



Application

01967 - 2014 Roadway Expansion

02240 - CSAH 42/TH 52 Interchange

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted  
Submitted Date: 12/01/2014 3:44 PM

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## Primary Contact

**Name:\*** Mr. Jacob Richard Rezac  
Salutation First Name Middle Name Last Name

**Title:** Project Manager

**Department:**

**Email:** jacob.rezac@co.dakota.mn.us

**Address:** Transportation Dept.  
14955 Galaxie Ave.

**\*** Apple Valley Minnesota 55124  
City State/Province Postal Code/Zip

**Phone:\*** 952-891-7100  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** DAKOTA COUNTY

**Jurisdictional Agency (if different):**

**Organization Type:**

County Government

**Organization Website:**

**Address:**

14955 GALAXIE AVE

\*

APPLE VALLEY

Minnesota

55124

City

State/Province

Postal Code/Zip

**County:**

Dakota

**Phone:\***

952-891-7545

Ext.

**Fax:**

**PeopleSoft Vendor Number**

0000002621A28

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## Project Information

**Project Name**

CSAH 42/TH 52 Interchange

**Primary County where the Project is Located**

Dakota

**Jurisdictional Agency (If Different than the Applicant):**

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

This project includes reconstructing Highway 42, a principal arterial, to a four-lane divided combination urban / rural roadway section from approximately 0.5 mile east of CSAH 71 to 0.5 mile east of TH 52, reconstructing TH 52 and replacing two mainline bridges over CSAH 42, and reconstructing the freeway access ramps. Protected turn lanes will be included on CSAH 42 at all intersections with ramps and designated local roads, as well as at intersections with major driveways. Currently, CSAH 42 transitions from a 4-lane highway to a 2-lane highway west of the interchange with TH 52, with one of the eastbound travel lanes dropping into a turn lane near the interchange. This project will extend the 4-lane section of CSAH 42 past the interchange to remove the lane drops and transitions at the interchange. In addition, protected turn lanes will be added for all turning movements at the interchange. These improvements will reduce conflict points and allow for safer turning movements at the interchange.

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

**Project Length (Miles)**

2.0

**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**

This project has been identified in both Dakota Countys 2014-2018 Capital Improvements Plan and the City of Rosemounts Comprehensive Transportation Plan. Funding has been allocated for the project in each plan. In addition to being identified in each CIP, the City of Rosemount and Dakota County participated in the Highway 52/42/55 Interchange and Highway 55 Regional Corridor Study, which identified safety and operational concerns with the existing TH 55 interchange. This project is the first phase of a larger scale project to improve safety and mobility along the TH 52/TH 55/CSAH 42 corridor.

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## Project Funding

Are you applying for funds from another source(s) to implement this project?	Yes
If yes, please identify the source(s)	To be determined
Federal Amount	\$7,000,000.00
Match Amount	\$3,000,000.00
<i>Minimum of 20% of project total</i>	
Project Total	\$10,000,000.00
Match Percentage	30.0%
<i>Minimum of 20%</i> <i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	State Aid
Preferred Program Year	
Select one:	2017 (Roadway Projects Only)

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## MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency	Dakota County (Lead Agency) and City of Rosemount
Functional Class of Road	Principal Arterial
Road System	CSAH
<i>TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET</i>	
Name of Road	145th St. W (CSAH 42)
<i>Example; 1st ST., MAIN AVE</i>	
Zip Code where Majority of Work is Being Performed	55068
(Approximate) Begin Construction Date	04/10/2017
(Approximate) End Construction Date	11/17/2017
<b>LOCATION</b>	
From: (Intersection or Address)	CSAH 71 (Blaine Ave.)
<i>Do not include legal description;</i> <i>Include name of roadway if majority of facility runs adjacent to a single corridor.</i>	
To: (Intersection or Address)	1 mile east of TH 52
Type of Work	GRADE, AGG BASE, BIT SURF, CURB AND GUTTER, STORM SEWER, BRIDGE, LIGHTING

Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)

**Old Bridge/Culvert?** Yes

**New Bridge/Culvert?** Yes

**Structure is Over/Under (Bridge or culvert name):** Old Bridge Numbers 19001 and 19002 over CSAH 42

## Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$500,000.00
Removals (approx. 5% of total cost)	\$500,000.00
Roadway (grading, borrow, etc.)	\$2,400,000.00
Roadway (aggregates and paving)	\$1,600,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$375,000.00
Ponds	\$150,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$200,000.00
Traffic Control	\$75,000.00
Striping	\$100,000.00
Signing	\$45,000.00
Lighting	\$250,000.00
Turf - Erosion & Landscaping	\$50,000.00
Bridge	\$2,500,000.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$1,000,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$9,745,000.00</b>

## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$230,000.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$25,000.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$255,000.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

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## Transit Operating Costs

<b>OPERATING COSTS</b>	<b>Cost</b>
Transit Operating Costs	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Totals

<b>Total Cost</b>	\$10,000,000.00
<b>Construction Cost Total</b>	\$10,000,000.00
<b>Transit Operating Cost Total</b>	\$0.00

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## 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**

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## 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.**

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## Other Attachments

File Name	Description	File Size
2240 Dakota Co HSIP.pdf	Crash B/C	30 KB
2HWY 52 42 Interim Service Inter.pdf	Concept Drawing	1.3 MB
61 - TH 52 & CSAH 42 West Ramp, 10-30-14, 6am-7pm.pdf	HCADT Counts (TH 52/CSAH 42 West Ramp)	70 KB
MnDOT Letter of Support TH 52_CSAH 42.pdf	MnDOT Letter of Support	38 KB
Project Location_CSAH42-TH52.pdf	Project Location Map	265 KB
RdwayAreaDef.pdf	Roadway Area Definition	1.1 MB
RegionalEcon.pdf	Regional Economy	885 KB
Rosemount Letter of Support.pdf	Letter of Support - Rosemount	222 KB
SocioEcon.pdf	Socio Economic	907 KB
TransitCon.pdf	Transit Connections	919 KB

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## Reliever: Freeway Facility or

Facility being relieved

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

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## Reliever: Non-Freeway Facility or

Facility being relieved

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

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## 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	35.511
Project Length	2.128
Average Distance	16.6875
Upload Map	Roadway Map.pdf

### Measure B: Current Heavy Commercial Traffic

Location	CSAH 42 at TH 52/CSAH 42 West Ramp
Current daily heavy commercial traffic volume	871.0

### 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)

CSAH 42 provides a direct connection to Dakota County Technical College. The college is located on CSAH 42 approximately 2 miles west of TH 52. In addition, CSAH 42 is the primary east/west access to the City of Rosemount and its commercial district. The commercial area of Rosemount is located along CSAH 42 and is less than 5 miles from TH 52. TH 52 provides the primary access to the Koch Refinery, located approximately 1.5 miles north of CSAH 42, which is a large industrial manufacturing company.

Upload Map

Regional Economy Map.pdf

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### Measure A: Current Daily Person Throughput

Location	CSAH 42
Current AADT Volume	11300.0
Existing Transit Routes on the Project	N/A

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### Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	14690.0

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### 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 27000.0

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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

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly.

Yes

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

The project will enhance mobility and safety for traffic traveling to and from the City of Rosemount. The project will add travel lanes and left turn lanes to CSAH 42, a principal arterial, which will reduce delays, queuing, and congestion at the interchange and improve access to TH 52, a principal arterial that provides access to Inver Grove Heights and St. Paul. These changes will improve mobility for all motorists accessing Rosemount, Inver Grove Heights, or St. Paul. While this project will not directly include improvements for non- motorized users, including children, elderly, and people with disabilities, it will examine the potential of accommodating future trails that are consistent with Dakota County and Rosemount plans.

Upload Map

Socioeconomic Map.pdf

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**Measure B: Affordable Housing**

City/Township	Segment Length (Miles)
City of Rosemount	2.011
	2

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**Total Project Length**

Total Project Length	2.0
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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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City of Rosemount	2.011	2.011	61.0	1.0	61.0
		<b>2</b>	<b>61</b>	<b>1</b>	<b>61</b>

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

Total Project Length (Miles)	2.011
Total Housing Score	61.0

### Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Roadway Segment Length (Miles)	Calculation	Calculation 2
1987.0	2.011	3995.857	1987.0
	<b>2</b>	<b>3996</b>	<b>1987</b>

### Average Construction Year

Weighted Year	1987.0
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### Total Segment Length (Miles)

Total Segment Length	2.011
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### Measure A: Cost Effectiveness of Vehicle Delay Reduction

Total Project Cost from Cost Sheet	\$10,000,000.00
Total Peak Hour Vehicle Delay Without The Project	65268.0
Total Peak Hour Vehicle Delay With The Project	39368.0
Total Peak Hour Vehicle Delay Reduced by Project	25900.0
Cost Effectiveness	\$386.10
Synchro or HCM Reports	Synchro.pdf

### Measure B: Cost Effectiveness of Emissions Reduction

Total Project Cost from Cost Sheet	\$10,000,000.00
Total Peak Hour Kilograms Reduced by Project	0

Cost Effectiveness	\$0.00
Synchro or HCM Reports	Synchro.pdf

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### Measure A: Benefit/Cost of Crash Reduction

Project Benefit/Cost Ratio	1.63
Worksheet Attachment	42-82 Benefit-Cost-worksheet(2).xls

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### 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 Map.pdf

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### Response

*Met Council Staff Data Entry Only*

Route Ridership	0
Transitway Ridership	0

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### Measure B: Bicycle and Pedestrian Connections

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

The existing shoulders on CSAH 42 east and west of TH 52 are 10' wide and can sufficiently accommodate bicycle traffic. The existing shoulders at the bridge crossing location are approximately 4' wide. Currently, there are no separated trail facilities on CSAH 42 in the project area, and the nearest potential connection is located 4.5 miles west of TH 52 in Rosemount. A regional trail that would utilize the existing underpass north of 140th St. has been proposed in the past, but no plans currently exist to construct this trail.

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### Measure C: Multimodal Facilities

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

While this project will not involve the construction of any shared use trails, the project will examine the feasibility of providing separated trail accommodations. This project is an initial phase of a larger-scale project that is planned for future construction. The larger-scale project involves the potential construction of a cloverleaf interchange, which would reduce the safety and viability of trails at this location and may render a trail north of 140th St. as a better option. The feasibility determination will need to consider the scope of future phases of this project along with the potential schedule for the improvements, future Dakota County trail and greenway corridors, and future plans from the City of Rosemount to expand their trail system to this area and how connections to these trails could best be made. At minimum, the existing outside shoulders of CSAH 42 will be reconstructed to a consistent 10' width, which will accommodate bicycles.

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## 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](#)

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## 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** 08/04/2014

**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** 04/24/2015

**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/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:** 11/24/2014

**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** Yes  
50%

**Right-of-way or easements required, parcels identified**  
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** 12/30/2016

**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**

12/18/2015

**9)Letting**

**Anticipated Letting Date**

02/24/2017

<b>B/C</b> 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 42	TH 52/CSAH 42 Interchange	14+00.093	15+00.131	City of Rosemount	1/1/2011	12/31/2013
	Description of Proposed Work		Total of all crash reduction factors: increase number of lanes, improve longitudinal grade, install left turn lane, widen bridge (refer to individual worksheets for details)					

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

Study Period: Number of Crashes	Fatal	F							
	Personal Injury (PI)	A			3				3
		B							
		C		2		3	1		6
Property Damage	PD	5			2			7	

% Change in Crashes  <i>*Use FHWA cmclearingh use for Crash Reduction Factors</i>	Fatal	F							
	PI	A							
		B							
		C							
	Property Damage	PD							

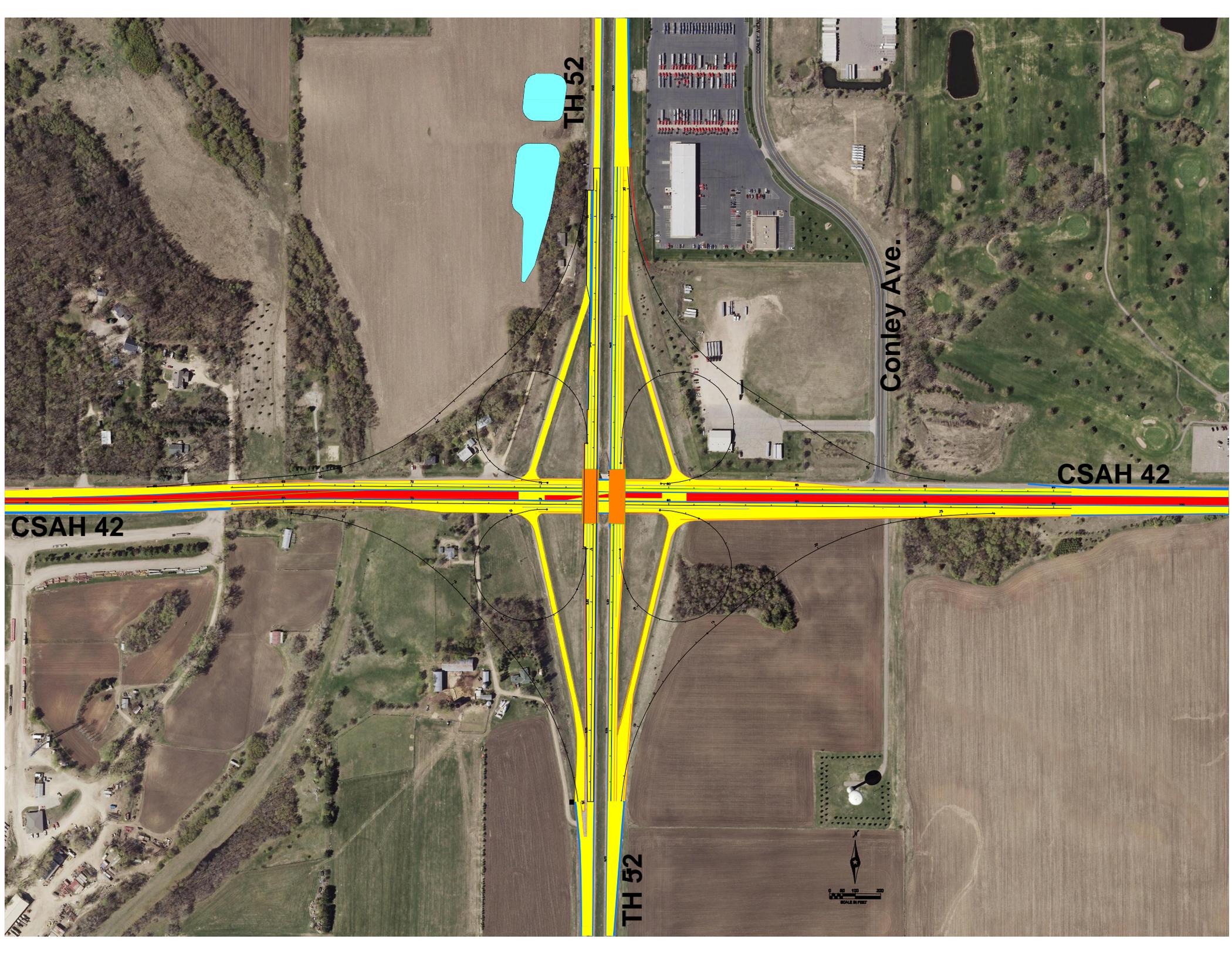
Change in Crashes  = No. of crashes X % change in crashes	Fatal	F						
	PI	A			-2.78			-2.78
		B						
		C		-1.74		-2.78	-0.92	
	Property Damage	PD	-2.04			-1.82		

Year (Safety Improvement Construction) **2017**

		Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
Project Cost (exclude Right of Way)	\$ 10,000,000					
Right of Way Costs (optional)		F			\$ 1,100,000	
Traffic Growth Factor	3%	A	-2.78	-0.93	\$ 550,000	\$ 509,667
Capital Recovery		B			\$ 160,000	
1. Discount Rate	4.5%	C	-5.44	-1.81	\$ 81,000	\$ 146,880
2. Project Service Life (n)	30	PD	-3.86	-1.29	\$ 7,400	\$ 9,521
<b>Total</b>					\$ 666,068	

**B/C= 1.63**

Using present worth values,  
**B= \$ 16,330,092**  
**C= \$ 10,000,000**  
 See "Calculations" sheet for amortization.



TH 52

Conley Ave.

CSAH 42

CSAH 42

TH 52





# Traffic Data Inc

PO Box 16296  
St. Louis Park, MN 55416

File Name : 2 - TH 52 & CSAH 42 West Ramp, 10-30-14, 6am-7pm

Site Code : 2

Start Date : 10/30/2014

Page No : 1

TH 52 & CSAH 42 West Ramp  
Rosemount, MN

Groups Printed- Cars + - Trucks

Start Time	TH 52 West Ramp Southbound						CSAH 42 Westbound						TH 52 West Ramp Northbound						CSAH 42 Eastbound						Int. Total	
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total		
06:00 AM	0	7	0	30	0	37	0	1	90	0	0	91	0	0	0	0	0	0	0	0	0	83	14	0	97	225
06:15 AM	0	1	0	32	0	33	0	0	59	0	0	59	0	0	0	0	0	0	0	0	0	101	19	0	120	212
06:30 AM	0	3	0	64	0	67	0	1	79	0	0	80	0	0	0	0	0	0	0	0	0	117	13	0	130	277
06:45 AM	0	10	0	83	0	93	0	0	96	0	0	96	0	0	0	0	0	0	0	0	0	131	22	0	153	342
Total	0	21	0	209	0	230	0	2	324	0	0	326	0	0	0	0	0	0	0	0	0	432	68	0	500	1056
07:00 AM	0	6	0	44	0	50	0	1	54	0	0	55	0	0	0	0	0	0	0	0	0	149	12	0	161	266
07:15 AM	0	2	0	51	0	53	0	4	72	0	0	76	0	0	0	0	0	0	0	0	0	180	24	0	204	333
07:30 AM	0	6	0	60	0	66	0	0	89	0	0	89	0	0	0	0	0	0	0	0	0	193	13	0	206	361
07:45 AM	0	4	0	67	0	71	0	4	87	0	0	91	0	0	0	0	0	0	0	0	0	165	19	0	184	346
Total	0	18	0	222	0	240	0	9	302	0	0	311	0	0	0	0	0	0	0	0	0	687	68	0	755	1306
08:00 AM	0	7	1	42	0	50	0	2	52	0	0	54	0	0	0	0	0	0	0	0	0	103	18	0	121	225
08:15 AM	0	4	0	37	0	41	0	1	47	0	0	48	0	0	0	0	0	0	0	0	0	106	11	0	117	206
08:30 AM	0	5	0	40	0	45	0	1	45	0	0	46	0	0	0	0	0	0	0	0	0	114	14	0	128	219
08:45 AM	0	6	0	40	0	46	0	1	64	0	0	65	0	0	0	0	0	0	0	0	0	67	5	0	72	183
Total	0	22	1	159	0	182	0	5	208	0	0	213	0	0	0	0	0	0	0	0	0	390	48	0	438	833
09:00 AM	0	9	2	30	0	41	0	2	40	0	0	42	0	0	0	0	0	0	0	0	0	91	24	0	115	198
09:15 AM	0	5	0	33	0	38	0	3	36	0	0	39	0	0	0	0	0	0	0	0	0	89	15	0	104	181
09:30 AM	0	6	1	35	0	42	0	0	33	0	0	33	0	0	0	0	0	0	0	0	0	57	19	0	76	151
09:45 AM	0	10	0	38	0	48	0	0	53	0	0	53	0	0	0	0	0	0	0	0	0	61	20	0	81	182
Total	0	30	3	136	0	169	0	5	162	0	0	167	0	0	0	0	0	0	0	0	0	298	78	0	376	712
10:00 AM	0	3	0	29	0	32	0	2	32	0	0	34	0	0	0	0	0	0	0	0	0	59	16	0	75	141
10:15 AM	0	5	0	39	0	44	0	8	36	0	0	44	0	0	0	0	0	0	0	0	0	58	17	0	75	163
10:30 AM	0	7	0	32	0	39	0	2	52	0	0	54	0	0	0	0	0	0	0	0	0	60	8	0	68	161
10:45 AM	0	4	0	27	0	31	0	0	35	0	0	35	0	0	0	0	0	0	0	0	0	49	15	0	64	130
Total	0	19	0	127	0	146	0	12	155	0	0	167	0	0	0	0	0	0	0	0	0	226	56	0	282	595
11:00 AM	0	1	0	37	0	38	0	1	46	0	0	47	0	0	0	0	0	0	0	0	0	61	14	0	75	160
11:15 AM	0	5	0	27	0	32	0	5	36	0	0	41	0	0	0	0	0	0	0	0	0	48	19	0	67	140
11:30 AM	0	3	0	50	0	53	0	2	57	0	0	59	0	0	0	0	0	0	0	0	0	103	19	0	122	234
11:45 AM	0	4	0	49	0	53	0	3	48	0	0	51	0	0	0	0	0	0	0	0	0	91	27	0	118	222
Total	0	13	0	163	0	176	0	11	187	0	0	198	0	0	0	0	0	0	0	0	0	303	79	0	382	756
12:00 PM	0	7	0	47	0	54	0	3	43	0	0	46	0	0	0	0	0	0	0	0	0	107	16	0	123	223
12:15 PM	0	6	0	36	0	42	0	0	36	0	0	36	0	0	0	0	0	0	0	0	0	73	16	0	89	167
12:30 PM	0	9	0	30	0	39	0	5	49	0	0	54	0	0	0	0	0	0	0	0	0	79	11	0	90	183
12:45 PM	0	3	0	38	0	41	0	1	37	0	0	38	0	0	0	0	0	0	0	0	0	61	20	0	81	160
Total	0	25	0	151	0	176	0	9	165	0	0	174	0	0	0	0	0	0	0	0	0	320	63	0	383	733
01:00 PM	0	8	0	41	0	49	0	1	37	0	0	38	0	0	0	0	0	0	0	0	0	91	15	0	106	193
01:15 PM	0	5	0	38	0	43	0	1	36	0	0	37	0	0	0	0	0	0	0	0	0	67	15	0	82	162
01:30 PM	0	8	0	45	0	53	0	3	39	0	0	42	0	0	0	0	0	0	0	0	0	62	19	0	81	176
01:45 PM	0	8	0	58	0	66	0	0	41	0	0	41	0	0	0	0	0	0	0	0	0	72	13	0	85	192
Total	0	29	0	182	0	211	0	5	153	0	0	158	0	0	0	0	0	0	0	0	0	292	62	0	354	723



# Traffic Data Inc

PO Box 16296  
St. Louis Park, MN 55416

File Name : 2 - TH 52 & CSAH 42 West Ramp, 10-30-14, 6am-7pm

Site Code : 2

Start Date : 10/30/2014

Page No : 2

TH 52 & CSAH 42 West Ramp  
Rosemount, MN

Groups Printed- Cars + - Trucks

Start Time	TH 52 West Ramp Southbound						CSAH 42 Westbound						TH 52 West Ramp Northbound						CSAH 42 Eastbound						Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	9	1	47	0	57	0	6	45	0	0	51	0	0	0	0	0	0	0	0	61	17	0	78	186
02:15 PM	0	5	0	62	0	67	0	6	42	0	0	48	0	0	0	0	0	0	0	0	82	17	0	99	214
02:30 PM	0	9	0	50	0	59	0	3	51	0	0	54	0	0	0	0	0	0	0	0	87	15	0	102	215
02:45 PM	0	14	0	62	0	76	0	5	65	0	0	70	0	0	0	0	0	0	0	0	99	17	0	116	262
Total	0	37	1	221	0	259	0	20	203	0	0	223	0	0	0	0	0	0	0	0	329	66	0	395	877
03:00 PM	0	7	1	53	0	61	0	5	52	0	0	57	0	0	0	0	0	0	0	0	89	25	0	114	232
03:15 PM	0	4	1	70	0	75	0	5	66	0	0	71	0	0	0	0	0	0	0	0	104	25	2	131	277
03:30 PM	0	7	1	72	0	80	0	0	48	0	0	48	0	0	0	0	0	0	0	0	90	21	0	111	239
03:45 PM	0	12	0	99	0	111	0	1	55	0	0	56	0	0	0	0	0	0	0	0	90	24	0	114	281
Total	0	30	3	294	0	327	0	11	221	0	0	232	0	0	0	0	0	0	0	0	373	95	2	470	1029
04:00 PM	0	6	1	99	0	106	0	3	52	0	0	55	0	0	0	0	0	0	0	0	91	22	0	113	274
04:15 PM	0	4	0	111	0	115	0	0	57	0	0	57	0	0	0	0	0	0	0	0	113	28	0	141	313
04:30 PM	0	0	0	150	0	150	0	1	73	0	0	74	0	0	0	0	0	0	0	0	129	20	0	149	373
04:45 PM	0	6	0	150	0	156	0	2	71	0	0	73	0	0	0	0	0	0	0	0	94	29	0	123	352
Total	0	16	1	510	0	527	0	6	253	0	0	259	0	0	0	0	0	0	0	0	427	99	0	526	1312
05:00 PM	0	6	0	154	0	160	0	4	76	0	0	80	0	0	0	0	0	0	0	0	118	40	0	158	398
05:15 PM	0	6	0	169	0	175	0	0	85	0	0	85	0	0	0	0	0	0	0	0	138	34	0	172	432
05:30 PM	0	5	0	136	0	141	0	3	53	0	0	56	0	0	0	0	0	0	0	0	120	45	0	165	362
05:45 PM	0	2	0	93	0	95	0	5	56	0	0	61	0	0	0	0	0	0	0	0	80	23	0	103	259
Total	0	19	0	552	0	571	0	12	270	0	0	282	0	0	0	0	0	0	0	0	456	142	0	598	1451
06:00 PM	0	6	0	101	0	107	0	1	57	0	0	58	0	0	0	0	0	0	0	0	102	25	0	127	292
06:15 PM	0	5	0	57	0	62	0	4	37	0	0	41	0	0	0	0	0	0	0	0	77	11	0	88	191
06:30 PM	0	3	0	57	0	60	0	3	34	0	0	37	0	0	0	0	0	0	0	0	61	15	0	76	173
06:45 PM	0	4	0	44	0	48	0	0	27	0	0	27	0	0	0	0	0	0	0	0	41	10	0	51	126
Total	0	18	0	259	0	277	0	8	155	0	0	163	0	0	0	0	0	0	0	0	281	61	0	342	782
Grand Total	0	297	9	3185	0	3491	0	115	2758	0	0	2873	0	0	0	0	0	0	0	0	4814	985	2	5801	12165
Apprch %	0	8.5	0.3	91.2	0		0	4	96	0	0		0	0	0	0	0	0	0	0	83	17	0		
Total %	0	2.4	0.1	26.2	0	28.7	0	0.9	22.7	0	0	23.6	0	0	0	0	0	0	0	0	39.6	8.1	0	47.7	
Cars +	0	162	6	3027	0	3195	0	70	2592	0	0	2662	0	0	0	0	0	0	0	0	4550	887	0	5437	11294
% Cars +	0	54.5	66.7	95	0	91.5	0	60.9	94	0	0	92.7	0	0	0	0	0	0	0	0	94.5	90.1	0	93.7	92.8
Trucks	0	135	3	158	0	296	0	45	166	0	0	211	0	0	0	0	0	0	0	0	264	98	2	364	871
% Trucks	0	45.5	33.3	5	0	8.5	0	39.1	6	0	0	7.3	0	0	0	0	0	0	0	0	5.5	9.9	100	6.3	7.2





# Traffic Data Inc

PO Box 16296  
St. Louis Park, MN 55416

File Name : 2 - TH 52 & CSAH 42 West Ramp, 10-30-14, 6am-7pm

Site Code : 2

Start Date : 10/30/2014

Page No : 4

TH 52 & CSAH 42 West Ramp  
Rosemount, MN

Start Time	TH 52 West Ramp Southbound						CSAH 42 Westbound						TH 52 West Ramp Northbound						CSAH 42 Eastbound						Int. Total	
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:00 AM																										
07:00 AM	0	6	0	44	0	50	0	1	54	0	0	55	0	0	0	0	0	0	0	0	0	149	12	0	161	266
07:15 AM	0	2	0	51	0	53	0	4	72	0	0	76	0	0	0	0	0	0	0	0	0	180	24	0	204	333
07:30 AM	0	6	0	60	0	66	0	0	89	0	0	89	0	0	0	0	0	0	0	0	0	193	13	0	206	361
07:45 AM	0	4	0	67	0	71	0	4	87	0	0	91	0	0	0	0	0	0	0	0	0	165	19	0	184	346
Total Volume	0	18	0	222	0	240	0	9	302	0	0	311	0	0	0	0	0	0	0	0	0	687	68	0	755	1306
% App. Total	0	7.5	0	92.5	0		0	2.9	97.1	0	0		0	0	0	0	0	0	0	0	0	91	9	0		
PHF	.000	.750	.000	.828	.000	.845	.000	.563	.848	.000	.000	.854	.000	.000	.000	.000	.000	.000	.000	.000	.000	.890	.708	.000	.916	.904



# Traffic Data Inc

PO Box 16296  
St. Louis Park, MN 55416

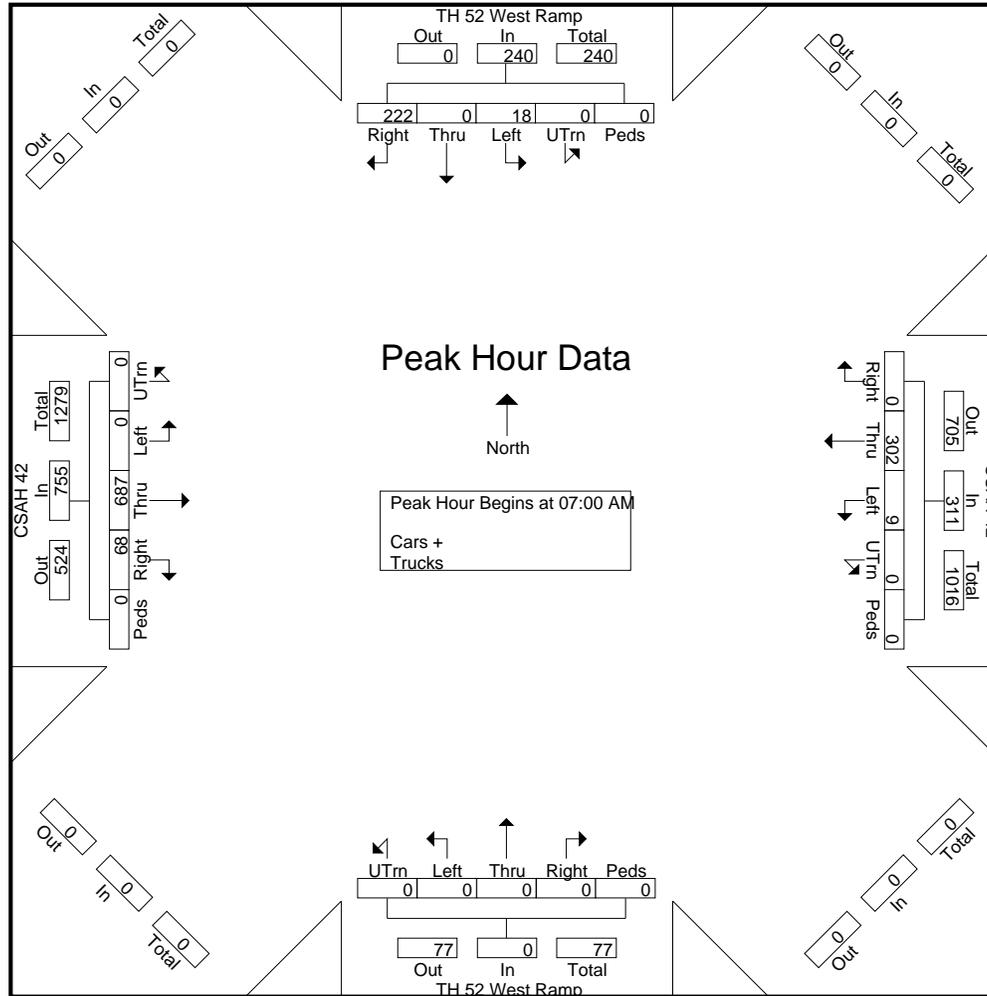
File Name : 2 - TH 52 & CSAH 42 West Ramp, 10-30-14, 6am-7pm

Site Code : 2

Start Date : 10/30/2014

Page No : 5

TH 52 & CSAH 42 West Ramp  
Rosemount, MN





# Traffic Data Inc

PO Box 16296  
St. Louis Park, MN 55416

File Name : 2 - TH 52 & CSAH 42 West Ramp, 10-30-14, 6am-7pm

Site Code : 2

Start Date : 10/30/2014

Page No : 6

TH 52 & CSAH 42 West Ramp  
Rosemount, MN

Start Time	TH 52 West Ramp Southbound						CSAH 42 Westbound						TH 52 West Ramp Northbound						CSAH 42 Eastbound						Int. Total	
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 11:30 AM																										
11:30 AM	0	3	0	50	0	53	0	2	57	0	0	59	0	0	0	0	0	0	0	0	0	103	19	0	122	234
11:45 AM	0	4	0	49	0	53	0	3	48	0	0	51	0	0	0	0	0	0	0	0	91	27	0	118	222	
12:00 PM	0	7	0	47	0	54	0	3	43	0	0	46	0	0	0	0	0	0	0	0	107	16	0	123	223	
12:15 PM	0	6	0	36	0	42	0	0	36	0	0	36	0	0	0	0	0	0	0	0	73	16	0	89	167	
Total Volume	0	20	0	182	0	202	0	8	184	0	0	192	0	0	0	0	0	0	0	0	374	78	0	452	846	
% App. Total	0	9.9	0	90.1	0		0	4.2	95.8	0	0		0	0	0	0	0	0	0	0	82.7	17.3	0			
PHF	.000	.714	.000	.910	.000	.935	.000	.667	.807	.000	.000	.814	.000	.000	.000	.000	.000	.000	.000	.000	.874	.722	.000	.919	.904	



# Traffic Data Inc

PO Box 16296  
St. Louis Park, MN 55416

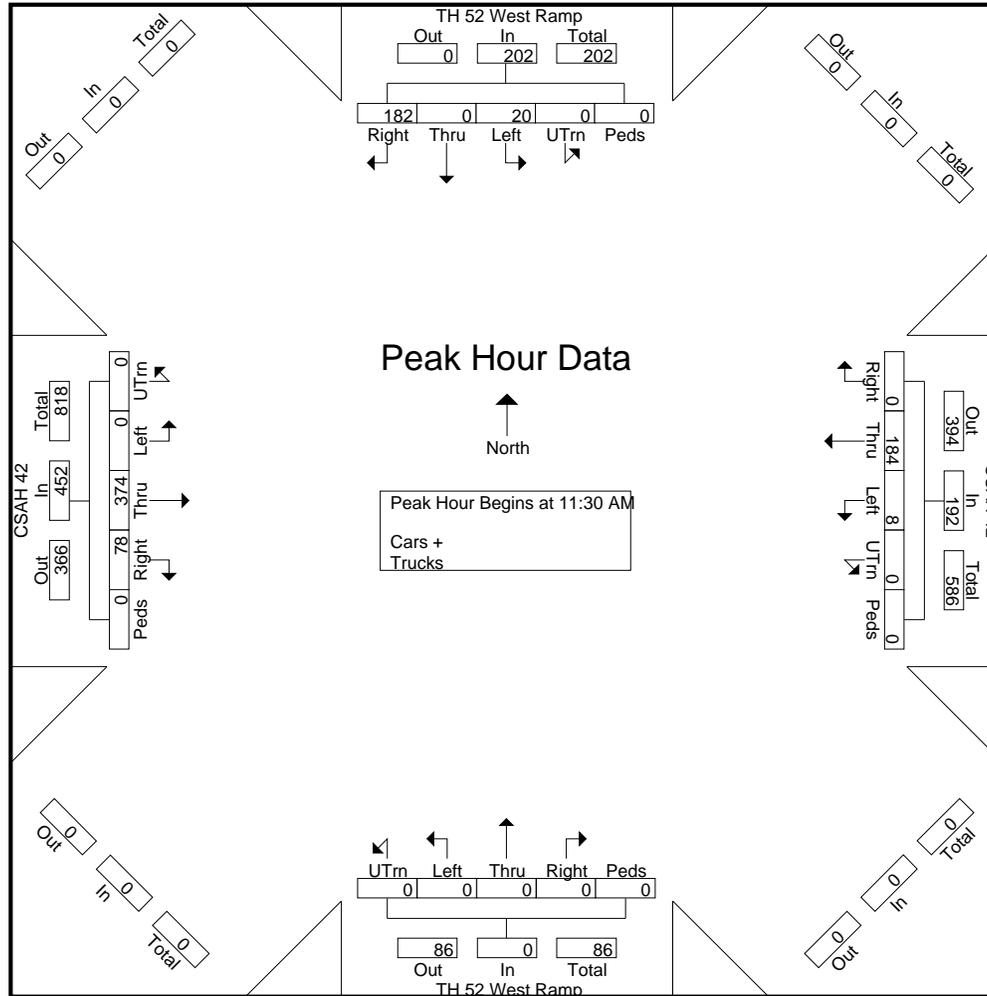
File Name : 2 - TH 52 & CSAH 42 West Ramp, 10-30-14, 6am-7pm

Site Code : 2

Start Date : 10/30/2014

Page No : 7

TH 52 & CSAH 42 West Ramp  
Rosemount, MN





# Traffic Data Inc

PO Box 16296  
St. Louis Park, MN 55416

File Name : 2 - TH 52 & CSAH 42 West Ramp, 10-30-14, 6am-7pm

Site Code : 2

Start Date : 10/30/2014

Page No : 8

TH 52 & CSAH 42 West Ramp  
Rosemount, MN

Start Time	TH 52 West Ramp Southbound						CSAH 42 Westbound						TH 52 West Ramp Northbound						CSAH 42 Eastbound						Int. Total	
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:30 PM																										
04:30 PM	0	0	0	150	0	150	0	1	73	0	0	74	0	0	0	0	0	0	0	0	0	129	20	0	149	373
04:45 PM	0	6	0	150	0	156	0	2	71	0	0	73	0	0	0	0	0	0	0	0	94	29	0	123	352	
05:00 PM	0	6	0	154	0	160	0	4	76	0	0	80	0	0	0	0	0	0	0	0	118	40	0	158	398	
05:15 PM	0	6	0	169	0	175	0	0	85	0	0	85	0	0	0	0	0	0	0	0	138	34	0	172	432	
Total Volume	0	18	0	623	0	641	0	7	305	0	0	312	0	0	0	0	0	0	0	0	479	123	0	602	1555	
% App. Total	0	2.8	0	97.2	0		0	2.2	97.8	0	0		0	0	0	0	0	0	0	0	79.6	20.4	0			
PHF	.000	.750	.000	.922	.000	.916	.000	.438	.897	.000	.000	.918	.000	.000	.000	.000	.000	.000	.000	.000	.868	.769	.000	.875	.900	





## Minnesota Department of Transportation

Metro District

1500 West County Road B-2

Roseville, MN 55111

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 Highway 52 and CSAH 42

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 Highway 52 and CSAH 42 impacts MnDOT right of way on Highway 52.

As the agency with jurisdiction over Highway 52, MnDOT supports the application for intersection improvements Highway 52 and CSAH 42. 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,

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

Scott McBride, P.E.  
Metro District Engineer

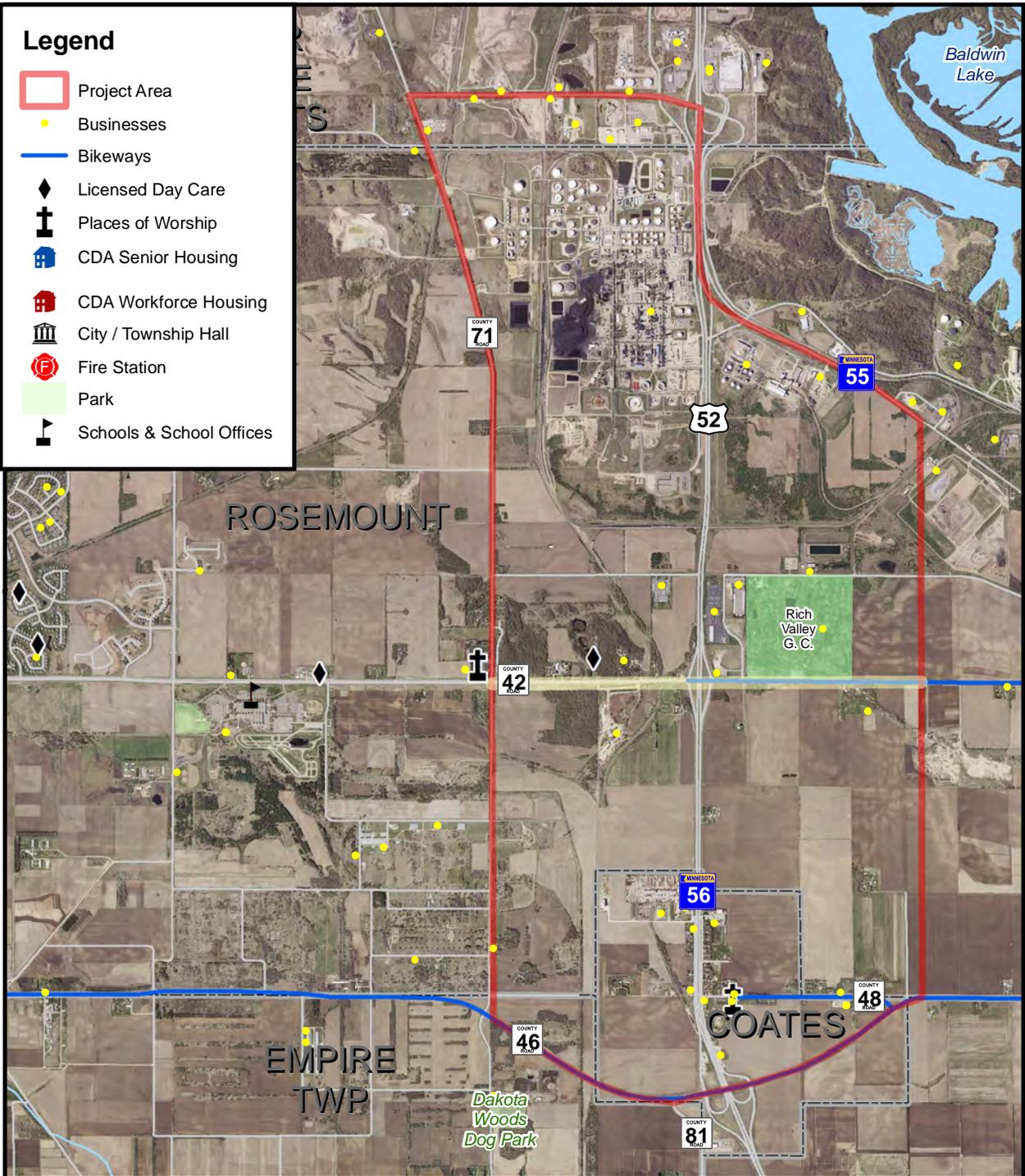
Cc: Elaine Koustoukos, Metropolitan Council  
Jon Solberg, MnDOT Metro District - South Area Manager

An Equal Opportunity Employer



### Legend

-  Project Area
-  Businesses
-  Bikeways
-  Licensed Day Care
-  Places of Worship
-  CDA Senior Housing
-  CDA Workforce Housing
-  City / Township Hall
-  Fire Station
-  Park
-  Schools & School Offices



## Roadway Expansion Project: CSAH 42/TH 52 Interchange

0 1 2 Miles



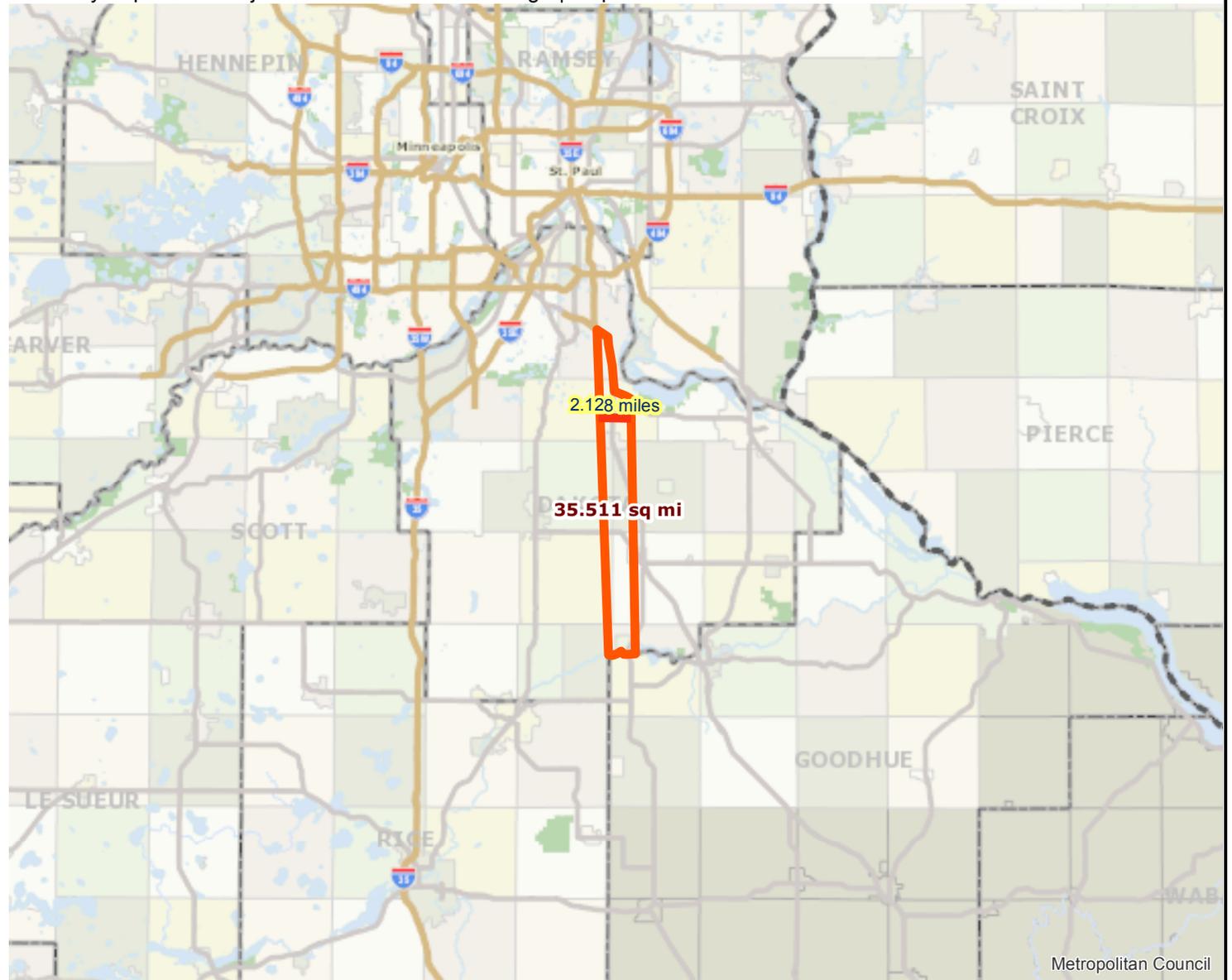
# Roadway Area Definition

Roadway Expansion Project: Cсах42/TH52Interchange | Map ID: 1419948092733

## Results

Project Length: 2.128 miles

Project Area: 35.511 sq mi



-  Project
-  Project Area



Created: 12/30/2014  
LandscapeRSA1

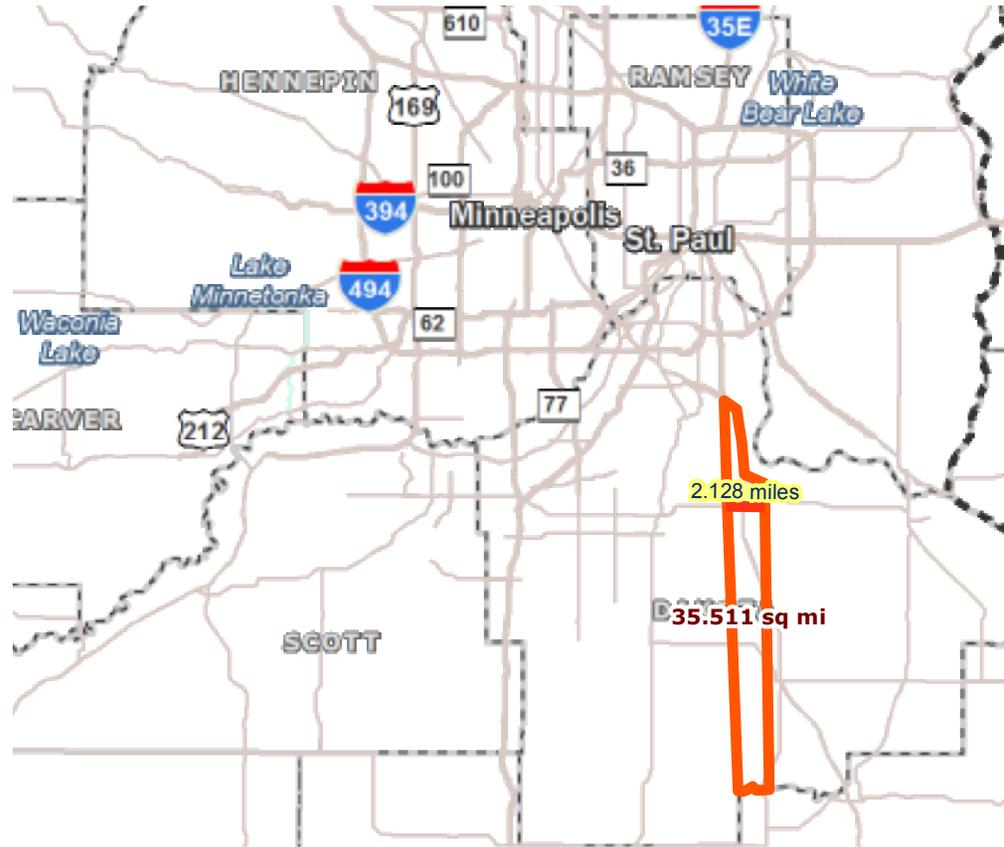


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



# Regional Economy

Roadway Expansion Project: Cсах42/TH52Interchange | Map ID: 1419948092733



## 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.

NCompass Technologies

-  Project
-  Project Area



Created: 12/30/2014  
LandscapeRSA5



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



November 10, 2014

Mr. Mark Krebsbach  
Dakota County Transportation Director/County Engineer  
Dakota County Western Service Center  
14955 Galaxie Avenue  
Apple Valley, MN 55124

**RE: City of Rosemount Letter of Support – STP Federal Funding Application for TH 52/CSAH 42 Interchange Improvements**

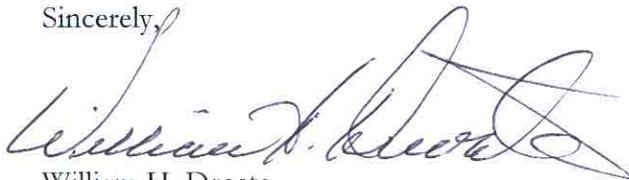
Dear Mr. Krebsbach:

The City of Rosemount wishes to extend its support for the STP Non-Freeway Principal Arterial federal funding application for the proposed improvement of the TH 52/CSAH 42 Interchange to lengthen the TH 52 bridge decks and expand CSAH 42 from a 2-lane to 4-lane section with turn lanes at the entrance ramps.

The City of Rosemount supports this proposed project for federal funding and agrees to provide a financial commitment for the improvements directly related to CSAH 42, consistent with County cost participation policy at the time.

Thank you for making us aware of this application effort and the opportunity to provide support.

Sincerely,

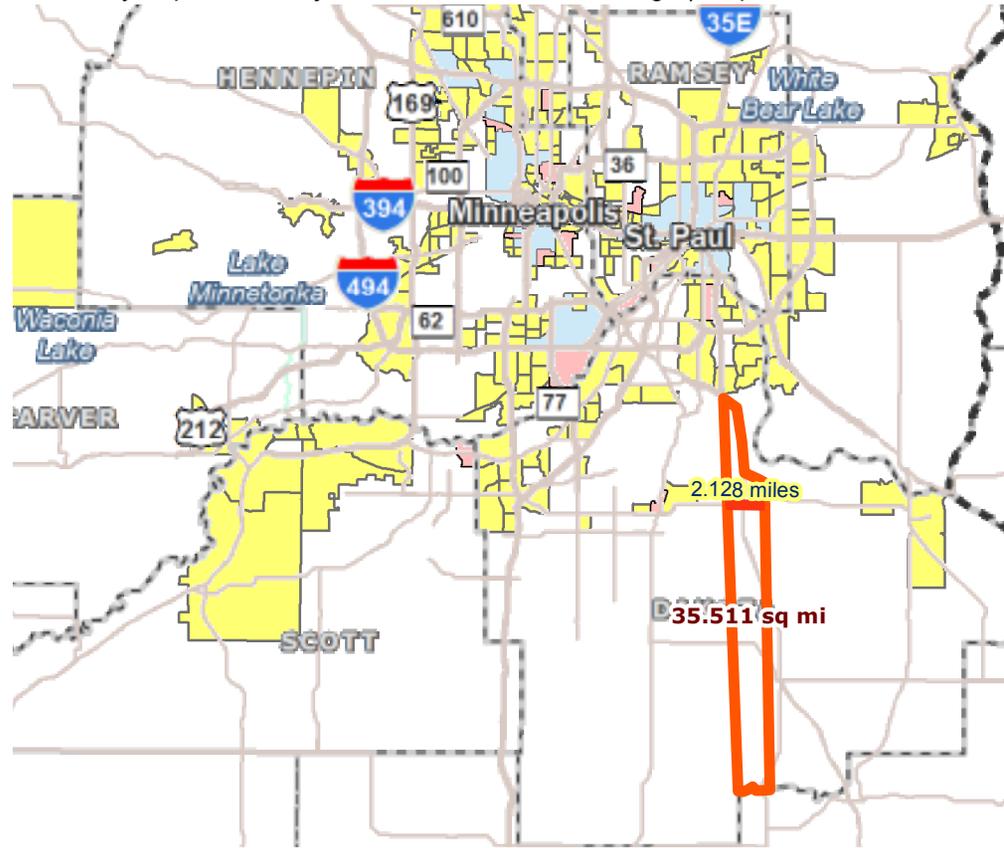


William H. Droste  
Mayor

**SPIRIT OF PRIDE AND PROGRESS**

Results

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



NCompass Technologies

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

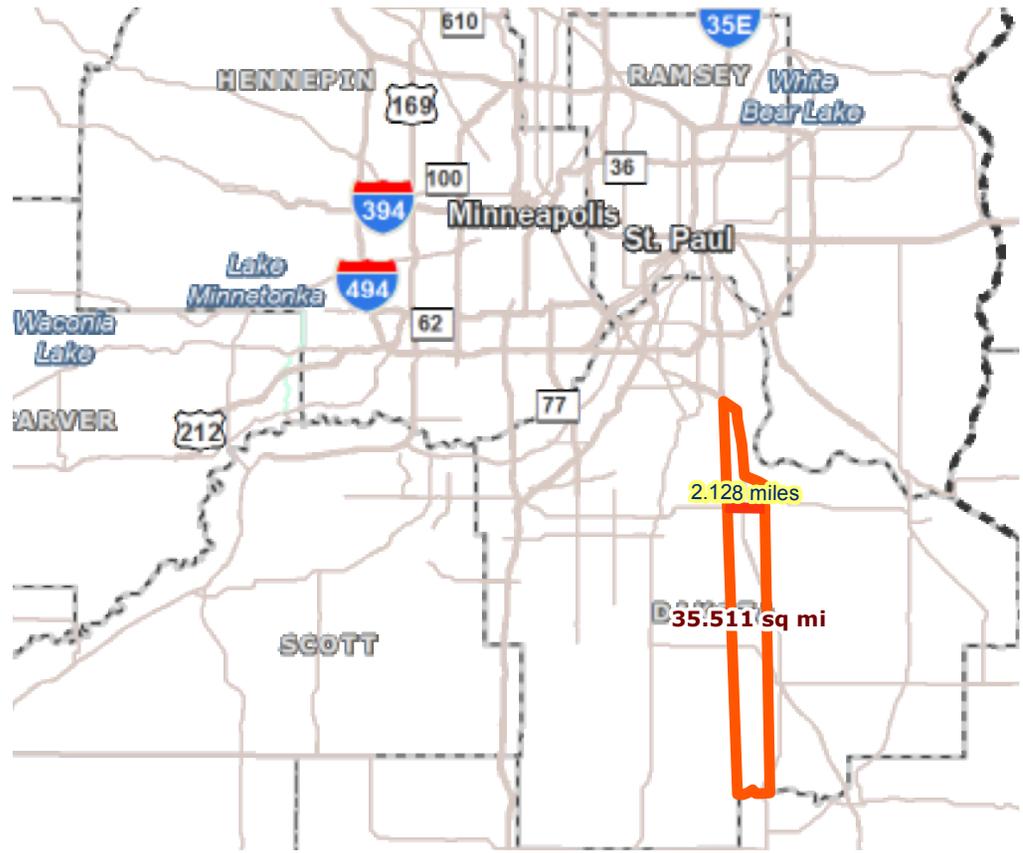


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LandscapeRSA2



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>





Results

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

*\*indicates Planned Alignments*

NCompass Technologies

-  Project
-  Project Area



Created: 12/30/2014  
LandscapeRSA3



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



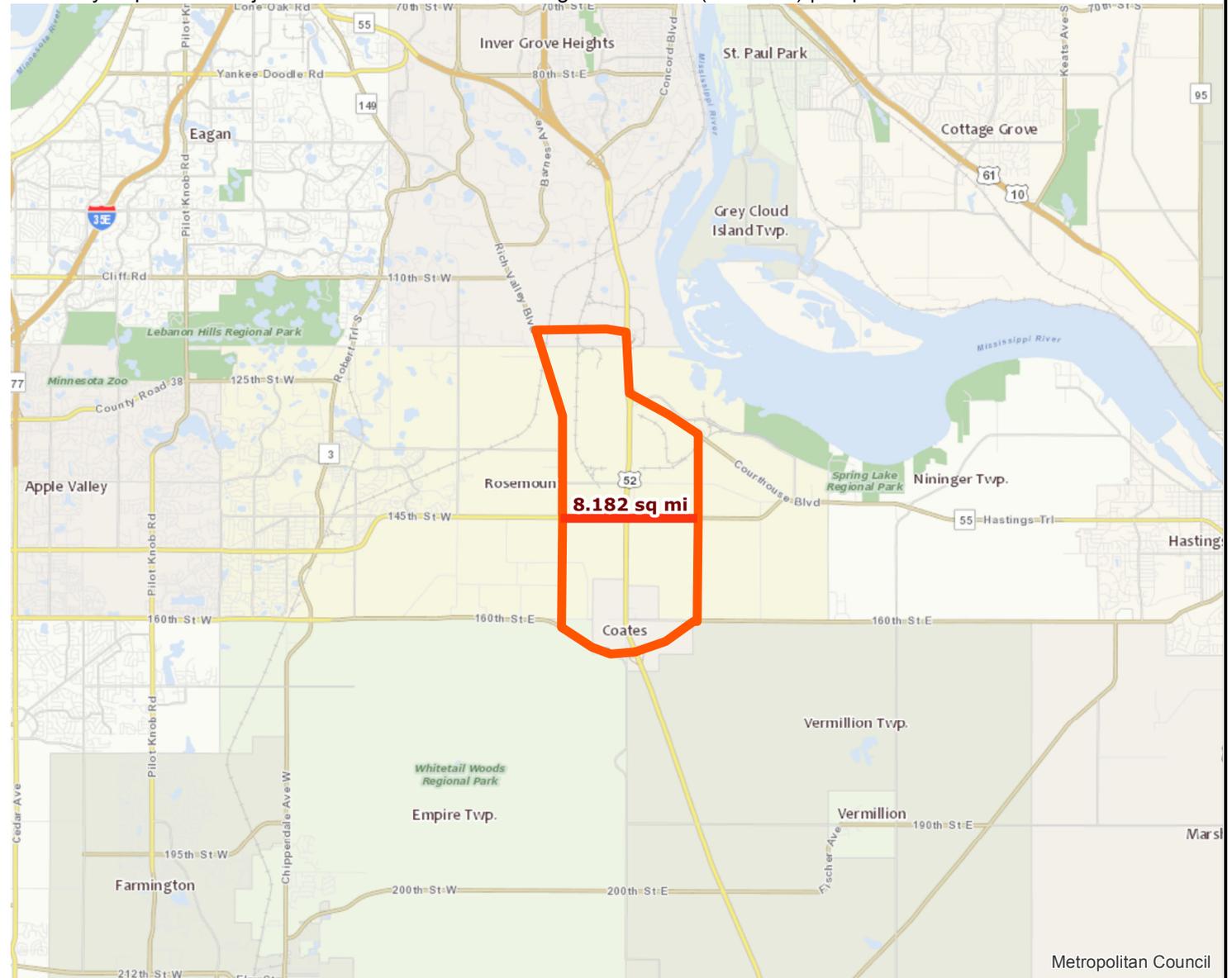
# Roadway Area Definition

Roadway Expansion Project: CSAH 42/TH 52 Interchange - CSAH 42 (A-Minors) | Map ID: 1416247211408

## Results

Project Length: 2.011 miles

Project Area: 8.182 sq mi



- Project
- Project Area



Created: 11/17/2014  
LandscapeRSA1



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Metropolitan Council

# Regional Economy

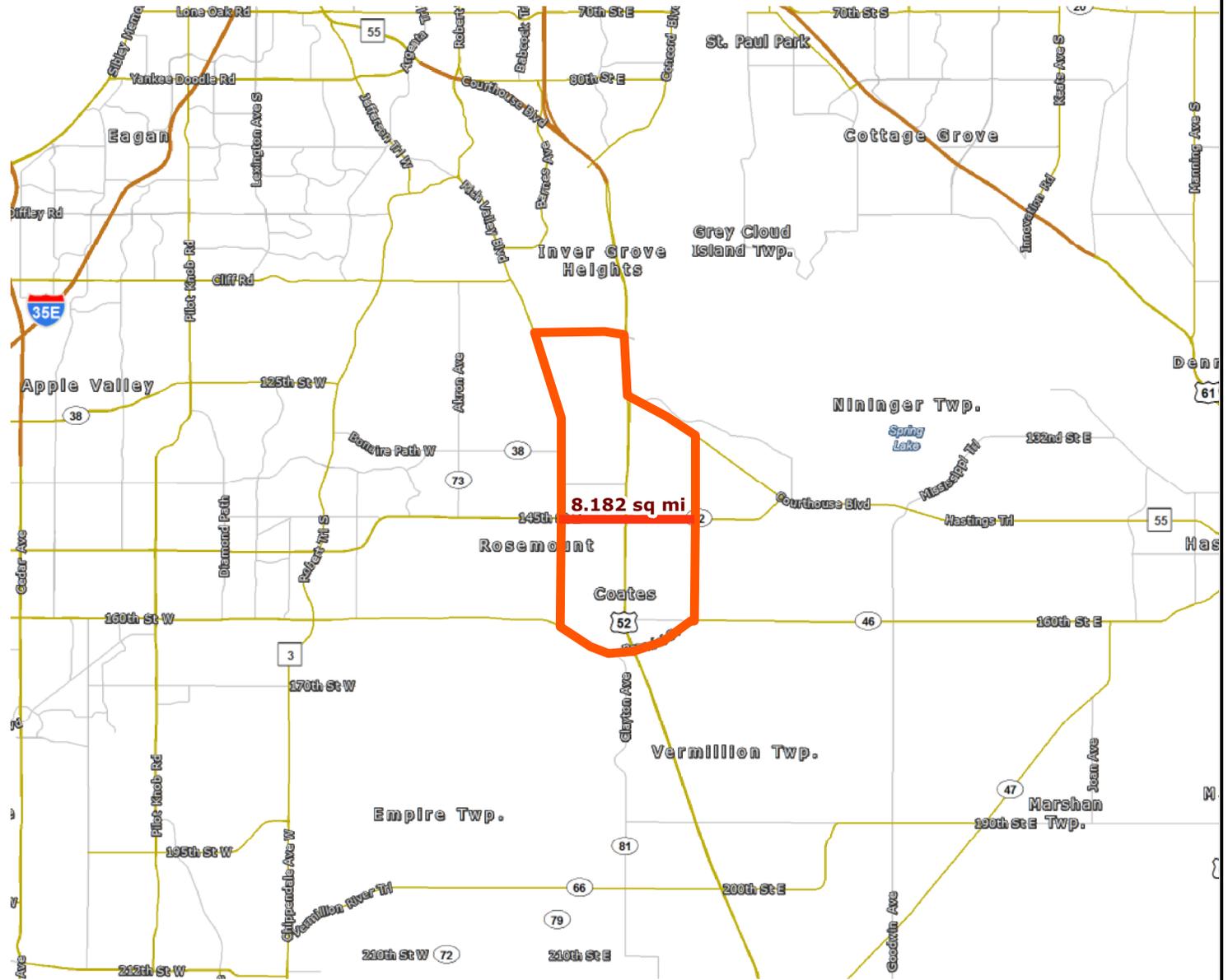
Roadway Expansion Project: CSAH 42/TH 52 Interchange - CSAH 42 (A-Minors) | Map ID: 1416247211408

## 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



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LandscapeRSA5



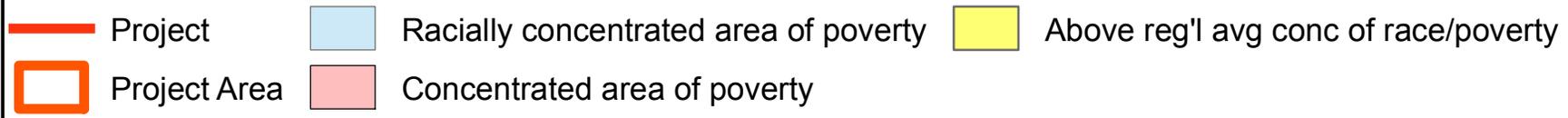
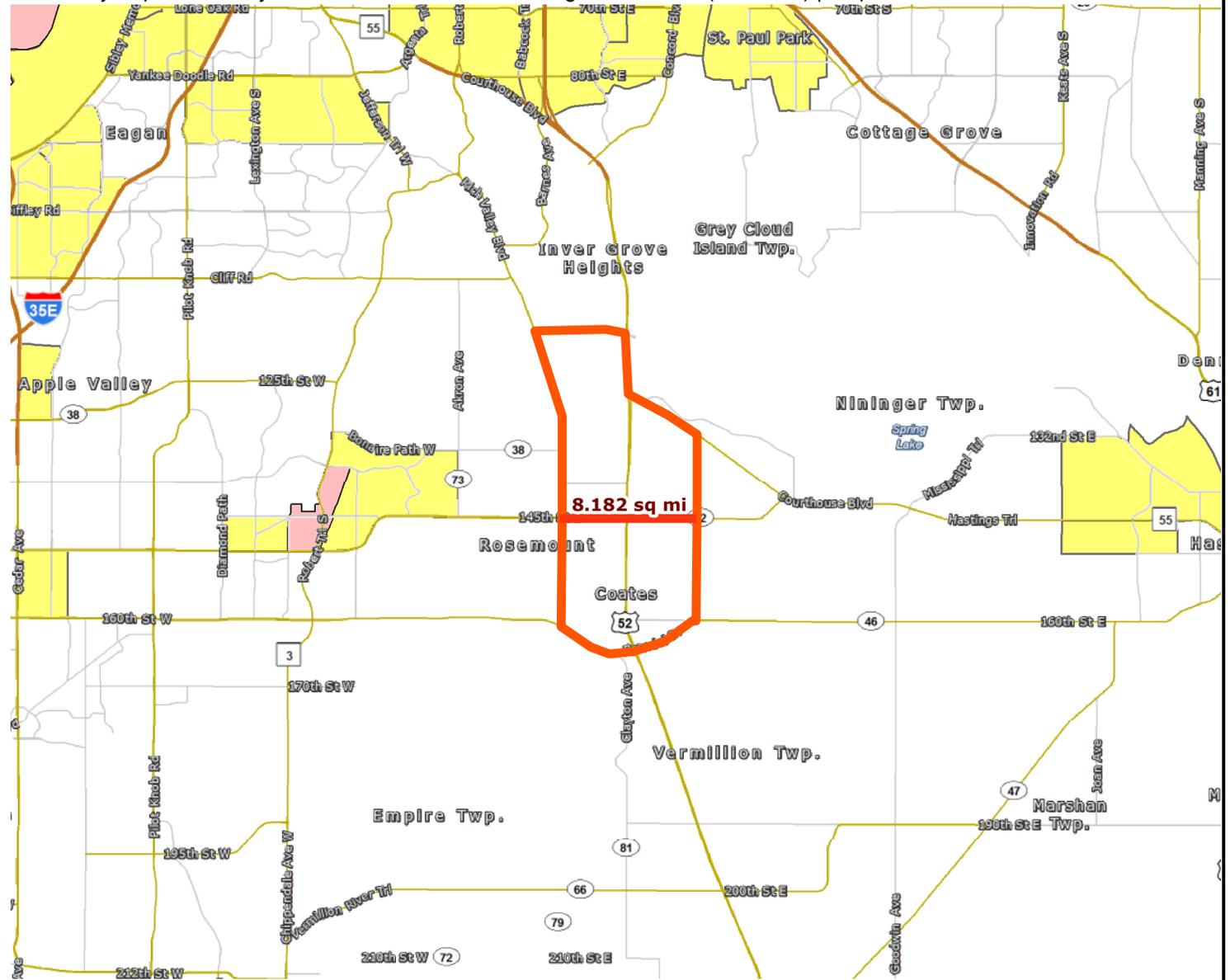
For complete disclaimer of accuracy, please visit  
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# Socio-Economic Conditions Roadway Expansion Project: CSAH 42/TH 52 Interchange - CSAH 42 (A-Minors) | Map ID: 1416247211408

## Results

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



Created: 11/17/2014  
LandscapeRSA2



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---

3: CSAH 42 & US 52 - East Ramps

---

Direction	All
Volume (vph)	1036
Total Delay / Veh (s/v)	38
CO Emissions (kg)	2.57
NOx Emissions (kg)	0.50
VOC Emissions (kg)	0.59

---

11: CSAH 42 & US 52 - West Ramps

---

Direction	All
Volume (vph)	1306
Total Delay / Veh (s/v)	2
CO Emissions (kg)	1.15
NOx Emissions (kg)	0.22
VOC Emissions (kg)	0.27

---

3: CSAH 42 & US 52 - East Ramps

---

Direction	All
Volume (vph)	1036
Total Delay / Veh (s/v)	63
CO Emissions (kg)	2.54
NOx Emissions (kg)	0.49
VOC Emissions (kg)	0.59

---

11: CSAH 42 & US 52 - West Ramps

---

Direction	All
Volume (vph)	1306
Total Delay / Veh (s/v)	3
CO Emissions (kg)	1.17
NOx Emissions (kg)	0.23
VOC Emissions (kg)	0.27

---

3: CSAH 42 & US 52 - East Ramps

---

Direction	All
Volume (vph)	1036
Total Delay / Veh (s/v)	38
CO Emissions (kg)	2.57
NOx Emissions (kg)	0.50
VOC Emissions (kg)	0.59

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11: CSAH 42 & US 52 - West Ramps

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---

3: CSAH 42 & US 52 - East Ramps

---

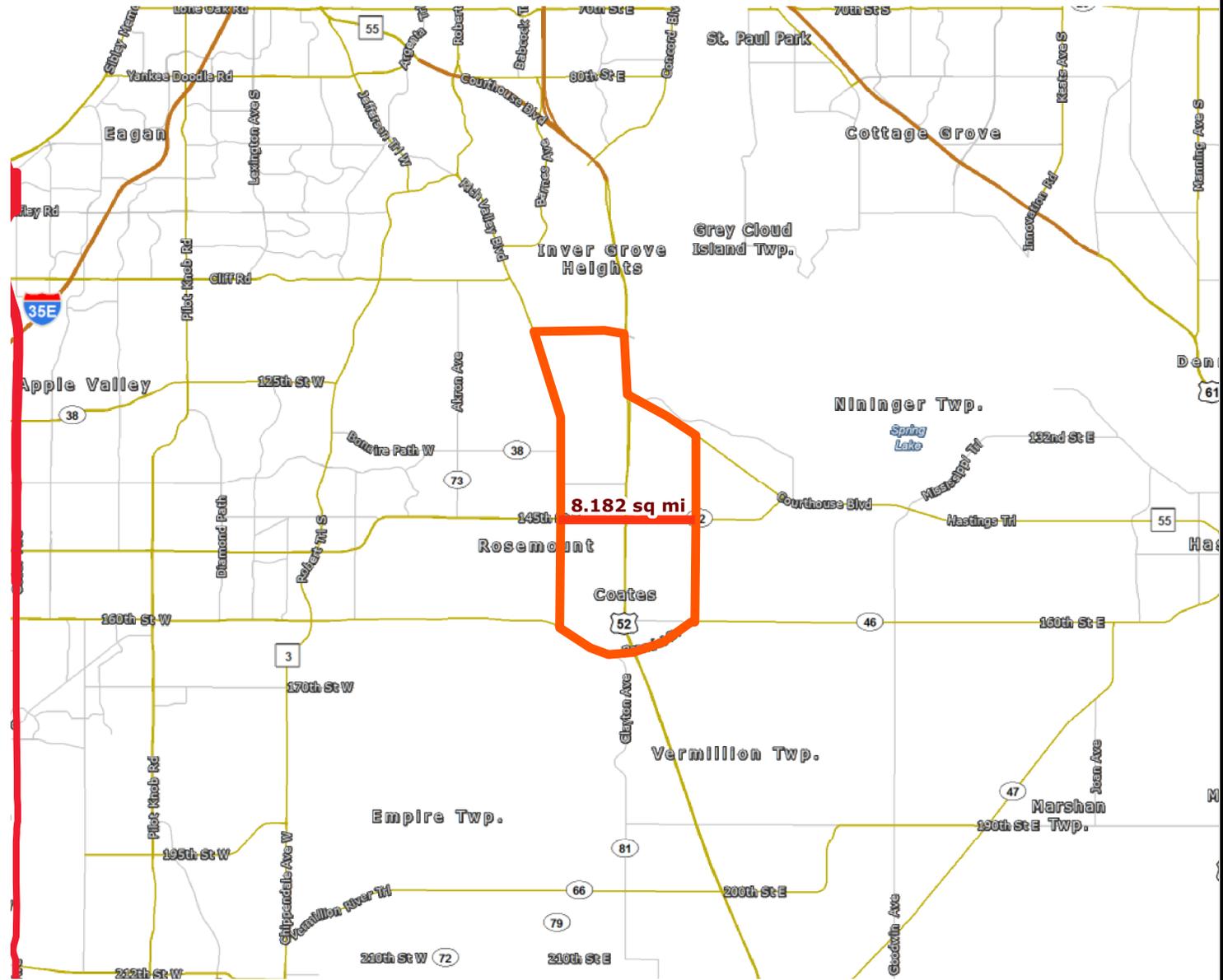
Direction	All
Volume (vph)	1036
Total Delay / Veh (s/v)	63
CO Emissions (kg)	2.54
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VOC Emissions (kg)	0.59

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NOx Emissions (kg)	0.23
VOC Emissions (kg)	0.27



Results

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

*\*indicates Planned Alignments*

- Project
- Project Area
- Transitway
- Red Line
- BRT, Red Line - Phase 2
- Planned Alignments



Created: 11/17/2014  
LandscapeRSA3



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