



Application

01967 - 2014 Roadway Expansion

02237 - CSAH 28 Connector

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted

Submitted Date: 12/01/2014 2:28 PM

Primary Contact

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City State/Province Postal Code/Zip

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Phone Ext.

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

Organization Information

Name: DAKOTA COUNTY

Jurisdictional Agency (if different):

Organization Type:

County Government

Organization Website:

Address:

TRANSPORTATION DEPT
14955 GALAXIE AVE

*

APPLE VALLEY Minnesota 55124
City State/Province Postal Code/Zip

County:

Dakota

Phone:*

952-891-7100
Ext.

Fax:

PeopleSoft Vendor Number

0000002621A15

Project Information

Project Name

CSAH 28 Connector

Primary County where the Project is Located

Dakota

Jurisdictional Agency (If Different than the Applicant):

The CSAH 28 Connector is located along CSAH 28 as it crosses TH 55 in the City of Inver Grove Heights. The proposed segment begins at the intersection of CSAH 28 and Argenta Trail (0.21 miles south of TH 55) and ends at its connection with existing Amana Trail (CSAH 28). Since the segment is proposed to be realigned, a portion of CSAH 63 must be reconstructed to tie the project into the roadway system (0.41 miles north of TH 55). The portion of CSAH 28 south of TH 55 is an A Minor Arterial and the portion north is a planned A Minor Arterial.

The CSAH 28 Connector Project is a roadway expansion project. The existing roadway is a two-lane highway with turn lanes at intersections. Many residents along this segment have driveways that access off of CSAH 28/ 63 and the only turning area is the shoulder. The project will expand the road to a four-lane highway with turn lanes. The segment of CSAH 28 (Yankee Doodle Road) west of the project area is existing four-lane divided highway with trail along both sides. The segment of CSAH 28 (Amana Trail) east of the project is existing two-lane with turn lanes with sidewalk along the south side and trail along the north.

The realignment of CSAH 28/ 63 will meet current state aid standards and provide a safer travel route for vehicles. The alignment will reduce the number of horizontal curves from four to two along with reducing the vertical grade along the segment. The new alignment will include layouts for the construction of a future interchange at TH 55 and CSAH 28/ 63. The long term vision for this segment is interchanges located at both intersections with TH 55 and I-494.

The proposed CSAH 28 connector project plays a

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

large role in the regional economy of the area. The connector will provide improved access for vehicles traveling westbound along CSAH 28 into Eagan and reduce crashes at the TH 55 and CSAH 28/ 63 intersection. The realignment of CSAH 28/ 63 will allow for better access to CSAH 28 and better traffic flow for existing and future housing developments in the area. The proposed project will allow traffic along CSAH 28 to easily travel east/west between TH 13, I-35E, TH 149, TH 3, and TH 52.

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

Project Length (Miles)

0.88

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

The CSAH 28 Connector Project area was included as part of a larger area in the Regional Roadway System Visioning Study (RRSVS) in 2010. This study was a joint effort between the Cities of Eagan, Inver Grove and Sunfish Lake, Dakota County, the Minnesota Department of Transportation (MN/Dot), and participation of the Metropolitan Council and Federal Highway Administration (FHWA). The RRSVS recommended several improvements as part of the study. One of those improvements was to expand CSAH 28 from its intersection with Argenta Trail to its connection to the potential I-494 interchange to four lanes divided. The study notes that demand may potentially require a future interchange at TH 55 and CSAH 28/63 and at I-494 and CSAH 63 (begins on page 25).

The City of Inver Grove's comprehensive plan includes the CSAH 28/ 63 Argenta Trail Project as a planned transportation improvement. This information can be found under the transportation section (starts on 5-15).

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

\$5,611,760.00

Match Amount

\$1,402,940.00

Minimum of 20% of project total

Project Total

\$7,014,700.00

Match Percentage

20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Local Funds

Preferred Program Year

Select one:

2017 (Roadway Projects Only)

MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency	Dakota County
Functional Class of Road	A Minor Arterial
Road System	CSAH 28 /63
<i>TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET</i>	
Name of Road	Argenta Trail
<i>Example; 1st ST., MAIN AVE</i>	
Zip Code where Majority of Work is Being Performed	55077
(Approximate) Begin Construction Date	05/16/2016
(Approximate) End Construction Date	12/30/2016
LOCATION	
From: (Intersection or Address)	CSAH 28 (Yankee Doodle Rd.) and Argenta Trail
<i>Do not include legal description; Include name of roadway if majority of facility runs adjacent to a single corridor.</i>	
To: (Intersection or Address)	0.44 miles north of the intersection of TH 55 and CSAH 28/ 63
Type of Work	grading, aggregate base, bituminous base, bituminous surface, sidewalk, lighting, bicycle path, ped ramps
<i>Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)</i>	
Old Bridge/Culvert?	No
New Bridge/Culvert?	No
Structure is Over/Under (Bridge or culvert name):	

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$249,500.00
Removals (approx. 5% of total cost)	\$192,100.00
Roadway (grading, borrow, etc.)	\$1,582,000.00
Roadway (aggregates and paving)	\$1,781,400.00
Subgrade Correction (muck)	\$100,000.00
Storm Sewer	\$740,000.00

Ponds	\$1,075,700.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$267,600.00
Traffic Control	\$30,000.00
Striping	\$26,500.00
Signing	\$17,500.00
Lighting	\$20,000.00
Turf - Erosion & Landscaping	\$428,200.00
Bridge	\$0.00
Retaining Walls	\$126,000.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$50,000.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$6,686,500.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$286,800.00
Sidewalk Construction	\$26,400.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$15,000.00
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	\$328,200.00

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	\$7,014,700.00
Construction Cost Total	\$7,014,700.00
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 project 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 MnDOT's 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 sufficiency 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.

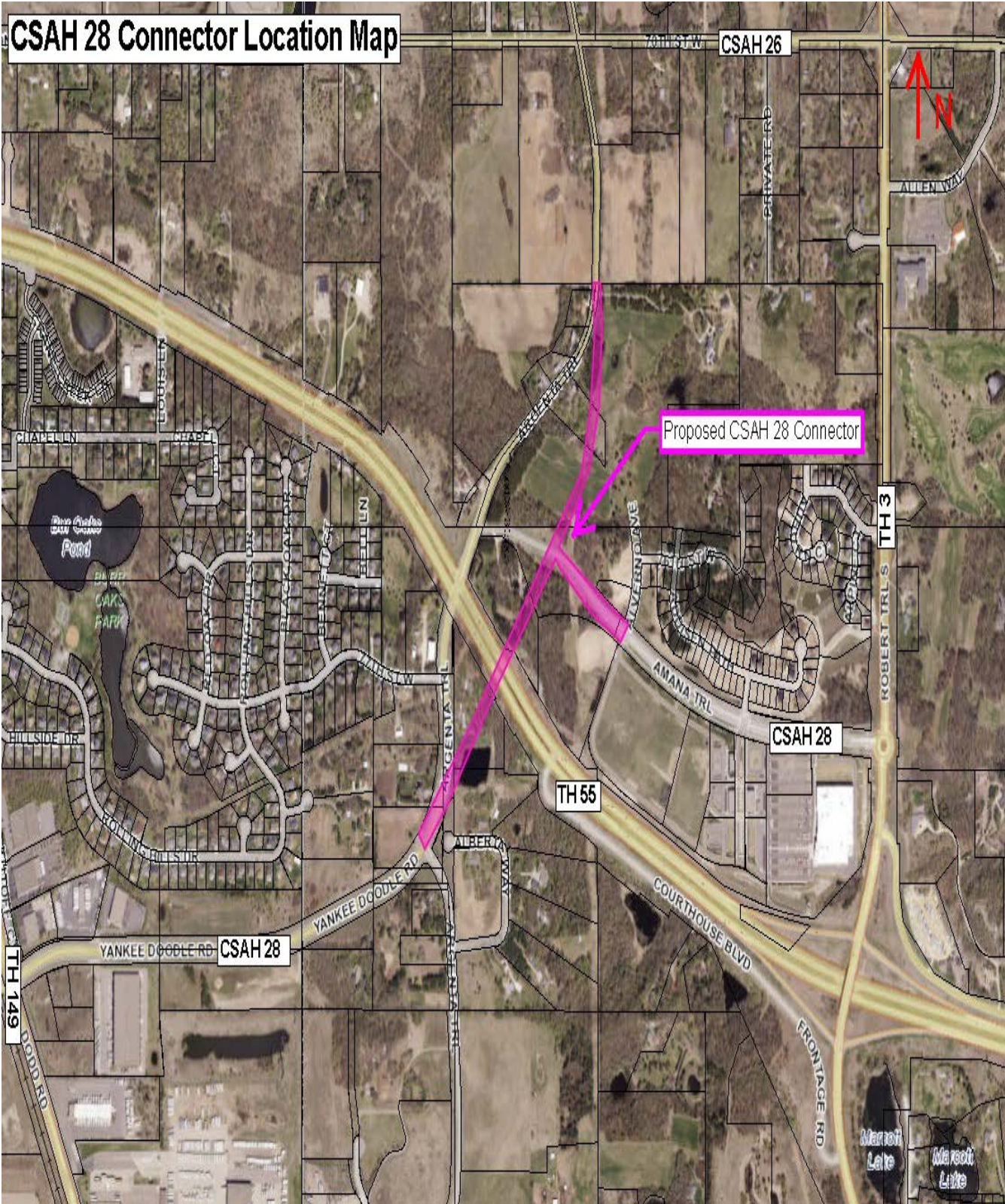
Bridge Rehabilitation Projects Only

11. The bridge must have a sufficiency 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

CSAH 28 Connector Location Map



Aerial depicting the CSAH 28 Connector Location

206 KB

File Name	Description	File Size
2237 Dakota Co HSIP.pdf	Crash B/C	30 KB
2B 2030 Forecast additional documentation.pdf	2.B Additional Information from Regional Roadway System Visioning Study Figure 14	342 KB
7B Ped and Bike Facilities.docx.pdf	Figures from City of Inver Grove Heights 2030 Comprehensive Plan and Dakota County's Mendota to Lebanon Hills Greenway Master Plan.	1000 KB
Project Letters of Support.pdf	Project Letters of Support (City of Eagan and Inver Grove Heights and MN/Dot)	1.0 MB

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	0.939
Project Length	0.88
Average Distance	1.067
Upload Map	Roadway Area Definition Map -2.pdf

Measure B: Current Heavy Commercial Traffic

Location	Intersection of TH 55 and CSAH 28/ 63
Current daily heavy commercial traffic volume	1977.0

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	Yes
Direct connection to or within a mile of a Manufacturing/Distribution Location	Yes

Direct connection to or within a mile of an Educational Institution

Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan

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

Upload Map

Regional Economy Map -2.pdf

Measure A: Current Daily Person Throughput

Location	Argenta Trail to TH 55
Current AADT Volume	5500.0
Existing Transit Routes on the Project	

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	7150.0

Measure B: 2030 Forecast ADT

Use Metropolitan Council model to determine forecast (2030) ADT volume

METC Staff - Forecast (2030) ADT volume	0
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OR

Approved county or city travel demand model to determine forecast (2030) ADT volume	Yes
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Forecast (2030) ADT volume	49000.0
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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
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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.

The north portion of the project is located in an area of Inver Grove Heights that is above the regional average for population in poverty or population of color. The project is about a mile away from another area above the regional average for population in poverty or population of color located in Eagan. The expansion of CSAH 28 will provide trails or sidewalks along both sides of the roadway. This will allow residents without vehicles in both Eagan and Inver Grove Heights to be able to safely travel between the two communities.

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

The 2010 Regional Roadway System Visioning Study (RRSVS) vision included the potential for a transitway system along the CSAH 28/63 corridor (Figure 17). Transit along this segment would allow people without a vehicle access to the transit system. A park and ride facility exists at the intersection of CSAH 28 and 31 (at the CSAH 28 interchange on I-35E). Transit along the CSAH 28 corridor would allow residents to access the park and ride to commute into Minneapolis or St. Paul.

Upload Map

Socio-Economic Conditions Maps.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Inver Grove Heights	0.88
	1

Total Project Length

Total Project Length	0.88
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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
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Inver Grove Heights	0.88	0.88	73.0	1.0	73.0
		1	73	1	73

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.88
Total Housing Score	73.0

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Roadway Segment Length (Miles)	Calculation	Calculation 2
1939.0	0.88	1706.32	1939.0
	1	1706	1939

Average Construction Year

Weighted Year	1939.0
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Total Segment Length (Miles)

Total Segment Length	0.88
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Measure A: Cost Effectiveness of Vehicle Delay Reduction

Total Project Cost from Cost Sheet	\$7,014,700.00
Total Peak Hour Vehicle Delay Without The Project	135356.0
Total Peak Hour Vehicle Delay With The Project	78090.0
Total Peak Hour Vehicle Delay Reduced by Project	57266.0
Cost Effectiveness	\$122.49
Synchro or HCM Reports	CP 63-25 Syncro Reports.pdf

Measure B: Cost Effectiveness of Emissions Reduction

Total Project Cost from Cost Sheet	\$7,014,700.00
Total Peak Hour Kilograms Reduced by Project	1.04

Cost Effectiveness	\$6,744,903.85
Synchro or HCM Reports	CP 63-25 Synchro Reports.pdf

Measure A: Benefit/Cost of Crash Reduction

Project Benefit/Cost Ratio	8.31
Worksheet Attachment	CP 63-25 Benefit-Cost-worksheet.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	Transit Connections PDF.pdf

Response

Met Council Staff Data Entry Only

Route Ridership	0
Transitway Ridership	0

Measure B: Bicycle and Pedestrian Connections

The existing CSAH 28/63 pedestrian and bicycle connections are split by TH 55 and the missing portion of CSAH 28. Currently pedestrians and bicycles use trail or sidewalk facilities to access points surrounding their direct neighborhood. With the completion of trail or sidewalk along the CSAH 28, pedestrians and bicycles from either City will be able to safely travel and cross TH 55 to access businesses and residences along CSAH 28.

The City of Eagan has existing trail along CSAH 28 from TH 13 to TH 149. The area around CSAH 28 and I-35 E is commonly referred to as Town Center and features restaurants, shopping and businesses. A park and ride is located in the southwest corner of the intersection of CSAH 28 and I-35E.

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

The City of Inver Grove Heights has existing pedestrian and bicycle facilities along the constructed portion of CSAH 28 just west of TH 3. The City's 2030 Comprehensive Plan shows future trails in this area (Figure 6-8).

The County has adopted the Mendota to Lebanon Hills Greenway Master Plan which includes a portion of the proposed greenway within the proposed project area for the CSAH 28 Connector (Figure 21).

Measure C: Multimodal Facilities

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

The proposed project would complete an existing pedestrian/ bicycle gap on the current system. Currently, sidewalk or trail does not exist along the portion of CSAH 28/63 north of TH 55 to its connection with existing CSAH 28 west of TH 3. The existing CSAH 28 has existing trail along the west side until it reaches TH 55. Along Amana Trail (CSAH 28), sidewalk exists along the south side and trail along the north side. The proposed project will construct a trail or sidewalk along both sides of the segment. The construction of the trail will allow residents along encompassed in the area of between TH 149 and TH 55 a safe pedestrian or bicycle route to businesses along CSAH 28 between CSAH 63 and TH 3. A Target store has been constructed and smaller businesses are expected to open in this area. A recent housing development has been constructed on the north side of CSAH 28 in this area as well. The City of Inver Grove Heights is currently in the process of reviewing a development plan for housing just west of the intersection of CSAH 28 with CSAH 63.

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

100%

Layout or Preliminary Plan started

Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

3)Environmental Documentation (10 Percent of Points)

EIS

EA

PM

Yes

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

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

100%

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

Yes

80%

Historic/archeological 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:

02/28/2015

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 12/31/2015

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

01/29/2016

9)Letting

Anticipated Letting Date

03/31/2016

B/C worksheet	Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
		CSAH 28	About 0.25 miles south of the intersection of CSAH 28 and TH 55 to 0.40 miles north of it			Dakota Co.	1/1/2011	12/31/2013
	Description of Proposed Work		TOTAL if all crash reduction treatments/ factors (see individual worksheets) Improve longitudinal grade, eliminate right angle crashes, use advance curve warning signs, flatten horizontal curves and install raised median along segment					

Accident Diagram Codes	1	2	3	5	4, 7	8, 9	6, 90, 98, 99	
							Pedestrian	Other
								Total

Study Period: Number of Crashes	Fatal	F					1		1
	Personal Injury (PI)	A							
		B							
		C							
	Property Damage	PD	3		1				4

% Change in Crashes <small>*Use FHWA cmclearingho use for Crash Reduction Factors</small>	Fatal	F					-97%		
	PI	A							
		B							
		C							
	Property Damage	PD	-94%		-100%				

Change in Crashes <small>= No. of crashes X % change in crashes</small>	Fatal	F					-0.97		-0.97
	PI	A							
		B							
		C							
	Property Damage	PD	-2.82		-1.00				-3.82

Year (Safety Improvement Construction) **2016**

Project Cost (exclude Right of Way)	\$ 7,014,700	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
Right of Way Costs (optional)		F	-0.97	-0.32	\$ 10,300,000	\$ 3,321,750
Traffic Growth Factor	3%	A			\$ 550,000	
Capital Recovery		B			\$ 160,000	
1. Discount Rate	4.5%	C			\$ 81,000	
2. Project Service Life (n)	20	PD	-3.82	-1.27	\$ 7,400	\$ 9,415
					Total	\$ 3,331,165

B/C= 8.31

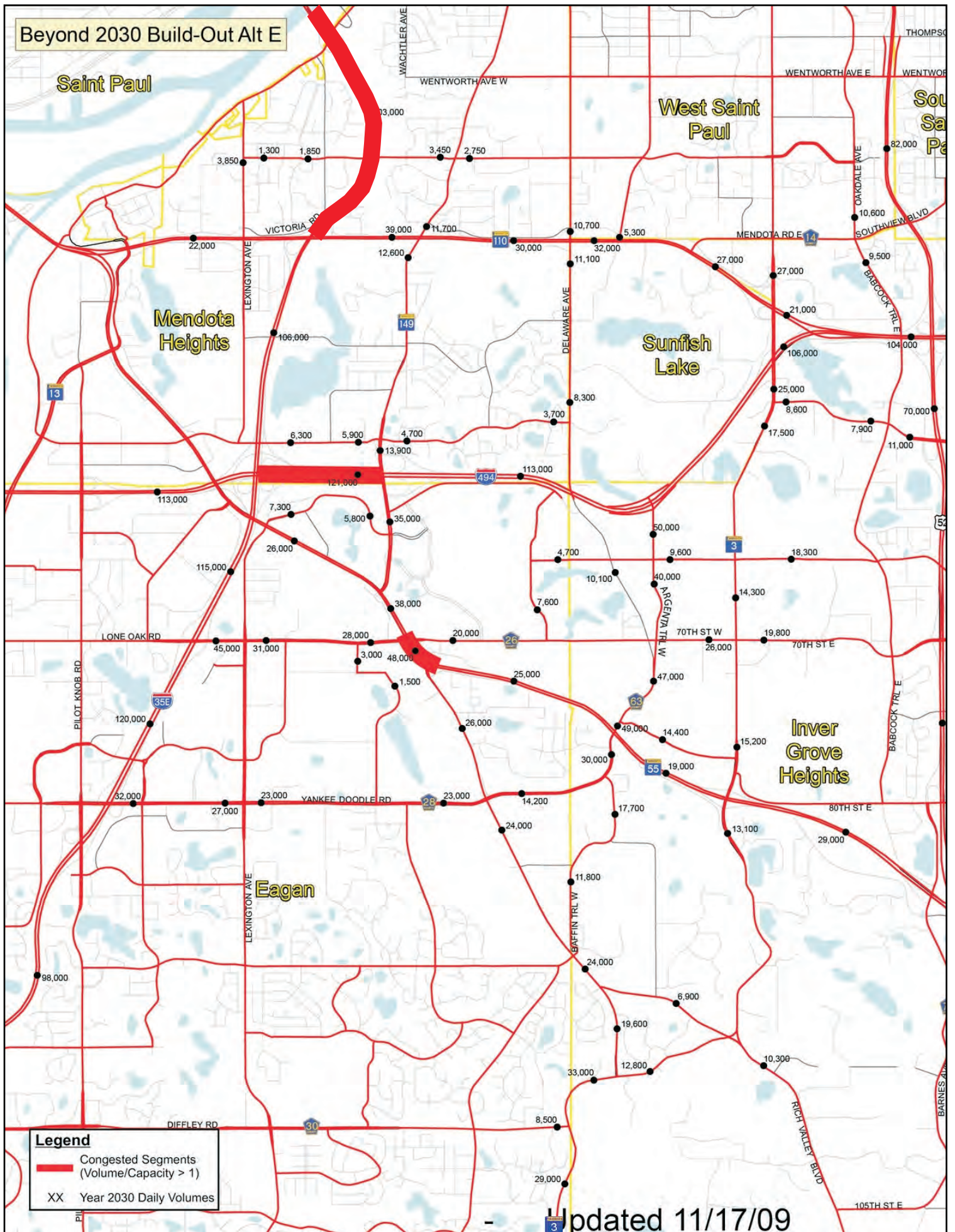
Using present worth values,
B= \$ 58,275,120
C= \$ 7,014,700
 See "Calculations" sheet for amortization.

2B. 2030 Forecast ADT

The adopted recommendations from the 2010 Regional Roadway System Visioning Study (RRSVS) include an interchange at future CSAH 63 and I-494 and the widening of CSAH 63 to a six lane highway between TH 55 and I-494. The County and City have begun work on the preliminary design for the first phase of improvements to CSAH 63. The plan is to expand to 4-lanes now, then to 6-lanes in the future when needed. The Land Build Out for 2030 (RRSVS Figure 14) forecasted an ADT for CSAH 63 of 49,000. The Metropolitan Council 2030 TPP references the potential that TH 55 in this area will become an express bus route.

Attached is Figure 14 from the Regional Roadway System Visioning Study.

Figure 14 - Traffic Volumes for 2030 Build-out per the Regional Roadway System Visioning Study

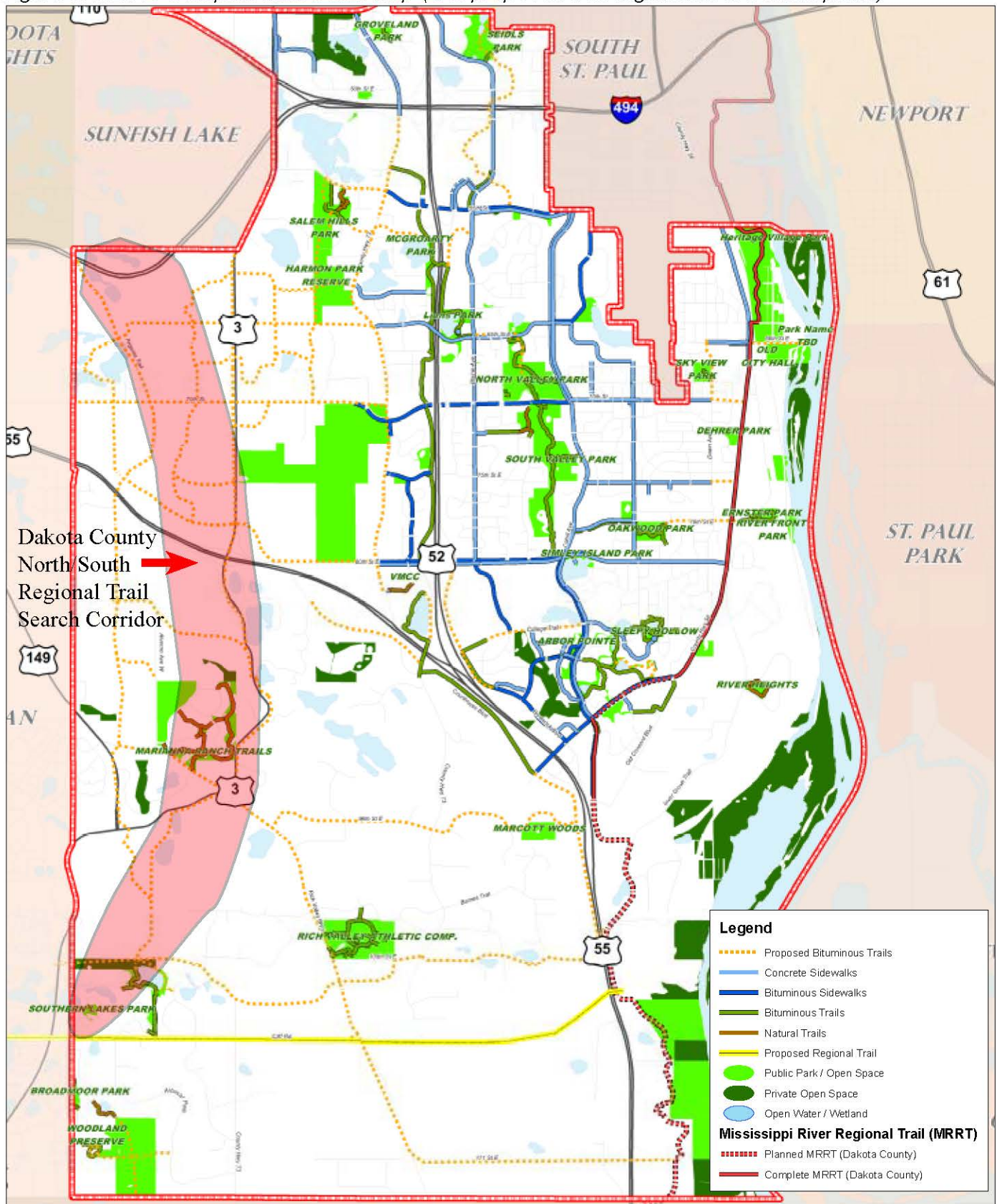


7B. Multimodal Facilities and Connections: Bicycle and Pedestrian Connections

Both Dakota County and the City of Inver Grove Heights have adopted bicycle and pedestrian plans. The City's 2030 comprehensive plan shows plans for trail connections within the area. Please see attached Figure 6-8 – Comprehensive Trail Map. The County has adopted the Mendota to Lebanon Hills Greenway Master Plan. A portion of this greenway is proposed to be located with the CSAH 28 Connector Project Area. Please see attached Figure 21 – Mendota-Lebanon Hills Greenway concept plan and Figure 37 – Inver Grove Heights future development detail.

6. Parks and Recreation

Figure 6.8: 2030 Comprehensive Trail Map (The proposed trail alignments are conceptual.)



2030 Comprehensive Trail Plan

Figure 21. Mendota-Lebanon Hills Greenway concept plan

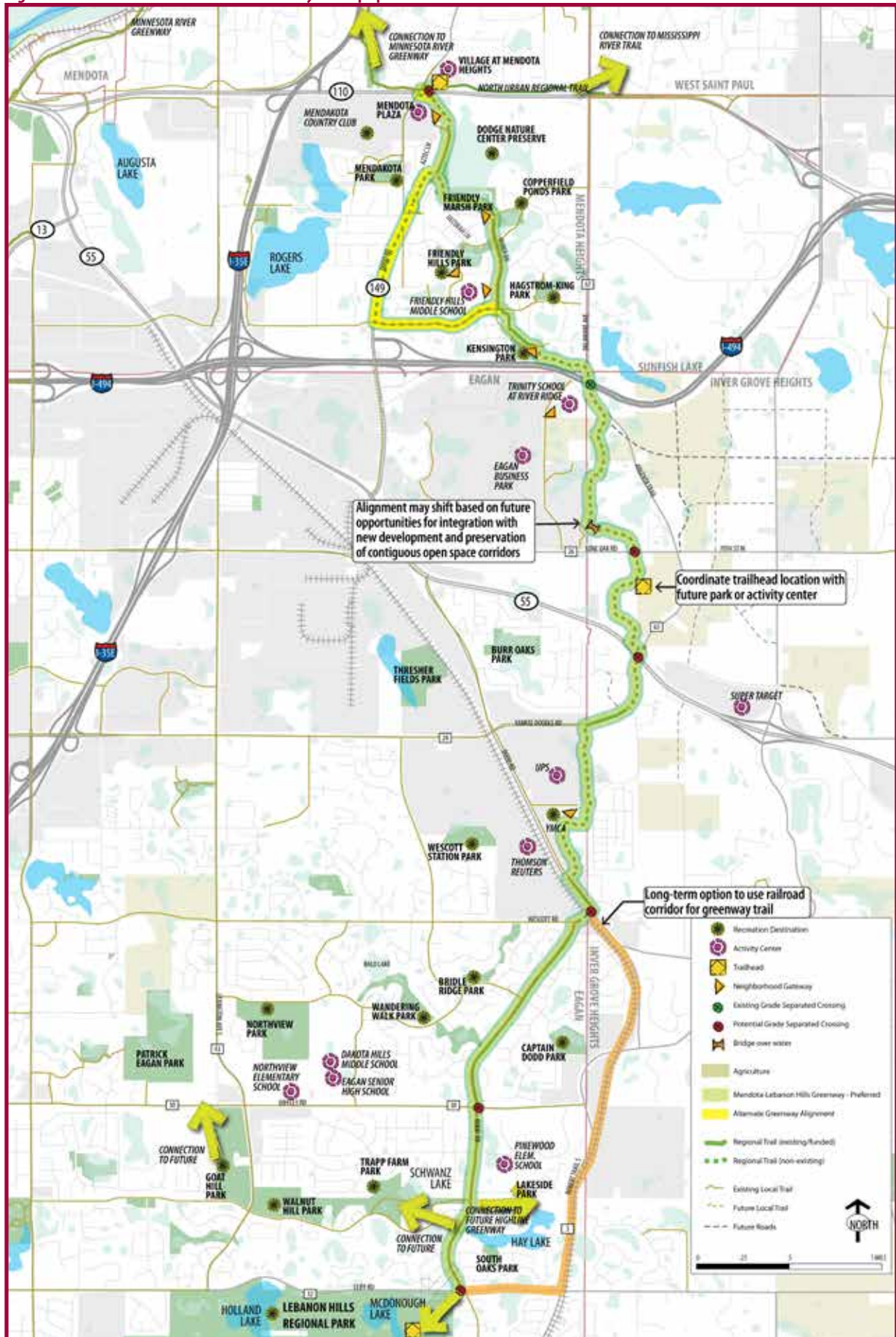
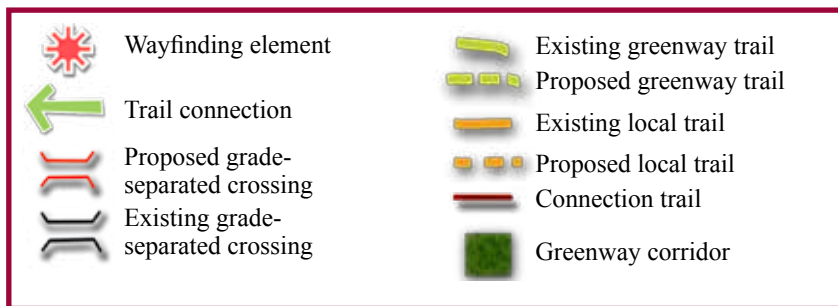
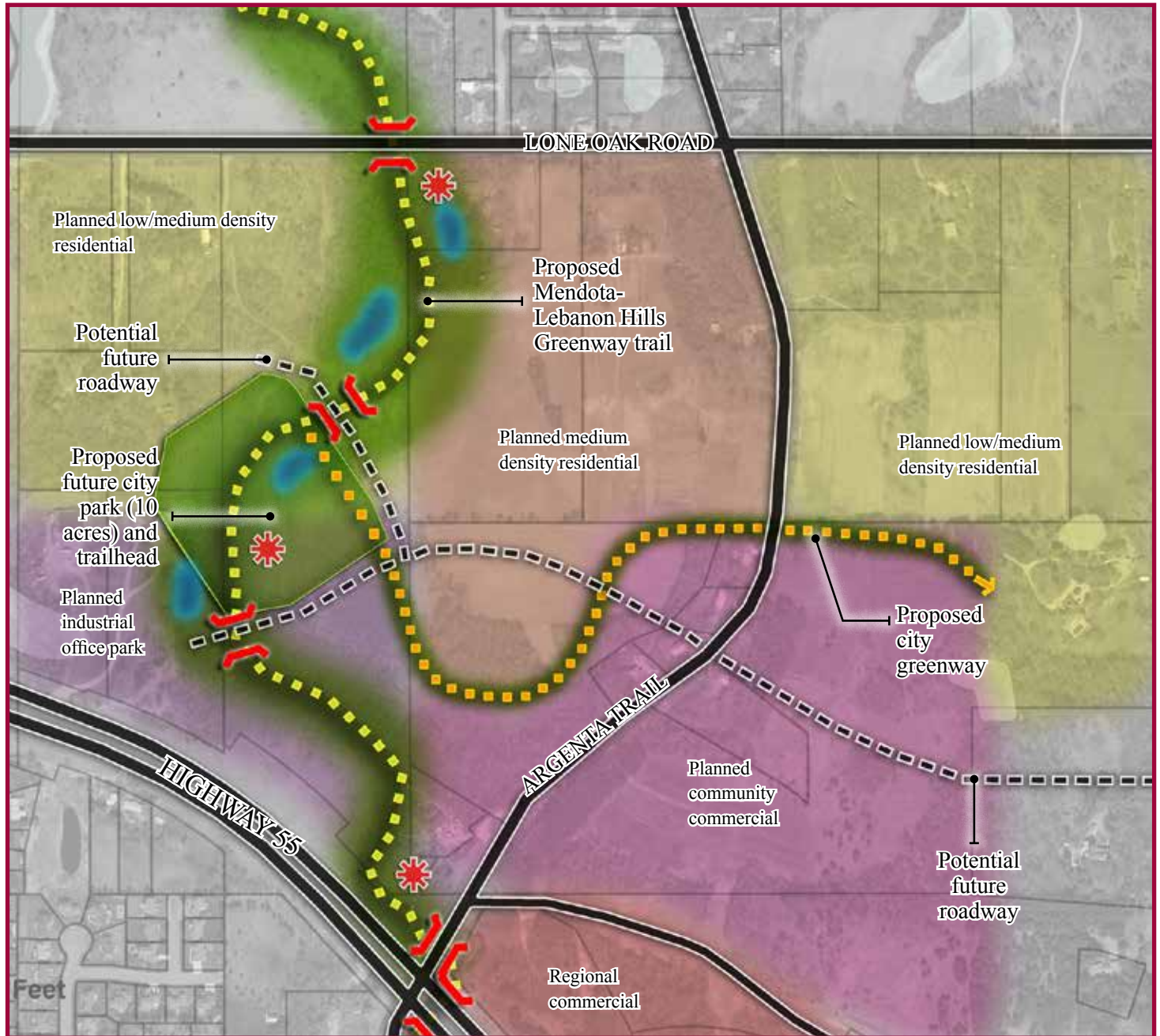


Figure 37. Inver Grove Heights future development detail





City of Eagan

Mike Maguire
Mayor

Paul Bakken
Cyndee Fields
Gary Hansen
Meg Tilley

Council Members

Dave Osberg
City Administrator

November 14, 2014

Mr. Mark Krebsbach, P.E.
Dakota County Engineer
Western Service Center
14955 Galaxie Ave. S.
Apple Valley, MN 55124

RE: Federal STP Letter of Support for Dakota County CSAH 28 /63 Improvements
(Roadway Reconstruction / Modernization) Project

Dear Mark:

The City of Eagan is supportive of Dakota County's application for federal funding for the widening of CSAH 28/ 63 (Argenta Trail) from its intersection with CSAH 28 (Yankee Doodle Road to 600 feet south of CSAH 26 (70th St. W.) in Inver Grove Heights.

The City of Eagan is aware of and understands the proposed project will affect Dakota County CSAH 28 (Yankee Doodle Road) prior to entering the City of Eagan. The proposed project is not located within the City of Eagan but affects the vehicle traffic entering the City.

The City of Eagan supports this proposed project for federal funding. Thank you for making us aware of this application effort and the opportunity to provide support.

Sincerely,

John Gorder, P.E.
City Engineer

Municipal Center
3830 Pilot Knob Road
Eagan, MN 55122-1810
651.675.5000 phone
651.675.5012 fax
651.454.8535 TDD

Maintenance Facility
3501 Coachman Point
Eagan, MN 55122
651.675.5300 phone
651.675.5360 fax
651.454.8535 TDD

www.cityofeagan.com

The Lone Oak Tree
The symbol of
strength and growth
in our community.



City of Inver Grove Heights

www.ci.inver-grove-heights.mn.us

November 6, 2014

Mr. Mark Krebsbach
Dakota County Transportation Director
14955 Galaxie Avenue
Apple Valley, MN 55124

Dear Mr. Krebsbach:

The City of Inver Grove Heights is providing this letter in support of a Regional Solicitation Grant Application for funding for Dakota County Project 63-25 (CSAH 28/63 at Trunk Highway 55). The improvement of this segment of the County highway system and the improvements at its intersection with Trunk Highway 55 are a priority for the City. In addition to improved safety the project will provide, the highway improvements will be an important part of the development of the northwest portion of Inver Grove Heights.

The City supports this proposed project for federal funding and agrees to provide a financial commitment for the improvements directly related to CSAH 28/63.

Sincerely,

A handwritten signature in black ink that reads "George Tourville". The signature is written in a cursive style.

George Tourville
Mayor of Inver Grove Heights

GT/kf

cc: Joe Lynch, City Administrator



Minnesota Department of Transportation

Metro District
1500 West County Road B-2
Roseville, MN 5511

November 25, 2014

Brian K. Sorenson
Assistant County Engineer
Dakota County Transportation Department
14955 Galaxie Avenue
Apple Valley, MN 55124

RE: Regional Solicitation Application for intersection improvements at Hwy 55/CSAH 63

Dear Mr. Sorenson:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council's 2014 Regional Solicitation. Your application for intersection improvements at Hwy 55/CSAH 63 impacts MnDOT right of way on Hwy 55.

MnDOT, as the agency with jurisdiction over Hwy 55, supports the application for the intersection improvements. 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.

There is a MnDOT project in the STIP for signal replacement, ADA crossing, and dual left turn lanes in the amount of \$425,000 in fiscal year 2016 at Hwy 55 and CSAH 63.

Sincerely,

A handwritten signature in blue ink that reads "Scott McBride".

Scott McBride, P.E.
Metro District Engineer

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

An Equal Opportunity Employer



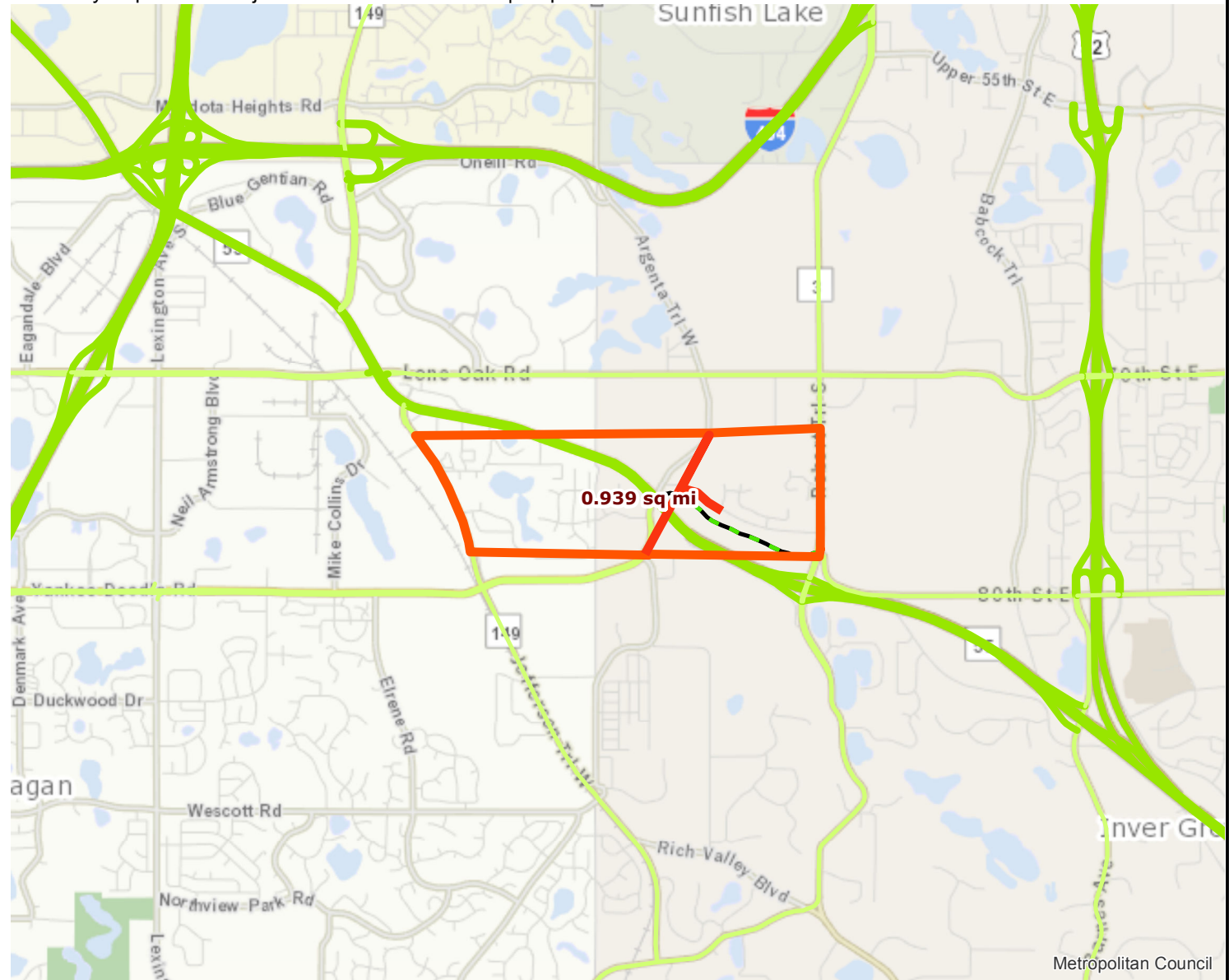
Roadway Area Definition

Roadway Expansion Project: CSAH 28 Connector | Map ID: 1415388927994

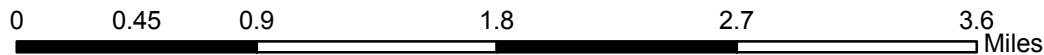
Results

Project Length: 1.107 miles

Project Area: 0.939 sq mi



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



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Regional Economy

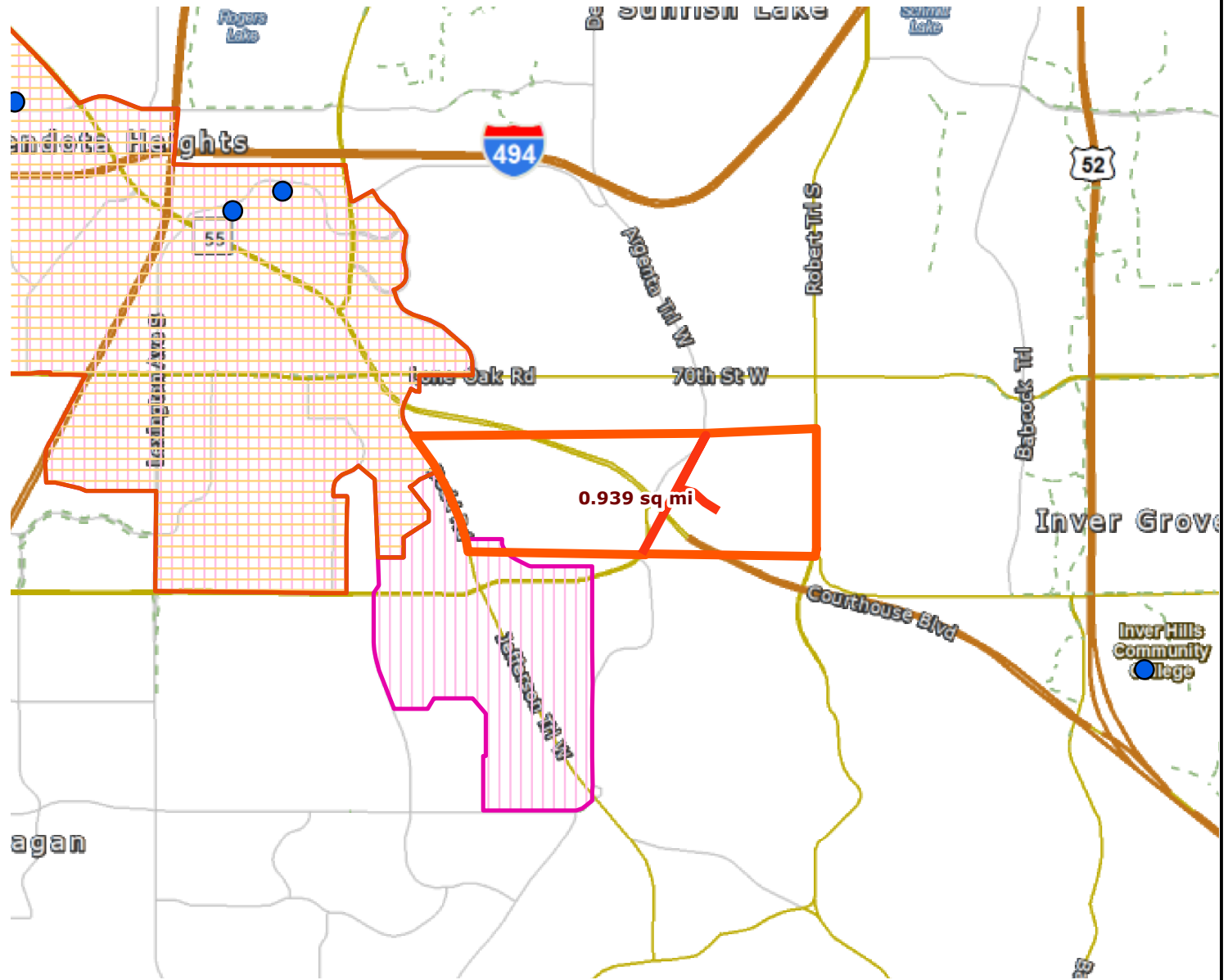
Roadway Expansion Project: CSAH 28 Connector | Map ID: 1415388927994

Results

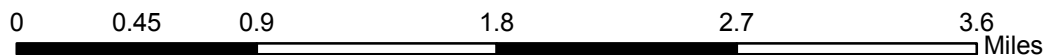
Project **WITHIN ONE MI** of area of Job Concentration.

Project **WITHIN ONE MI** of area of Manufacturing and Distribution.

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



- Project
- Project Area
- PostSecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers



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LandscapeRSA5

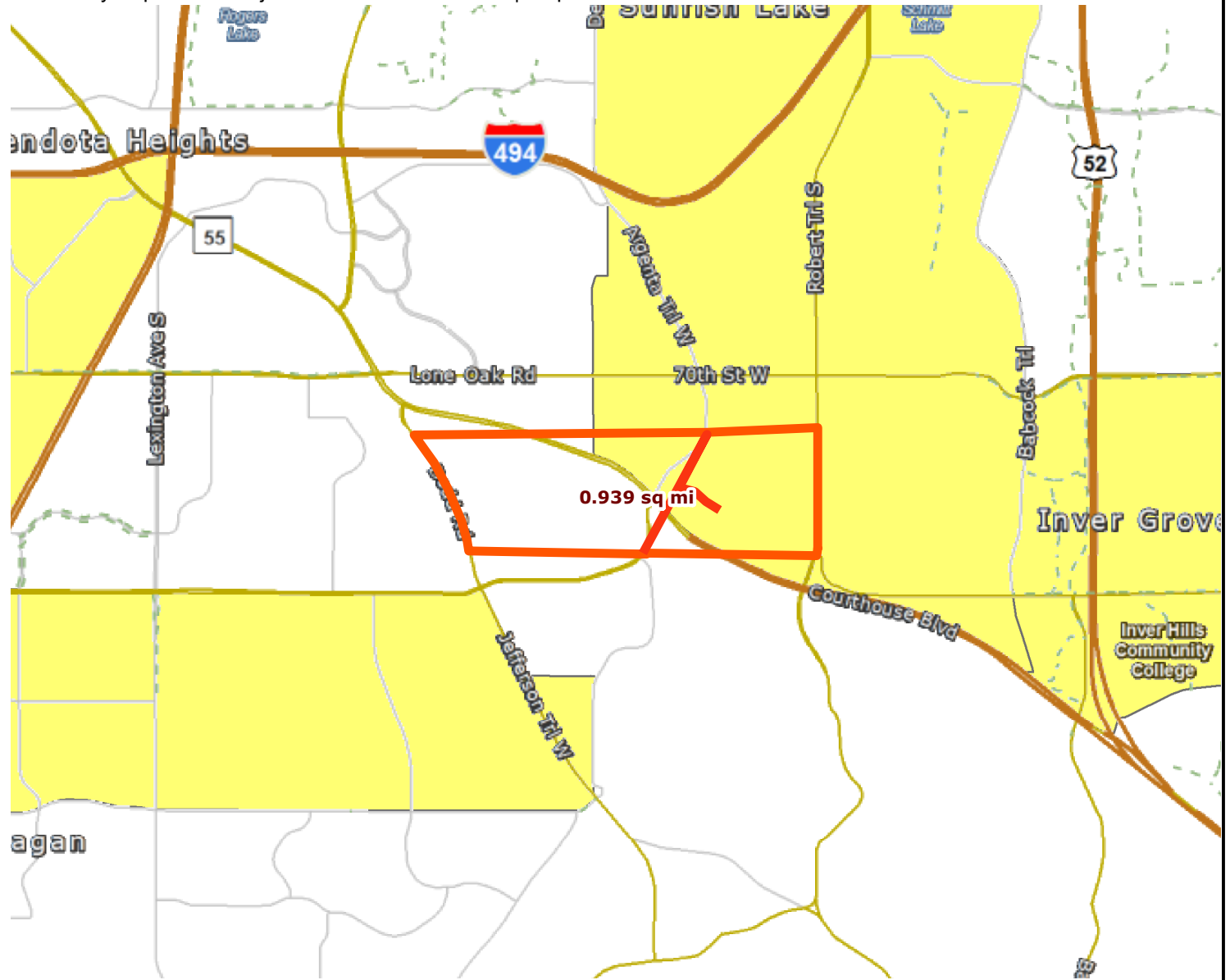


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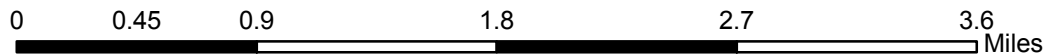


Results

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



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



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LandscapeRSA2



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Figure 17 - Long Term Transit Vision from Regional Roadway Visioning Study (RRSVS)



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10: Argenta Tr & TH 55

Direction	All
Volume (vph)	2989
Total Delay / Veh (s/v)	41
CO Emissions (kg)	6.04
NOx Emissions (kg)	1.18
VOC Emissions (kg)	1.40

10: Argenta Tr & TH 55

Direction	All
Volume (vph)	2989
Total Delay / Veh (s/v)	26
CO Emissions (kg)	5.35
NOx Emissions (kg)	1.04
VOC Emissions (kg)	1.24

10: Argenta Tr & TH 55

Direction	All
Volume (vph)	2603
Total Delay / Veh (s/v)	52
CO Emissions (kg)	5.26
NOx Emissions (kg)	1.02
VOC Emissions (kg)	1.22

10: Argenta Tr & TH 55

Direction	All
Volume (vph)	2603
Total Delay / Veh (s/v)	30
CO Emissions (kg)	4.53
NOx Emissions (kg)	0.88
VOC Emissions (kg)	1.05

10: Argenta Tr & TH 55

Direction	All
Volume (vph)	2989
Total Delay / Veh (s/v)	41
CO Emissions (kg)	6.04
NOx Emissions (kg)	1.18
VOC Emissions (kg)	1.40

10: Argenta Tr & TH 55

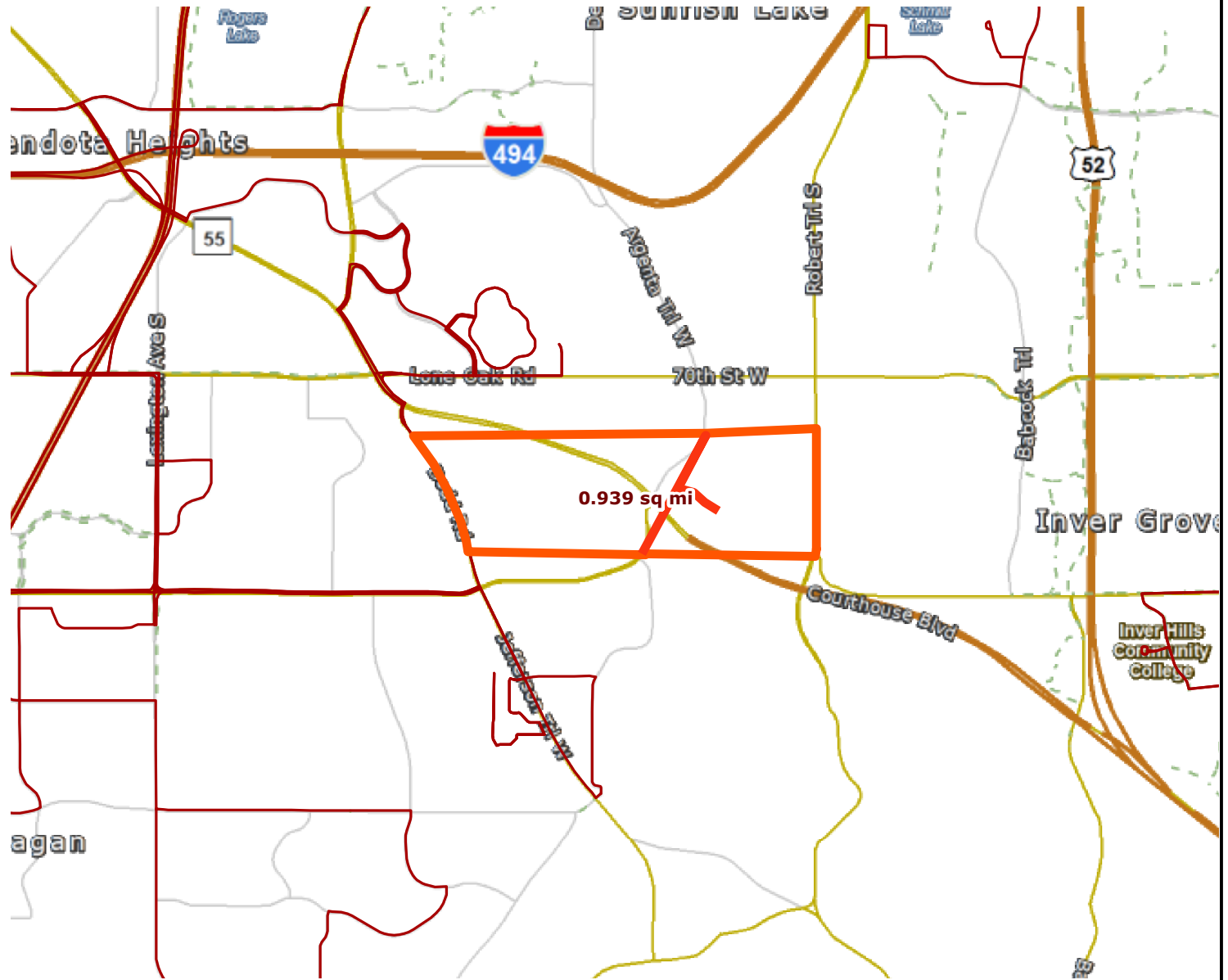
Direction	All
Volume (vph)	2989
Total Delay / Veh (s/v)	26
CO Emissions (kg)	5.35
NOx Emissions (kg)	1.04
VOC Emissions (kg)	1.24

10: Argenta Tr & TH 55

Direction	All
Volume (vph)	2603
Total Delay / Veh (s/v)	52
CO Emissions (kg)	5.26
NOx Emissions (kg)	1.02
VOC Emissions (kg)	1.22

10: Argenta Tr & TH 55

Direction	All
Volume (vph)	2603
Total Delay / Veh (s/v)	30
CO Emissions (kg)	4.53
NOx Emissions (kg)	0.88
VOC Emissions (kg)	1.05



Results

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

**indicates Planned Alignments*

- Project
- Transit Routes
- Project Area



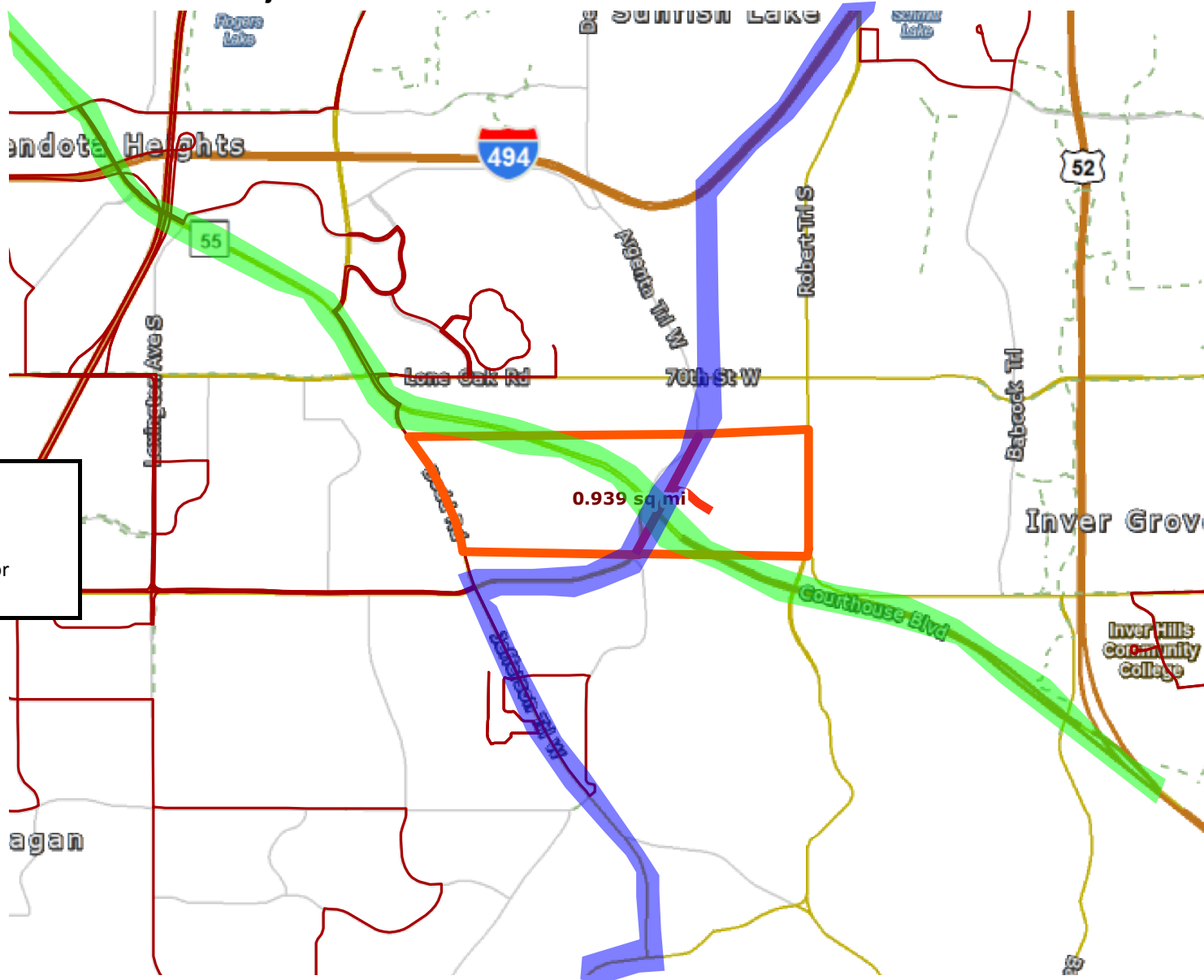
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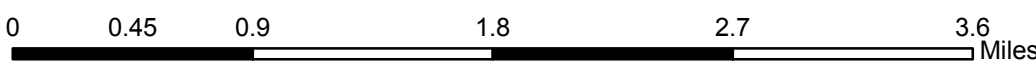


Future Transit Connections in CSAH 28 Connector Project Area



	Potential Transitway
	Potential Express Bus Corridor

	Project		Transit Routes
	Project Area		



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Figure 17



Figure 7-43: 2030 Transitway System

