



Application

01968 - 2014 Roadway Reconstruction/Modernization - Final Application

02006 - CSAH 42/TH 13 Intersection Improvements

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted **Submitted Date:** 12/01/2014 12:45 PM

Applicant Information

Primary Contact:

Name:* Salutation **Andy** First Name **Hingeveld** Middle Name **Hingeveld** 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 42 and TH 13 Intersection Reconstruction

Primary County where the Project is Located* Scott

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Limit 2,800 characters; approximately 400 words)* The proposed project will modernize the CSAH 42 and TH 13 intersection to improve operations and complete gaps in the bike/ped network at this major intersection of commercial activity in Savage and Prior Lake. Improvements include constructing dual left turn lanes on CSAH 42 at TH 13, signal upgrades at the intersections of CSAH 42/TH 13, CSAH 42/Rutgers Avenue, and CSAH 42/Quebec Avenue, median reconstruction, pavement rehabilitation, and access modifications. Trails and sidewalks along both sides of CSAH 42 are proposed to complete gaps in the pedestrian and bike system in the area. Utility relocations are also part of the proposed project.

The reconstruction will implement the CSAH 42 Access Management Plan/CSAH 42 Corridor Study completed in February 1999. When implemented the improvements will improve safety and provide greater mobility for both the CSAH 42 and TH 13 corridors.

The overall project objective is to improve operations and multi-modal access by investing in the intersection of these two important arterials. TH 13 is the only north-south A-Minor Arterial connecting to TH 13/101 principal arterial east-west corridor between CSAH 18 on the west and Dakota County CH 5 on the east, a span of five miles. Additional north-south arterials in this area are unlikely due to environmental constraints caused by the Minnesota River Valley bluff line and the Savage Fen. CSAH 42 is also of significant regional importance, as it is one of the few major east-west highways in the south metro and the only continuous east-west Principal Arterial which crosses the entire south metro area, from TH 169 (via CSAH 78) to TH 52/55. Adding the dual left turn lanes allows for increased green time for TH 13 and reduced delay for CSAH 42.

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

Project Length (Miles)* 1.0

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* Scott County 2014-2023 Transportation Improvement Plan (Page 41)
 Scott County 2030 Comprehensive Plan (Page VI-49)
 City of Savage 2030 Comprehensive Plan (Page 5.21, 5.26)

Project Funding

Are you applying for funds from another source(s) to implement this project?*

No

If yes, please identify the source(s)**Federal Amount*** \$5,600,000.00**Match Amount*** \$1,400,000.00
Minimum of 20% of project total**Project Total*** \$7,000,000.00**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:*** 2018**MnDOT State Aid Project Information: Roadway Projects**

County, City, or Lead Agency* Scott County**Functional Class of Road*** Principal Arterial Non Freeway**Road System*** CSAH

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

Name of Road* Egan Drive

Example: 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed* 55378**(Approximate) Begin Construction Date*** 05/04/2018**(Approximate) End Construction Date*** 10/26/2018**LOCATION****From: (Intersection or Address)*** Boone Ave
Do not include legal description;
Include name of roadway if majority of facility runs adjacent to a single corridor.**To:**

(Intersection or Address)* Louisiana Ave

Type of Work grading, aggregate base, bituminous base, bituminous surface, concrete, signal, lighting, path, signage, utilities, 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? No

New Bridge/Culvert? No

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$306,000.00
Removals (approx. 5% of total cost)	\$176,200.00
Roadway (grading, borrow, etc.)	\$561,000.00
Roadway (aggregates and paving)	\$1,632,000.00
Subgrade Correction (muck)	\$224,400.00
Storm Sewer	\$459,000.00
Ponds	\$229,500.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$331,500.00
Traffic Control	\$61,200.00
Striping	\$56,100.00
Signing	\$20,400.00
Lighting	\$290,700.00
Turf - Erosion & Landscaping	\$153,000.00
Bridge	\$0.00
Retaining Walls	\$867,000.00
Noise Wall	\$0.00
Traffic Signals	\$765,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$612,000.00
Other Roadway Elements	\$0.00
Totals	\$6,745,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$204,000.00
Sidewalk Construction	\$0.00

On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$51,000.00
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	\$255,000.00

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	\$7,000,000.00
Construction Cost Total	\$7,000,000.00
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
CSAH_42_Layout.pdf (2.2 MB)	Project Layout	2.2 MB
Prior Lake Letter of Support-CH 42 and TH 13.pdf (31 KB)	Letter of Support - Prior Lake	31 KB
RdwyAreaDef.pdf (1.2 MB)	Roadway Area Definition	1.2 MB
RgnIEcon.pdf (740 KB)	Regional Economy	740 KB
Savage Letter of Support-CH 42 and TH 13.pdf (41 KB)	Letter of Support - Savage	41 KB
Scott County Resolution.pdf (82 KB)	Scott County Resolution	82 KB
SocioEcon.pdf (769 KB)	Socio Economic	769 KB
TH 13_CSAH 42 intersection MnDOT letter of support.pdf (38 KB)	Letter of Support - MnDOT	38 KB
TransitCon.pdf (766 KB)	Transit Connections	766 KB
wg_42at13benefitcostworksheet.pdf (31 KB)	Crash B/C	31 KB
wg_CH42TH13RoadwayAreaMap.pdf (1.1 MB)	Roadway Area Map	1.1 MB
wg_TH13-CH42SynchroReport.pdf (53 KB)	Synchro	53 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:	Non-Freeway Principal Arterial
Area	17.571
Project Length	1.0
Average Distance	17.571
Upload Map	CH 42 TH 13 Roadway Area Map.pdf

Measure B: Current Heavy Commercial Traffic

Location* CSAH 42 east of TH 13

Current daily heavy commercial traffic volume* 2188.0

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 Yes

County or City Plan Reference (Limit 700 characters; approximately 100 words) This project provides a direct connection to the community commercial center at CSAH 42 and TH 13, a local activity center identified in the City of Prior Lake 2030 Comprehensive Plan and the City of Savage 2030 Comprehensive Plan. The project is also within a mile of Lower Prior Lake, a local activity center identified in the City of Prior Lake 2030 Comprehensive Plan.

Upload Map* CH 42 TH 13 Economy Map.pdf

Measure A: Current Daily Person Throughput

Location CSAH 42 east of TH 13

Current AADT Volume 25000.0

Existing Transit Routes on the Project N/A

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership 0

Current Daily Person Throughput 32500.0

Measure B: 2030 Forecast ADT

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

METC Staff - Forecast (2030) ADT volume 0

OR

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

Forecast (2030) ADT volume 39000.0

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

Project's 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 CSAH 42 and TH 13 project is a major intersection in the County. Each quadrant has significant commercial and businesses located there. There are apartment buildings in the project area that accommodate workforce housing. The County owns five single family affordable rental homes. There is an abundance of senior housing located near the intersection. A new 48 unit workforce apartment building was recently completed and 12 workforce townhomes. A new 288 unit market rate apartment complex is under construction. These residents all need to access to the commercial and businesses in the area. Currently the trail and sidewalk system is incomplete along CSAH 42. The project will close the gaps on these trails and provide opportunity for residents, including seniors and children to access these destinations without walking or biking in the grass or in the travel lane of the highway. The upgraded signal system and ADA crossing will improve the ability to navigate this barrier.

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 42 TH 13 Socio Economic Map.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Savage	1.0
	1.00

Total Project Length

Total Project Length 1.0

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
Savage	1.0	1.0	52.0	1.0	52.0
		1.00	52.00	1.00	52.00

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 1.0
 Total Housing Score 52.0

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Roadway Segment Length (Miles)	Calculation	Calculation 2
1988.0	1.0	1988.0	1988.0
	1.00	1,988.00	1,988.00

Average Construction Year

Weighted Year* 1988.0

Total Segment Length (Miles)

Total Segment Length 1.0

Measure B: Geometric, Structural, or Infrastructure Improvements

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

The intersection of CSAH 42 and TH 13 currently has wooden signal poles. The poles and wires are aging and need to be replaced with permanent steel poles, pedestrian countdown times and upgraded ADA ped ramps. The intersection is in need of reconstruction to install dual left turn lanes on CSAH 42. The permanent signal system cannot be installed until the capacity improvements are added to this intersection. Pavement condition on CSAH 42 is poor and continuing to deteriorate.

There is a lack of pedestrian/bike connectivity along CSAH 42 in this area. Currently any bikes or pedestrians that want to visit the commercial and business centers located at this intersection, they have to walk in the grass or walk/bike on CSAH 42 which does not have any shoulder in this area. The project will install trails and sidewalk with the project.

The project will be constructed to a 10-ton standard.

Measure A: Cost Effectiveness of Vehicle Delay Reduction

Total Project Cost from Cost Sheet*	\$7,000,000.00
Total Peak Hour Vehicle Delay Without The Project*	169746.0
Total Peak Hour Vehicle Delay With The Project*	151878.0
Total Peak Hour Vehicle Delay Reduced by Project *	17868.0
Cost Effectiveness	\$391.76
Synchro or HCM Reports*	TH13-CH42 Synchro Report.pdf

Measure B: Cost Effectiveness of Emissions Reduction

Total Project Cost from Cost Sheet*	\$7,000,000.00
Total Peak Hour Kilograms Reduced by Project *	0.35

Cost Effectiveness	\$20,000,000.00
Synchro or HCM Reports*	TH13-CH42 Synchro Report.pdf

Measure A: Benefit/Cost of Crash Reduction

Project Benefit/Cost Ratio*	0.93
Worksheet Attachment*	42 at 13 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 42 TH 13 Transit Connections Map.pdf

Response

Met Council Staff Data Entry Only

Route Ridership	0
Transitway Ridership	0

Measure B: Bicycle and Pedestrian Connections

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

This project is located within the primary commercial center for Savage and Prior Lake. The project will complete the trail connections between all four quadrants, greatly improving non-motorized access between businesses. The trails connect to higher density residential outside of the commercial area in the northeast, southeast, and southwest quadrants of the intersection. Beyond the intersection are hundreds of single family homes. The commercial properties have major anchors but also have many strip commercial or standalone retail, service, or restaurant establishments. There is also office buildings and a small commercial strip center on the southwest corner of the intersection that houses service businesses and some food establishments.

The recreation oriented Prior Lake is a major destination for many near the project and the beach/park is located within one mile of the project area. A large community park is within one mile of the project area. Glendale Elementary school is northeast of the project area.

CSAH 42 is identified as a Tier 2 Defined Alignment Corridor in the Regional Bicycle Transportation Network (RBTN). The CSAH 42 Vision and Implementation Study envisions a complete trail system on both sides of CSAH 42. This project helps implement the goal by completing trail facilities at this major intersection, currently a barrier to bike and pedestrian traffic.

Measure C: Multimodal Facilities

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

There are no pedestrian or bicycle facilities on the north and south side along CSAH 42 east of TH 13. Users currently must use the road or walk in the grass boulevard. There are missing segments of trail/sidewalk on the north and south side of CSAH 42 west of TH 13. New sections will be constructed along CSAH 42 both north and south of CSAH 42 and will include a grass boulevard. The addition of pedestrian continuity along CSAH 42 in the project area will help facilitate a safer environment for non-motorized use, hence shifting some shorter trips to these modes from current automobile use. The upgraded signal and ADA improvements at the major CSAH 42 and TH 13 intersection will provide a more efficient and safer environment for bicycle and pedestrian activity across the intersection.

There are no fixed service transit routes in the project area. ADA and dial-a-ride service is provided by SmartLink. Additional transit opportunities may increase with the merger of Minnesota Valley Transit Agency into Shakopee and Prior Lake. MVTA is currently studying enhanced local circulator service between Shakopee, Prior Lake and Savage. This area is a major draw for the three communities.

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	12/15/2008

3) Environmental Documentation (10 Percent of Points)

EIS

EA

PM	Yes
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Document Status:

Document approved (include copy of signed cover sheet)	100%
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Document submitted to State Aid for review	75%
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Document in progress; environmental impacts identified	Yes 50%
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Document not started	0%
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Anticipated date or date of completion/approval	12/15/2016
--------------------------------------------------------	------------

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%
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Historic/archeological review under way; determination of "no historic properties affected" or "no adverse effect" anticipated	80%
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Historic/archaeological review under way; determination of "adverse effect" anticipated	40%
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Unknown impacts to historic/archaeological resources	0%
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Anticipated date or date of completion of historic/archeological review:	03/01/2016
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Project is located on an

identified historic bridge

5) Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area Yes 100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received 100%

Section 4f resources present within the project area, but no known adverse effects 80%

Adverse effects (land conversion) to Section 4f/6f resources likely 30%

Unknown impacts to Section 4f/6f resources in the project area 0%

6) Right-of-Way (15 Percent of Points)

Right-of-way or easements not required 100%

Right-of-way or easements has/have been acquired 100%

Right-of-way or easements required, offers made 75%

Right-of-way or easements required, appraisals made 50%

Right-of-way or easements required, parcels identified Yes 25%

Right-of-way or easements required, parcels not identified 0%

Right-of-way or easements identification has not been completed 0%

Anticipated date or date of acquisition 12/03/2017

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 10/02/2017

9) Letting

Anticipated Letting Date 02/15/2018

Existing Conditions

3: TH 13 & CH 42

Direction	All
Volume (vph)	4467
Total Delay / Veh (s/v)	38
CO Emissions (kg)	7.71
NOx Emissions (kg)	1.50
VOC Emissions (kg)	1.79

Future Conditions

3: TH 13 & CH 42

Direction	All
Volume (vph)	4467
Total Delay / Veh (s/v)	34
CO Emissions (kg)	7.47
NOx Emissions (kg)	1.45
VOC Emissions (kg)	1.73

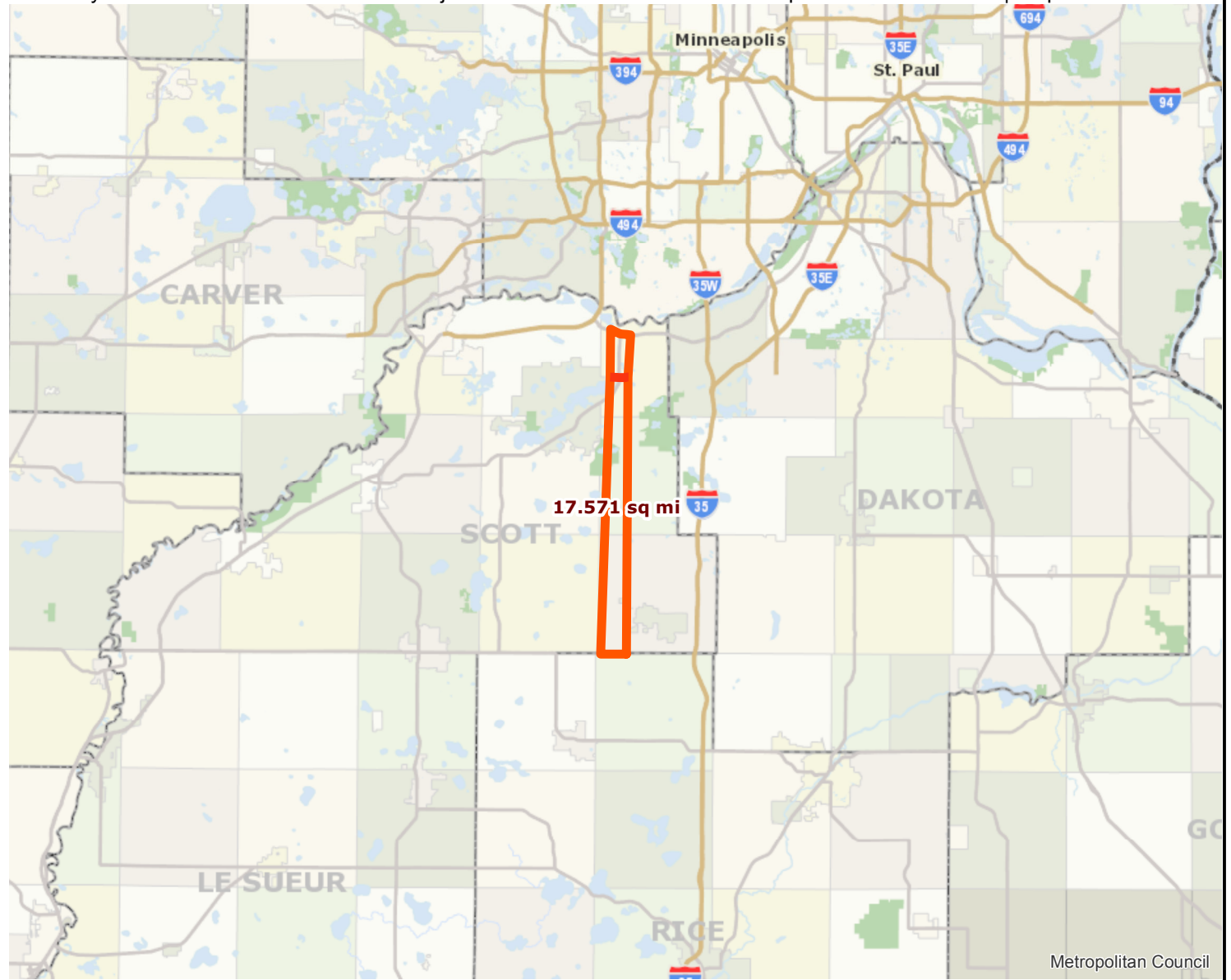
Roadway Area Definition

Roadway Reconstruction/Modernization Project: CsaH 42/TH 13 Intersection Improvement 14170227 | Map ID: 1421095217462

Results

Project Length: 0.939 miles

Project Area: 17.571 sq mi



 Project

 Project Area

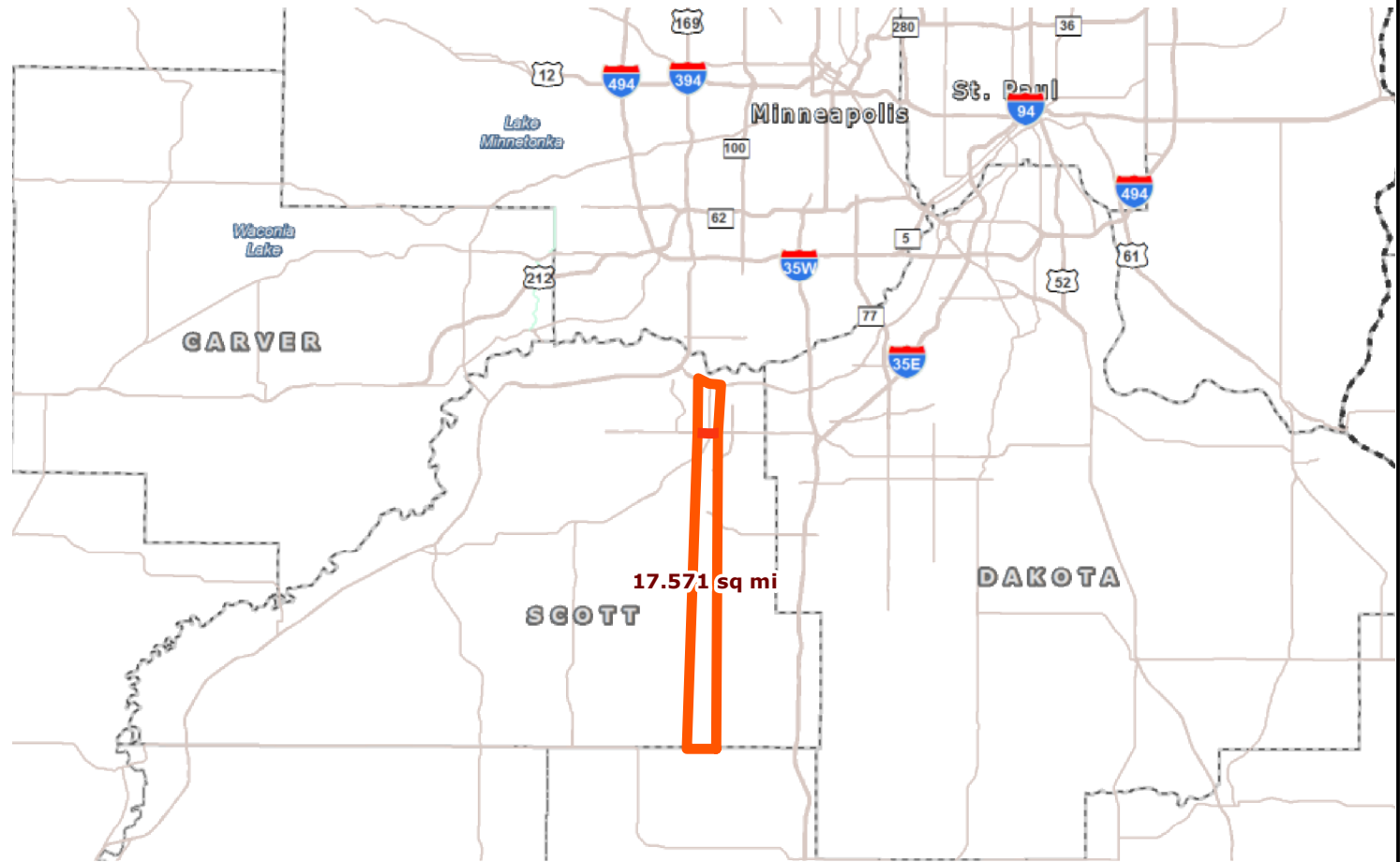


Created: 1/12/2015
LandscapeRSA1



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







Results

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

**indicates Planned Alignments*

-  Project
-  Project Area



Created: 1/12/2015
LandscapeRSA3

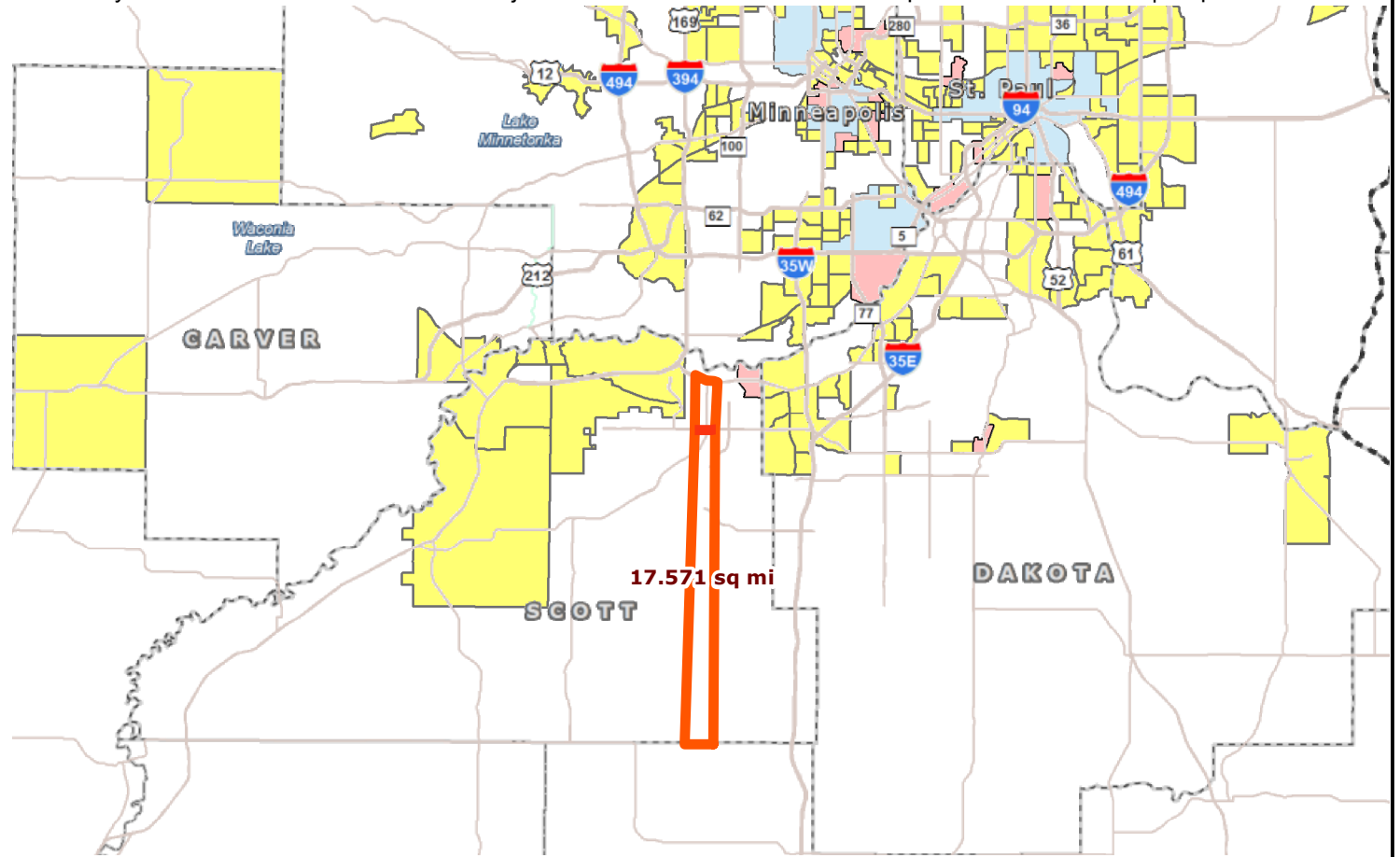


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

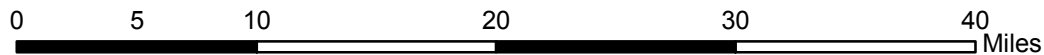


Results

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



Created: 1/12/2015
LandscapeRSA2



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



Regional Economy

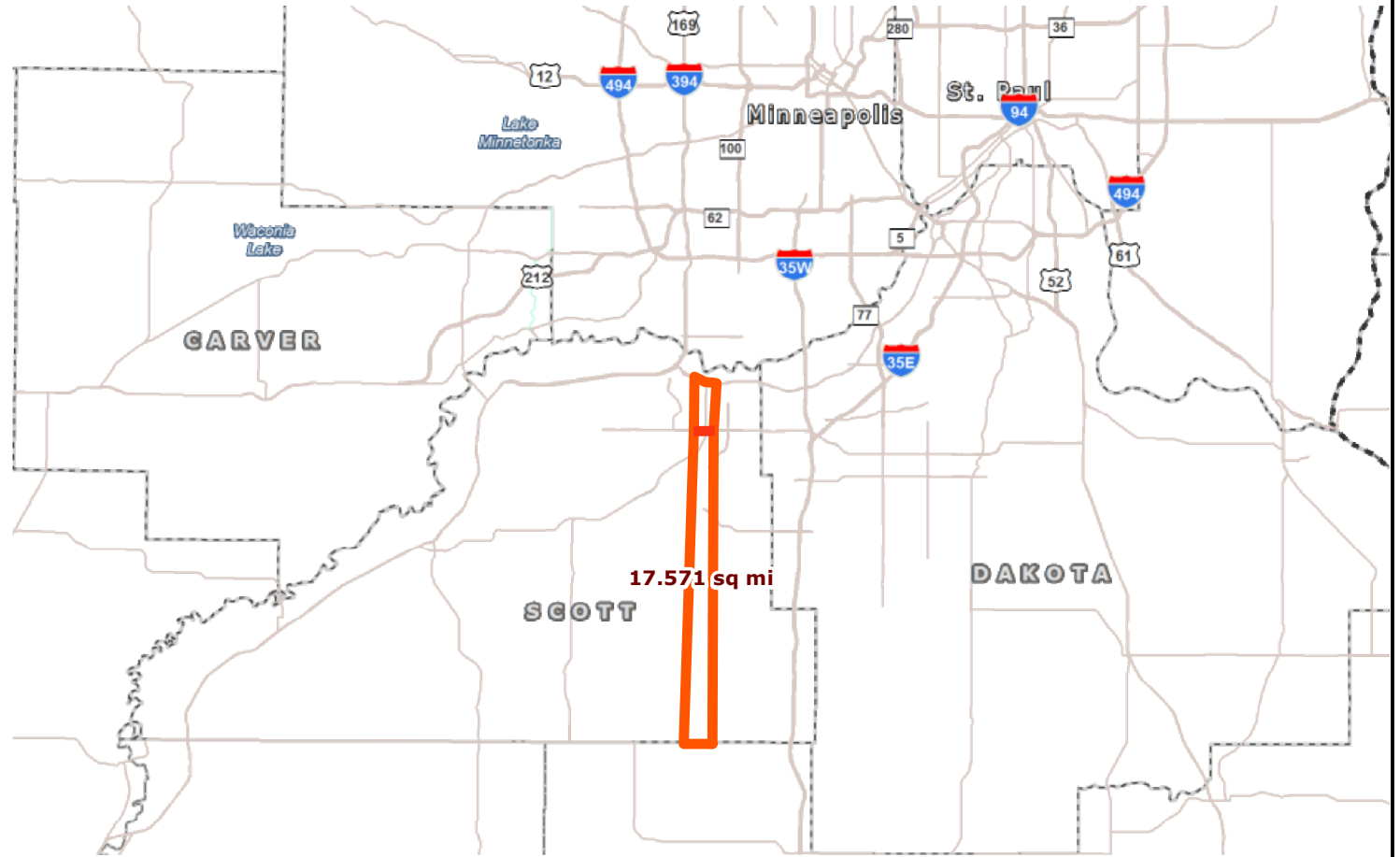
Roadway Reconstruction/Modernization Project: Cсах 42/TH 13 Intersection Improvement 14170227 | Map ID: 1421095217462


Results

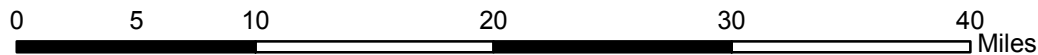
Project **NOT IN** area of Job Concentration.

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

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



-  Project
-  Project Area



Created: 1/12/2015
LandscapeRSA5



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





Minnesota Department of Transportation

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

November 25, 2014

Lisa Freese
Transportation Program Director
Scott County
600 Country Trail East
Jordan, MN 55352

RE: Regional Solicitation Application for Highway 13/CSAH 42 intersection improvements

Dear Ms. Lisa:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council's 2014 Regional Solicitation. Your application for Highway 13/CSAH 42 intersection improvements impacts MnDOT right of way on Highway 13.

MnDOT, as the agency with jurisdiction over Highway 13, supports the application for the intersection improvements. Details of a future maintenance agreement with the county will be determined during project development to define how the project will be maintained for the project's useful life.

This project has funding from MnDOT in the STIP from Traffic Engineering for signal replacement, in the amount of \$150,000 in fiscal year 2017.

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



**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:

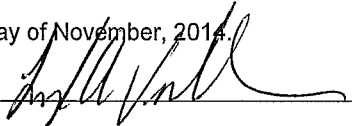
1. CH 21/TH13 Intersection Improvements
2. CH 42/TH13 Intersection Improvements
3. CH 8 Reconstruction from CH 27 to CH 91
4. CH 16 Expansion from CH 83 to CH 21
5. CH 27 Expansion from CH 44 to CH 21
6. CH 42 Expansion from CH 17 to CH 83
7. TH 169/TH 41/78 Interchange
8. TH 169 System Management
9.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



Naturally Resourceful

November 21, 2014

Craig Jenson
Transportation Planner
Scott County Highway Department
600 Country Trail East
Jordan, MN 55352

Re: Intersection Improvement – CSAH 42 & TH 13

Dear Mr. Jenson:

The City of Savage is aware Scott County is applying for funding through the Regional Solicitation for intersection improvements at CSAH 42/TH 13 under the Roadways Reconstruction/Modernization category. These improvements are endorsed by the City of Savage and we are supportive of the Regional Solicitation application.

Please let me know if there is any additional information you need from us regarding this funding application.

Sincerely,

City of Savage

John M. Powell
Public Works Director / City Engineer



4646 Dakota Street SE
Prior Lake, MN 55372

November 24, 2014

Craig Jenson
Transportation Planner
Scott County Highway Department
600 Country Trail East
Jordan, MN 55352

Re: Intersection Improvement – CSAH 42 & TH 13

Dear Mr. Jenson:

The City of Prior Lake is aware Scott County is applying for funding through the Regional Solicitation for intersection improvements at CSAH 42/TH 13 under the Roadways Reconstruction/Modernization category. These improvements are supported by the City of Prior Lake and we are supportive of the Regional Solicitation application.

Please let me know if there is any additional information you need from us regarding this funding application.

Sincerely,

Larry Poppler
City Engineer/Inspections Director
City of Prior Lake



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
		42	Harbor Place to Quebec Ave.			Intersection	Intersection	Scott Co.	1/1/2011	12/31/2013
Description of Proposed Work		Reconstruct intersections with additional turn lanes, access control, driveway removal, lighting, trails, and rebuilt and retimed traffic signals.								
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	F								
	Personal Injury (PI)	A								
		B	2			1				3
		C	9			3				12
Property Damage	PD	31	1		4	2			38	
% Change in Crashes <small>*Use Crash Modification Factors Clearinghouse</small>	Fatal	F								
	PI	A								
		B	-63%			-63%				
		C	-63%			-63%				
Property Damage	PD	-63%	-63%		-63%	-63%				
Change in Crashes <small>= No. of crashes X % change in crashes</small>	Fatal	F								
	PI	A								
		B	-1.26			-0.63				-1.89
		C	-5.67			-1.89				-7.56
Property Damage	PD	-19.53	-0.63		-2.52	-1.26			-23.94	
Year (Safety Improvement Construction)		2018								
Project Cost (exclude Right of Way)		\$ 7,000,000	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit	<div style="border: 1px solid black; background-color: #FFDAB9; padding: 5px; display: inline-block;">B/C= 0.93</div> <i>Using present worth values,</i> B= \$ 6,508,694 C= \$ 7,000,000 <i>See "Calculations" sheet for amortization.</i> Office of Traffic, Safety and Technology September 2014		
Right of Way Costs (optional)			F			\$ 1,100,000				
Traffic Growth Factor		3%	A			\$ 550,000				
Capital Recovery			B	-1.89	-0.63	\$ 160,000	\$ 100,800			
1. Discount Rate		4.5%	C	-7.56	-2.52	\$ 81,000	\$ 204,120			
2. Project Service Life (n)		20	PD	-23.94	-7.98	\$ 7,400	\$ 59,052			
			Total			\$ 363,972				