



Application

04751 - 2016 Roadway Expansion

05229 - Scott County Highway 14 Overpass of US 169

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
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Primary Contact

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City State/Province Postal Code/Zip

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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

US 169 and CSAH 14 Grade Separation

Primary County where the Project is Located

Scott

Jurisdictional Agency (If Different than the Applicant):

The project is construction of a grade-separated interchange facility at US 169/CSAH 14 with a supporting frontage road network. The US 169/CSAH 14 intersection is currently an at-grade unsignalized intersection. This application is for a quadrant access or quadrant interchange facility and is a lower cost approach than traditional interchange designs. CSAH 14 is an A-Minor Arterial that serves as an access point to US 169 for Louisville Township.

The project addresses access & safety for the movement of heavy commercial vehicles (HCV) through the corridor. The interchange and frontage road system at CH 14 will eliminate exposure of slow moving industrial and mining vehicles to the existing full, at-grade crossing with the high speed of the US 169 mainline. The project removes direct private and public access to US 169 and creates alternate routes with safer access to US 169 for freight traffic generated from adjacent mining and industrial uses. The project facilitates movement across US 169 and allows for right-in right-out access via acceleration lanes on to US 169 to safely serve high-volume truck generators. Addition of and extension of truck deceleration (turn lanes) and acceleration lanes are part of the project layout. The addition of these lanes and elimination of full access turning movements create a safer environment for the movement of freight in and out of the project area. The overpass bridge will be constructed wide enough to accommodate a planned regional trail crossing. The separated grade facility will increase safety for crossing US 169.

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

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)

US169 and CSAH 14 grade separation

Project Length (Miles)

0.5

Project Funding

Are you applying for funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$4,702,433.00

Match Amount \$1,175,608.00

Minimum of 20% of project total

Project Total \$5,878,041.00

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

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.

Project Information: Roadway Projects

County, City, or Lead Agency Scott County

Functional Class of Road Non Freeway Principal Arterial

Road System TH

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

Road/Route No. 169

i.e., 53 for CSAH 53

Name of Road Johnson Memorial Highway

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55379

(Approximate) Begin Construction Date 05/29/2020

(Approximate) End Construction Date 06/30/2021

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

From:
(Intersection or Address)

To:
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

CSAH 14

Primary Types of Work

GRADE, AGG BASE, BIT BASE, BIT SURF, CURB AND GUTTER, STORM SEWER, BIKE PATH, PED RAMPS, BRIDGE

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.:

TBD

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

Cost

Mobilization (approx. 5% of total cost)	\$279,900.00
Removals (approx. 5% of total cost)	\$31,200.00
Roadway (grading, borrow, etc.)	\$1,043,800.00
Roadway (aggregates and paving)	\$1,163,442.00
Subgrade Correction (muck)	\$311,700.00
Storm Sewer	\$180,000.00
Ponds	\$180,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$36,000.00
Striping	\$30,000.00
Signing	\$30,000.00
Lighting	\$20,000.00
Turf - Erosion & Landscaping	\$120,000.00
Bridge	\$2,178,000.00
Retaining Walls	\$0.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$50,000.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00

Roadway Contingencies	\$163,000.00
Other Roadway Elements	\$0.00
Totals	\$5,817,042.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$61,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$61,000.00

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
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

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	\$5,878,042.00
Construction Cost Total	\$5,878,042.00
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.

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

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

Strategies C9 (Page 2.32), C10 (Page 2.32-2.33),
C19 (Page 2.37)

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.

Scott County 2016-2025 Transportation Improvement Program (part of County's CIP). Listed in program year 2016 on page 43 of CIP. Project # CTP 169-09 is related to frontage road development in project area.

Scott County 2030 Comprehensive Plan Amendment, October 25, 2011. TH 169 Frontage Road Alignment Study, Page 15 ? 16 of amendment.

TH 169 Frontage Road Alignment Study, Louisville Township. Prepared by Bolton & Menk, Inc. (2010). Full study is applicable to project; specifically project alignment figure is on Page 11.

Transportation Tax Implementation Plan, Page 4 on list of projects

List the applicable documents and pages:

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

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.

Requirements - Roadways Including Multimodal Elements

Expander/Augmentor/Non-Freeway Principal Arterial

Select one: Non-Freeway Principal Arterial
Area 2.185
Project Length 0.505
Average Distance 4.3267
Upload Map 1468534965031_US169_Roadway_Area_Def_Map.pdf

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

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

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

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

Existing Employment within 1 Mile:	397
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	172
Existing Students:	0
Upload Map	1468535008953_US169_Regional_Economy_Map.pdf

Measure C: Current Heavy Commercial Traffic

Location:	TH 169 north of CSAH 14
Current daily heavy commercial traffic volume:	3966
Date heavy commercial count taken:	June 2016

Measure D: Freight Elements

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

US 169 is a high priority interregional corridor serving as a key freight connection between Southern MN, Savage Ports & Twin Cities. The project addresses access control for the movement of heavy commercial vehicles (HCV) through the corridor. 13-16 percent of the daily traffic through the corridor is HCV. The overpass and frontage road system at CH 14 will eliminate exposure of slow moving industrial vehicles to the at-grade crossing with the US 169 mainline. The project removes direct access to US 169 and creates alternate routes with safer access to US 169 for freight traffic generated from adjacent mining and industrial uses. The project facilitates movement across US 169 and allows for right-in right-out access via acceleration lanes on to US 169 to safely serve high-volume truck generators. Addition of and extension of truck deceleration (turn lanes) and acceleration lanes are part of the project layout. The addition of these lanes and elimination of full access turning movements create a safer environment for the movement of freight in and out of the project area. A grade-separated interchange at CH 14/145th Street is important because construction of the interchange at US 169/TH 41 will decrease gaps for turning movements onto US 169 at CH 14 and 145th Street. Decreased gaps in through traffic on US 169 will make it difficult for slow moving freight to enter US 169.

Measure A: Current Daily Person Throughput

Location	TH 169 south of CSAH 14
Current AADT Volume	28500
Existing Transit Routes on the Project	N/A
<i>For New Roadways only, list transit routes that will be moved to the new roadway</i>	
Upload Transit Map	1468535199703_US169_Transit_Connections_Map.pdf

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	37050.0

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

45000

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:

Yes

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

The TH 169 and TH 14 interchange project is located in an area above the regional average for race or poverty. In Louisville Township, 11.1 percent of the population is nonwhite with 8.9 percent Hispanic or Latino (2010 U.S. Census). Approximately 15.2 percent of the population is below the poverty level according to the Poverty Status for Individuals computation from the U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimate. Additionally, 9.6 percent of the population is over the age of 65.

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

The project will include a pedestrian crossing of TH 169. This grade separated pedestrian crossing of TH 169 is safer for non-auto users such as bicyclists and pedestrians compared to the existing at grade, high speed uncontrolled condition. The overpass bridge will be constructed wide enough on one side to accommodate a planned regional trail crossing which will make a connection to the US Fish and Wildlife Service Louisville Swamp and, eventually, across the Minnesota River connecting into the regional trail system in the City of Carver. This grade separation will provide an opportunity to co-locate the planned Minnesota Valley regional trail on the bridge. The grade separation also allows for a safer vehicle crossing of TH 169 for residents or the local dial-a-ride transit service. Intercity bus service is provided in this area by Land to Air. All pedestrian facilities will be upgraded to current ADA standards to improve access for populations with disabilities.

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

Upload Map

1468535399390_US169_Socio-Economic_Cond_Map.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Louisville Township	0.505

Total Project Length

Total Project Length (Total Population) 0.5

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) 0.505
Total Housing Score 0

Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1968.0	0.5	984.0	1968.0
	1	984	1968

Average Construction Year

Weighted Year 1968.0

Total Segment Length (Miles)

Total Segment Length 0.5

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:	Synchro or HCM Reports
1.0	0	1.0	2107.0	2107.0		14685356133 43_US169-14 PM Synchro Report.pdf

Total Delay

Total Peak Hour Delay Reduced 2107.0

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):
4.44	4.3	0.14	2107.0	294.98
4	4		2107	295

Total

Total Emissions Reduced: 294.98

Upload Synchro Report 1468535682281_US169-14 PM 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)

Measure A: Benefit of Crash Reduction

Crash Modification Factor Used: 0.29

(Limit 700 Characters; approximately 100 words)

CMF ID 2219 - Install raised median

Rationale for Crash Modification Selected:

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

CMF = 0.29

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio: 1.58

Worksheet Attachment 1468600454640_169-14 FINAL cost benefit.xls

Roadway projects that include railroad grade-separation elements:

Current AADT volume: 0

Average daily trains: 0

Crash Risk Exposure eliminated: 0

Measure A: Multimodal Elements and Existing Connections

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

This project provides major safety improvements for the crossing of US 169 via an interchange overpass facility at CH 14. The overpass segment of the project will enable bicyclists and pedestrians to use a grade-separated facility to cross US 169. The closest grade-separated facilities are a planned interchange 2.3 miles north at TH 41, to be constructed in 2017, and 4.6 miles to the south at TH 21, in Jordan. The overpass bridge will be constructed wide enough on one side to accommodate a planned regional trail crossing which will make a connection to the USFWS Louisville Swamp and, eventually, across the Minnesota River connecting into the Minnesota Valley Recreational Area including the Louisville Swamp and the City of Carver. This grade separation will provide an opportunity to co-locate the planned Minnesota Valley regional trail on the bridge. The grade separation will also allow snowmobiles to safely cross TH 169 to access trails on both sides of TH 169. Today snowmobiles pick a gap to cross TH 169. This causes conflicts as motorists usually are on their brakes in icy conditions when they see snowmobiles unexpectedly cross TH 169 in front of them. Shoulders will also be included as part of the project, which will increase the walkability of the area. Pedestrian facilities will be upgraded to current ADA standards. Fixed route transit service is not present in the project area, but Dial-A-Ride transit service, Land to Air for intercity bus service, and school buses would all benefit from the grade separation. Land to Air or another provider is likely to expand public intercity bus service from Mankato to Shakopee in the near future. The project is a key safety improvement for all corridor users because it reduces the high volume of peak hour left turn movements.

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

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 01/31/2019

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/archeological review under way; determination of adverse effect anticipated

40%

Unsure if there are any historic/archeological 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 Yes

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

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

01/15/2020

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

100%

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

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

50%

Construction plans have not been started Yes

0%

Anticipated date or date of completion 11/15/2019

10)Letting

Anticipated Letting Date 04/15/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$5,878,042.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$5,878,042.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
Scott County - Revised Synchro Report for US 169-CSAH 14 Roadway Expansion App.pdf	Revised Synchro for scoring	198 KB
Scott County Resolution 2016-130.pdf	Local Match Resolution	258 KB
Scott County US169-14 PM Synchro Report-Revised.pdf	Revised Synchro for scoring	50 KB
US 169-CSAH 14 Layout.pdf	Project Layout	607 KB
US 169-CSAH 14 Louisville Township Letter of Support.pdf	Louisville Township Letter of Support	243 KB
US 169-CSAH 14 Streetview.pdf	Project Streetview	234 KB
US169 at CSAH14 Completion letter.pdf	MnDOT Interchange Review Comm Letter	28 KB
US169_CSAH 14 Overpass MnDOT letter of support_071116.pdf	Letter from Agency with Jurisdiction	105 KB

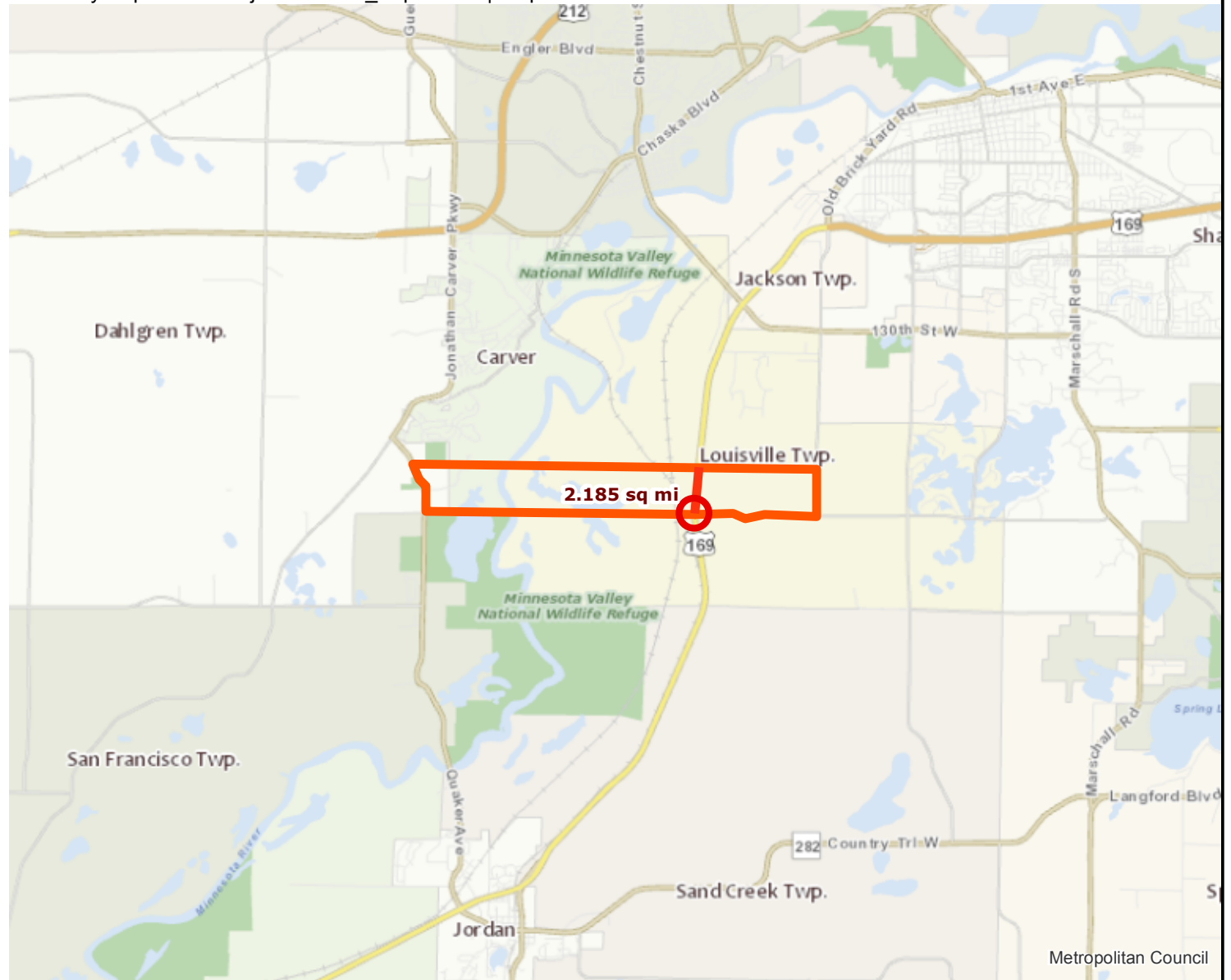
Roadway Area Definition

Roadway Expansion Project: US169_Expansion | Map ID: 1467054015610

Results

Project Length: 0.505 miles

Project Area: 2.185 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/gis/sitenew/notice.aspx>



Regional Economy

Roadway Expansion Project: US169_Expansion | Map ID: 1467054015610

Results

WITHIN ONE MI of project:

Totals by City:

Louisville Twp.

Population: 765

Employment: 397

Mfg and Dist Employment: 172

Postsecondary Students:

0



Project Points



Project Area



Project



Created: 6/27/2016
LandscapeRSA5



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 Points  Project Area
 Project



Created: 6/27/2016
LandscapeRSA3



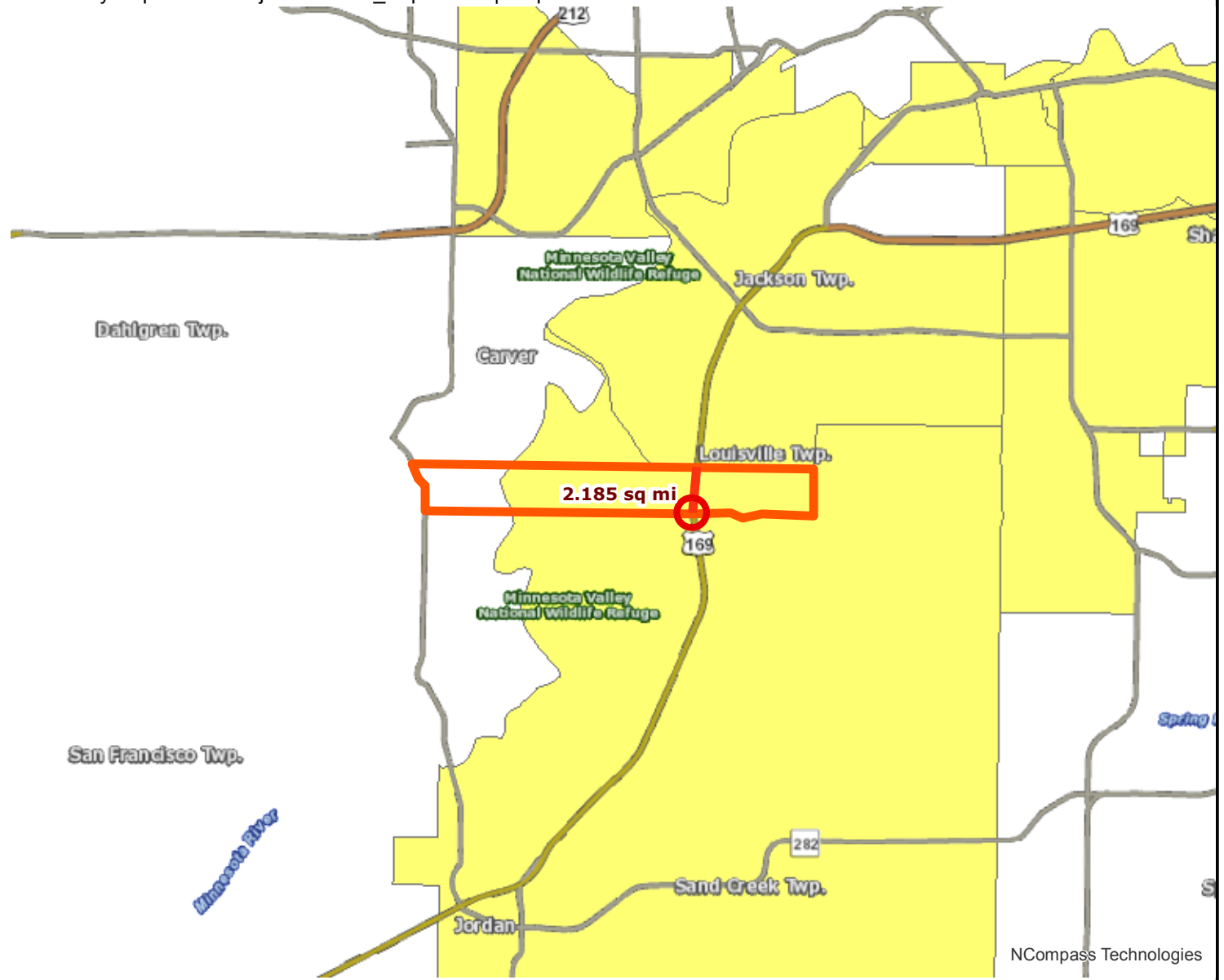
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



NCompass Technologies

Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 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



Created: 6/27/2016
LandscapeRSA2



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

NCompass Technologies



Existing Conditions

6/23/2016

122: US 169 & 145th

Direction	All
Future Volume (vph)	2076
Total Delay / Veh (s/v)	0
CO Emissions (kg)	3.21
NOx Emissions (kg)	0.63
VOC Emissions (kg)	0.74

124: US 169 & CR 14

Direction	All
Future Volume (vph)	2137
Total Delay / Veh (s/v)	1
CO Emissions (kg)	3.01
NOx Emissions (kg)	0.59
VOC Emissions (kg)	0.70

122: US 169 & 145th

Direction	All
Future Volume (vph)	2119
Total Delay / Veh (s/v)	0
CO Emissions (kg)	3.24
NOx Emissions (kg)	0.63
VOC Emissions (kg)	0.75

124: US 169 & CR 14

Direction	All
Future Volume (vph)	2130
Total Delay / Veh (s/v)	0
CO Emissions (kg)	2.80
NOx Emissions (kg)	0.54
VOC Emissions (kg)	0.65

Existing Conditions

6/23/2016

122: US 169 & 145th

Direction	All
Future Volume (vph)	2076
Total Delay / Veh (s/v)	0
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Direction	All
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124: US 169 & CR 14

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Future Volume (vph)	2130
Total Delay / Veh (s/v)	0
CO Emissions (kg)	2.80
NOx Emissions (kg)	0.54
VOC Emissions (kg)	0.65

From: [Stenson, Angie](#)
To: [Koutsoukos, Elaine](#)
Cc: [Lisa Freese](#); [Miner, Kate](#); [Craig Jenson](#)
Subject: Revised Synchro Report for US 169-CSAH 14 Roadway Expansion App
Date: Monday, July 18, 2016 3:23:53 PM
Attachments: [image001.png](#)
[image002.png](#)
[US169-14 PM Synchro Report-Revised.pdf](#)

Hi Elaine,

Attached is the revised Synchro report document for Scott County application on US 169-CSAH 14 under the Roadway Expansion category. Page 2 was inserted into the report to show existing conditions once the programmed interchange at US 169 and TH 41 is constructed. The interchange project is currently in the TIP and STIP as project #070-596-013. The expected construction of the US 169-TH 41 interchange is 2018.

The new Synchro analysis better reflects the existing conditions at the time of potential funding availability. The US169-TH 41 interchange project is located approximately 2 miles north of the project area at US 169-CSAH 14 and converts an at-grade signalized intersection to an interchange. It is forecasted that gaps on US 169 at CSAH 14 will be shortened, creating difficult conditions for turning movements for heavy commercial vehicles. For example, by 2040, turning movement delay from CSAH 14 onto US 169 is forecasted for the peak period between 5.5 minutes up to 41.9 minutes. The attached Synchro report, including existing conditions once the interchange at US 169 and TH 41 is constructed, better reflects the delay reduction accomplished by the proposed project.

Thank you for your consideration of the attached revised Synchro report for the US 169-CSAH 14 application under the Roadway Expansion category. Please enter the numbers from page 2 of the revised report for the Vehicle Delay Reduction and Total Emissions Reduction sections of the application.

Angie Stenson, AICP • Principal Planner - Transportation

Scott County Community Services Division • Highway Department
600 Country Trail East • Jordan, MN 55352
Phone: 952-496-8839 • Email: astenson@co.scott.mn.us

Existing Conditions

6/23/2016

122: US 169 & 145th

Direction	All
Future Volume (vph)	2076
Total Delay / Veh (s/v)	0
CO Emissions (kg)	3.21
NOx Emissions (kg)	0.63
VOC Emissions (kg)	0.74

124: US 169 & CR 14

Direction	All
Future Volume (vph)	2137
Total Delay / Veh (s/v)	1
CO Emissions (kg)	3.01
NOx Emissions (kg)	0.59
VOC Emissions (kg)	0.70

SimTraffic Performance Report
Baseline

7/18/2016

122: US 169 & 145th Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	1.2	0.0	0.0	0.0
Total Del/Veh (s)	40.4	29.2	1.7	4.9	3.9
HC Emissions (g)	0	0	427	697	1124
CO Emissions (g)	6	6	10221	16189	26421
NOx Emissions (g)	1	1	1443	2695	4139
Vehicles Entered	5	9	847	1380	2241

124: US 169 & CR 14 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	2.6	0.2	0.2	0.0	0.1
Total Del/Veh (s)	45.4	43.2	1.8	4.1	4.5
HC Emissions (g)	0	24	598	456	1079
CO Emissions (g)	3	861	14979	10995	26838
NOx Emissions (g)	0	100	1989	1758	3847
Vehicles Entered	4	66	877	1370	2317

Total Zone Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	326.9
HC Emissions (g)	2203
CO Emissions (g)	53258
NOx Emissions (g)	7987
Vehicles Entered	966

Proposed

122: US 169 & 145th

Direction	All
Future Volume (vph)	2119
Total Delay / Veh (s/v)	0
CO Emissions (kg)	3.24
NOx Emissions (kg)	0.63
VOC Emissions (kg)	0.75

124: US 169 & CR 14

Direction	All
Future Volume (vph)	2130
Total Delay / Veh (s/v)	0
CO Emissions (kg)	2.80
NOx Emissions (kg)	0.54
VOC Emissions (kg)	0.65

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

ORIGINATING DIVISION:	Community Services	CONSENT AGENDA:	☑ Yes ☐ No
ORIGINATING DEPARTMENT:	Physical Development		
PRESENTER:	Lisa Freese - 8363 Program Director	ATTACHMENTS:	☑ Yes ☐ No
PROJECT:	Regional Solicitation Grant Applications	TIME REQUESTED:	N/A
ACTION REQUESTED:	Adopt Resolution No. 2016-130; Authorizing Submittal of Transportation Projects to the Transportation Advisory Board (TAB) for Consideration in the 2016 Regional Solicitation Process		
CONTRACT/POLICY/GRANT:	<input type="checkbox"/> County Attorney Review <input type="checkbox"/> Risk Management Review	FISCAL:	<input checked="" type="checkbox"/> Finance Review <input type="checkbox"/> Budget Change
ORGANIZATIONAL VALUES:	<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		
DEPARTMENT/DIVISION HEAD SIGNATURE:		COUNTY ADMINISTRATOR SIGNATURE:	
			
Approved:	MB JU says	DISTRIBUTION/FILING INSTRUCTIONS:	
Denied:		Community Services, Tony Winiecki Community Services, Lisa Freese	
Tabled:			
Other:			
Deputy Clerk :			
Date:	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,

Roadway Reconstruction/Modernization		
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 th to 4 th 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 th 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 th street/Credit River Road, add medians, and turn lanes, and replace deteriorated pavement on this segment of the corridor. TIP Program year 2018.
Roadway Expansion		
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.
Multiuse Trails and Bicycle Facilities		
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.
Transit Expansion		
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**

Date:	July 5, 2016
Resolution No.:	2016-130
Motion by Commissioner:	Beard
Seconded by Commissioner:	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.

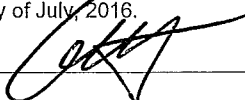
NOW, THEREFORE BE IT RESOLVED, that the Scott County Board of Commissioners hereby supports the submittal of the following projects to the Transportation Advisory Board for Consideration in 2016 Regional Solicitation Process:

1. CH21/TH13 Intersection Improvements
2. CH83 Improvements from 12th to 4th 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

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
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 5th 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

Existing Conditions

6/23/2016

122: US 169 & 145th

Direction	All
Future Volume (vph)	2076
Total Delay / Veh (s/v)	0
CO Emissions (kg)	3.21
NOx Emissions (kg)	0.63
VOC Emissions (kg)	0.74

124: US 169 & CR 14

Direction	All
Future Volume (vph)	2137
Total Delay / Veh (s/v)	1
CO Emissions (kg)	3.01
NOx Emissions (kg)	0.59
VOC Emissions (kg)	0.70

SimTraffic Performance Report
Baseline

7/18/2016

122: US 169 & 145th Performance by approach

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Denied Del/Veh (s)	0.1	1.2	0.0	0.0	0.0
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124: US 169 & CR 14 Performance by approach

Approach	EB	WB	NB	SB	All
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Proposed

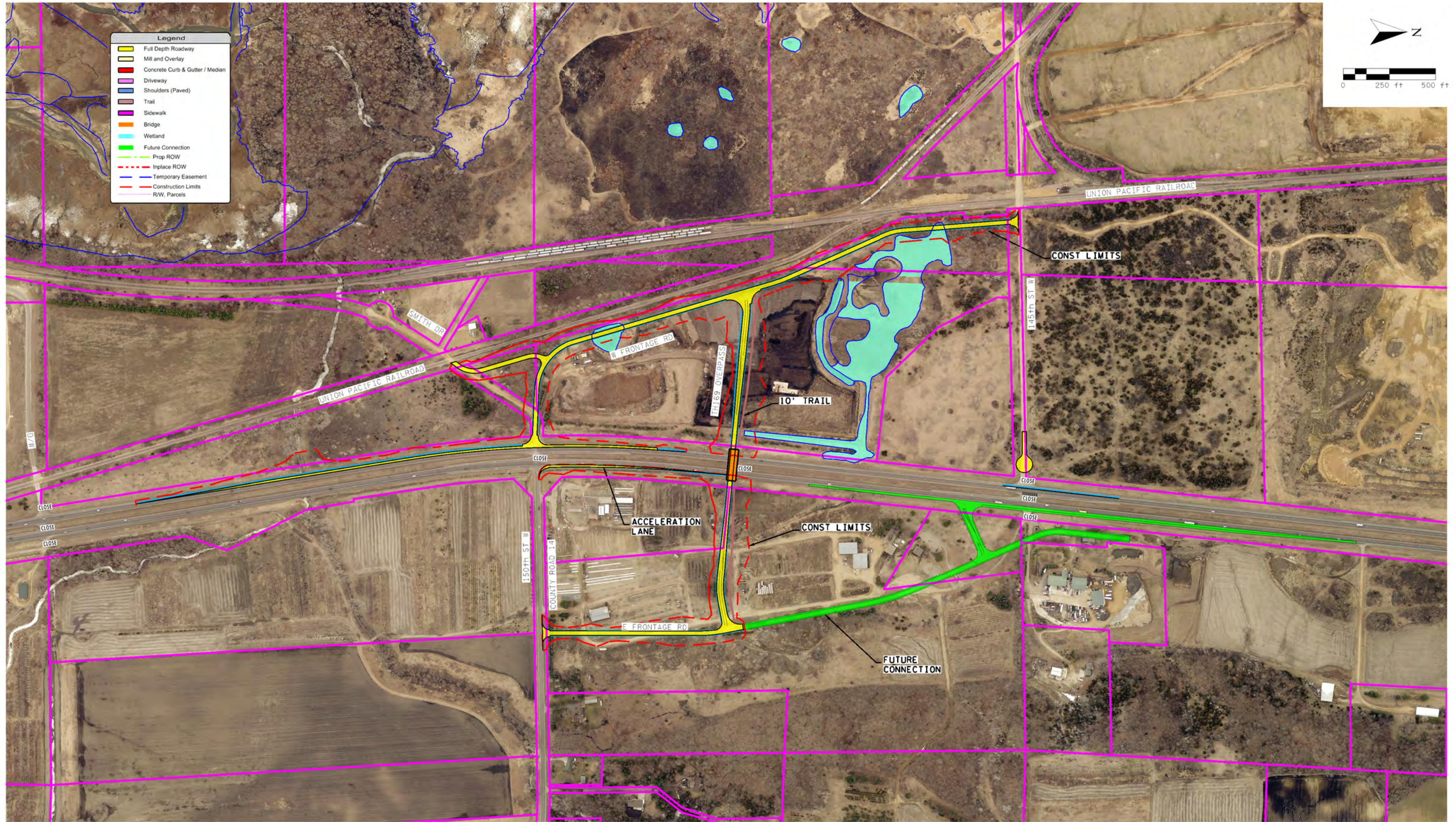
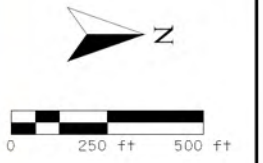
122: US 169 & 145th

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VOC Emissions (kg)	0.75

124: US 169 & CR 14

Direction	All
Future Volume (vph)	2130
Total Delay / Veh (s/v)	0
CO Emissions (kg)	2.80
NOx Emissions (kg)	0.54
VOC Emissions (kg)	0.65

- Legend**
- Full Depth Roadway
 - Mill and Overlay
 - Concrete Curb & Gutter / Median
 - Driveway
 - Shoulders (Paved)
 - Trail
 - Sidewalk
 - Bridge
 - Wetland
 - Future Connection
 - Prop ROW
 - Inplace ROW
 - Temporary Easement
 - Construction Limits
 - RW, Parcels



Date: 7/13/2016
 File: K:\0322-00\Cad\Exhibits\22x34 TH169 Overpass Plan.dgn

Louisville Township

Cheryl Doucette, Township Clerk

(952) 445-8715

town_clerk@hotmail.com

July 14, 2016

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

Re: CSAH14 Overpass of US 169


Dear Ms. Freese:

Louisville Township is pleased to support the 2016 Federal Regional Solicitation application for the Scott County State Aid Highway (CSAH) 14 overpass of US 169, under the Roadway Expansion category.

US 169 is a Principal Arterial on an interregional corridor that serves a key freight connection between Southern Minnesota including Mankato to the Twin Cities, including the Ports of Savage.

The proposed overpass is endorsed by Louisville Township and we are supportive of the Regional Solicitation application.

Sincerely,


John Weckman
Louisville Township Supervisor


Cheryl Doucette
Louisville Township Clerk



Google Street View screen shot: US 169 at CSAH 14 facing south in southbound lane



Google Street View screen shot: US 169 at CSAH 14 facing south in northbound lane



Minnesota Department of Transportation
Metropolitan District
Waters Edge Building
1500 County Road B2 West
Roseville, MN 55113

July 14, 2016

Lisa Freese
Scott County Public Works
600 County Trail East
Jordan MN, 55352

Dear Ms. Freese,

This letter is to serve as your notification that the Interchange Review Committee has determined that the proposed overpass with limited access to US169 at CSAH14 is consistent with the qualifying criteria found in Appendix F of the Council's Transportation Policy Plan and no additional documentation is necessary.

It is MnDOT's understanding that between the US169/MN41 interchange and the US169/CSAH 14 overpass project that the ultimate vision is to close all access between the two interchanges.

As the project layout and design progresses, please continue to work with MnDOT, FHWA and Met Council to assure the technical and design criteria of Appendix F continue to be met and that appropriate steps are taken to complete the Metropolitan Council's Controlled Access Approval (Contact Steve Peterson 651-602-1819) when needed.

We appreciate your efforts to work with the Interchange Review Committee in our effort to understand this project.

If you have any questions concerning this letter, please contact me at (651) 234-7784.
Sincerely,

A handwritten signature in black ink, appearing to read "KScheffing".

Karen Scheffing
Principal Planner

CC:
Lynne Bly, MnDOT
Tony Fischer, MnDOT
Jon Solberg, MnDOT
Diane Langenbach, MnDOT
Cyrus Knutson, MnDOT
Steve Peterson, Met Council
Angie Stenson, Scott County



Minnesota Department of Transportation

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

July 11, 2016

Lisa Freese,
Transportation Program Director
Scott County Highways
Physical Development
600 Country Trail East
Jordan, MN 55352-9339

RE: Regional Solicitation Application for CSAH 14 Overpass of US 169

Dear Ms. Freese:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council/Transportation Advisory Board (TAB) 2016 Regional Solicitation. Your application for the CSAH 14 Overpass of US 169 project impacts MnDOT right of way on US 169.

MnDOT, as the agency with jurisdiction over US 169, would allow the improvements included in the application for CSAH 14 Overpass of US 169. Details of a future maintenance agreement with the County would be determined during project development to define how the improvements will be maintained for the project's useful life.

This project has no funding from MnDOT. In addition, the Metro District currently has no discretionary funding in year 2020 of the State Transportation Improvement Program (STIP) or year 2021 of the Capital Highway Investment Plan (CHIP) to assist with construction or assist with MnDOT services such as the design or construction engineering of the project. Please continue to work with MnDOT Area staff to assist in identifying additional project funding if needed.

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

