



Application

04751 - 2016 Roadway Expansion

05228 - Scott County Highway 27 from County Highway 44 to County Highway 21 Expansion

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted  
Submitted Date: 07/15/2016 3:10 PM

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## Primary Contact

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

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## 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

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## Project Information

Project Name

CSAH 27 Expansion

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)**

This project will reconstruct a segment of CSAH 27 in Credit River Township, Scott County. The proposed project will reconstruct a 1.8 mile segment of the A Minor Arterial, from south of CSAH 21 to south of CSAH 44, from a two lane rural roadway to a four lane divided urban roadway. Bike and pedestrian facilities will be constructed on both sides of the road, completing the gap between CSAH 21 and CSAH 44 and providing nonmotorized access to Cleary Lake Regional Park for Savage and Credit River residents. The roadway will also include turn lanes, paved shoulders, and a dual left turn for southbound CSAH 27 to eastbound CSAH 21 with signal modification at the intersection to reduce delay and emissions. Access relocation and intersection realignment will occur to improve safety and support the County's access management plan. Curb and gutter will be installed and stormwater detention ponds will be constructed for water quality and rate control purposes.

CSAH 27 is the only continuous north south A Minor Arterial between I35 and TH 13 (a distance of four miles), and one of a limited number of continuous north south roadways in all of Scott County. CSAH 27 extends from Savage to the county's border south of Elko New Market. Given speeds on the corridor, current crash rates, the function of CSAH 27 and traffic forecasts, a four lane, divided roadway is the preferred alternative recommended in the 2014 corridor study.

This segment of CSAH 27 experiences a crash rate that is above the critical crash rate for both the state and the Metro District. The severity rate is also higher than the average severity rates for similar segments at the district and statewide levels. This is due to a high number of rear end crashes being experienced along this corridor, primarily caused by through traffic rear ending

vehicles turning onto side streets or private driveways. The lack of dedicated turn lanes on this high speed corridor, and increasing congestion contribute to the severity of crashes on this segment.

The purpose of this project is to address safety issues, modernize the roadway, and provide multimodal transportation capacity on CSAH 27 to serve the traveling public by filling a gap in the corridor and expanding a two lane rural section residing between two east-west four lane arterials. Residential, commercial, and recreational land use opportunities have expanded in these communities, resulting in an increased demand for transportation capacity and a desire for multimodal facilities. CSAH 27 provides relief to TH 13, which is constrained and unlikely to expand because of the proximity of lakes.

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

**TIP Description Guidance (will be used in TIP if the project is selected for funding)**

CSAH 27, IN CREDIT RIVER TWP, FROM south of CSAH 21 TO south of CSAH 44

**Project Length (Miles)**

1.8

## 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**

\$7,000,000.00

**Match Amount**

\$2,909,400.00

*Minimum of 20% of project total*

**Project Total**

\$9,909,400.00

**Match Percentage**

29.36%

*Minimum of 20%*

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

**Source of Match Funds**

Scott County

*A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources*

**Preferred Program Year**

**Select one:** 2020

*For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.*

**Additional Program Years:** 2019

*Select all years that are feasible if funding in an earlier year becomes available.*

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## Project Information: Roadway Projects

**County, City, or Lead Agency** Scott County

**Functional Class of Road** A Minor Arterial

**Road System** CSAH

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

**Road/Route No.** 27

*i.e., 53 for CSAH 53*

**Name of Road** Texas Ave

*Example; 1st ST., MAIN AVE*

**Zip Code where Majority of Work is Being Performed** 55372

**(Approximate) Begin Construction Date** 05/31/2020

**(Approximate) End Construction Date** 05/29/2021

### TERMINI:(Termini listed must be within 0.3 miles of any work)

**From:**  
**(Intersection or Address)** CSAH 21

**To:**  
**(Intersection or Address)** CSAH 44

*DO NOT INCLUDE LEGAL DESCRIPTION*

**Or At**

**Primary Types of Work**

GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK,  
CURB AND GUTTER, STORM SEWER, SIGNAL, LIGHTING,  
BIKE PATH, PED RAMPS

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,  
SIDEWALK, CURB AND GUTTER, STORM SEWER,  
SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS,  
BRIDGE, PARK AND RIDE, ETC.*

### BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

**Old Bridge/Culvert No.:**

**New Bridge/Culvert No.:**

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

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## Specific Roadway Elements

**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES****Cost**

Mobilization (approx. 5% of total cost)	\$365,000.00
Removals (approx. 5% of total cost)	\$375,000.00
Roadway (grading, borrow, etc.)	\$1,362,500.00
Roadway (aggregates and paving)	\$3,703,400.00
Subgrade Correction (muck)	\$455,000.00
Storm Sewer	\$797,100.00
Ponds	\$100,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$941,500.00
Traffic Control	\$50,000.00
Striping	\$100,000.00
Signing	\$28,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$525,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (do not include in cost effectiveness measure)	\$500,000.00
Traffic Signals	\$225,000.00
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
<b>Totals</b>	<b>\$9,527,500.00</b>

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**Specific Bicycle and Pedestrian Elements****CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES****Cost**

Path/Trail Construction	\$156,600.00
Sidewalk Construction	\$209,700.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$15,600.00
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
<b>Totals</b>	<b>\$381,900.00</b>

## Specific Transit and TDM Elements

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

## Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

## Totals

Total Cost	\$9,909,400.00
Construction Cost Total	\$9,909,400.00
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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

**List the goals, objectives, strategies, and associated pages:**

Goal C: Access to Destinations (Page 2.24),  
Objectives A & B

Strategies C1 (Page 2.24), C2 (Page 2.25), C9  
(Page 2.32)

Goal D: Competitive Economy (Page 2.38),  
Objective B

Strategies D1 (Page 2.38)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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 2016-2025 Transportation  
Improvement Program (part of County's CIP).  
Listed in program year 2021 on page 85 of CIP.  
CH 27 Corridor Study from CH 86 to CH 16, Scott  
County (2015). Prepared by WSB & Associates.  
Full study is applicable to project; specifically  
project is identified in Section 7.2 on Pages 126 -  
130.

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5. 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

6. Applicants must not submit an application for the same project elements in more than one funding application category.

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



7. 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. Funding amounts by application category are listed below.

**Roadway Expansion:** \$1,000,000 to \$7,000,000

**Roadway Reconstruction/ Modernization:** \$1,000,000 to \$7,000,000

**Roadway System Management** \$250,000 to \$7,000,000

**Bridges Rehabilitation/ Replacement:** \$1,000,000 to \$7,000,000

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

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

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

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

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

10. 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**

11. 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**

12. 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**

13. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

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## Roadways Including Multimodal Elements

1. All roadway and bridge projects 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. Yes**

### Roadway Expansion and Reconstruction/Modernization projects only:

2. The project must be designed to meet 10-ton load limit standards.

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

### Bridge Rehabilitation/Replacement projects only:

3. Projects requiring a grade-separated crossing of a Principal Arterial freeway 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.**

4. 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 application categories. Rail-only bridges are ineligible for funding.

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

5. The length of the bridge must equal or exceed 20 feet.

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

6. The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

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

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## Requirements - Roadways Including Multimodal Elements

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### Expander/Augmentor/Non-Freeway Principal Arterial

Select one:	Expander
Area	13.046
Project Length	1.794
Average Distance	7.272
Upload Map	1468527956062_CH27_Roadway_Area_Def_Map.pdf

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### Reliever: Relieves a Principle Arterial that is a Freeway Facility

Facility being relieved

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

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### Reliever: Relives a Principle Arterial that is a Non-Freeway Facility

Facility being relieved

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

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### Non-Freeway Facility Volume/Capacity Table

Hour	NB/EB Volume	SB/WB Volume	Capacity	Volume exceeds capacity
12:00am - 1:00am			0	
1:00am - 2:00am			0	
2:00am - 3:00am			0	
3:00am - 4:00am			0	

4:00am - 5:00am	0
5:00am - 6:00am	0
6:00am - 7:00am	0
7:00am - 8:00am	0
8:00am - 9:00am	0
9:00am - 10:00am	0
10:00am - 11:00am	0
11:00am - 12:00pm	0
12:00pm - 1:00pm	0
1:00pm - 2:00pm	0
2:00pm - 3:00pm	0
3:00pm - 4:00pm	0
4:00pm - 5:00pm	0
5:00pm - 6:00pm	0
6:00pm - 7:00pm	0
7:00pm - 8:00pm	0
8:00pm - 9:00pm	0
9:00pm - 10:00pm	0
10:00pm - 11:00pm	0
11:00pm - 12:00am	0

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### Measure B: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1 Mile:	1608
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	116
Existing Students:	0
Upload Map	1468528013437_CH27_Regional_Economy_Map.pdf

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### Measure C: Current Heavy Commercial Traffic

Location:	CSAH 27 south of CSAH 44
Current daily heavy commercial traffic volume:	1280
Date heavy commercial count taken:	2014

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### Measure D: Freight Elements

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

CSAH 27 is the only continuous north south A Minor Arterial between I35 and TH 13 and one of a limited number of continuous north south roadways in Scott County. CSAH 27 extends from Savage to the county's southern border. Freight uses CSAH 27 to access industrial and commercial businesses in Savage. Large traffic generators include the Port of Savage, a major freight port on the MN River, and gravel mining near CSAH 27/CSAH 44. The proposed project will reconstruct about 1.8 miles of a 2-lane rural roadway to a 4-lane divided urban roadway. Elements that will further ease the movement of freight include constructing turn lanes at intersections, wider paved shoulders, and upgrading from an existing 9 ton roadway to a 10 ton roadway. The project will also add a dual left turn for southbound CSAH 27 at CSAH 21, with signal modification at the intersection to reduce freight delay.

This segment of CSAH 27 experiences a crash rate that is above the critical crash rate for both the state and Metro District. The severity rate is also higher than the average severity rates for similar segments at the district and statewide levels. This is due to a high number of rear end crashes occurring in this corridor, principally caused by through traffic rear ending turning traffic. The proposed roadway modifications will all contribute to safer and more efficient freight travel on CSAH 27.

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## Measure A: Current Daily Person Throughput

Location	CSAH 27 north of CSAH 21
Current AADT Volume	7700
Existing Transit Routes on the Project	492
<i>For New Roadways only, list transit routes that will be moved to the new roadway</i>	
Upload Transit Map	1468528099968_CH27_Transit_Connections_Map.pdf

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## Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	10010.0

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## Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume

No

If checked, METC Staff will provide Forecast (2040) ADT volume

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume

Scott County 2040 Model

Forecast (2040) ADT volume

16600

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## Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated 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

The CSAH 27 project will provide pedestrian and bike facilities linking residents from the City of Savage and Credit River Township to Cleary Lake Regional Park and the Scott West Regional Trail. The bicycle and pedestrian facilities will benefit residents (especially the elderly and youth) by supporting nonmotorized travel to the regional parks, shopping and schools. Cleary Lake Regional Park and Murphy-Hanrehan Park Reserve are both within proximity to this project. Cleary Lake Regional Park has park and recreation programs for the public.

**Response (Limit 2,800 characters; approximately 400 words)**

The Casey Addition and Creekwood neighborhoods adjacent to the project consist of single family homes built on smaller 1 acre lots in the 1960s and 1970s. The homes provide workforce housing for the County's low and middle income population. Median home value for the Casey Addition neighborhood is \$207,782 according to Scott County property records. The median home value for Credit River Township is \$425,400 and the median home value for Scott County is \$241,800. The project will improve safety conditions for the residents by improving safety of the roadway and adding bicycle and pedestrian facilities for non-motorized travel. 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.

Census Tracts to the northeast of the project area are above the regional average for population in poverty or population of color. The project will also allow these residents to access the regional park via non-motorized travel where there is no opportunity to do so today.

*The response should address the benefits, impacts, and mitigation for the populations affected by the project.*

### Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Savage	1.8
	2

### Total Project Length

Total Project Length (Total Population)	1.8
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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
		0	0	0	0

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

Total Project Length (Miles)	1.8
Total Housing Score	0

### Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1961.0	1.6	3137.6	1743.111
1996.0	0.2	399.2	221.778
	2	3537	1965

### Average Construction Year

Weighted Year	1964.889
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## Total Segment Length (Miles)

Total Segment Length 1.8

## Measure A: Vehicle Delay Reduction

Total Peak Hour Delay Per Vehicle Without The Project	Total Peak Hour Delay Per Vehicle With The Project	Total Peak Hour Delay Per Vehicle Reduced by Project	Volume (Vehicles Per Hour)	Total Peak Hour Delay Reduced by the Project (Seconds)	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable:
24.0	19.0	5.0	2223.0	11115.0	Synchro or HCM Reports 14685282310 46_CSAH 27 Synchro Report.pdf

## Total Delay

Total Peak Hour Delay Reduced 11115.0

## Measure B: Roadway projects that do not include new roadway segments or railroad grade-separation elements

Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced Per Vehicle by the Project (Kilograms):	Volume (Vehicles Per Hour):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
9.24	8.93	0.31	2223.0	689.13
<b>9</b>	<b>9</b>		<b>2223</b>	<b>689</b>

## Total

Total Emissions Reduced: 689.13

Upload Synchro Report 1468528295984\_CSAH 27 Synchro Report.pdf



**Measure B: Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements (for Roadway Expansion applications only):**

Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced Per Vehicle by the Project (Kilograms):	Volume (Vehicles Per Hour):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	0		0	0

**Total Parallel Roadways**

Emissions Reduced on Parallel Roadways 0

[Upload Synchro Report](#)

**New Roadway Portion:**

Cruise speed in miles per hour with the project: 0

Vehicle miles traveled with the project: 0

Total delay in hours with the project: 0

Total stops in vehicles per hour with the project: 0

Fuel consumption in gallons: 0

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms): 0

EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0.0

**Measure B: Roadway projects that include railroad grade-separation elements**

Cruise speed in miles per hour without the project: 0

Vehicle miles traveled without the project: 0

Total delay in hours without the project: 0

Total stops in vehicles per hour without the project: 0

Cruise speed in miles per hour with the project: 0

Vehicle miles traveled with the project: 0

Total delay in hours with the project: 0

Total stops in vehicles per hour with the project: 0  
Fuel consumption in gallons (F1) 0  
Fuel consumption in gallons (F2) 0  
Fuel consumption in gallons (F3) 0  
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0  
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)

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## Measure A: Benefit of Crash Reduction

Crash Modification Factor Used: 0.49 (Combined  $0.56 * 0.87$ ) for CSAH 27 & CSAH 21 intersection  
0.16 (Combined  $0.56 * 0.29$ ) for CSAH 27 Segment  
*(Limit 700 Characters; approximately 100 words)*

CSAH 27 & CSAH 21 Intersection  
CMF ID 325 - Install a traffic signal

Chosen because the CMF had the highest rating possible.

$$\text{CMF} = 0.56$$

CMF ID 279 - Introduce raised/curb left-turn channelization

Chosen because it was the only CMF which addressed the benefit of installing a raised median for a turn-lane.

$$\text{CMF} = 0.87$$

$$\text{Combined} = 0.56 * 0.87 = 0.49$$

$$\text{CRF} = 51\%$$

**Rationale for Crash Modification Selected:**

CSAH 27 Segment

CMF ID 3097 - Absence of access points

Chosen because it was the only CMF which addressed closing access points along a corridor.

$$\text{CMF} = 0.56$$

CMF ID 2219 - Install raised median

Chosen because it was the only CMF which addressed installing a raised median along a corridor.

$$\text{CMF} = 0.29$$

$$\text{Combined} = 0.56 * 0.29 = 0.16$$

$$\text{CRF} = 84\%$$

*(Limit 1400 Characters; approximately 200 words)*

**Project Benefit (\$) from B/C Ratio:** 0.61

**Worksheet Attachment** 1468538161687\_27 FINAL cost benefit.xls

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### **Roadway projects that include railroad grade-separation elements:**

**Current AADT volume:** 0

**Average daily trains:** 0

**Crash Risk Exposure eliminated:** 0

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### **Measure A: Multimodal Elements and Existing Connections**

There are currently no pedestrian or bicycle facilities on this segment of CSAH 27. The current rural design with narrow shoulders and rumble strips makes it uninviting for pedestrians and bicyclists to travel this corridor. This project will significantly improve safety conditions by providing paved shoulders and separated sidewalk/trail facilities on CSAH 27 for pedestrian and bicyclist use. A bituminous trail will be constructed on the west side of CSAH 27 with a sidewalk facility constructed on the east side of CSAH 27. At each end of the project, the trail will connect into the existing trail systems along CSAH 27, CSAH 44, and CSAH 21.

Response (Limit 2,800 characters; approximately 400 words)

The proposed bicycle and pedestrian facilities will eliminate the trail gap and accommodate non-motorized activity for the approximately 400 homes in the project area with primary connection onto CSAH 27. This includes homes in the Casey Addition and Creekwood neighborhoods adjacent to the project, consisting of single family homes built on smaller 1 acre lots in the 1960s and 1970s. The homes provide workforce housing for the County's low and middle income population. It will also complete trail access from these homes north to schools, and the rest of the local trail networks in Savage and Prior Lake. The Prior Lake-Savage High School is located approximately 1/2 mile north of the project limits, and two middle schools are located one mile west on CSAH 44.

This project will provide a non-motorized connection between the City of Savage, Credit River Township and Cleary Lake Regional Park. Cleary Lake Regional Park is a major recreational destination and currently does not include trail access north to the population centers in Savage. This connection is identified as a key gap in the trail system by the City of Savage and Credit River

Township. The project will add bicycle and pedestrian facilities on both sides of CSAH 27 and connect into the existing trail loop around Cleary Lake Regional Park and the visitor center. The project intersects with CSAH 21 and the Scott County West Regional Trail (RBTN Tier 2 Alignment), which extends into downtown Prior Lake and north to Shakopee. Prior Lake High School is just north of the project limits. This project will provide a non-motorized connection to the school and the school's ballfields for residents and users of the trail system.

The project area is within the MVTA's 492 transit service route. The project includes bicycle and pedestrian facilities, enabling non-motorized access to existing transit stops in Savage.

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## Transit Projects Not Requiring Construction

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

**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 05/05/2015

### 3)Environmental Documentation (5 Percent of Points)

EIS

EA Yes

PM

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75% date submitted

Document in progress; environmental impacts identified; review request letters sent Yes

50%

Document not started

0%

Anticipated date or date of completion/approval 06/28/2019

### 4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are 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%

Unsure if there are any historic/archaeological resources in the project area

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 (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

**No Section 4f/6f resources located in the project area**

100%

**No impact to 4f property. The 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**

Yes

80%

**Project impacts to Section 4f/6f resources likely coordination/documentation has begun**

50%

**Project impacts to Section 4f/6f resources likely coordination/documentation has not begun**

30%

**Unsure if there are any impacts to Section 4f/6f resources in the project area**

0%

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

**Right-of-way, permanent or temporary easements not required**

100%

**Right-of-way, permanent or temporary easements has/have been acquired**

100%

**Right-of-way, permanent or temporary easements required, offers made**

75%

**Right-of-way, permanent or temporary easements required, appraisals made**

50%

**Right-of-way, permanent or temporary easements required, parcels identified**

Yes

25%

**Right-of-way, permanent or temporary easements required, parcels not identified**

0%

**Right-of-way, permanent or temporary easements identification has not been completed**

0%

**Anticipated date or date of acquisition**

10/18/2019

**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)Interchange Approval (15 Percent of Points)\***

*\*Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

**Project does not involve construction of a new/expanded interchange or new interchange ramps**

Yes

100%

**Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee**

100%

**Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee**

0%

### **9)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**

09/03/2019

### **10)Letting**

**Anticipated Letting Date**

02/05/2020

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## **Measure A: Cost Effectiveness**

<b>Total Project Cost (entered in Project Cost Form):</b>	\$9,909,400.00
<b>Enter Amount of the Noise Walls:</b>	\$0.00
<b>Total Project Cost subtract the amount of the noise walls:</b>	\$9,909,400.00
<b>Points Awarded in Previous Criteria</b>	
<b>Cost Effectiveness</b>	\$0.00

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## Other Attachments

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
CSAH 27 Layout.pdf	Project Layout	3.2 MB
CSAH 27 Savage Letter of Support.pdf	City of Savage Letter of Support	91 KB
CSAH 27 Streetview.pdf	Project Streetview	146 KB
Scott County Resolution 2016-130.pdf	Local match resolution	258 KB

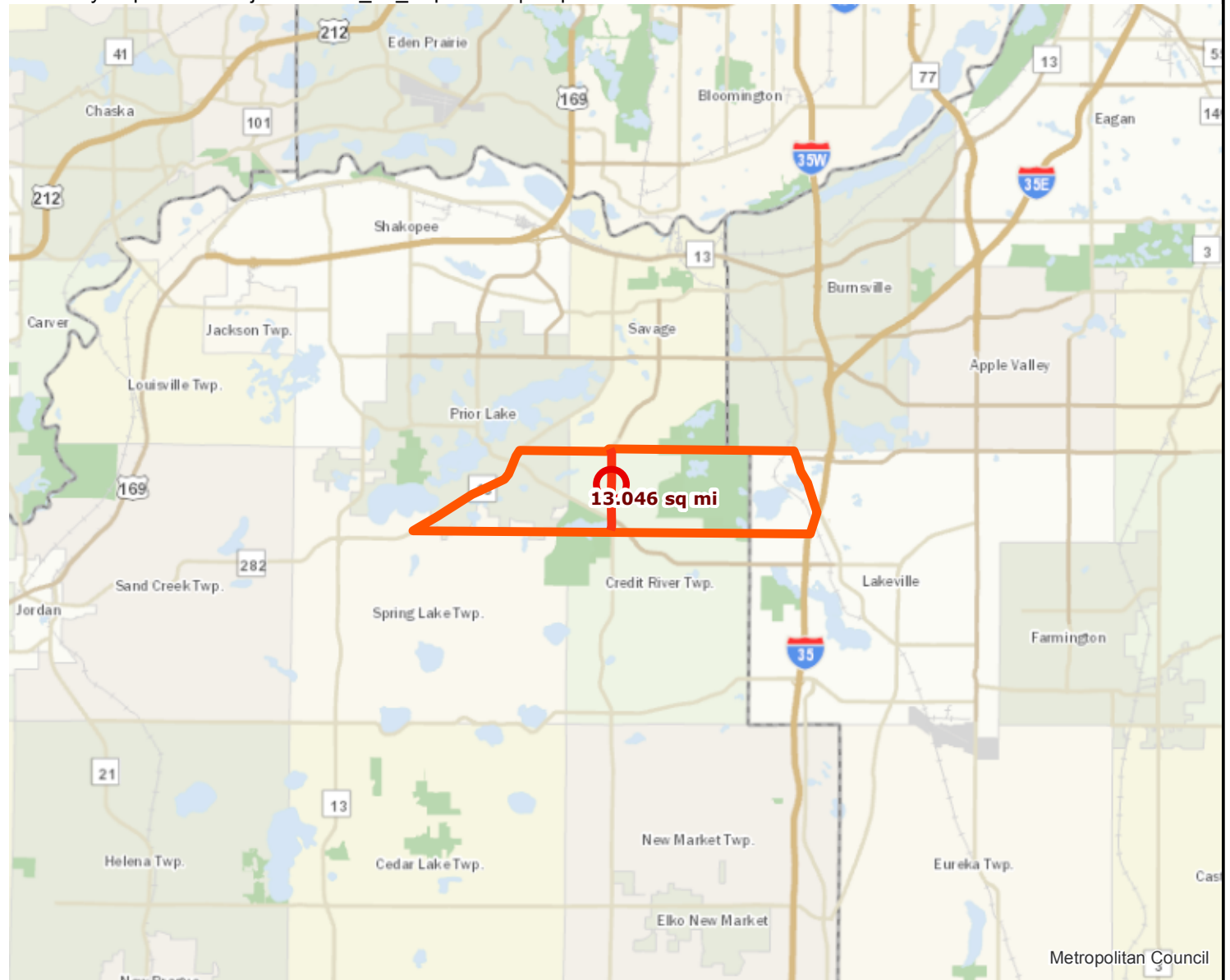
# Roadway Area Definition

Roadway Expansion Project: CSAH\_27\_Expansion | Map ID: 1467045726961

## Results

Project Length: 1.794 miles

Project Area: 13.046 sq mi



 Project Points  Project Area

 Project



Created: 6/27/2016  
LandscapeRSA1



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



# Regional Economy

Roadway Expansion Project: CSAH\_27\_Expansion | Map ID: 1467045726961

## Results

**WITHIN ONE MI of project:**

Totals by City:

**Credit River Twp.**

Population: 2059  
Employment: 132  
Mfg and Dist Employment: 22

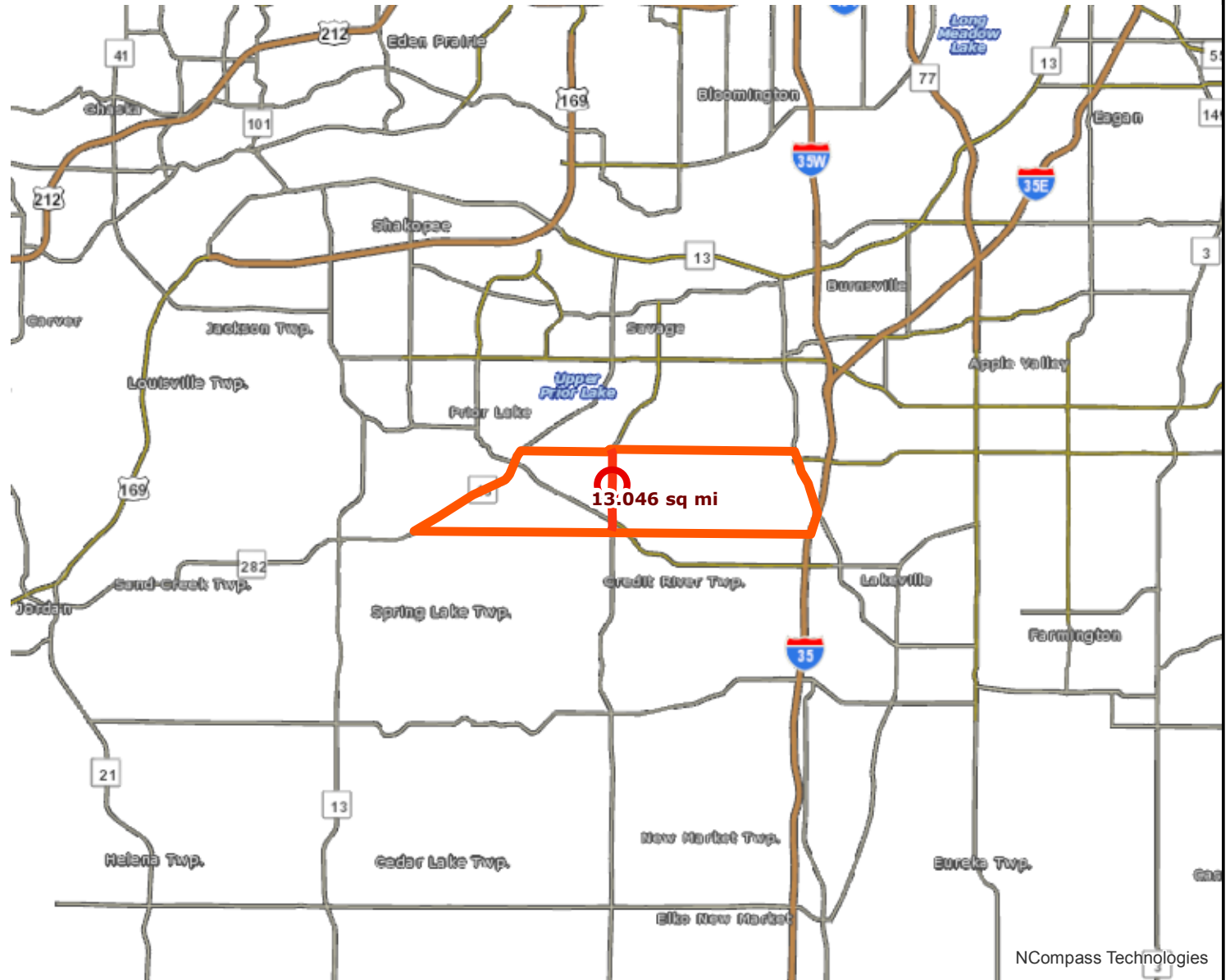
**Prior Lake**

Population: 5940  
Employment: 1230  
Mfg and Dist Employment: 85

**Savage**

Population: 1352  
Employment: 246  
Mfg and Dist Employment: 9

Postsecondary Students:  
0



NCompass Technologies

○ Project Points    □ Project Area

— Project

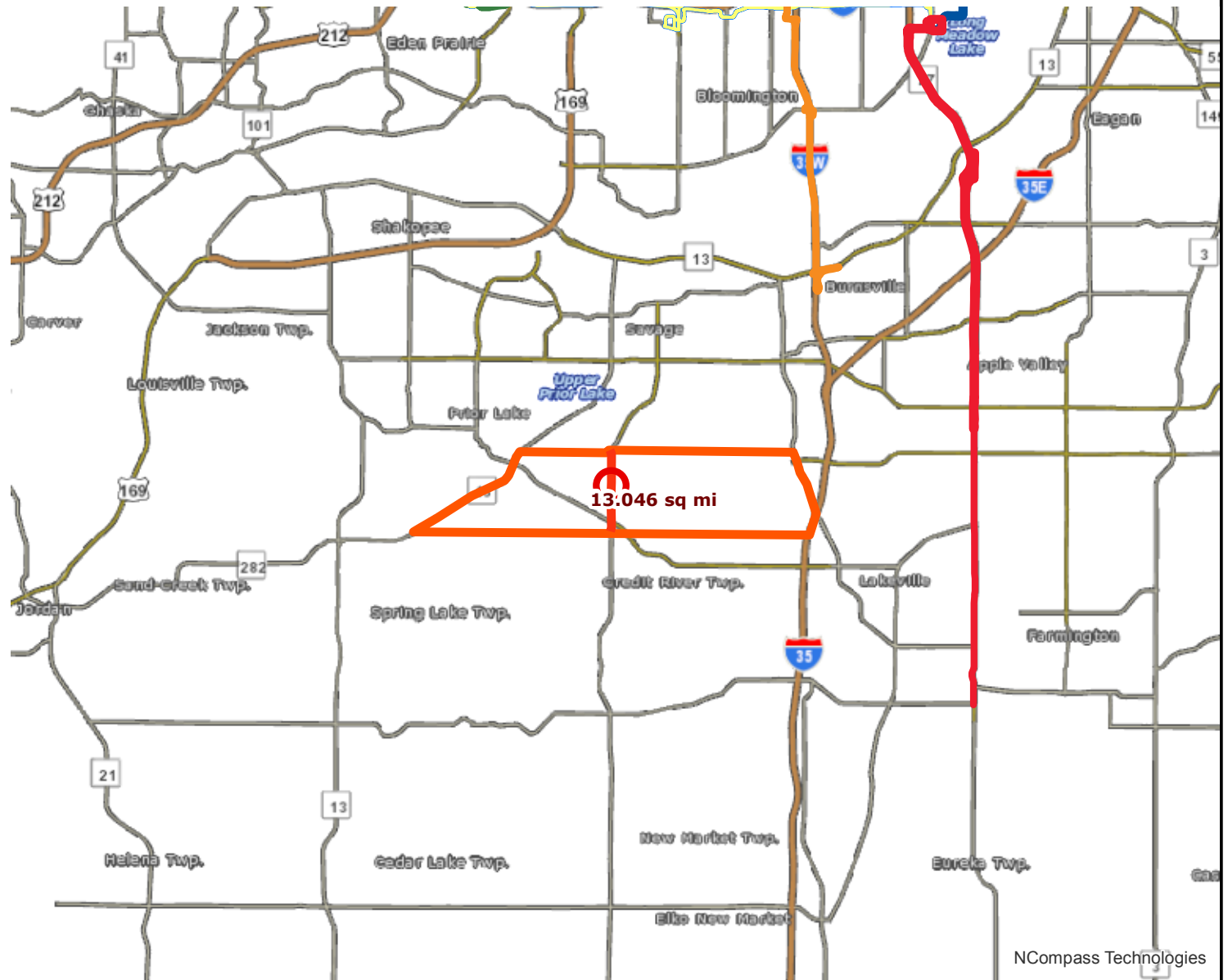


Created: 6/27/2016  
LandscapeRSA5



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





Results

Transit with a Direct Connection to project:  
492

*\*indicates Planned Alignments*

- Project Points
- Project Area
- Transitway
- Blue Line
- Planned Alignments
- Red Line
- BRT, Orange Line
- BRT, Red Line - Phase 2
- Arterial BRT



Created: 6/27/2016  
LandscapeRSA3



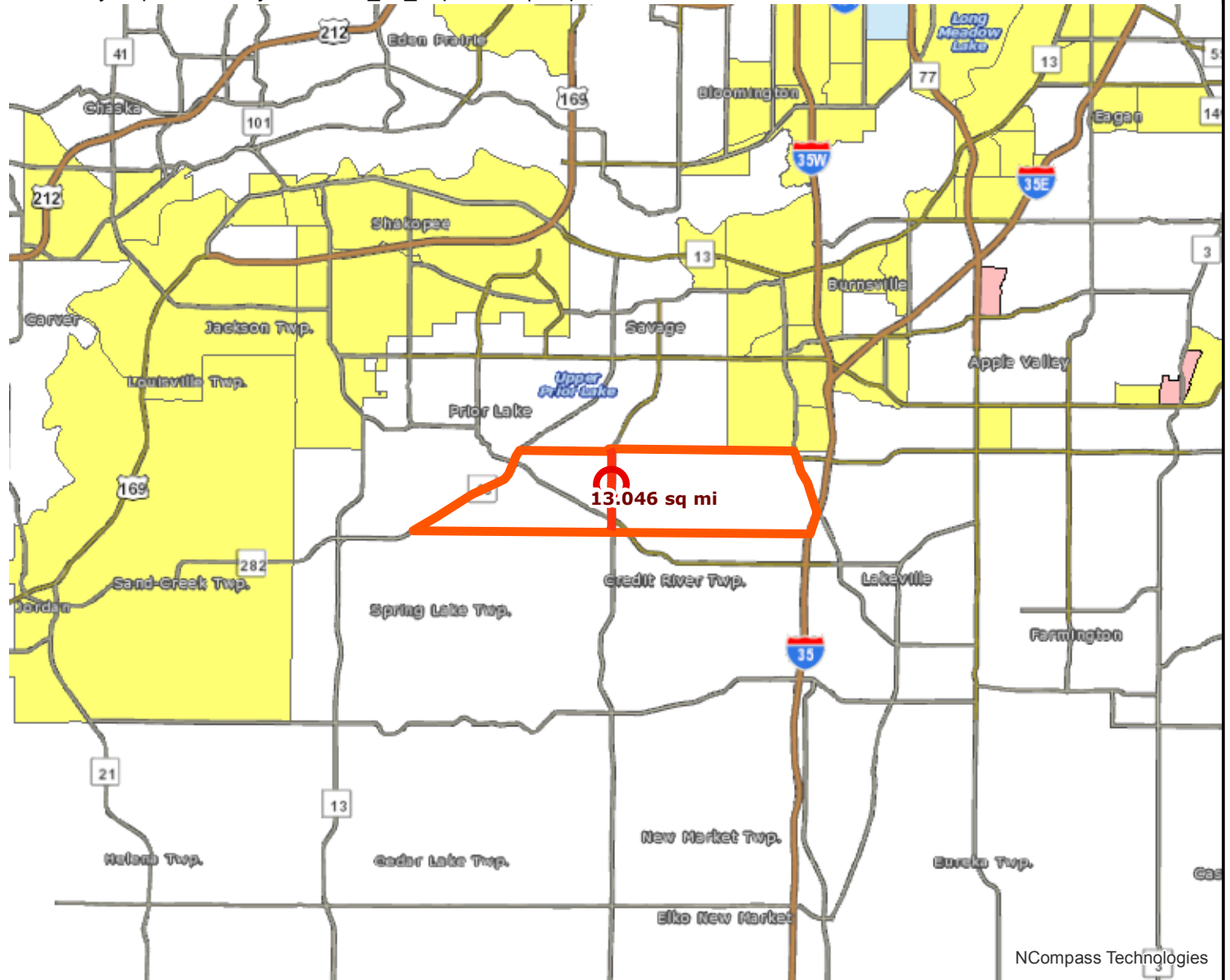
For complete disclaimer of accuracy, please visit  
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NCompass Technologies

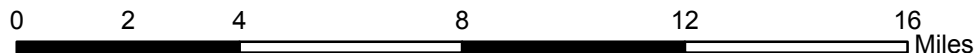


Results

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:  
(0 to 12 Points)



-  Project Points
-  Project
-  Project Area
-  Area of Concentrated Poverty > 50% residents of color
-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



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7: CSAH 27 & CSAH 21 (Eagle Creek Ave)

---

Direction	All
Volume (vph)	2223
Total Delay / Veh (s/v)	24
CO Emissions (kg)	6.48
NOx Emissions (kg)	1.26
VOC Emissions (kg)	1.50

---

7: CSAH 27 & CSAH 21 (Eagle Creek Ave)

---

Direction	All
Volume (vph)	2223
Total Delay / Veh (s/v)	19
CO Emissions (kg)	6.26
NOx Emissions (kg)	1.22
VOC Emissions (kg)	1.45



---

7: CSAH 27 & CSAH 21 (Eagle Creek Ave)

---

Direction	All
Volume (vph)	2223
Total Delay / Veh (s/v)	24
CO Emissions (kg)	6.48
NOx Emissions (kg)	1.26
VOC Emissions (kg)	1.50

---

7: CSAH 27 & CSAH 21 (Eagle Creek Ave)

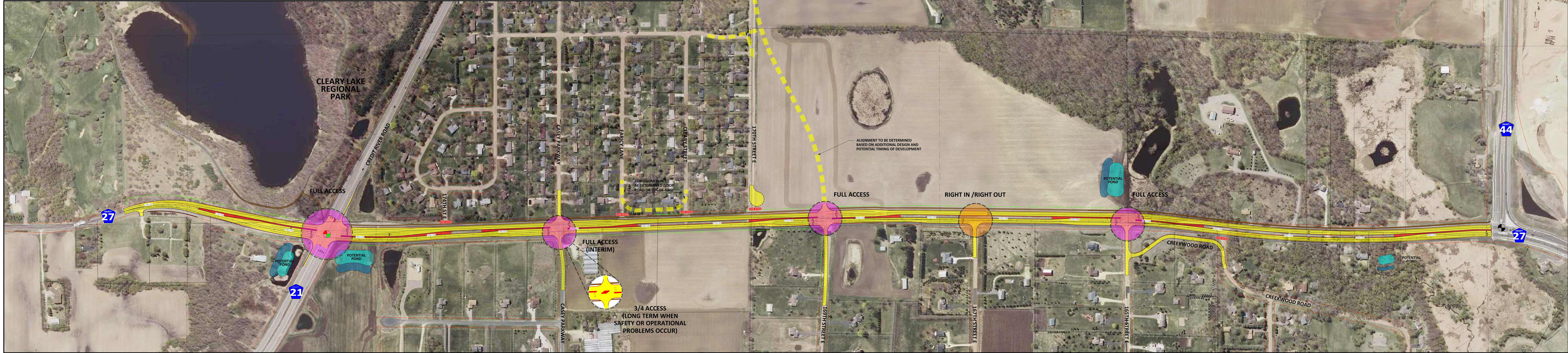
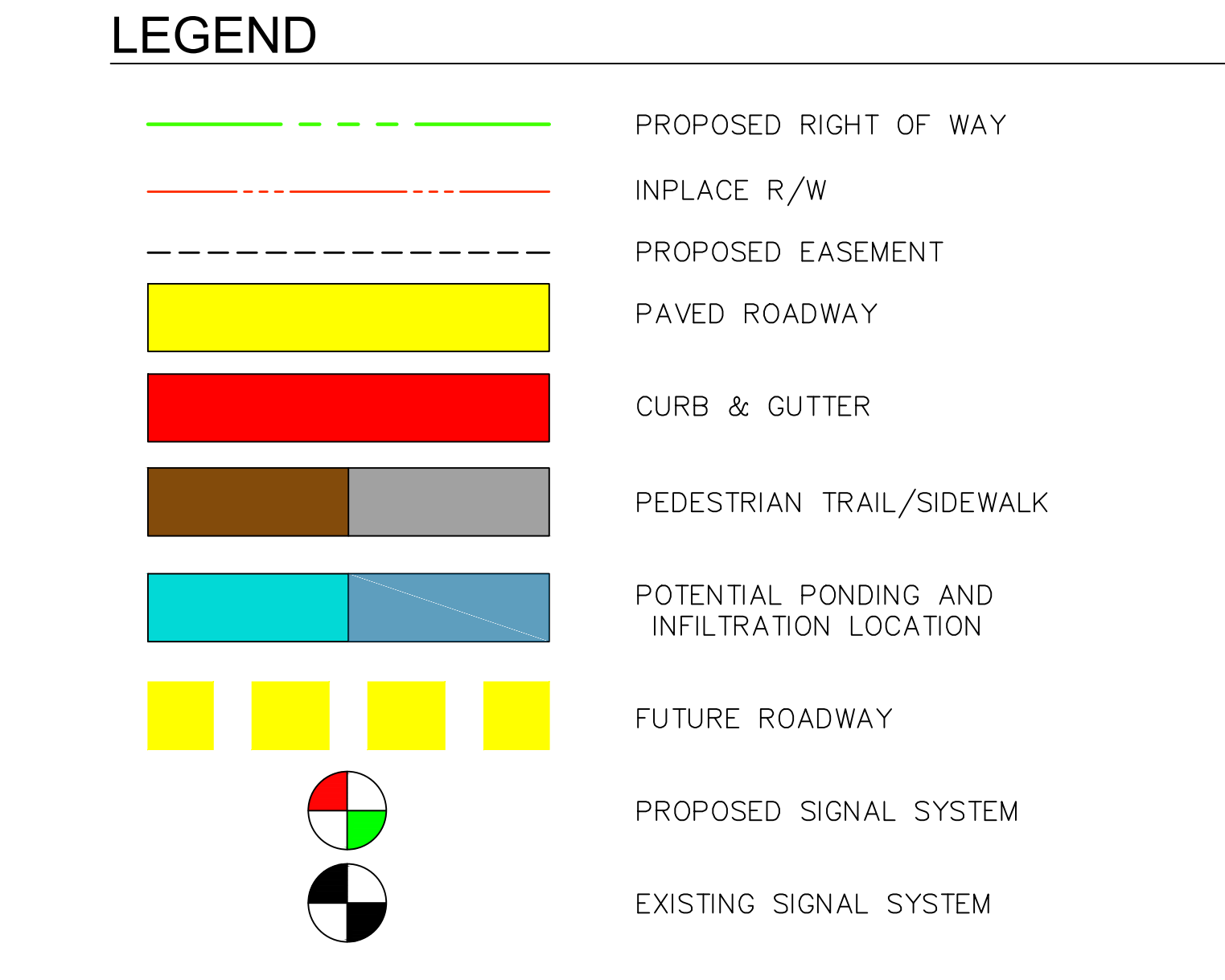
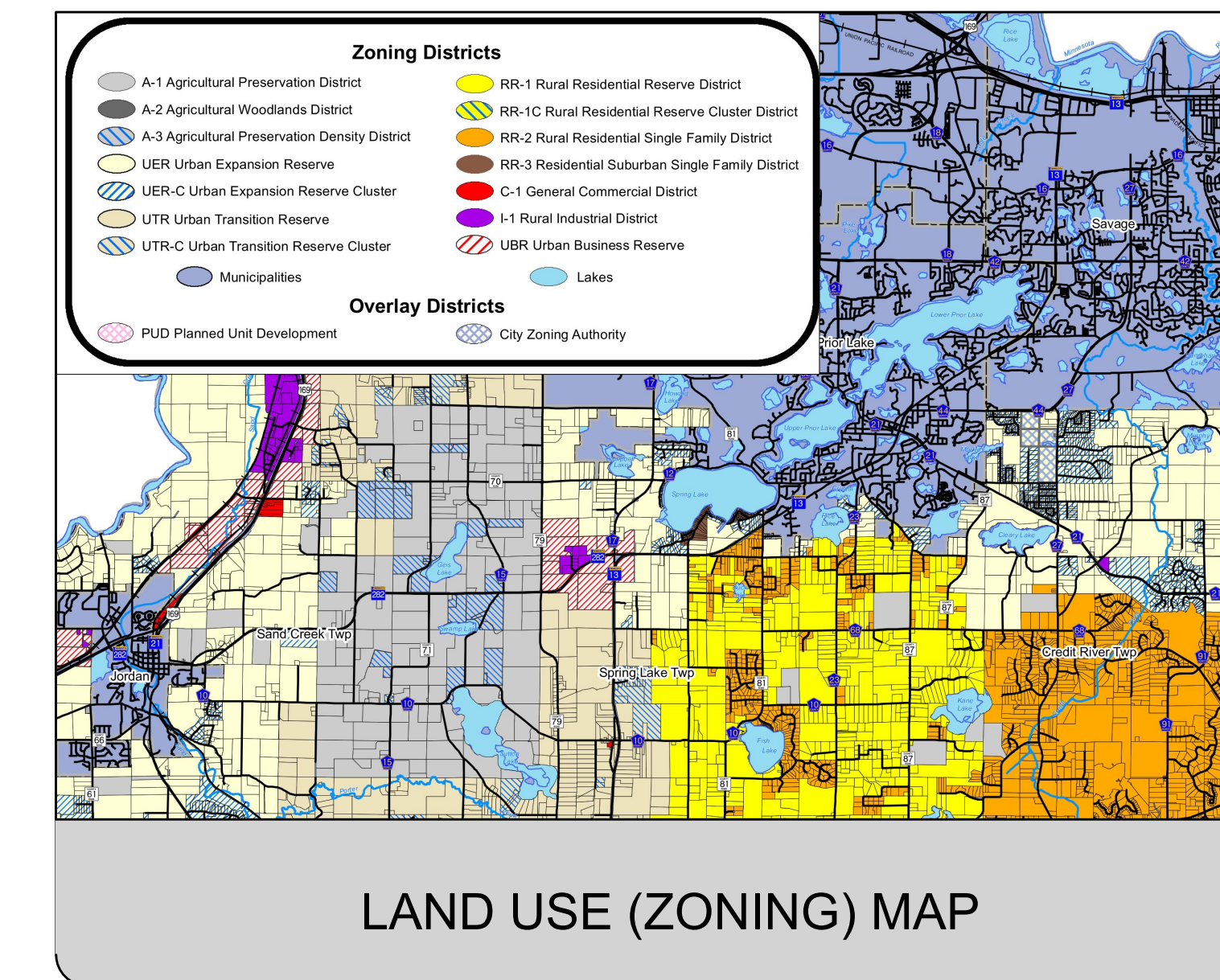
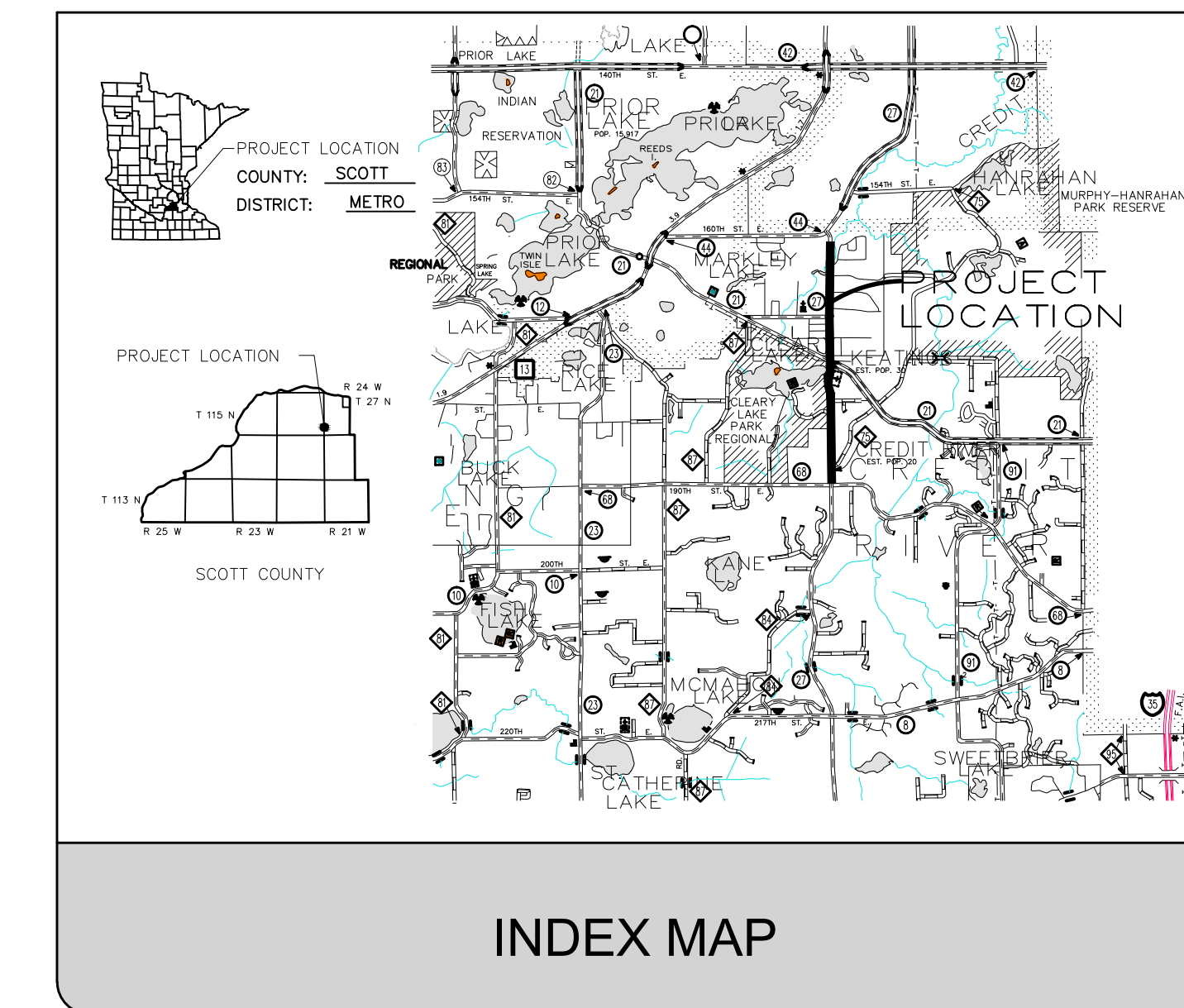
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Direction	All
Volume (vph)	2223
Total Delay / Veh (s/v)	19
CO Emissions (kg)	6.26
NOx Emissions (kg)	1.22
VOC Emissions (kg)	1.45

**Scott** CSAH 27 (TEXAS AVENUE) IMPROVEMENTS  
SCOTT COUNTY, MINNESOTA

GEOMETRIC LAYOUT  
SEPTEMBER 23, 2014

**DISCLAIMER**  
THIS PLAN WILL CHANGE PRIOR TO CONSTRUCTION. ANY PLANS FOR DEVELOPMENT ADJACENT TO THE ROADWAY SHOULD BE CONFIRMED BY CONTACTING:  
**WSB & ASSOCIATES, P.C.**  
151 NINA AVENUE SOUTH, SUITE 300  
MINNEAPOLIS, MN 55415  
WWW.WSBENG.COM  
NO RESPONSIBILITY IS ASSUMED FOR PLANS DEVELOPED BASED ON THIS LAYOUT.





City Offices

6000 McColl Drive, Savage, MN 55378-1800 Telephone: 952-882-2660 Fax: 952-882-2656

July 14, 2016

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

RE: Letter of Support – CR 27 Expansion to 4-lane between CSAH 21 and CSAH 44.

Dear Ms. Freese:

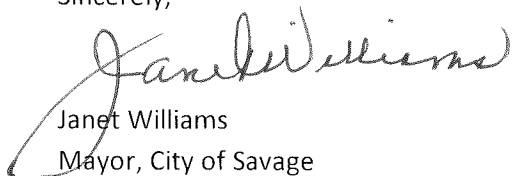
On behalf of the City of Savage I would like to endorse Scott County's application for funding through the Regional Solicitation of funds process. The Savage City Council supports the expansion of CR 27 between CSAH 27 and CSAH 44 to a 4-lane roadway.

This roadway serves as a major collector into our community. The current 2-lane roadway configuration is woefully obsolete in terms of its ability to handle current and projected travel demand. The roadway serves as a primary bike route between Savage and Cleary Lake Park and presently lacks an adequate roadway shoulder, sidewalk or trail. The present conditions in place impose serious safety concerns for both bike riders and car drivers.

We would encourage and support Scott County's effort to accelerate the improvement of this roadway. We further believe that the roadway improvement is a very strong candidate for submission under the Regional Solicitation of Funds program within the Roadway Expansion category.

Should you require any additional information or support from us with respect to the funding application, please feel free contact me.

Sincerely,





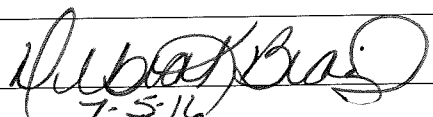
Janet Williams  
Mayor, City of Savage

Cc: Savage City Council  
Barb Marschall, Scott County Board Chair  
Chris Kostik, Credit River Township Board Chair



Google Street View screen shot: CSAH 27 at 170<sup>th</sup> St E southbound

**AGENDA # 5.3**  
**SCOTT COUNTY, MINNESOTA**  
**REQUEST FOR BOARD ACTION**  
**MEETING DATE: JULY 5, 2016**

<b>ORIGINATING DIVISION:</b>	Community Services	<b>CONSENT AGENDA:</b>	☑ Yes    ☐ No
<b>ORIGINATING DEPARTMENT:</b>	Physical Development		
<b>PRESENTER:</b>	Lisa Freese - 8363 Program Director	<b>ATTACHMENTS:</b>	☑ Yes    ☐ No
<b>PROJECT:</b>	Regional Solicitation Grant Applications	<b>TIME REQUESTED:</b>	N/A
<b>ACTION REQUESTED:</b>	Adopt Resolution No. 2016-130; Authorizing Submittal of Transportation Projects to the Transportation Advisory Board (TAB) for Consideration in the 2016 Regional Solicitation Process		
<b>CONTRACT/POLICY/GRANT:</b>	☐ County Attorney Review ☐ Risk Management Review	<b>FISCAL:</b>	☑ Finance Review ☐ Budget Change
<b>ORGANIZATIONAL VALUES:</b>	<input type="checkbox"/> Provide a Supportive Organizational Culture <input checked="" type="checkbox"/> Develop Strong Public Partnerships <input checked="" type="checkbox"/> Manage Challenges and Create Opportunities <input checked="" type="checkbox"/> Assure Long Term Fiscal Stability <input type="checkbox"/> Emphasize Excellence in Customer Service		
<b>DEPARTMENT/DIVISION HEAD SIGNATURE:</b>		<b>COUNTY ADMINISTRATOR SIGNATURE:</b>	
			
<b>Approved:</b>	MB   JU says	<b>DISTRIBUTION/FILING INSTRUCTIONS:</b>	
<b>Denied:</b>		Community Services, Tony Winiecki Community Services, Lisa Freese	
<b>Tabled:</b>			
<b>Other:</b>			
<b>Deputy Clerk :</b>			
<b>Date:</b>	7-5-16		

**Background/Justification:**

The purpose of this agenda item is to adopt Resolution No. 2016-130, authorizing submittal of transportation projects to the Transportation Advisory Board (TAB) for consideration in the 2016 Regional Solicitation process.

The Metropolitan Council, in partnership with TAB, is requesting project submittals for federal funding under the Surface Transportation Block Grant Program (STBGP), Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives Program (TA). This funding provides up to 80 percent of the project construction cost. The local agency submitting the applications must commit to providing at least 20 percent local match and maintaining the constructed facilities for their useful life. A total of approximately \$180 million in federal funds is anticipated to be available in this solicitation for program years 2020 and 2021 for projects in the 7-County Twin Cities Metropolitan Area. Also, due to increased funding levels under the new federal FAST Act legislation, limited federal funding is also available in 2017, 2018, and 2019 for projects that can be implemented sooner. Project submittals are due on July 15, 2016 for all applications. The Highway Safety

Improvement Program Solicitation (HSIP) applications are administered by the Minnesota Department of Transportation (MnDOT) and are due September 1, 2016. The HSIP applications will be brought to the County Board for consideration in August as a separate action.

Funding applications are categorized by transportation mode (auto/roadway, bike/ped, transit) instead of by funding program. The applications also include considerations based on measures emphasized in Thrive MSP 2040, including project relationship to regional economy, equity and affordable housing, and system preservation and modernization.

Staff is recommending six projects be submitted for scoring under the regional solicitation process. If successful, projects dates of delivery may need to be accelerated by the County to align with federal funding or if federal funding availability is after the County program year, Advanced Construction (AC) will be requested. The selection process timeline will allow the County to make adjustments for successful applications in the annual update of the Transportation Improvement Program (TIP) 2018-2027,

<b>Roadway Reconstruction/Modernization</b>		
1.	CH 21 / TH 13 Intersection Improvements	The intersection of County Highway (CH) 21 and Trunk Highway (TH) 13 in Prior Lake has been studied by the City, County, and MnDOT. This project would add right and left turn lanes to improve operations of the intersection. TIP Year 2019
2.	CH 83 from 12 <sup>th</sup> to 4 <sup>th</sup> Improvements	CH 83 Corridor Readiness Study completed in 2016 with the City of Shakopee and MnDOT recommended several features to upgrade and modernize this segment. The reconstruction of CH 83 would include such improvements as a median down the center of the roadway, turn lanes extension at 12 <sup>th</sup> and a grade separated trail on both sides.
3.	CH21 from CH87 to Adelman Ave	This segment of CH 21 was studied in the CH 21 Study by the City and County. This project would realign CH 87 and 170 <sup>th</sup> street/Credit River Road, add medians, and turn lanes, and replace deteriorated pavement on this segment of the corridor. TIP Program year 2018.
<b>Roadway Expansion</b>		
4.	CH 27 from CH 21 to CH 44	The CH 27 Corridor Study is completed. This segment of CH 27 is planned to be reconstructed to a four lane divided roadway with bike/pedestrian connections to Cleary Lake Regional Park. TIP Program Year 2021
5.	CH 14 Overpass of US 169	The soon to be completed US 169 South Frontage Study identified the need to create additional grade separated crossings of US 169. An overpass of US 169 would be the next stage of extending freeway status south of CH 78.
<b>Multiuse Trails and Bicycle Facilities</b>		
6.	CH 17 Bike/Ped Overpass of US 169	A pedestrian and bicycle overpass at County State Aid Highway (CSAH) 17 is required to complete a gap in the current trail system near the intersection with US 169. The overpass would connect the core of Shakopee and the commercial area north of US 169 with the Marschall Road Transit Station, Saint Francis Regional Medical Center and other commercial businesses.
<b>Transit Expansion</b>		
7.	Scott County Transportation Management Association (TMA)	The proposed Scott County TMA would consist of representatives from Scott County working with area Chambers of Commerce, employers, Mystic Lake Transportation, health and human service provides and other stakeholders yet to be determined. The mission would be to increase the overall accessibility of Scott County employers by leveraging and promoting existing transportation services – SmartLink, MVTA reverse commute routes, Mystic Lake Transportation, Metro Vanpools, Land to Air, etc. –as well as aiding creation and setting up of new options (fixed route, 169 transit way and Orange Line, ride sharing, van pools, volunteer drivers and programs aimed at increasing transit, and alternative forms of transportation)

**Fiscal Impact:**

The federal grant programs require a 20 percent local match for the project. Funding match obligations for several of the projects are included in the 2016-2025 Transportation Improvement Program (TIP). If the grant is secured for a currently non-funded project, the funding match obligations will be identified in the 2017 update of the County's TIP.

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

<b>Date:</b>	July 5, 2016
<b>Resolution No.:</b>	2016-130
<b>Motion by Commissioner:</b>	Beard
<b>Seconded by Commissioner:</b>	Ulrich

**RESOLUTION NO. 2016-130; AUTHORIZING SUBMITTAL OF TRANSPORTATION  
PROJECTS TO THE TRANSPORTATION ADVISORY BOARD FOR  
CONSIDERATION IN THE 2016 REGIONAL SOLICITATION PROCESS**

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under Surface Transportation Block Grant Program (STBGP), Transportation Alternatives Program (TA), and Congestions Mitigation and Air Quality (CMAQ); and

WHEREAS, funding is available in the 2017-2021 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.

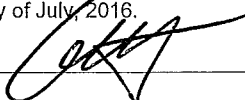
NOW, THEREFORE BE IT RESOLVED, that the Scott County Board of Commissioners hereby supports the submittal of the following projects to the Transportation Advisory Board for Consideration in 2016 Regional Solicitation Process:

1. CH21/TH13 Intersection Improvements
2. CH83 Improvements from 12<sup>th</sup> to 4<sup>th</sup> Ave
3. CH21 Improvements from Adelman St to CH87
4. CH27 Expansion from CH44 to CH 21
5. CH14 Overpass of US 169
6. CH17 Bike/Ped Overpass of US 169
7. Scott County Transportation Management Association

<b>COMMISSIONERS</b>	<b>VOTE</b>			
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
Beard	<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 5<sup>th</sup> day of July, 2016 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 5th day of July, 2016.

  
 \_\_\_\_\_  
 \_\_\_\_\_

County Administrator  
Administrator's Designee