



Application

01967 - 2014 Roadway Expansion

02265 - Roundabout- proposed traffic control revision at the intersection of TH 3 and CSAH 26

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 12/01/2014 1:16 PM

Primary Contact

Name:* John Patrick Sass
Salutation First Name Middle Name Last Name

Title: Transportation Project Manager

Department: Dakota County Transportation Department

Email: John.Sass@co.dakota.mn.us

Address: 14955 Galaxie Avenue, 3rd Floor

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

Phone:* 952-891-7130
Phone Ext.

Fax:

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

Organization Information

Name: DAKOTA COUNTY

Reconstruction project is located in City Inver Grove Heights, Dakota County at TH 3 (Robert Street) and CSAH 26 (70th Street). The existing all way stop intersection will be reconstructed as an urban roundabout with pedestrian/bike accommodations. The current intersection is deficient and does not meet current standards for this area that provides regional access to I494 1.6-miles N., TH 52 1.3-miles E., & TH 55 0.9-miles S. for a large developing Mixed Use area, medium to long suburb-to-suburb trips.

Project purpose is to reduce existing delays in traffic flow due to the existing four way stop condition, and to allow for more efficient traffic flow in the future as traffic volumes increase.

Currently traffic volumes through the intersection are approximately 14,150 vehicles per day. Large portions of undeveloped Mixed Use consisting of retail and service, commercial, office, institutional, and higher density residential exist in the area.

TH 3 is currently a two lane undivided north-south highway at the proposed project location. It is classified as A-Minor-Arterial Expander and has a posted speed limit of 50 mph. TH 3 currently has right turn lanes in both directions at the intersection. The AADT 2013 (2030) is 6,400 (21,000) south and 8,600 (27,000) north of the intersection.

CSAH 26 is a two lane undivided east-west highway at the intersection with TH 3, with no turn lanes. It is classified as A-Minor-Arterial Reliever and has posted speed limit of 50 mph and the AADT 2013 (2030) is 7,100 (23,000) east and 6,200 (26,000) west of the intersection.

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

The analysis shows a LOS F for northbound TH 3 during the AM peak and a LOS F for southbound TH 3 and both eastbound and westbound CSAH 26 during the PM peak. This analysis shows the delays at this intersection justify a new traffic control, which is also supported by citizen complaints received. This intersection has been operating in its current all-way stop condition since 1998.

An all way stop condition with multiple approach lanes on each leg, introduces driver confusion on whose turn it is to go next, resulting in an inefficient operation of the intersection. Constructing a roundabout at this location would have a lower initial cost than and would not have the associated signal maintenance costs a signalized intersection would have. The greatest crash reduction is anticipated if a roundabout is constructed at this location.

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

Project Length (Miles)

0.33

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.

The construction of a roundabout will implements a solution to intersection operations, make safety improvements, and provide for the increased traffic levels as discussed within the Dakota County 2030 Transportation Plan;

Chapter 7, Goal 4: Management to Increase Transportation System Efficiency, Improve Safety and Maximize Existing Highway Capacity p.7-1 to 7-3 & p.7-22 to 7-27

Goal 5: Replace Deficient Elements of the System p.8-1 to 8-3

Connection to Local Planning

Chapter 9, 10-Ton route System Implementation Highway Expansion Needs p. 9-16& 9-20

The Roundabout is identified in

1. Dakota County 2014-2018 Capital Improvement Program (online version)

a. CP 64-47 Trans 13, 56 & CIP Map between p. Trans 10-11

2. Inver Grove Height Financing Plan for the 2015 2019 Capital Improvement Plan p.5

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

\$2,000,000.00

Match Amount

\$500,000.00

Minimum of 20% of project total

Project Total

\$2,500,000.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds State Aid

Preferred Program Year

Select one: 2018

MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency Dakota County (Lead Agency)

Functional Class of Road TH 3 is A-Minor-Arterial Expander

Road System Intersection of TH 3 A-Minor-Arterial Expander and
CSAH 26 A-Minor-Arterial Reliever

TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET

Name of Road TH 3 (Robert St.) and CSAH 26(70th St.)

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55077

(Approximate) Begin Construction Date 03/09/2018

(Approximate) End Construction Date 11/16/2018

LOCATION

From: at the intersection of TH 3 (Robert Street) and CSAH 26 (70th
(Intersection or Address) Street)

Do not include legal description;

*Include name of roadway if majority of facility
runs adjacent to a single corridor.*

To: The intersection itself is located approximately 1-mile north of
(Intersection or Address) TH 55 and approximately 1.5-miles s

Type of Work GRADE, AGG BASE, BIT SURF, CURB AND GUTTER,
STORM SEWER, BIT TRAIL, PED RAMPS, LIGHTING

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

Old Bridge/Culvert? No

New Bridge/Culvert? No

Structure is Over/Under
(Bridge or culvert name): NA

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

Cost

Mobilization (approx. 5% of total cost)	\$125,000.00
Removals (approx. 5% of total cost)	\$125,000.00
Roadway (grading, borrow, etc.)	\$400,000.00
Roadway (aggregates and paving)	\$875,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$100,000.00
Ponds	\$50,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$300,000.00
Traffic Control	\$25,000.00
Striping	\$100,000.00
Signing	\$25,000.00
Lighting	\$175,000.00
Turf - Erosion & Landscaping	\$75,000.00
Bridge	\$0.00
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	\$0.00
Other Roadway Elements	\$0.00
Totals	\$2,375,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

Cost

Path/Trail Construction	\$100,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$25,000.00
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	\$125,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$2,500,000.00
Construction Cost Total	\$2,500,000.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

Check the box to indicate that the project meets this requirement. Yes

2.Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

3.Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

4.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Expansion, reconstruction/modernization, and bridges must be between \$1,000,000 and \$7,000,000. Roadway system management must be between \$250,000 and \$7,000,000.

Check the box to indicate that the project meets this requirement. Yes

5.The project must comply with the Americans with Disabilities Act.

Check the box to indicate that the project meets this requirement. Yes

6.The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

7.The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement. Yes

8.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

9.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

10.The project applicant must send written notification regarding the proposed 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

File Name	Description	File Size
2265 Dakota Co HSIP.pdf	Crash B/C	30 KB
Application 02265 TH 3_CSAH 26 City of Inver Grove Heights letter of support and funding.pdf	City of Inver Grove Heights letter of support and financial commitment	430 KB
Application 02265 TH 3_CSAH 26 MnDOT letter of support.pdf	Minnesota Department of Transportation letter of support	38 KB
Plan drawing of proposed improvements 02265 - Roundabout- TH 3 & CSAH 26.pdf	Plan layout of 02265 - Roundabout-proposed traffic control revision at the intersection of TH 3 and CSAH 26	3.0 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:	Expander
Area	1.118
Project Length	0.337
Average Distance	3.3175
Upload Map	RdwyAreaDef Application 02265 - Roundabout.pdf

Measure B: Current Heavy Commercial Traffic

Location	TH 3 north of CSAH 26
Current daily heavy commercial traffic volume	305.0

Measure C: Project Location Relative to Jobs, Manufacturing, and Education

Select all that apply

Direct connection to or within a mile of a Job Concentration

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

Direct connection to or within a mile of an Educational Institution

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

0.25-miles south of the intersection is Inver Glen Senior Living which provides seniors with arrangements for independent, assisted or memory care living.

1.79-miles southeast is INVER HILLS COMMUNITY COLLEGE

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

1.4-miles southeast is the Division Headquarters and Headquarters Battalion (DHHB), 34th Infantry Division a Minnesota Army National Guard Battalion that provides the necessary internal logistics, communications, and security for the 34th Infantry Division Headquarters. Additionally, the DHHB is prepared to support the State of Minnesota with troops capable of assisting civil authorities during a disaster.

Upload Map

Regional Economy Application 02265 - Roundabout.pdf

Measure A: Current Daily Person Throughput

Location	TH 3 North of CSAH 26
Current AADT Volume	8600.0
Existing Transit Routes on the Project	

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	11180.0

Measure B: 2030 Forecast ADT

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

METC Staff - Forecast (2030) ADT volume 0

OR

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

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

Projects census tracts are above the regional average for population in poverty or population of color Yes

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

Areas across the metropolitan region identified as developing community are anticipated to be the recipient of the projected growth through the year 2030. The northern two thirds and a few slivers of land on either side of the city are identified with this designation. Inver Grove Heights affordable housing need is identified as 871 new construction housing units between the years 2011 and 2020 as determined by the Metropolitan Council.

The roundabout project will improve mobility and safety at this intersection and will cost effectively enhance linkages between existing and future jobs and housing. South of the intersection 0.25-miles is Inver Glen Senior Living that provides seniors with arrangements for independent, assisted or memory care living.

TH 3 and CSAH 26: The Comprehensive Plan designates the area at this intersection as mixed use. The vision for this area is to establish a neighborhood hub that integrates higher density residential uses with neighborhood commercial services. The opportunity exists to integrate a variety of land uses making neighborhood commercial areas truly accessible to the surrounding residential neighborhood both due to the close proximity of the uses and a pedestrian sidewalk or trail system that provides direct linkages.

Socio-Economic Conditions Application 02265 - Roundabout .pdf

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

Upload Map

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Inver Grove Heights	0.33
	0

Total Project Length

Total Project Length 0.33

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
Item Deleted	0	0.33	0	0	0
Inver Grove Heights	0.33	0.33	73.0	1.0	73.0
		1	73	1	73

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 0.33

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
1934.0	0.33	638.22	1934.0
	0	638	1934

Average Construction Year

Weighted Year 1934.0

Total Segment Length (Miles)

Total Segment Length 0.33

Measure A: Cost Effectiveness of Vehicle Delay Reduction

Total Project Cost from Cost Sheet	\$2,500,000.00
Total Peak Hour Vehicle Delay Without The Project	62130.0
Total Peak Hour Vehicle Delay With The Project	0
Total Peak Hour Vehicle Delay Reduced by Project	62130.0
Cost Effectiveness	\$40.24
Synchro or HCM Reports	Synchro Report Application 02265 - Roundabout.pdf

Measure B: Cost Effectiveness of Emissions Reduction

Total Project Cost from Cost Sheet	\$2,500,000.00
Total Peak Hour Kilograms Reduced by Project	1.55
Cost Effectiveness	\$1,612,903.23
Synchro or HCM Reports	Synchro Report Application 02265 - Roundabout.pdf

Measure A: Benefit/Cost of Crash Reduction

Project Benefit/Cost Ratio	0.68
Worksheet Attachment	HSIP 2014 worksheetApplication 02265 - Roundabout.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 Application 02265 - Roundabout.pdf

Response

Met Council Staff Data Entry Only

Route Ridership	0
Transitway Ridership	0

Measure B: Bicycle and Pedestrian Connections

The Roundabout includes trail connections to allow bicyclists and pedestrians an option for crossing TH 3 and CSAH 26 at all four approaches. The current trail system on CSAH 26 ends 0.56 miles to the east. With development a multi-purpose off road trail (both sides) will be constructed along CSAH 26 this road is planned for reconstructed in the future. County policy PP.6 requires trails as a regular component of highway improvements on both sides of the highway.

Dakota County is developing a comprehensive transit system, bicycle and pedestrian network, and other non-automobile modes for people to maximize the efficiency of the transportation system by providing safe, timely, and efficient connections between communities, activity generators, and employment centers.

Increasingly, pedestrian and bicyclist facilities in the developing Cities of Dakota County are serving the dual role of providing recreational value as well as viable options for commuters (for work or shopping). The expansion of commuter pedestrian and bicyclist use is expected into the future with the expansion of transit facilities and expected continued increases in automobile cost. To better develop opportunities for Dakota County residents to walk and bike for transportation and for recreation, the County is working closely with local communities to improve walkability.

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

Measure C: Multimodal Facilities

The existing intersection does not accommodate any bicycle, pedestrian, or transit elements. The intersection project will accommodate bicycle and pedestrian by providing 10 foot paved bike/ped trail in all four quadrants with crossings. No transit exist but this is future possible transitway corridor (the Robert Street Corridor).

The roundabout project will improve mobility and safety at this intersection and will cost effectively enhance linkages between existing and future jobs and housing. The project provides integrated multimodal transportation system that advances regional land use and growth management goals. This is a low-cost safety and mobility projects.

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

Enhanced lighting and pedestrian intersection enhancements will give this intersection the comfort and safety elements needed to provide a multimodal pedestrian level scale. Lighting will provide convenient, desirable, and safe travel for motorists along a heavily used corridor. Improving the pedestrian experience with lighting will provide a vertical element at a pedestrian scale that enhances safety and provides for a strong design feature within the future transitway. Streetscape will add interest and support pedestrian and bike activity.

Specific benefits include reduced congestion, reduced travel times, improved safety, improved pedestrian and bicyclist circulation and connectivity.

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.

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 10/05/2011

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 04/15/2016

4) Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge Yes

100%

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

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review:

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 11/18/2016

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%

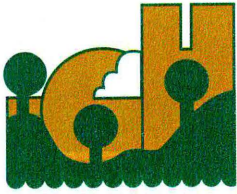
Construction plans have not been started Yes

0%

Anticipated date or date of completion 02/17/2017

9)Letting

Anticipated Letting Date 03/28/2017



City of Inver Grove Heights

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

November 24, 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 26-47, CSAH 26 at Trunk Highway 3 (South Robert Trail) Roundabout. The improvement of this intersection is 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 26/TH 3 Roundabout.

Sincerely,

A handwritten signature in black ink that reads "George Tourville".

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 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 (roundabout) at Highway 3 and CSAH 26

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 (roundabout) at Highway 3 and CSAH 26 in Inver Grove Heights impacts MnDOT right of way on Highway 3.

As the agency with jurisdiction over Highway 3, MnDOT supports the application for intersection improvements (roundabout) at Highway 3 and CSAH 26 in Inver Grove Heights. 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

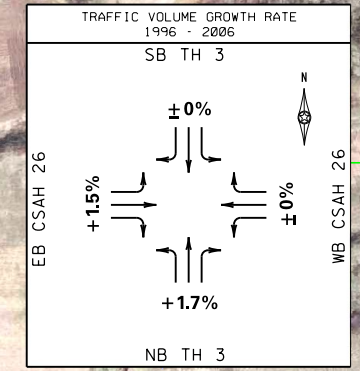
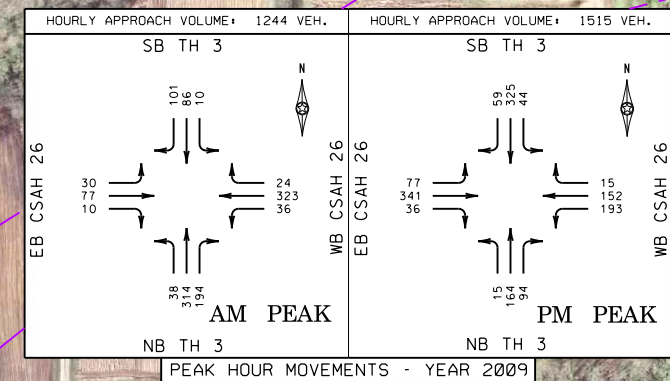
Cc: Elaine Koustoukos, Metropolitan Council
Jon Solberg, MnDOT Metro District - South Area Manager

An Equal Opportunity Employer



DESIGN FILE COLOR KEY	
FEATURE	
APPROACH ROADWAYS	[Yellow]
CIRCULATORY ROADWAY	[Orange]
CONCRETE TRUCK APRON	[Red]
RAISED MEDIAN CURB & GUTTER	[Green]
STRIPED MEDIAN	[Blue]
BIT. SHOULDERS	[Purple]
BIKE/PEDESTAL PATHS	[Pink]
PONDING	[Light Blue]
LANDSCAPED ISLAND	[Light Green]
EXISTING R/W	[Red Dashed]
PRELIM. CONSTRUCTION LIMITS	[Green Dashed]
XXXXXX XXXX	[Black Dashed]

STUDY COPY
 NOTICE DATE: **October 5, 2011**
 THIS MAP IS FOR INFORMATIONAL PURPOSES ONLY AND THE ALIGNMENTS AND GRADES SHOWN ARE PRELIMINARY AND SUBJECT TO FUTURE CHANGES WITHOUT NOTICE.
NOT APPROVED



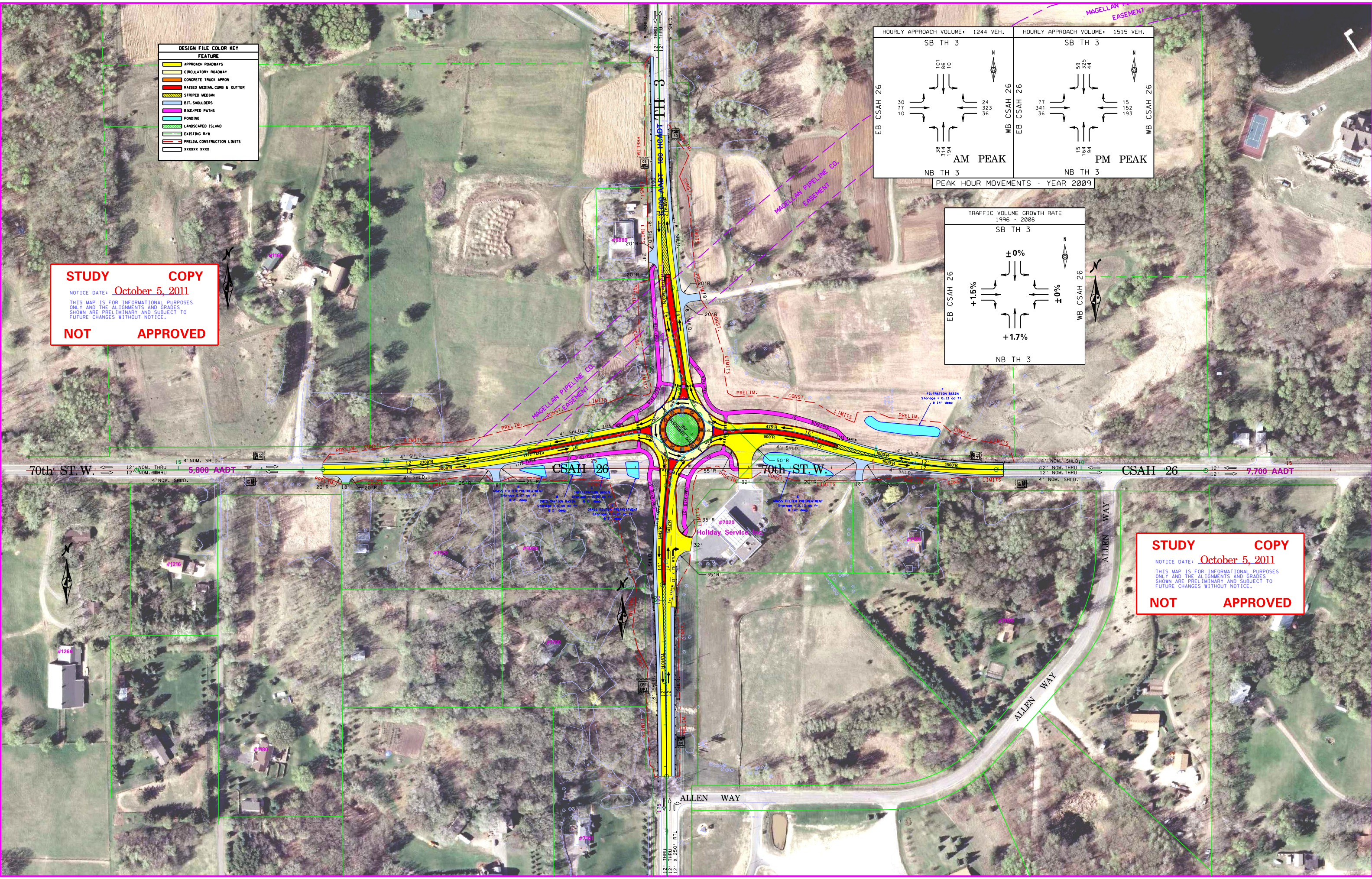
70th ST. W. 15' 4" NOM. SHLD. 12' NOM. THRU 12' NOM. THRU 5,000 AADT

CSAH 26

70th ST. W. 50' R. 4" SHLD. 12' NOM. THRU 12' NOM. THRU 7,700 AADT

CSAH 26 12' NOM. THRU 12' NOM. THRU 4" NOM. SHLD.

STUDY COPY
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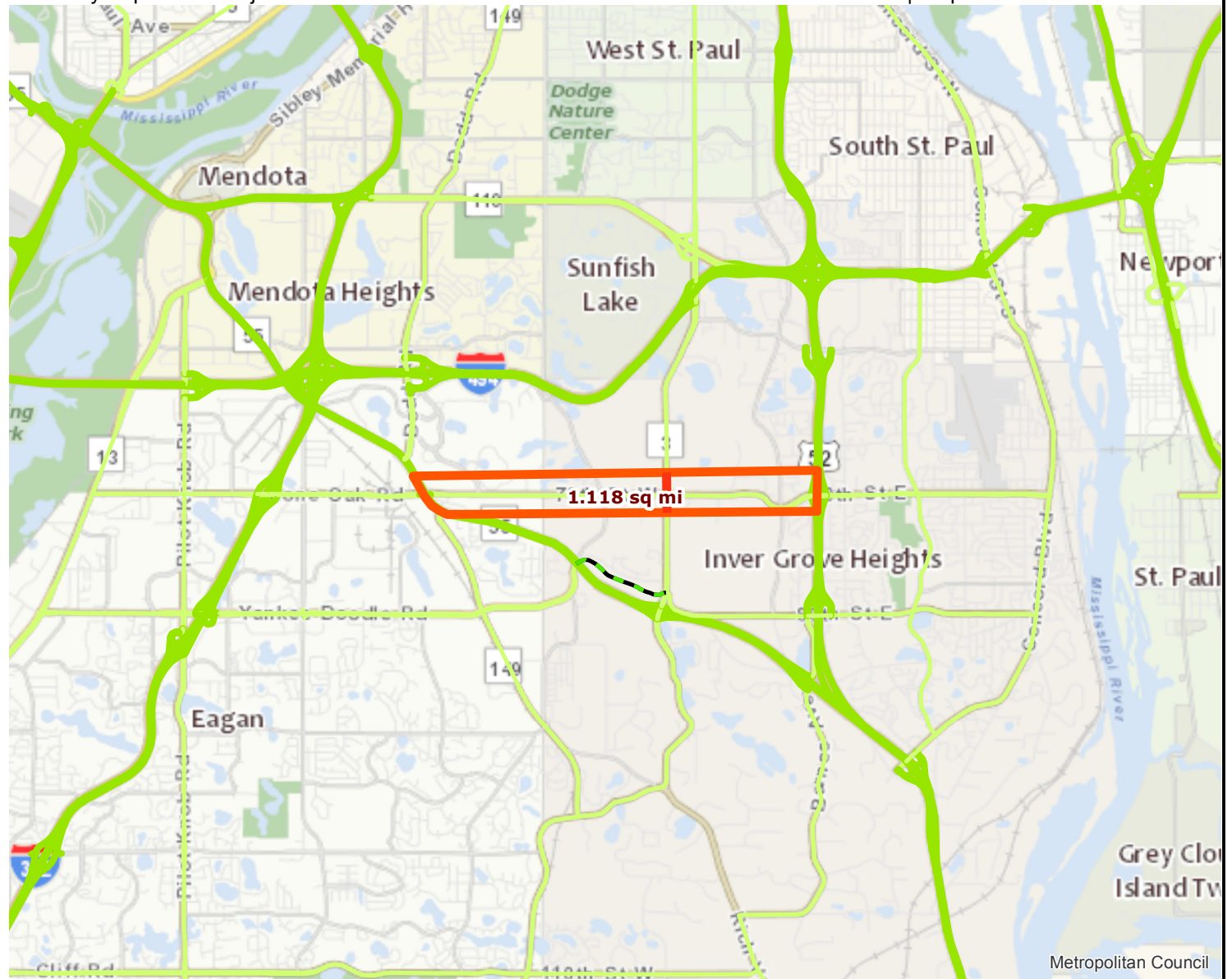
Roadway Area Definition

Roadway Expansion Project: 02265 - Roundabout at the intersection of TH 3 and CSAH 26 | Map ID: 1416855835736

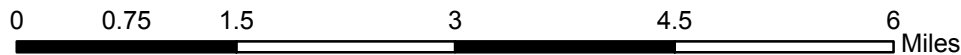
Results

Project Length: 0.337 miles

Project Area: 1.118 sq mi



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



Created: 11/24/2014
LandscapeRSA1



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



Regional Economy

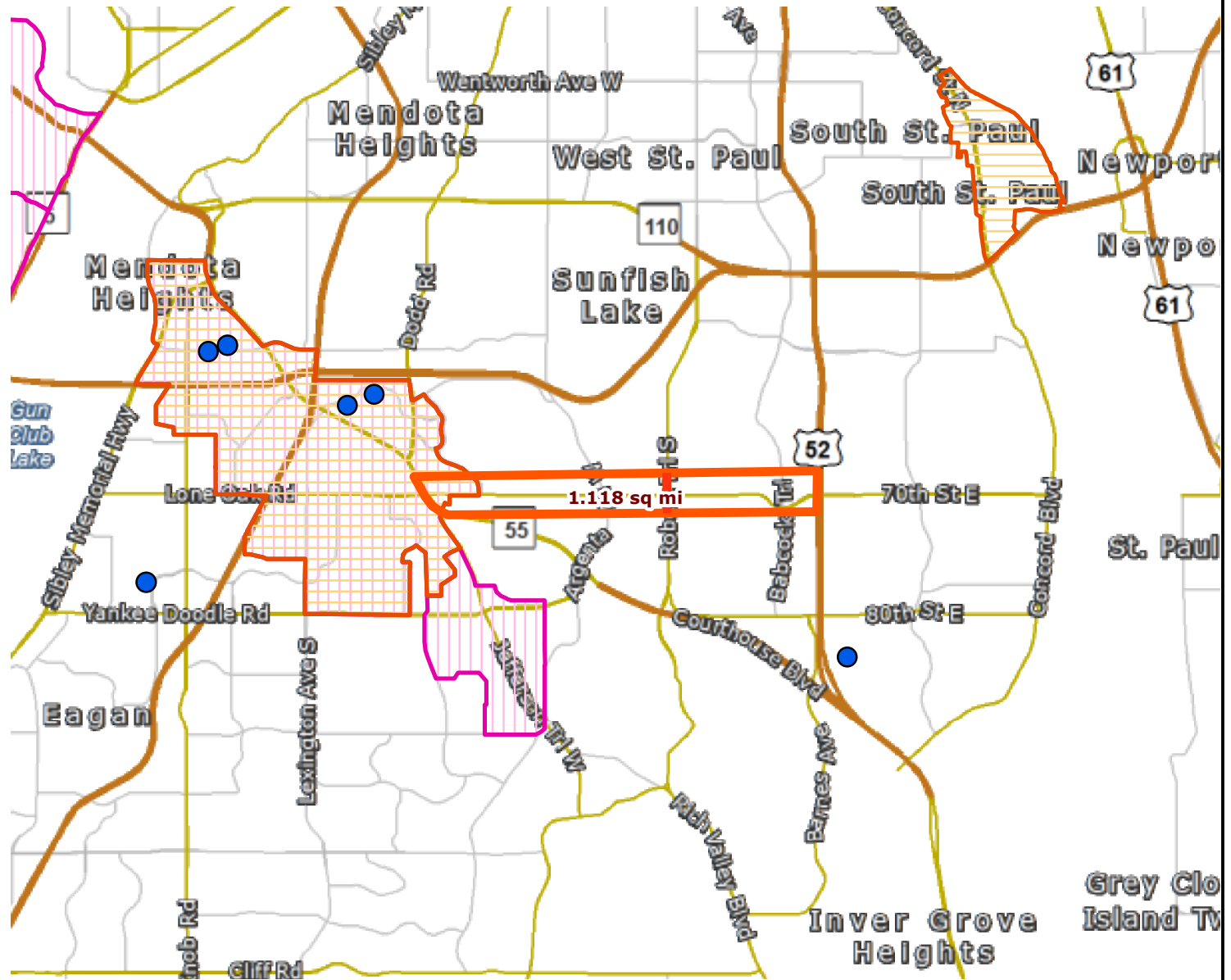
Roadway Expansion Project: 02265 - Roundabout at the intersection of TH 3 and CSAH 26 | Map ID: 1416856037589

Results

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

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

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



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



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LandscapeRSA5

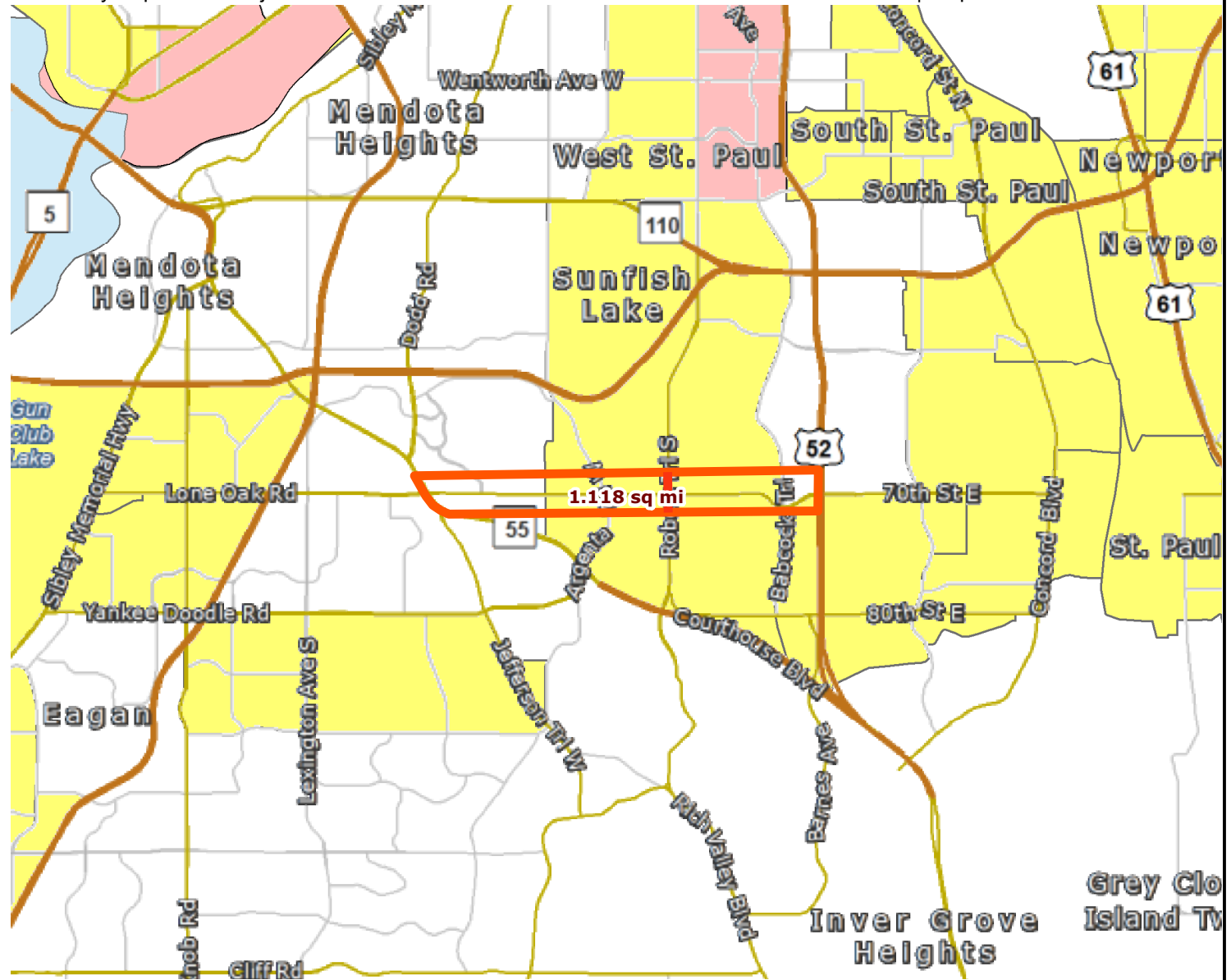


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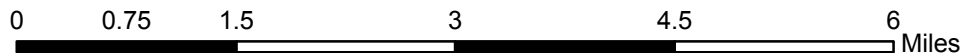


Results

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



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



CSAH 26 & MN 3
All Way Stop

AM Existing
11/17/2014

11: MN 3/South Robert Trail & CSAH 26/70th Street

Direction	All
Volume (vph)	1354
Total Delay / Veh (s/v)	23
CO Emissions (kg)	2.59
NOx Emissions (kg)	0.50
VOC Emissions (kg)	0.60

CSAH 26 & MN 3
All Way Stop

PM Existing
11/17/2014

11: MN 3/South Robert Trail & CSAH 26/70th Street

Direction	All
Volume (vph)	1635
Total Delay / Veh (s/v)	38
CO Emissions (kg)	3.52
NOx Emissions (kg)	0.68
VOC Emissions (kg)	0.81

CSAH 26 & MN 3
Single lane Roundabout

AM Peak
11/20/2014

11: MN 3/South Robert Trail & CSAH 26/70th Street

Direction	All
Volume (vph)	1354
Total Delay / Veh (s/v)	0
CO Emissions (kg)	2.06
NOx Emissions (kg)	0.40
VOC Emissions (kg)	0.48

CSAH 26 & MN 3
Single lane Roundabout

PM Peak
11/20/2014

11: MN 3/South Robert Trail & CSAH 26/70th Street

Direction	All
Volume (vph)	1635
Total Delay / Veh (s/v)	0
CO Emissions (kg)	2.43
NOx Emissions (kg)	0.47
VOC Emissions (kg)	0.56

CSAH 26 & MN 3
All Way Stop

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11/17/2014

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Single lane Roundabout

AM Peak
11/20/2014

11: MN 3/South Robert Trail & CSAH 26/70th Street

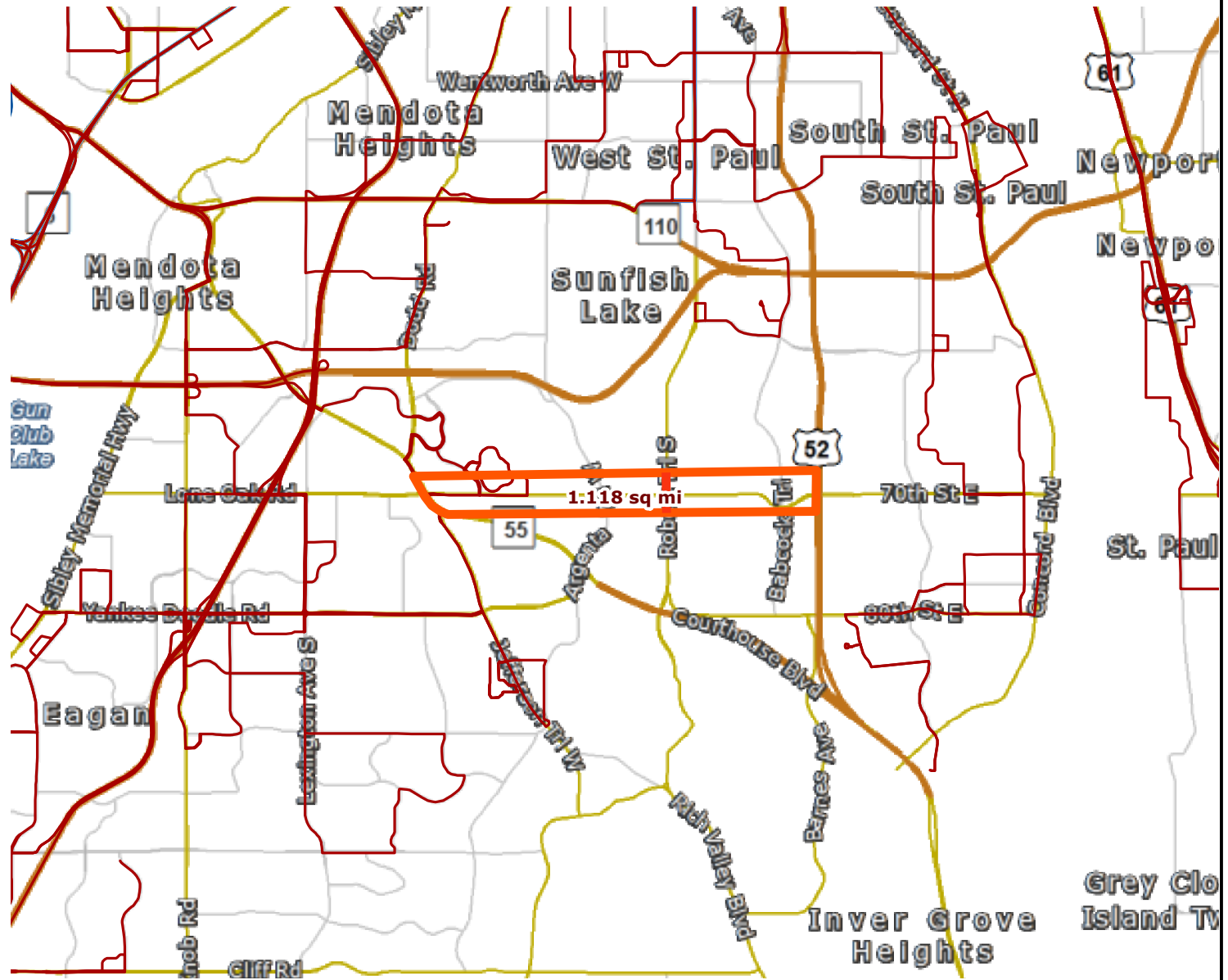
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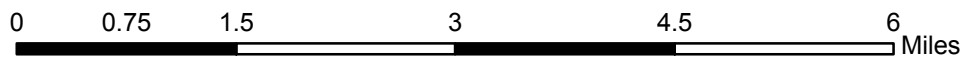


Results

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

*indicates Planned Alignments

- ▬ Project
- ▬ Transit Routes
- ▬ Arterial BRT
- Project Area
- ▬ Planned Alignments



Created: 11/24/2014
LandscapeRSA3



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