



Application

01968 - 2014 Roadway Reconstruction/Modernization

02005 - CSAH 8 Reconstruction

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted

Submitted Date: 12/01/2014 1:00 PM

Primary Contact

Name:* Andy Hingeveld
Salutation First Name Middle Name Last Name

Title: Senior Planner

Department:

Email: ahingeveld@co.scott.mn.us

Address: 600 Country Trail East

***** Jordan Minnesota 55352
City State/Province Postal Code/Zip

Phone:* 952-496-8839
Phone Ext.

Fax:

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

Organization Information

Name: SCOTT COUNTY

Jurisdictional Agency (if different):

Organization Type:

County Government

Organization Website:

Address:

600 COUNTRY TRAIL E

*

JORDAN

Minnesota

55352

City

State/Province

Postal Code/Zip

County:

Scott

Phone:*

612-496-8355

Ext.

Fax:

PeopleSoft Vendor Number

0000024262A3

Project Information

Project Name

CSAH 8 Reconstruction

Primary County where the Project is Located

Scott

Jurisdictional Agency (If Different than the Applicant):

The proposed project is the modernization of CSAH 8 from west of CSAH 27 to west of CSAH 91 in Credit River Township. Improvements include the reconstruction of CSAH 8 from a two lane rural roadway with very little shoulder to a two lane rural roadway with paved shoulders, turn lanes at intersections, and a trail along CSAH 8. A roundabout is the preferred intersection treatment at CSAH 27 and CSAH 8 to improve safety and reduce the potential for life-altering crashes at the high-speed rural intersection.

The project will improve operations and safety for motorists, pedestrians, and bikers that utilize the roadway/corridor. The reconstruction project will also implement access management to improve the overall access spacing in the corridor. Changes to access as part of the project include adding turn lanes for existing public street accesses and removal of private driveways where possible.

The overall project objective is to preserve the roadway and improve the safety of the connector roadway in the region by investing in the CSAH 8 A-Minor Arterial. CSAH 8 is the only continuous east-west arterial connection from the Jordan/Belle Plaine area to I-35, a distance of over 15 miles. When CSAH 8 is connected to TH 169 with future development, this connection will serve as the only continuous east-west roadway between TH 169 and I-35 in the entire county.

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

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

Project Length (Miles)

1.62

Connection to Local Planning:

Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

Scott County 2030 Comprehensive Plan (Page VI-35)

Connection to Local Planning

Scott County 2014-2023 Transportation Improvement Program (Page 51)

Scott County CSAH 8 Corridor Study (Pages 17-21)

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 \$4,400,000.00

Match Amount \$1,100,000.00

Minimum of 20% of project total

Project Total \$5,500,000.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Local

Preferred Program Year

Select one: 2019

MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency Scott County

Functional Class of Road A-Minor Connector

Road System CSAH

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

Name of Road Lucerne Blvd

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55044

(Approximate) Begin Construction Date 04/05/2019

(Approximate) End Construction Date 11/08/2019

LOCATION

From:
(Intersection or Address) West of CSAH 27

*Do not include legal description;
Include name of roadway if majority of facility
runs adjacent to a single corridor.*

To:
(Intersection or Address) West of CSAH 91

Type of Work grading, aggregate base, bituminous base, bituminous surface,
lighting, bike path, signage, ped ramps

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

Old Bridge/Culvert? Yes

New Bridge/Culvert? Yes

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$150,000.00
Removals (approx. 5% of total cost)	\$250,000.00
Roadway (grading, borrow, etc.)	\$860,000.00
Roadway (aggregates and paving)	\$2,000,000.00
Subgrade Correction (muck)	\$360,000.00
Storm Sewer	\$200,000.00
Ponds	\$100,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$150,000.00
Traffic Control	\$50,000.00
Striping	\$10,000.00
Signing	\$10,000.00
Lighting	\$100,000.00
Turf - Erosion & Landscaping	\$10,000.00
Bridge	\$0.00
Retaining Walls	\$200,000.00
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	\$750,000.00
Other Roadway Elements	\$0.00
Totals	\$5,250,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$250,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
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	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$250,000.00

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	\$5,500,000.00
Construction Cost Total	\$5,500,000.00
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
0815_Layout (11x17).pdf	Project Layout	1.6 MB
2005 Scott Co HSIP.pdf	Crash B/C	30 KB
Scott County Resolution.pdf	Scott County Resolution	82 KB

Reliever: Freeway Facility or

Facility being relieved

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

Reliever: Non-Freeway Facility or

Facility being relieved

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

Non-Freeway Facility Volume/Capacity Table

Hour	NB/EB Volume	SB/WB Volume	Capacity	Volume exceeds capacity
12:00am - 1:00am				
1:00am - 2:00am				
2:00am - 3:00am				
3:00am - 4:00am				
4:00am - 5:00am				
5:00am - 6:00am				
6:00am - 7:00am				
7:00am - 8:00am				

- 8:00am - 9:00am
- 9:00am - 10:00am
- 10:00am - 11:00am
- 11:00am - 12:00pm
- 12:00pm - 1:00pm
- 1:00pm - 2:00pm
- 2:00pm - 3:00pm
- 3:00pm - 4:00pm
- 4:00pm - 5:00pm
- 5:00pm - 6:00pm
- 6:00pm - 7:00pm
- 7:00pm - 8:00pm
- 8:00pm - 9:00pm
- 9:00pm - 10:00pm
- 10:00pm - 11:00pm
- 11:00pm - 12:00am

Expander/Connector/Augmentor/Non-Freeway Principal Arterial

Select one:	Connector
Area	14.0
Project Length	1.6
Average Distance	8.75
Upload Map	CH 8 Roadway Area Map.pdf

Measure B: Current Heavy Commercial Traffic

Location	CSAH 8 east of CSAH 27
Current daily heavy commercial traffic volume	820.0

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

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

Upload Map

CH 8 Economy Map.pdf

Measure A: Current Daily Person Throughput

Location	CSAH 8 between CSAH 27 and CSAH 91
Current AADT Volume	4050.0
Existing Transit Routes on the Project	

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	5265.0

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	10100.0
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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
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Response (Limit 1,400 characters; approximately 200 words)

The CSAH 8 project will provide a benefit to the children and elderly that currently live in the rural area of Credit River Township. CSAH 8 is a high speed highway that has narrow shoulders. Rural living can be an isolated existence for children or elderly living on a farm or rural acreage without the ability to interact with others outside of their home. The project will provide a trail for rural residents, including children and elderly to walk or bike for exercise or to visit friends and neighbors along CSAH 8. The trail connects into a commercial center in Lakeville where shopping and employment opportunities exist. The trail gives these residents freedom to get outside their home without the use of an automobile for social interaction.

The project is not anticipated to negatively impact low-income populations, populations of color, or the elderly. All facilities will be upgraded to current ADA standards to improve access for people with disabilities.

Upload Map

CH 8 Socio Economic Map.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Credit River	1.62
	2

Total Project Length

Total Project Length	1.62
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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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0 0 0 0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 1.62
Total Housing Score 0

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Roadway Segment Length (Miles)	Calculation	Calculation 2
1969.0	1.6	3150.4	1969.0
	2	3150	1969

Average Construction Year

Weighted Year 1969.0

Total Segment Length (Miles)

Total Segment Length 1.6

Measure B: Geometric, Structural, or Infrastructure Improvements

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

The project will increase shoulder widths to current standards. Current shoulder width varies between 1-3 feet. This segment of roadway was identified in the Countys Highway Safety Plan as one of the highest risk segments for road departures. Increasing the paved shoulder width will reduce the potential for road departure crashes. There is a vertical curve on CSAH 8 at the west approach leg to the CSAH 27 intersection. This curve will be addressed to improve the sight lines at the intersection. Currently a red flashing beacon is located above the intersection, alerting eastbound motorists on CSAH 8 there is a stop condition ahead. Without this advanced warning, the vertical curve is so severe that the stop sign at CSAH 27 is obstructed by the vertical curve and eastbound motorists traveling at 55 mph are unable to react fast enough to stop at this intersection.

The project will also provide a trail along one side of CSAH 8. The trail will allow residents along this roadway to have pedestrian and bike access for employment or services in Lakevilles businesses park and commercial property near I-35. The trail will be a continuation of a trail to be constructed in 2015 from CSAH 91 to Lakeville.

The project will bring the road from a 9-ton roadway to current 10-ton roadway standards. New signage will be installed with current reflectivity standards.

Measure A: Cost Effectiveness of Vehicle Delay Reduction

Total Project Cost from Cost Sheet	\$5,500,000.00
Total Peak Hour Vehicle Delay Without The Project	7447.0
Total Peak Hour Vehicle Delay With The Project	4739.0
Total Peak Hour Vehicle Delay Reduced by Project	2708.0
Cost Effectiveness	\$2,031.02

Measure B: Cost Effectiveness of Emissions Reduction

Total Project Cost from Cost Sheet	\$5,500,000.00
Total Peak Hour Kilograms Reduced by Project	0.16
Cost Effectiveness	\$34,375,000.00
Synchro or HCM Reports	CH8-CH27 Synchro Report.pdf

Measure A: Benefit/Cost of Crash Reduction

Project Benefit/Cost Ratio	0.75
Worksheet Attachment	8 Phase 2 benefitcostworksheet.xls

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	N/A
Planned Transitways directly connected to the project (alignment and mode determined and identified in the 2030 TPP)	N/A
Upload Map	CH 8 Transit Connections Map.pdf

Response*Met Council Staff Data Entry Only*

Route Ridership	0
Transitway Ridership	0

Measure B: Bicycle and Pedestrian Connections

The project is located in the rural residential area of Credit River Township. A trail will be constructed along the entire length of the project, and will connect on the east end to a trail (to be constructed in 2015) extending into Lakeville/Dakota County. Destinations include a movie theater, restaurants, convenience stores, park and pool lot, and other service businesses. By constructing the trail it will tie into the City's greater trail system and allow bike and ped access to Downtown Lakeville and Lake Marion.

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

The Scott County Comprehensive Plan guides this area of Credit River for a mix of rural residential and agricultural uses. Residents enjoy the community parks, trails, and open space within the corridor. However non-motorized access to these amenities is limited due to the narrow shoulder and high speed traffic on existing CSAH 8. The project will provide access for all ages and experience levels to use the off road trail and wider paved shoulders to be able to enjoy this corridor.

To the west, the trail is planned to connect to Doyle Kennefick Regional Park in central Scott County. The trail and wider paved shoulders will provide a safe, scenic bike route serving riders at all levels of experience.

Measure C: Multimodal Facilities

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

There are currently no bicycle/pedestrian facilities on this segment of CSAH 8. The current rural design with narrow shoulders and high speed vehicle traffic makes it hazardous and uninviting for pedestrians and bikers to travel this corridor. This project will significantly improve safety conditions by providing paved shoulders and a separated paved trail adjacent to CSAH 8 for pedestrian and bicycle use. The trail will connect to the existing Lakeville system to the east.

There are no fixed service transit routes in the project area. ADA and dial-a-ride service is provided by SmartLink. There is a park and pool located at the I-35 and Dakota County CSAH 70 intersection, with land available for future park and ride use.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

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

11/16/2018

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

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register 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:

10/28/2017

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 12/15/2018

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion Yes

50%

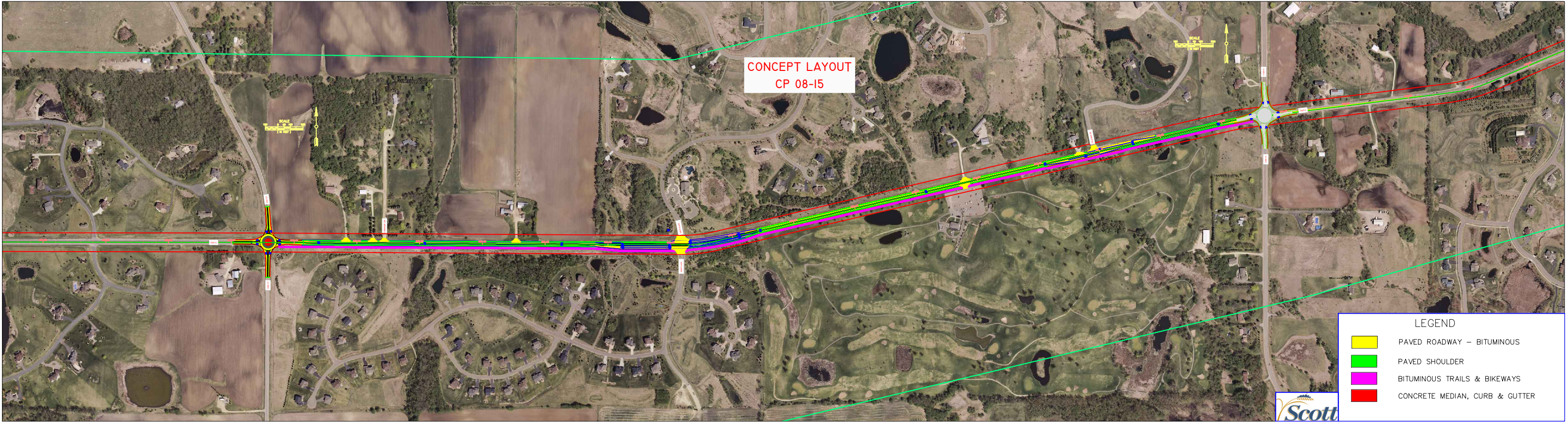
Construction plans have not been started

0%





Anticipated date or date of completion 12/01/2018

9)Letting

Anticipated Letting Date 03/01/2019



CONCEPT LAYOUT
CP 08-15

LEGEND	
	PAVED ROADWAY - BITUMINOUS
	PAVED SHOULDER
	BITUMINOUS TRAILS & BIKEWAYS
	CONCRETE MEDIAN, CURB & GUTTER



HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	CH 8	CH 27 to CH 91			Scott Co.	1/1/11	12/31/13

Description of Proposed Work
Reconstruct 2 lane rural section with improved alignment, profile, wider shoulders, turn lanes, access closure, trail, lighting

Accident Diagram Codes	1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian	Other	Total

Study Period: Number of Crashes	Fatal								Total	
	F									
	Personal Injury (PI)	A	1						0	1
		B			0	2				2
C				0						
Property Damage	PD									

% Change in Crashes	Fatal								Total	
	F									
	PI	A	-91%							
		B			-59%					
C										
Property Damage	PD									

*Use Crash Modification Factors Clearinghouse

Change in Crashes = No. of crashes X % change in crashes	Fatal								Total	
	F									
	PI	A	-0.91							-0.91
		B			-1.18				-1.18	
C										
Property Damage	PD									

Year (Safety Improvement Construction) 2019

	Project Cost (exclude Right of Way)	Right of Way Costs (optional)	Traffic Growth Factor	Capital Recovery	1. Discount Rate	2. Project Service Life (n)	Total
	\$ 5,500,000		3%		4.5%	20	
		F	A	B	C	PD	
			-0.91	-1.18			
			-0.30	-0.39			
			\$ 550,000	\$ 160,000	\$ 81,000	\$ 7,400	
			\$ 1,100,000	\$ 62,933			\$ 229,767

B/C= 0.75

Using present worth values,
B= \$ 4,108,780
C= \$ 5,500,000
 See "Calculations" sheet for amortization.

**BOARD OF COUNTY COMMISSIONERS
SCOTT COUNTY, MINNESOTA**

Date:	November 18, 2014
Resolution No.:	2014-204
Motion by Commissioner:	Ulrich
Seconded by Commissioner:	Menden

**RESOLUTION NO. 2014-204; AUTHORIZING SUBMITTAL OF TRANSPORTATION
PROJECTS TO THE TRANSPORTATION ADVISORY BOARD (TAB) FOR CONSIDERATION
IN THE 2014 REGIONAL SOLICITATION PROCESS**

WHEREAS, the TAB is requesting project submittals for federal funding under Surface Transportation Program (STP), Transportation Alternatives Program (TAP), and Congestions Mitigation and Air Quality (CMAQ); and

WHEREAS, funding is available in the 2017-2019 federal fiscal years; and

WHEREAS, funding provides up to 80 percent of project construction costs; and

WHEREAS, this federal funding of projects reduces the burden on local taxpayers for regional improvements; and

WHEREAS, Scott County has identified projects that improve the safety and transportation system of the region; and

WHEREAS, the Scott County Board of Commissioners desires to support these projects.

**BOARD OF COUNTY COMMISSIONERS
SCOTT COUNTY, MINNESOTA**

Date:	November 18, 2014
Resolution No.:	2014-204
Motion by Commissioner:	Ulrich
Seconded by Commissioner:	Menden

NOW, THEREFORE, BE IT RESOLVED, that the Scott County Board of Commissioners hereby supports the submittal of the following projects to the Transportation Advisory Board for consideration in the 2014 Regional Solicitation process:

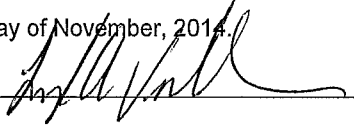
1. CH 21/TH13 Intersection Improvements
2. CH 42/TH13 Intersection Improvements
3. CH 8 Reconstruction from CH 27 to CH 91
4. CH 16 Expansion from CH 83 to CH 21
5. CH 27 Expansion from CH 44 to CH 21
6. CH 42 Expansion from CH 17 to CH 83
7. TH 169/TH 41/78 Interchange
8. TH 169 System Management
9. TH 169 Connector Transit Service

COMMISSIONERS	VOTE			
Wagner	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Wolf	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Menden	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Marschall	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Ulrich	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain

State of Minnesota)
County of Scott)

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

Witness my hand and official seal at Shakopee, Minnesota, this 18th day of November, 2014.



County Administrator
Administrator's Designee

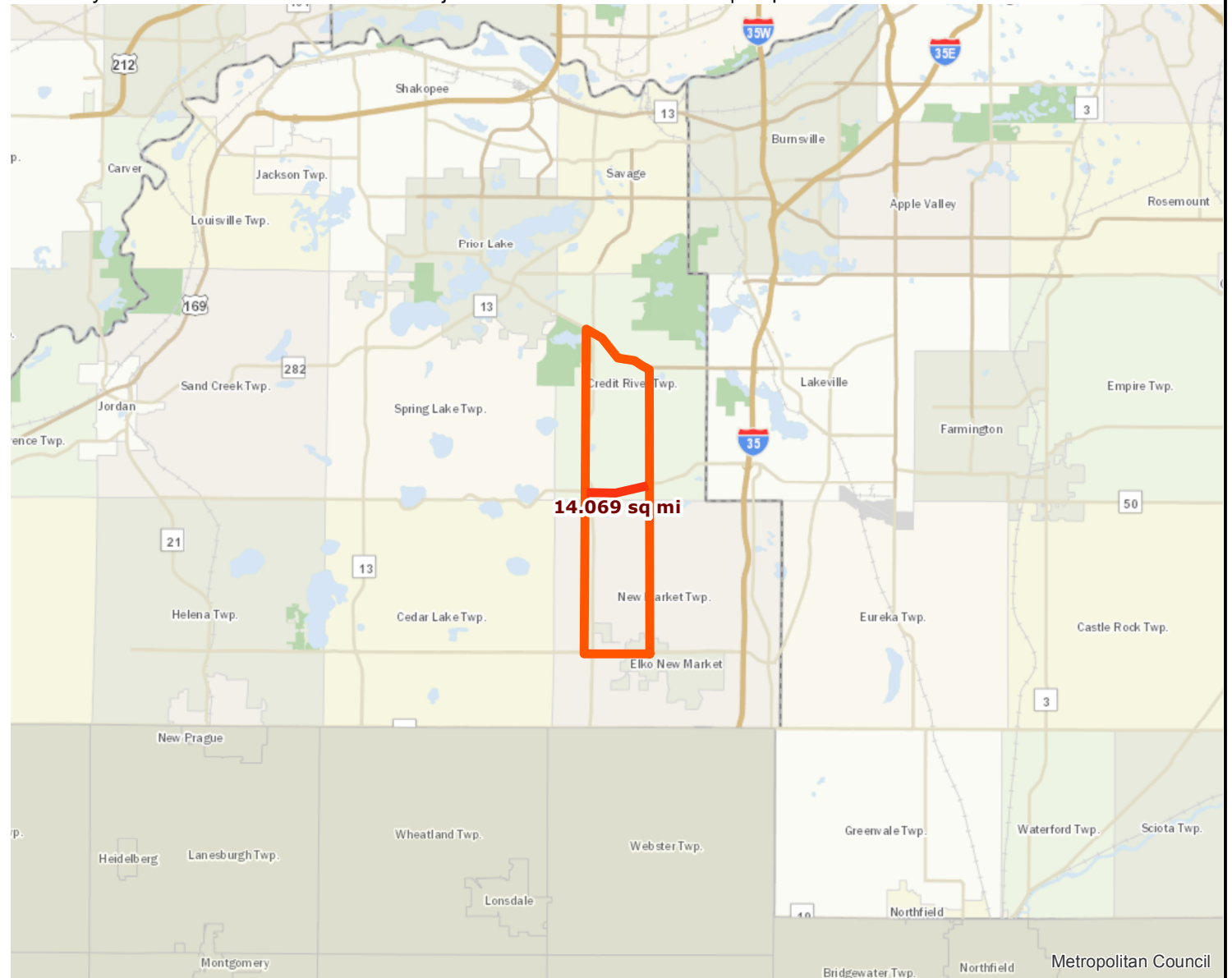
Roadway Area Definition



Roadway Reconstruction/Modernization Project: CSAH 8 Reconstruction | Map ID: 1414764159300

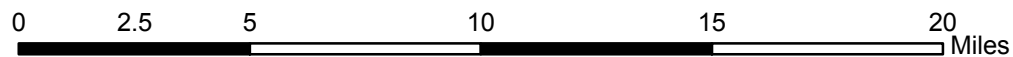
Results

Project Length: 1.626 miles

Project Area: 14.069 sq mi



-  Project
-  Project Area



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LandscapeRSA1



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Regional Economy

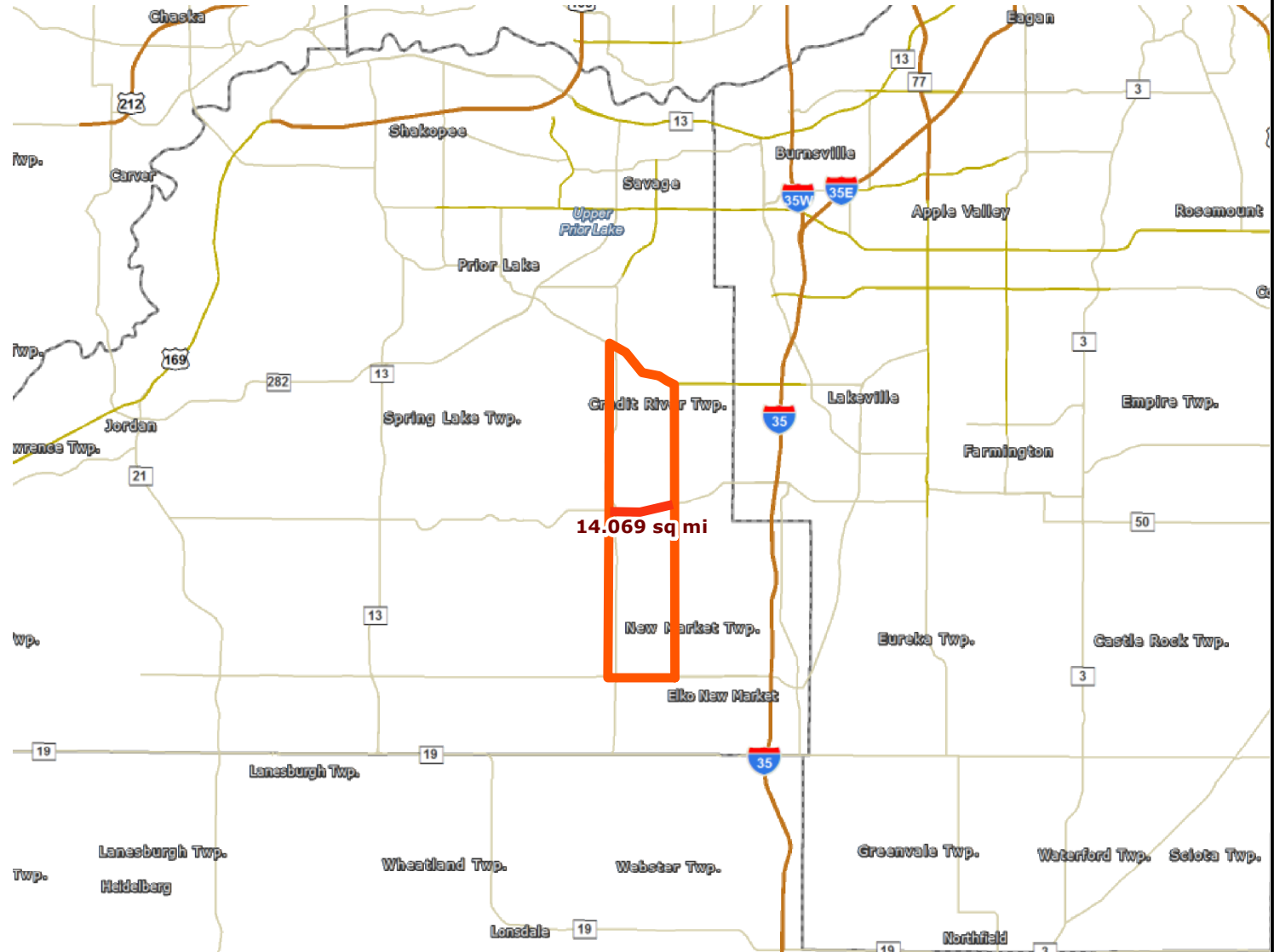
Roadway Reconstruction/Modernization Project: CSAH 8 Reconstruction | Map ID: 1414764159300

Results

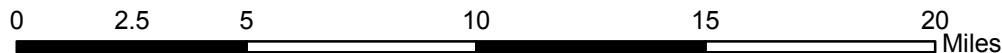
Project **NOT IN** area of Job Concentration.

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

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



-  Project
-  Project Area



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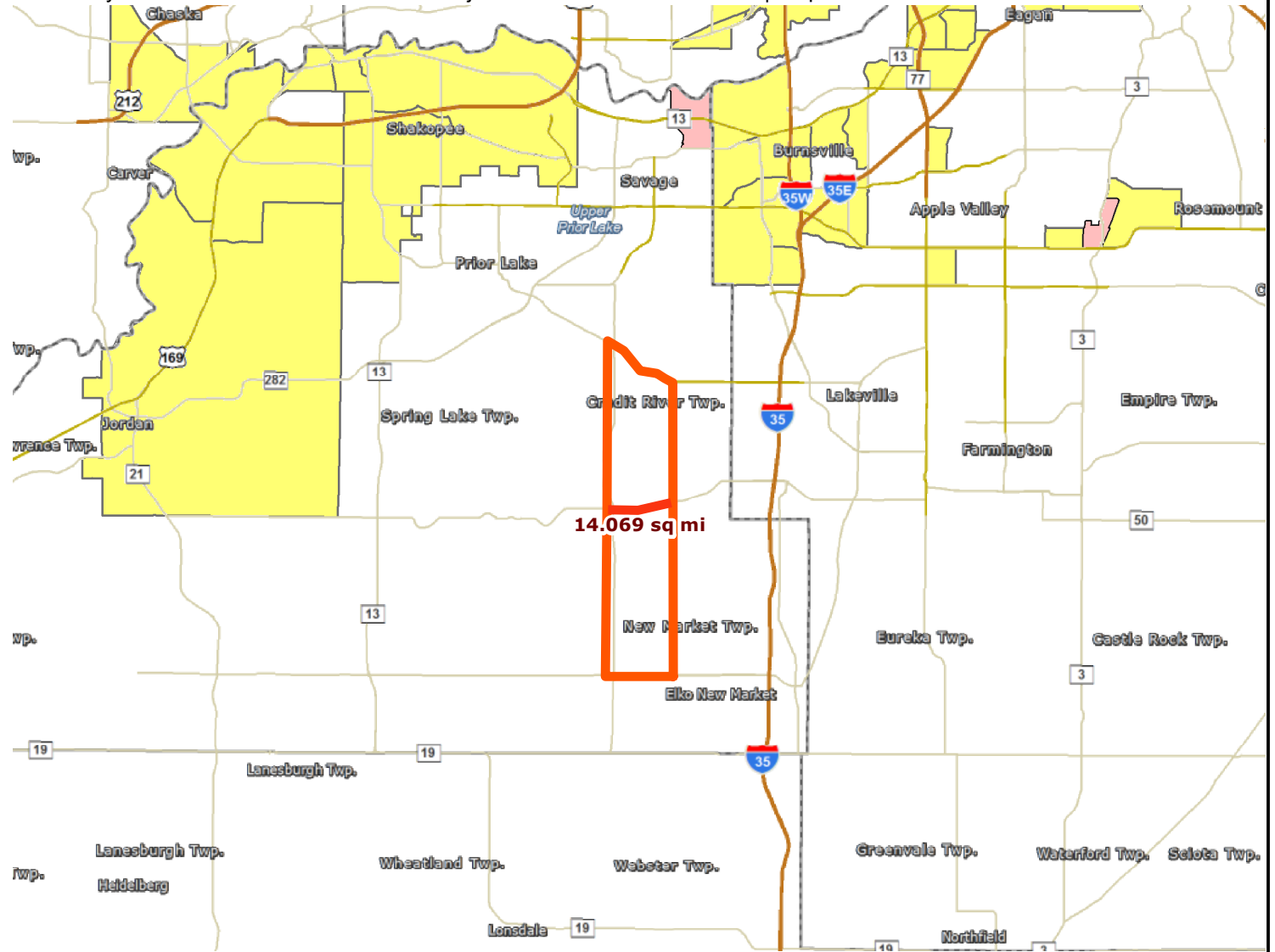
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>



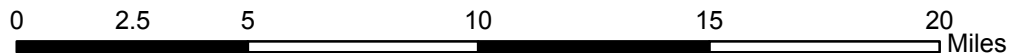
Socio-Economic Conditions Roadway Reconstruction/Modernization Project: CSAH 8 Reconstruction | Map ID: 1414764159300

Results

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



- 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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9: CSAH 8 (217th Street) & CSAH 27

Direction	All
Volume (vph)	677
Total Delay / Veh (s/v)	11
CO Emissions (kg)	2.80
NOx Emissions (kg)	0.54
VOC Emissions (kg)	0.65

HCM 2010 Roundabout
 9: CSAH 27 & CSAH 8 (217th Street)

11/12/2014

Intersection				
Intersection Delay, s/veh	6.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	85	311	84	257
Demand Flow Rate, veh/h	86	317	85	262
Vehicles Circulating, veh/h	312	75	141	271
Vehicles Exiting, veh/h	221	151	257	121
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.5	6.5	4.5	7.6
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	86	317	85	262
Cap Entry Lane, veh/h	827	1048	981	862
Entry HV Adj Factor	0.983	0.981	0.984	0.983
Flow Entry, veh/h	85	311	84	257
Cap Entry, veh/h	813	1029	966	847
V/C Ratio	0.104	0.302	0.087	0.304
Control Delay, s/veh	5.5	6.5	4.5	7.6
LOS	A	A	A	A
95th %tile Queue, veh	0	1	0	1

9: CSAH 8 (217th Street) & CSAH 27

Direction	All
Volume (vph)	677
CO Emissions (kg)	2.69
NOx Emissions (kg)	0.52
VOC Emissions (kg)	0.62

9: CSAH 8 (217th Street) & CSAH 27

Direction	All
Volume (vph)	677
Total Delay / Veh (s/v)	11
CO Emissions (kg)	2.80
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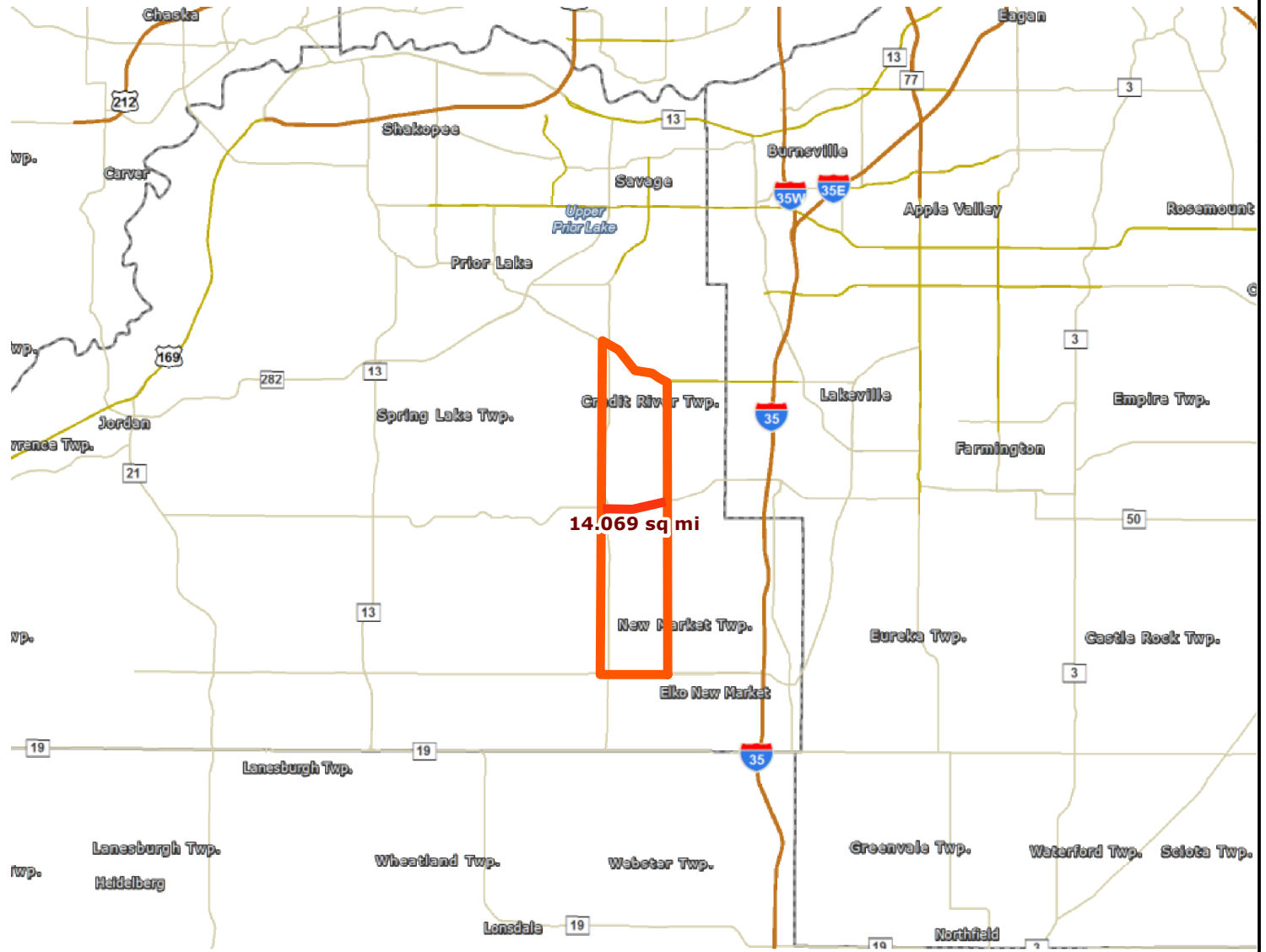
HCM 2010 Roundabout
 9: CSAH 27 & CSAH 8 (217th Street)

11/12/2014

Intersection				
Intersection Delay, s/veh	6.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	85	311	84	257
Demand Flow Rate, veh/h	86	317	85	262
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Vehicles Exiting, veh/h	221	151	257	121
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.5	6.5	4.5	7.6
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	86	317	85	262
Cap Entry Lane, veh/h	827	1048	981	862
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9: CSAH 8 (217th Street) & CSAH 27

Direction	All
Volume (vph)	677
CO Emissions (kg)	2.69
NOx Emissions (kg)	0.52
VOC Emissions (kg)	0.62



Results

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

**indicates Planned Alignments*

- Project
- Project Area



Created: 10/31/2014
LandscapeRSA3



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

