surface, concrete, bridge, lighting, wall, ped ramps
Old Bridge/Culvert?	No
New Bridge/Culvert?	Yes
Structure is Over/Under (Bridge or culvert name):	Road

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$930,000.00
Removals (approx. 5% of total cost)	$480,000.00
Roadway (grading, borrow, etc.)	$3,400,000.00
Roadway (aggregates and paving)	$3,600,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$1,700,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$850,000.00
Traffic Control	$1,400,000.00
Striping	$15,000.00
Signing	$135,000.00
Lighting	$660,000.00
Turf - Erosion & Landscaping	$1,000,000.00
Bridge	$2,900,000.00
Retaining Walls	$3,200,000.00
Noise Wall	$130,000.00

Traffic Signals	$480,000.00
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	**$20,880,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$100,000.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$40,000.00
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	**$140,000.00**

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	$21,020,000.00
Construction Cost Total	$21,020,000.00
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
2003 Scott Co HSIP.pdf	Crash B/C	30 KB
Layout-Tight_Diamond-reduced.pdf	Project Layout	620 KB
RdwayAreaDef.pdf	Roadway Area Definition	1.4 MB
RegionalEcon.pdf	Regional Economy	1.1 MB
Scott County Resolution.pdf	Scott County Resolution	82 KB
SocioEcon.pdf	Socio Economic	1.1 MB
TransitCon.pdf	Transit Connections	1.1 MB
US169_MN41interchange MnDOT letter of support.pdf	Letter of Support - MnDOT	55 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	8.204
Project Length	0.682
Average Distance	12.0293
Upload Map	169 Interchange Roadway Area Map.pdf

Measure B: Current Heavy Commercial Traffic

Location	TH 169 north of TH 41
Current daily heavy commercial traffic volume	6170.0

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	Yes
Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan	
County or City Plan Reference (Limit 700 characters; approximately 100 words)	
Upload Map	169 Interchange Economy Map.pdf

Measure A: Current Daily Person Throughput

Location	TH 169 north of TH 41
Current AADT Volume	29500.0
Existing Transit Routes on the Project	N/A

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	38350.0

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	52000.0

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	Yes
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.	

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

The TH 169 and TH 41 interchange project is located in an area above the regional average for race or poverty. In Jackson Township, 35 percent of the population is non-white. About 20 percent of the population is below the poverty level. Three mobile home parks are located within a mile of this intersection (Bonnevista, Mobile Manor, and Jackson Heights). The mobile home parks have a significant number of elderly, disabled, children and Hispanic speaking residents. Special outreach to these mobile home parks has occurred with past projects in the area and it is anticipated to continue with this project. Residents of the mobile home parks often walk or bike to their destinations to get food, supplies, or get to employment. The project will include a pedestrian crossing of TH 169. This grade separated pedestrian crossing of TH 169 is safer for bikes and pedestrian over existing conditions. The grade separation also allows for a safer vehicle crossing of TH 169 for residents or the local transit service. The tight diamond design (over other interchange concepts) avoids right-of-way impacts to the mobile home parks. All facilities will be upgraded to current ADA standards to improve access for people with disabilities.

Upload Map

169 Interchange Socio Economic Map.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Jackson Twp	0.83

Total Project Length

Total Project Length	0.83

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)	0.83
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
1954.0	0.83	1621.82	1954.0
	1	**1622**	**1954**

Average Construction Year

Weighted Year	1954.0

Total Segment Length (Miles)

Total Segment Length	0.83

Measure A: Cost Effectiveness of Vehicle Delay Reduction

Total Project Cost from Cost Sheet	$21,020,000.00
Total Peak Hour Vehicle Delay Without The Project	152919.0

Total Peak Hour Vehicle Delay With The Project	109788.0
Total Peak Hour Vehicle Delay Reduced by Project	43131.0
Cost Effectiveness	$487.35
Synchro or HCM Reports	TH169-TH41 Synchro Reports.pdf

Measure B: Cost Effectiveness of Emissions Reduction

Total Project Cost from Cost Sheet	$21,020,000.00
Total Peak Hour Kilograms Reduced by Project	2.5
Cost Effectiveness	$8,408,000.00
Synchro or HCM Reports	TH169-TH41 Synchro Reports.pdf

Measure A: Benefit/Cost of Crash Reduction

Project Benefit/Cost Ratio	0.55
Worksheet Attachment	169 at 41 Interchange benefitcostworksheet.xls

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	169 Interchange Transit Connections Map.pdf

Response

Met Council Staff Data Entry Only

Route Ridership	0
Transitway Ridership	0

Measure B: Bicycle and Pedestrian Connections

The project is located at a major intersection of two principal arterials (TH 169 and TH 41). Commercial and industrial uses are located in the vicinity of the intersection. In addition a mobile home park is located in the northwest quadrant of the intersection. This project will establish a grade separated pedestrian crossing of TH 169.

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

TH 41/CSAH 78 is identified as a Tier 2 Defined Alignment Corridor in the Regional Bicycle Transportation Network (RBTN). Existing wide paved shoulders on TH 41 and CSAH 78 accommodate existing bicyclist use on this corridor, and provides a significant crossing of the MN River into Chaska connecting into the regional trail system in Carver County. This project will provide a grade separated crossing at TH 169, a major barrier for bicyclist and pedestrian activity.

Measure C: Multimodal Facilities

Currently, pedestrians and bicyclists crossing TH 169 must cross at the signal with TH 41/CSAH 78. This is a high-speed intersection with a lot of movements, and pedestrians are exposed to the potential of red light running vehicles on TH 169. A grade separated pedestrian crossing will be added to improve access across TH 169, a major barrier. The existing shoulder allows bike connections along CSAH 78 and TH 41 across the MN River to Chaska.

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

There are no fixed service transit routes in the project area. ADA and dial-a-ride service is provided by SmartLink, which serves Scott and Carver Counties. The TH 41 river crossing is a critical link to connect the two counties. The Land-to-Air shuttle service runs six round trips daily between Mankato and MSP airport (with a stop at the Marschall Road Transit Station). This service uses this intersection twelve times a day. The planned improvements will reduce rider delay for both SmartLink and Land-to-Air services.

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 05/01/2014

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 12/01/2017

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: 12/01/2016

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 Yes

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 12/03/2018

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

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

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

50%

Construction plans have not been started Yes

0%

Anticipated date or date of completion 10/01/2018

9)Letting

Anticipated Letting Date 01/15/2019

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
	169	TH 41 and CH 78 Intersection				1/1/2011	12/31/2013

Description of Proposed Work: Replace the current intersection with an interchange and lighting.

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			0				**2**
		C	14		2		0	0			**16**
	Property Damage	**PD**	35	6		2	1				**44**
% Change in Crashes *Use Crash Modification Factors Clearinghouse	Fatal	**F**									
	PI	**A**									
		B	-71%	-71%			0%				
		C	-71%		-71%		0%	0%			
	Property Damage	**PD**	-71%	-71%		-71%	-71%				
Change in Crashes = No. of crashes **X** % change in crashes	Fatal	**F**									
	PI	**A**									
		B	**-0.71**	**-0.71**							**-1.42**
		C	**-9.94**		**-1.42**						**-11.36**
	Property Damage	**PD**	**-24.85**	**-4.26**		**-1.42**	**-0.71**				**-31.24**

Year (Safety Improvement Construction): **2019**

		Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
Project Cost (exclude Right of Way)	**$ 21,020,000**					
Right of Way Costs (optional)		**F**			**$ 1,100,000**	
Traffic Growth Factor	**3%**	**A**			**$ 550,000**	
Capital Recovery		**B**	**-1.42**	**-0.47**	**$ 160,000**	**$ 75,733**
1. Discount Rate	**4.5%**	**C**	**-11.36**	**-3.79**	**$ 81,000**	**$ 306,720**
2. Project Service Life (n)	**30**	**PD**	**-31.24**	**-10.41**	**$ 7,400**	**$ 77,059**
		Total				**$ 459,512**

B/C= 0.55

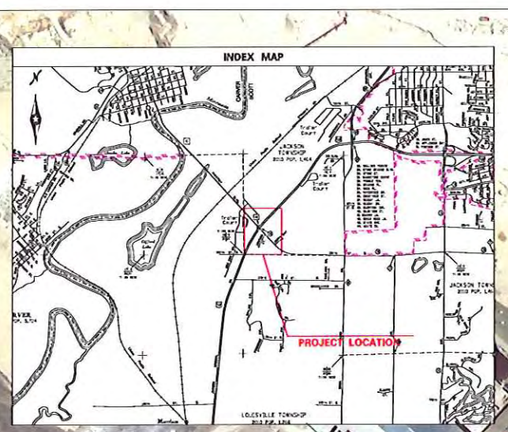
Using present worth values,

B= $ 11,641,020

C= $ 21,020,000

See "Calculations" sheet for amortization.

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



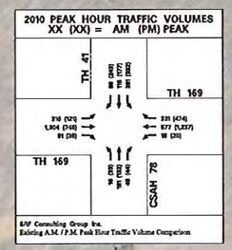
COLOR KEY

- ROADWAY
- SHOULDER
- CURB & GUTTER, RAISED MEDIAN
- PAVED BERM
- MEDIAN BARRIER
- BRIDGE
- RETAINING WALL
- PROPOSED SIGNAL

SCALE IN FEET

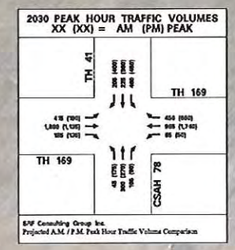
Jackson Township
SCOTT COUNTY

2010 PEAK HOUR TRAFFIC VOLUMES
XX (XX) = AM (PM) PEAK



SRF Consulting Group Inc.
Existing A.M. / P.M. Peak Hour Traffic Volume Comparison

2030 PEAK HOUR TRAFFIC VOLUMES
XX (XX) = AM (PM) PEAK



SRF Consulting Group Inc.
Projected A.M. / P.M. Peak Hour Traffic Volume Comparison

TH 169 AT TH 41 INTERCHANGE CONCEPT
OPTION 3

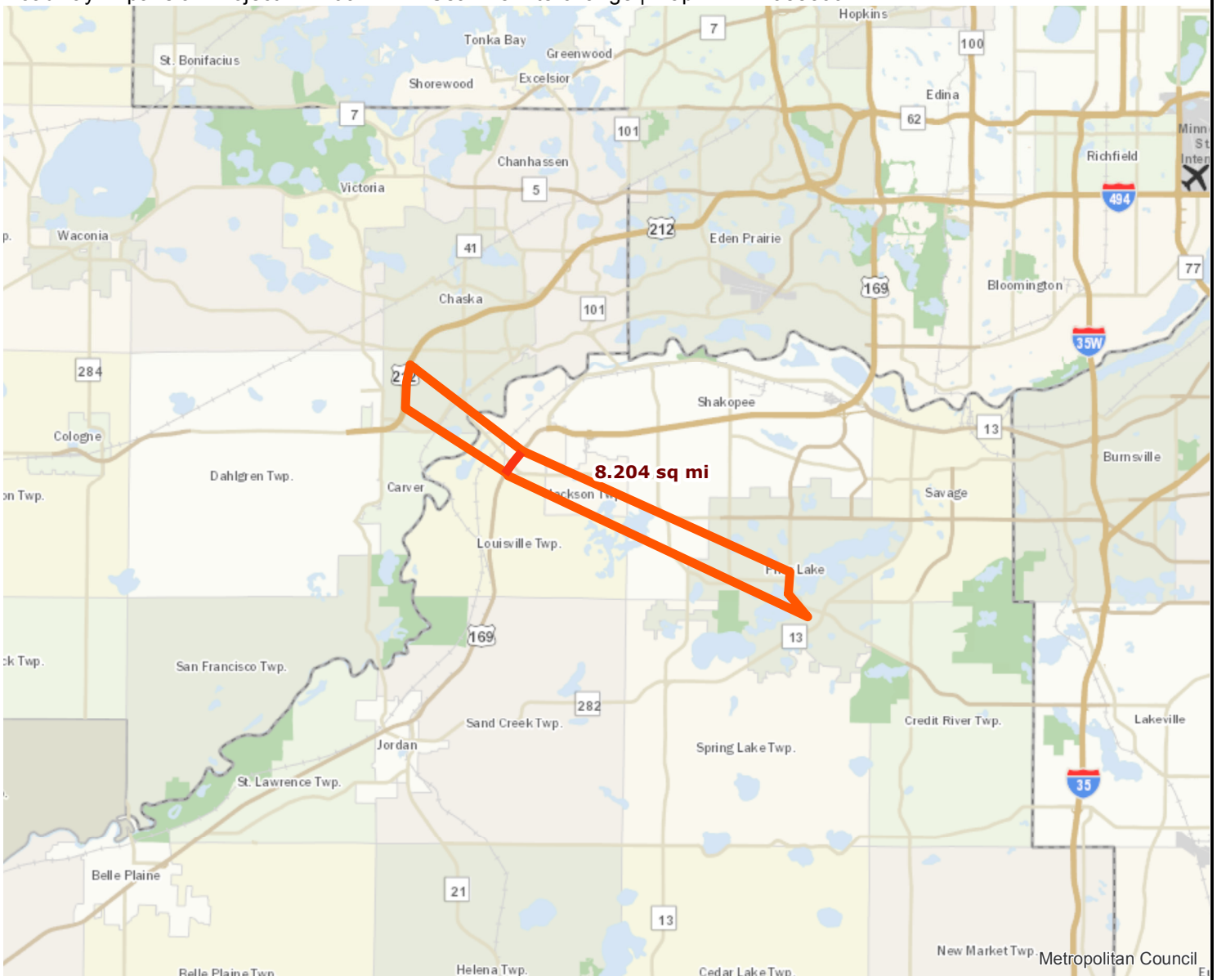
Roadway Area Definition

Roadway Expansion Project: TH169/TH 41/Csah 78 Interchange | Map ID: 1419885994744

Results

Project Length: 0.682 miles

Project Area: 8.204 sq mi



Project

Project Area

0 2.25 4.5 9 13.5 18 Miles

Created: 12/29/2014
LandscapeRSA1

METROPOLITAN COUNCIL

Regional Economy

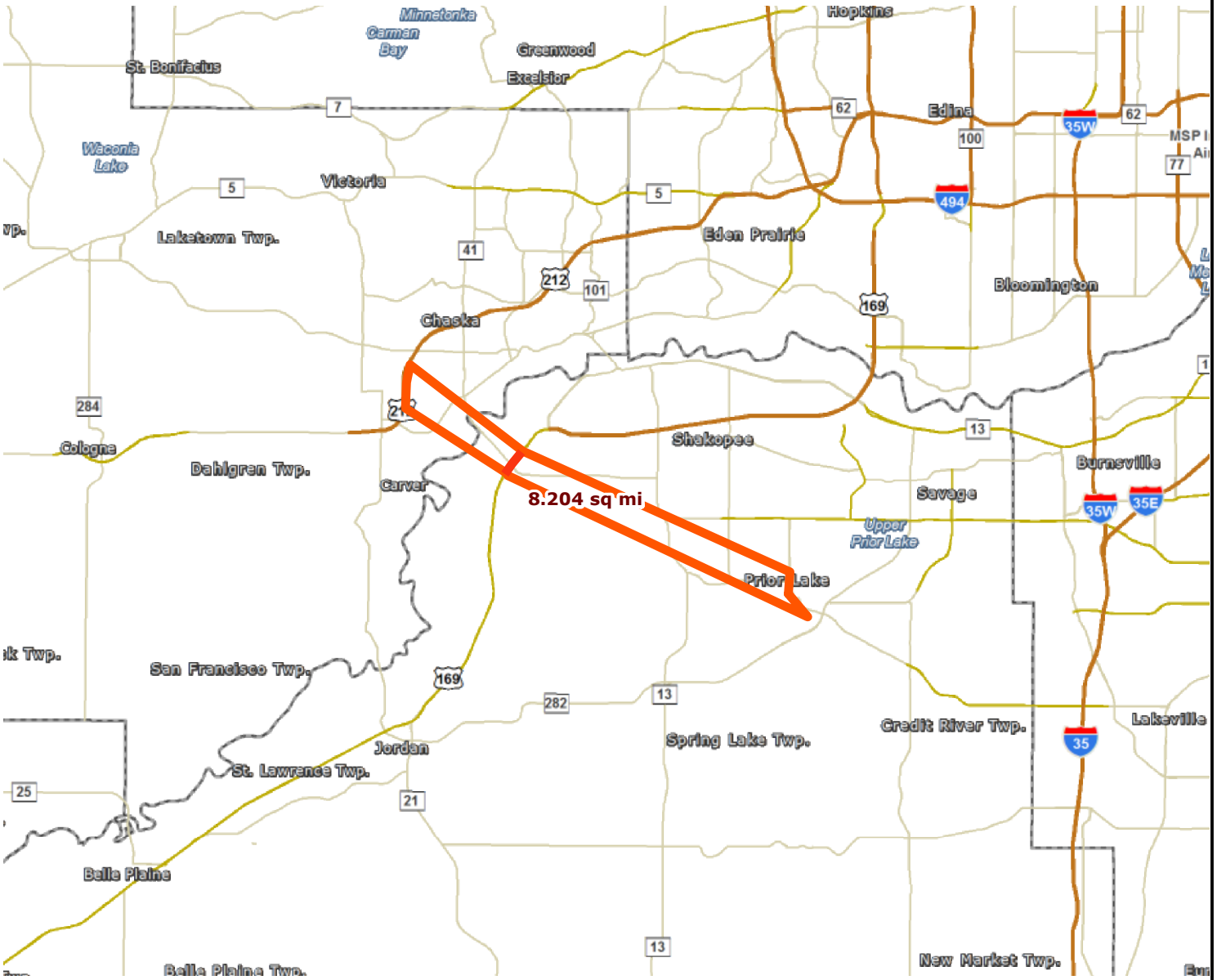
Roadway Expansion Project: TH169/TH 41/Csah 78 Interchange | Map ID: 1419885994744

Results

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

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

Project **WITHIN ONE MI** of area of Education Institutions.



Project

Project Area

0 2.25 4.5 9 13.5 18 Miles

Created: 12/29/2014
LandscapeRSA5

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

METROPOLITAN COUNCIL

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	☑ 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, this18th day of November, 2014.

County Administrator

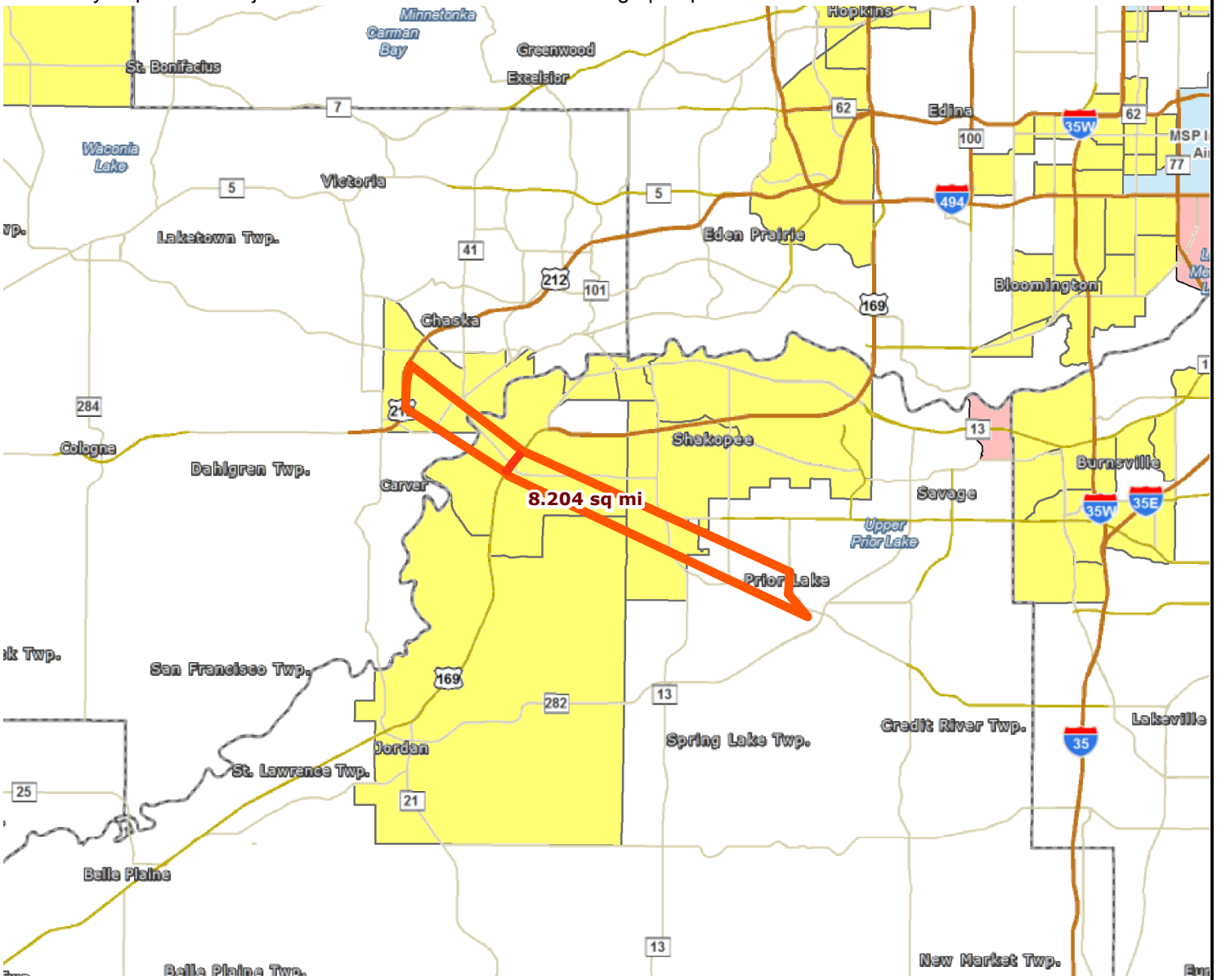
Administrator's Designee

Socio-Economic Conditions

Roadway Expansion Project: TH169/TH 41/Csah 78 Interchange | Map ID: 1419885994744

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 2.25 4.5 9 13.5 18 Miles

Created: 12/29/2014
LandscapeRSA2

METROPOLITAN COUNCIL

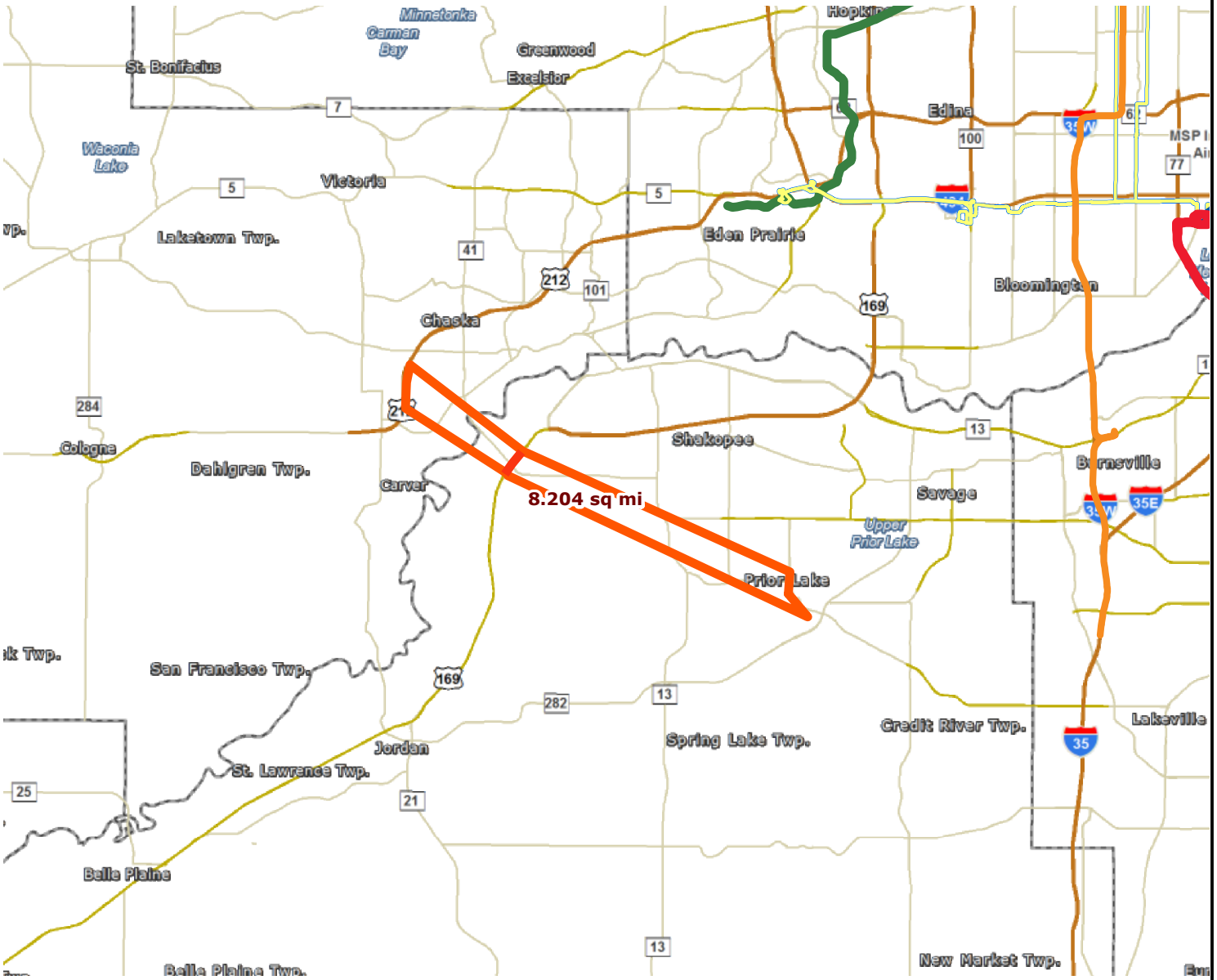
Transit Connections

Roadway Expansion Project: TH169/TH 41/Csah 78 Interchange | Map ID: 1419885994744

Results

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

**indicates Planned Alignments*



Project
Project Area

Transitway
Blue Line
Red Line

Planned Alignments
Arterial BRT
BRT, Orange Line
Light Rail, Green Line Extension

0 2.25 4.5 9 13.5 18 Miles

Created: 12/29/2014
LandscapeRSA3

METROPOLITAN COUNCIL

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

November 25, 2014

Lezlie Vermillion
Scott County Administrator
200 Fourth Ave West
Shakopee MN 55379

RE: Regional Solicitation Application for US 169/Hwy 41 interchange

Dear Ms. Vermillion:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council's 2014 Regional Solicitation. Your application for the US 169/Hwy 41 interchange impacts MnDOT right of way on US 169 and Hwy 41.

MnDOT, as the agency with jurisdiction over US 169 and Hwy 41, supports the application for US169/MN41 interchange. Details of a future maintenance agreement with the 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

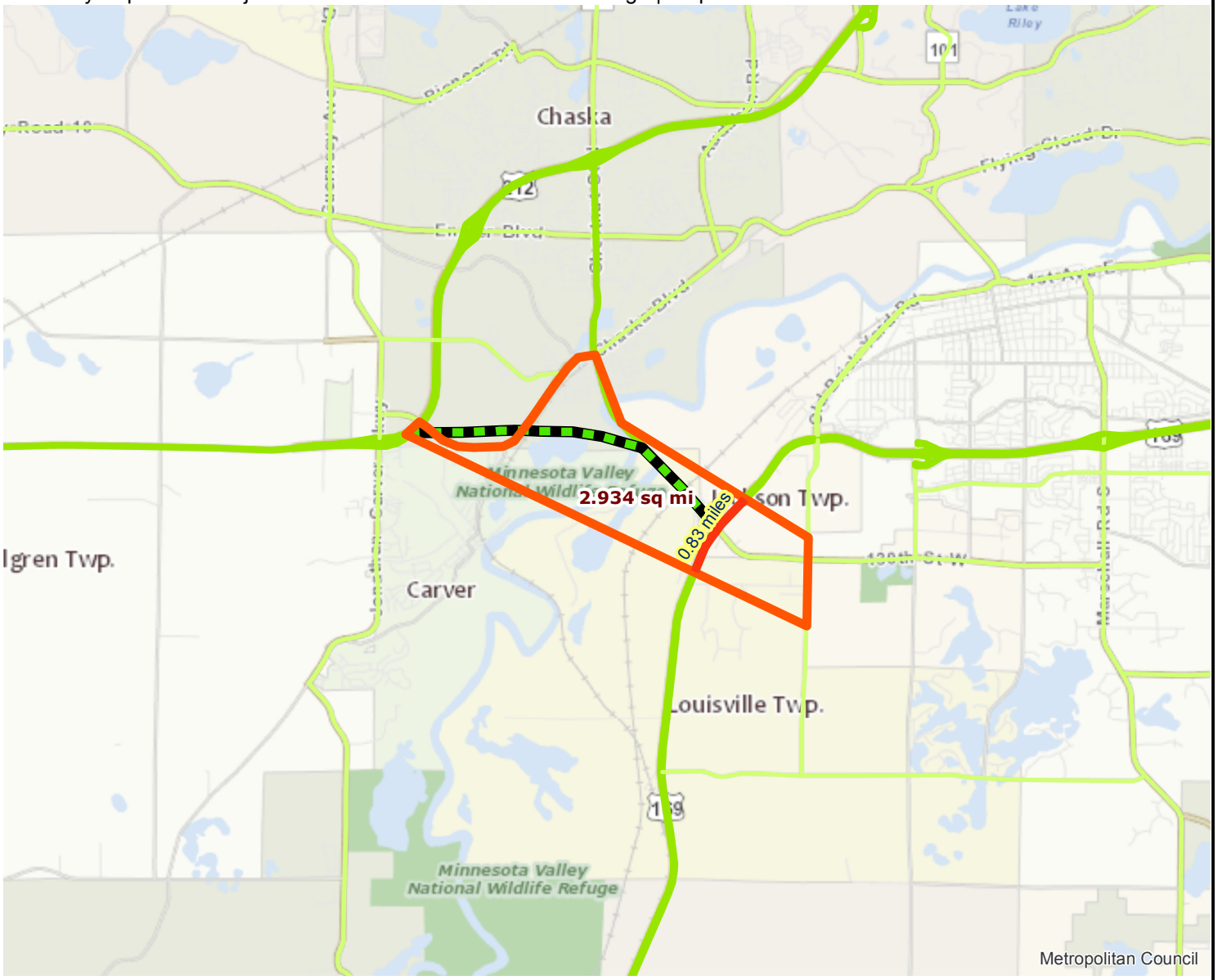
Roadway Area Definition

Roadway Expansion Project: TH 169/TH 41/CSAH 78 Interchange | Map ID: 1414763246883

Results

Project Length: 0.83 miles

Project Area: 2.934 sq mi



Project
Project Area
Principal Arterials
A Minor Arterials
Principal Arterials Planned
A Minor Arterials Planned

0 0.75 1.5 3 4.5 6 Miles

Created: 10/31/2014
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 169/TH 41/CSAH 78 Interchange | Map ID: 1414763246883

Results

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

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

Project **WITHIN ONE MI** of area of Education Institutions.

Project
Project Area
PostSecondary Education Centers
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.75 1.5 3 4.5 6 Miles

Created: 10/31/2014
LandscapeRSA5

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

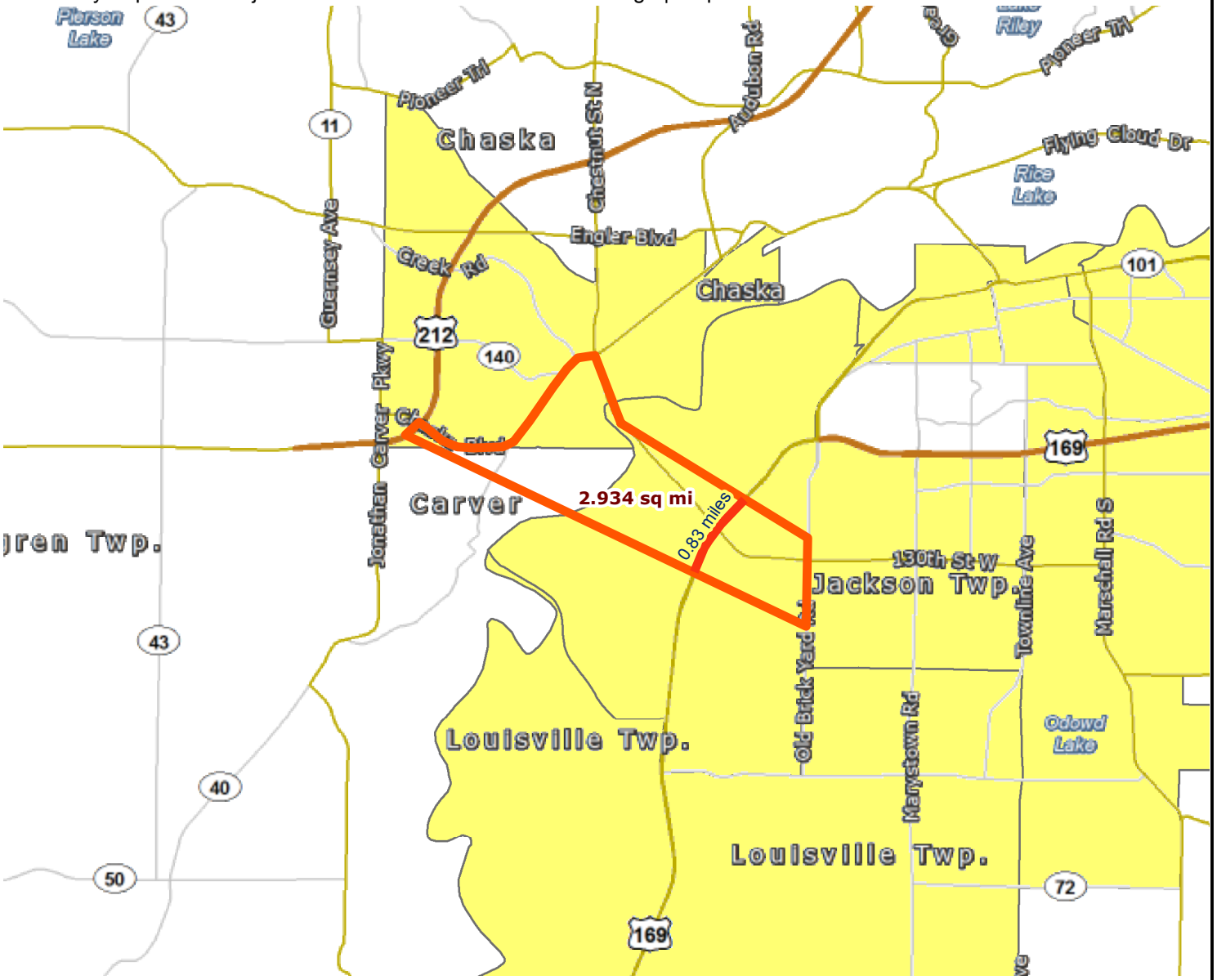
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Expansion Project: TH 169/TH 41/CSAH 78 Interchange | Map ID: 1414763246883

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 0.75 1.5 3 4.5 6 Miles

Created: 10/31/2014
LandscapeRSA2

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

METROPOLITAN COUNCIL

3: TH 169 & CH 41

Direction	All
Volume (vph)	3921
Total Delay / Veh (s/v)	39
CO Emissions (kg)	7.99
NOx Emissions (kg)	1.55
VOC Emissions (kg)	1.85

10: SB Entrance Ramp/SB Exit Ramp & CH 41

Direction	All
Volume (vph)	2168
Total Delay / Veh (s/v)	8
CO Emissions (kg)	2.15
NOx Emissions (kg)	0.42
VOC Emissions (kg)	0.50

20: NB Exit Ramp & CH 41 & NB Entrance Ramp

Direction	All
Volume (vph)	1328
Total Delay / Veh (s/v)	20
CO Emissions (kg)	1.63
NOx Emissions (kg)	0.32
VOC Emissions (kg)	0.38

30: SB Exit Ramp & TH 169 SB

Direction	All
Volume (vph)	1823
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.28
NOx Emissions (kg)	0.05
VOC Emissions (kg)	0.06

40: TH 169 SB & SB Entrance Ramp

Direction	All
Volume (vph)	992
Total Delay / Veh (s/v)	0
CO Emissions (kg)	1.06
NOx Emissions (kg)	0.21
VOC Emissions (kg)	0.24

50: TH 169 NB & NB Exit Ramp

Direction	All
Volume (vph)	736
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.20
NOx Emissions (kg)	0.04
VOC Emissions (kg)	0.05

60: TH 169 NB & NB Entrance Ramp

Direction	All
Volume (vph)	1148
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.91
NOx Emissions (kg)	0.18
VOC Emissions (kg)	0.21

3: TH 169 & CH 41

Direction	All
Volume (vph)	3921
Total Delay / Veh (s/v)	39
CO Emissions (kg)	7.99
NOx Emissions (kg)	1.55
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Volume (vph)	2168
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CO Emissions (kg)	0.28
NOx Emissions (kg)	0.05
VOC Emissions (kg)	0.06

40: TH 169 SB & SB Entrance Ramp

Direction	All
Volume (vph)	992
Total Delay / Veh (s/v)	0
CO Emissions (kg)	1.06
NOx Emissions (kg)	0.21
VOC Emissions (kg)	0.24

50: TH 169 NB & NB Exit Ramp

Direction	All
Volume (vph)	736
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CO Emissions (kg)	0.20
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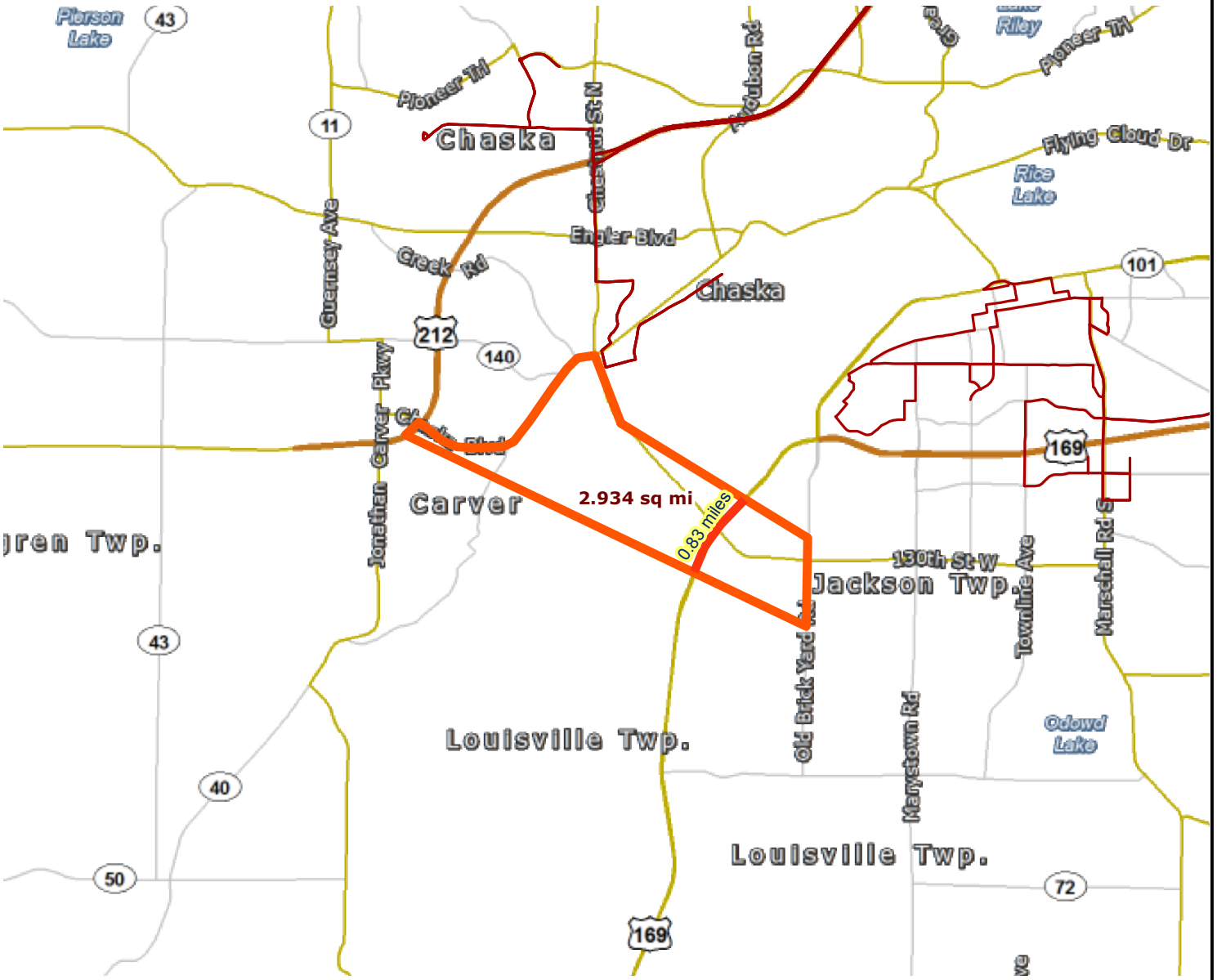
Transit Connections

Roadway Expansion Project: TH 169/TH 41/CSAH 78 Interchange | Map ID: 1414763246883



Results

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

**indicates Planned Alignments*

Project
Transit Routes
Project Area

0 0.75 1.5 3 4.5 6 Miles

Created: 10/31/2014
LandscapeRSA3

For complete disclaimer of accuracy, please visit
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METROPOLITAN COUNCIL