Application

04774 - 2016 Roadway Modernization

05344 - CSAH 86 Reconstruction

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	07/15/2016 8:45 AM

Primary Contact

Name:*	Mr.	Jacob	Richard	Rezac
	Salutation	First Name	Middle Name	Last Name
Title:	Project Manager			
Department:				
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	14955 Galaxie Ave.			
*	Apple Valley	Minnesota	55124	
	City	State/Province	Postal Code/Zip	
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	Phone		Ext.	
Fax:				
What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements			

Organization Information

Name:	DAKOTA COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: TRANSPORTATION DEPT

14955 GALAXIE AVE

*	APPLE VALLEY	Minnesota	55124
	City	State/Province	Postal Code/Zip

County: Dakota

Phone:* 952-891-7100 Ext.

Fax:

PeopleSoft Vendor Number 0000002621A15

Project Information

Project Name CSAH 86 from CSAH 23 to TH 3 in Dakota County

Primary County where the Project is Located Dakota

Jurisdictional Agency (If Different than the Applicant):

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

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

Reconstruction of CSAH 86 (280th Street A-Minor Arterial) from the west CSAH 23 (Galaxie Ave)/CSAH 86 intersection to TH 3 (Chippendale Ave) in Eureka, Castle Rock, Greenvale & Waterford Townships. This project will address roadway safety concerns and geometric deficiencies by: reducing the number & severity of run off roadway type crashes with the addition of an 8' bituminous shoulder; provide increased safety for pedestrians/bicyclists; and adding turn lanes at intersections to improve roadway operations/safety through the area. This east/west A-Minor Arterial route begins at the western edge of Scott County connecting the growing communities of New Prague, Elko/New Market to the rural township areas of eastern Dakota County. This route is approximately 46 miles in length from TH 169 to TH 52 in Dakota County.

The specific improvements proposed as part of this project fit well with the overall transportation system in the area. These improvements include reconstructing the existing 2-lane roadway, adding 8' bituminous shoulders, flattening out side slopes/ditches, adding turn lanes at major intersections and by-pass lanes at "T" intersections from CSAH 23 to TH 3 in Dakota County. This project includes intersection modification to address safety. Aligning, consolidating and removing access along the corridor will increase safety along the corridor.

The County will coordinate the roadway project with the railroad to explore the replacement of the existing railroad bridge in Castle Rock Township. The in-place railroad bridge is functionally obsolete and replacement would benefit the traveling public. CSAH 86 is a cross county route that is used by the freight industry as a parallel northerly route to TH 19 in Rice & Goodhue Counties.

TIP Description Guidance (will be used in TIP if the project is selected for funding)	CSAH 86, CSAH 23 TO TH 3, RECONSTRUCT AND WIDEN SHOULDERS
Project Length (Miles)	3.5

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	$4,200,000.00
Match Amount	$1,050,000.00

Minimum of 20% of project total

Project Total	$5,250,000.00
Match Percentage	20.0%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds	Dakota 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:

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$200,000.00
Removals (approx. 5% of total cost)	$200,000.00
Roadway (grading, borrow, etc.)	$1,700,000.00
Roadway (aggregates and paving)	$2,550,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$100,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$25,000.00
Striping	$30,000.00

Signing	$40,000.00
Lighting	$5,000.00
Turf - Erosion & Landscaping	$150,000.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (do not include in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$150,000.00
Roadway Contingencies	$0.00
Other Roadway Elements	$0.00
Totals	**$5,150,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$100,000.00
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	**$100,000.00**

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
Substotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$5,250,000.00
Construction Cost Total	$5,250,000.00
Transit Operating Cost Total	$0.00

Requirements - All Projects

All Projects

1.The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 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:

This project serves as investment to preserve and maintain the regional transportation system in a state of good repair (page 2.6), allows for a safer, more secure roadway by implementing measures to reduce crashes, particularly run-off-the-road (page 2.7), and will allow for more multi-modal use as the County intends to provide wider shoulders on CSAH 86 and has partnered with railroad companies to provide an improved railroad crossing of the highway (page 2.11)

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:

This project is included in Dakota County's 2016-2020 Transportation Capital Improvement Plan.

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 MnDOTs 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

Project Information-Roadways

County, City, or Lead Agency	Dakota County
Functional Class of Road	A-Minor Arterial Connector
Road System *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*	CSAH
Road/Route No. *i.e., 53 for CSAH 53*	86
Name of Road *Example; 1st ST., MAIN AVE*	280th Street
Zip Code where Majority of Work is Being Performed	55010
(Approximate) Begin Construction Date	04/01/2020
(Approximate) End Construction Date	10/31/2020

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

From: **(Intersection or Address)**	Western intersection with CSAH 23 (Galaxie Ave)
To: **(Intersection or Address)** *DO NOT INCLUDE LEGAL DESCRIPTION*	Trunk Highway 3
Or At	
Primary Types of Work *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.*	Grading, aggregate base, bituminous base, bituminous surface, bituminous shoulders

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	
Structure is Over/Under **(Bridge or culvert name):**	

Expander/Augmentor/Connector/Non-Freeway Principal Arterial

Select one:	
Area	39.12
Project Length	3.491
Average Distance	11.206
Upload Map	1468519728703_CSAH 86 Roadway Def..pdf

Reliever: Relieves a Principal Arterial that is a Freeway Facility

Facility being relieved

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

Reliever: Relieves a Principal 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:	73
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	9
Existing Students:	0
Upload Map	1467919078860_CSAH 86 Regional.pdf

Measure C: Current Heavy Commercial Traffic

Location:	Along CSAH 86, from CSAH 23 to TH 3
Current daily heavy commercial traffic volume:	1267
Date heavy commercial count taken:	10/27/2014

Measure D: Freight Elements

Response (Limit 1,400 characters; approximately 200 words)	The project will upgrade CSAH 86 to a 10-ton roadway and will add paved shoulders. In addition, the County has worked with Progressive Rail to accommodate improvements at an at-grade railroad crossing.

Measure A: Current Daily Person Throughput

Location	CSAH 86
Current AADT Volume	6700
Existing Transit Routes on the Project	N/A
For New Roadways only, list transit routes that will be moved to the new roadway	
Upload Transit Map	

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	8710.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	
If checked, METC Staff will provide Forecast (2040) ADT volume	0
OR	
Identify the approved county or city travel demand model to determine forecast (2040) ADT volume	Projection of Metropolitan Council 2030 model to 2040
Forecast (2040) ADT volume	12000

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
Response (Limit 2,800 characters; approximately 400 words)	The CSAH 86 project is located in southern townships of Dakota County. The Draft 2040 TPP (p.133) references that rural areas will invest in highways and streets that are flexible for a variety of uses and connect them with Rural Centers and the urban and suburban areas with the Urban Service Area. The emphasis will be on strengthening safe connections and less on large-scale transportation capacity. CSAH 86 connects to major north/south roadways (CH 23, CH 47, TH 3, TH 56, TH 52) that connect to the Urban Service Area. This project is in an area of that includes children, people with disabilities and the elderly; although not in concentrations recognized by Met Council. The CSAH 86 project will provide an 8 ft paved shoulder for ped/bike/wheelchair use along with 10-ton roadway designed for motorized traffic. Safety will be improved with the addition of turn lanes, pavement markings, rumble stripes, intersection lighting and removal of hazards in roadway clear zone.

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

Upload Map 1467992409926_CSAH 86 Socio-Econ.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Greenvale Township	1.2
Eureka Township	0.5
Castle Rock Township	0.5
Waterford Township	1.3
	4

Total Project Length

Total Project Length (Total Population) 3.5

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) 3.5

Total Housing Score 0

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1947	3.5	6814.5	1947.0
	4	**6815**	**1947**

Average Construction Year

Weighted Year	1947

Total Segment Length (Miles)

Total Segment Length	3.5

Measure B: Geometric, Structural, or Infrastructure Improvements

Improving a non-10-ton roadway to a 10-ton roadway:	Yes
Response (Limit 700 characters; approximately 100 words)	The project will upgrade CSAH 86 to a 10-ton roadway.
Improved clear zones or sight lines:	Yes
Response (Limit 700 characters; approximately 100 words)	The project will add 8 ft paved shoulders and re-grade existing ditches to both reduce clear zone distances and address any features in the clear zone. Side slopes/ditches will be flattened, trees and other fixed objects will be removed or addressed, and roadside hardware improvements will be made where needed.
Improved roadway geometrics:	Yes
Response (Limit 700 characters; approximately 100 words)	The project will add 8 ft bituminous shoulders to improve safety for pedestrian/bicyclist/disabled. Turn lanes will be added at major intersections & bypass lanes will be added at T-intersections.
Access management enhancements:	Yes
Response (Limit 700 characters; approximately 100 words)	Accesses will be removed, consolidated, or realigned along the CSAH 86 roadway.
Vertical/horizontal alignments improvements:	Yes
Response (Limit 700 characters; approximately 100 words)	Vertical alignment will be improved to increase sight distance for motorized/non-motorized roadway users.
Improved stormwater mitigation:	Yes

Response (Limit 700 characters; approximately 100 words)	The project involves the addition of impervious surface area. Stormwater mitigation measures will be implemented to provide treatment and improve water quality along the corridor. Best Managemment Practices such as bioretention cells, permeable ditch blocks & bioswale ditch bottoms will also be implemented.
Signals/lighting upgrades:	
Response (Limit 700 characters; approximately 100 words)	Lighting will be provided at major intersections. Highway signage and pavement markings will be upgraded. New pavement markings will be provided at existing at grade railroad crossings.
Other Improvements	No
Response (Limit 700 characters; approximately 100 words)	Existing metal culverts (1947), guardrail, and signage will be replaced. Recommendations from Dakota County Roadway Safety Plan will also be included(MnDOT approved, see p.10, segment ID 86.02 Center Line Rumble Strip & Rumble Stripe reduce injury/roadway departure crashes).

Measure A: Congestion Reduction/Air Quality

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:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
0	0	0		0		CSAH 86-SynchroHCM.pdf

Total Delay

Total Peak Hour Delay Reduced	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):
0	0		0	0

Total

Total Emissions Reduced:	0
Upload Synchro Report	1467988566782_Synchro justification.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	1467992255696_Synchro justification.docx

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)	

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

100%

Layout or Preliminary Plan started Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 08/31/2017

3)Environmental Documentation (5 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75% date submitted

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

50%

Document not started Yes

0%

Anticipated date or date of completion/approval 12/01/2017

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

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 Yes

0%

Anticipated date or date of completion of historic/archeological review: 10/01/2017

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

25%

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

0%

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

0%

Anticipated date or date of acquisition 12/14/2018

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project

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 Yes

40%

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

0%

Anticipated date or date of executed Agreement 12/14/2018

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

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	01/15/2019

10)Letting

Anticipated Letting Date	01/15/2020

Measure A: Roadway Projects that do not Include Railroad Grade-Separation Elements

Crash Modification Factor Used:	5409.0
Rationale for Crash Modification Selected:	Crash modification factors selected for this project, based on ID number, were 5409, 5650, 3445, and 3352. Paved shoulders are being added throughout the project and apply to all crashes. The project will also involve the addition of rumble strips, both on the shoulder and centerline. The audible nature of these has been proven to reduce the potential for head on, sideswipe, and run off the road crashes that have occurred on this corridor. The addition of turn lanes will reduce the risk of rear end crashes involving stationary vehicles.
(Limit 1400 Characters; approximately 200 words)	
Project Benefit ($) from B/C Ratio	$0.08
Worksheet Attachment	1468532409640_benefit-cost-worksheet-CSAH 86-aug2015.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)	The CSAH 86 project is located in southern townships of Dakota County. The Draft 2040 TPP (p.133) references that rural areas will invest in highways and streets that are flexible for a variety of uses and connect them with Rural Centers and the urban and suburban areas with the Urban Service Area. The emphasis will be on strengthening safe connections and less on large-scale transportation capacity. CSAH 86 connects to major north/south roadways (CH 23, CH 47, TH 3, TH 56, TH 52) that connect to the Urban Service Area. This project is in an area of that includes children, people with disabilities and the elderly; although not in concentrations recognized by Met Council. The CSAH 86 project will provide an 8 paved shoulder for ped/bike/wheelchair use along with 10-ton roadway designed for motorized traffic. Safety will be improved with the addition of turn lanes, pavement markings, rumble stripes, intersection lighting and removal of hazards in roadway clear zone.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$5,250,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$5,250,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
86TruckCount-23to3.pdf	Truck/Heavy Commercial Count Documentation	272 KB
CSAH 86 - Project Location Map.pdf	Project Location Map	187 KB
CSAH 86 CMF.pdf	CSAH 86 CMF's	166 KB
CSAH 86 From CSAH 23 to TH 3 (2013 - 2015) .xls	CSAH 86 Crash Data	144 KB
CSAH 86-280th St MnDOT letter of support.pdf	Letter of Support	108 KB
Dakota County Resolution June 21 2016.pdf	Dakota County Resolution	178 KB
DC-TranPlan.pdf	Dak Co Tran Plan 10 Ton	1.7 MB
MnDOT-SafetyPlan86.pdf	MnDOT Safety Plan - Reference	266 KB
Resolution.pdf	Local match resolution	80 KB

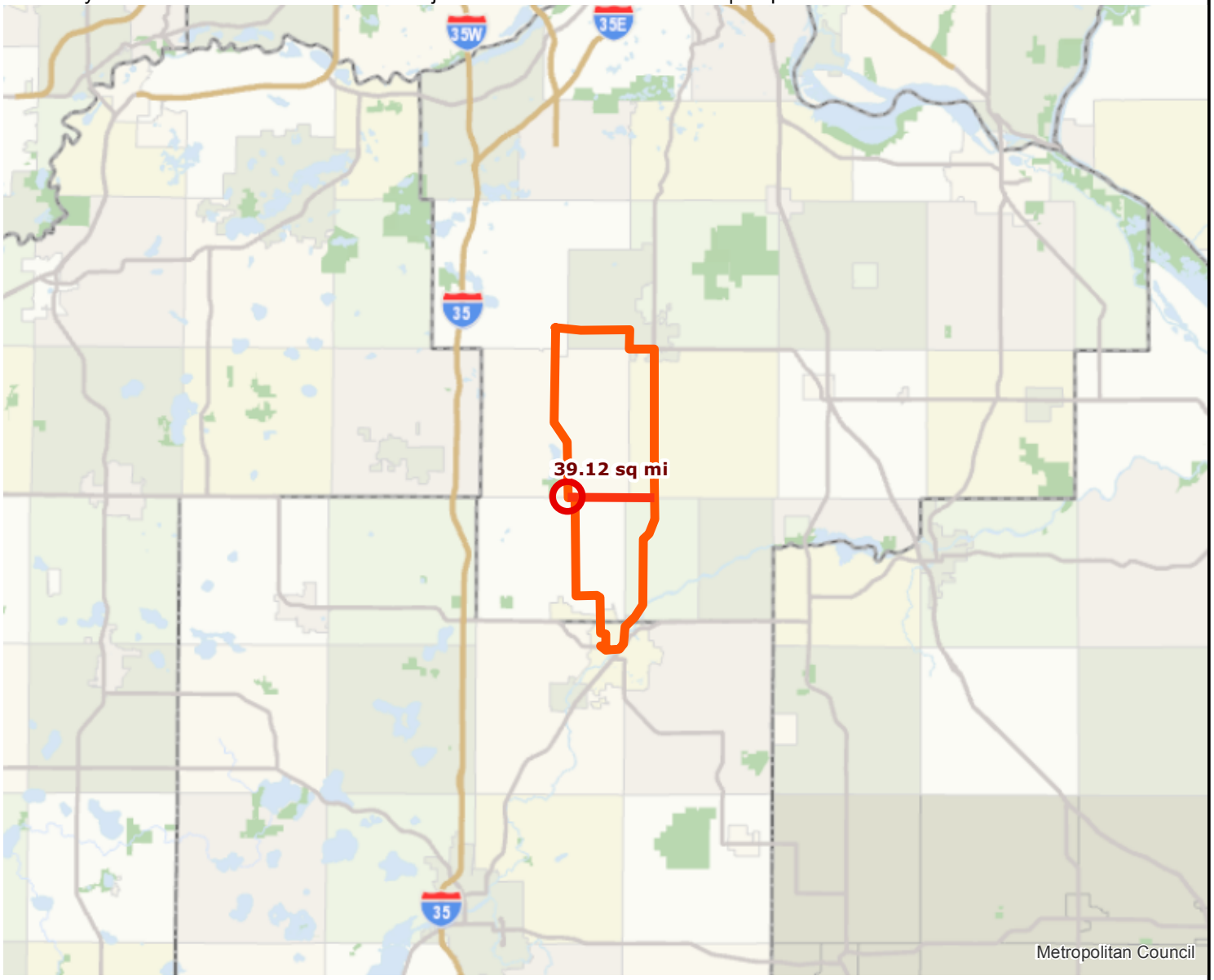
Roadway Area Definition

Roadway Reconstruction/Modernization Project: CSAH 86 Reconstruction | Map ID: 1467406538884

Results

Project Length: 3.491 miles

Project Area: 39.12 sq mi



Project Points Project Area

Project

0 4 8 16 24 32 Miles

Created: 7/1/2016
LandscapeRSA1

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

METROPOLITAN COUNCIL

Regional Economy

Roadway Reconstruction/Modernization Project: CSAH 86 Reconstruction | Map ID: 1467406538884

Results

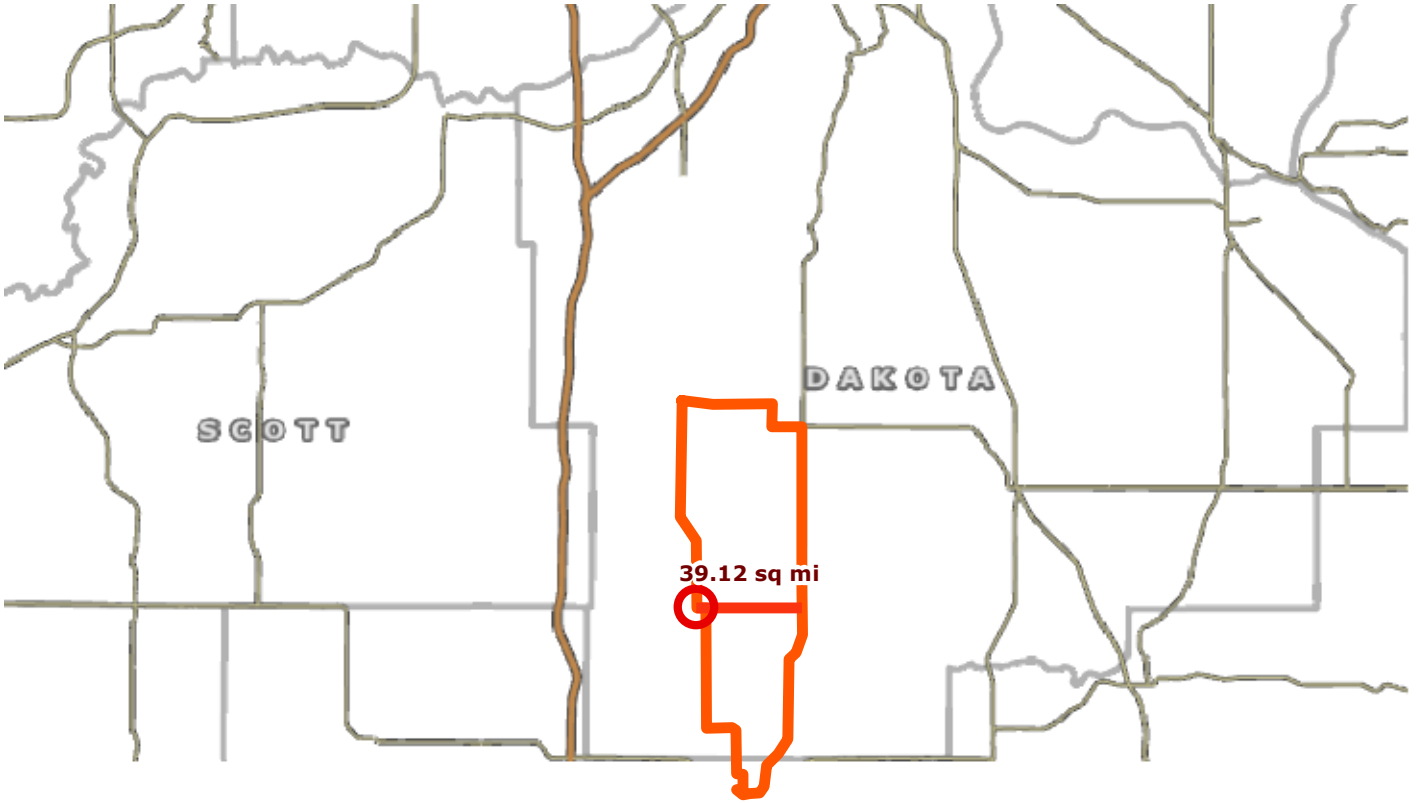
WITHIN ONE MI of project:

Totals by City:

Eureka Twp.
Population: 563
Employment: 19
Mfg and Dist Employment: 4

Greenvale Twp.
Population: 1579
Employment: 54
Mfg and Dist Employment: 5

Postsecondary Students:
0



NCompass Technologies

Project Points
Project Area
Project

0 4 8 16 24 32 Miles

Created: 7/1/2016
LandscapeRSA5

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

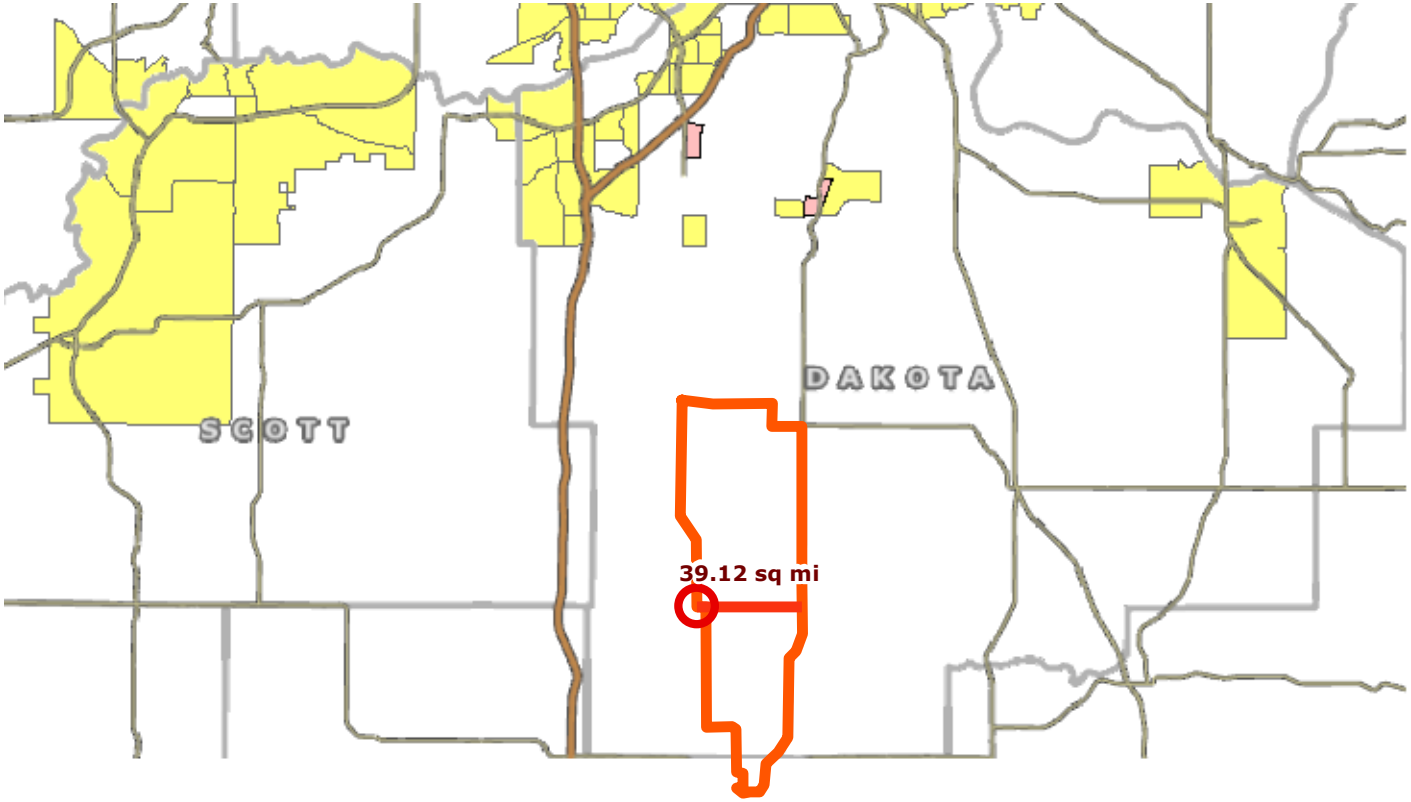
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: CSAH 86 Reconstruction | Map ID: 1467406538884

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)



NCompass Technologies

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

0 4 8 16 24 32 Miles

Created: 7/1/2016
LandscapeRSA2

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

METROPOLITAN COUNCIL

CSAH 86 in Dakota County MN

No Synchro or HCM analysis completed for this project.

CSAH 86 from CSAH 23 to TH 3

The delay and congestion along this corridor is minimal. This project will not involve any intersection improvements or lane additions, with the exception of the addition of turn lanes at various intersections. As a result, there is no need to reduce delay or congestion, and the scope of this project will not significantly alter the delay in delay or emissions on this project.

DAKOTA COUNTY TRANSPORTATION
TRAFFIC UNIT
TRAFFIC COUNT DATA

Road : CSAH 86
Location : From CSAH 23 to TH 3
Notes : Classification Count

Site: Classification Count
10/27/2014
Monday

24 Hour Classification

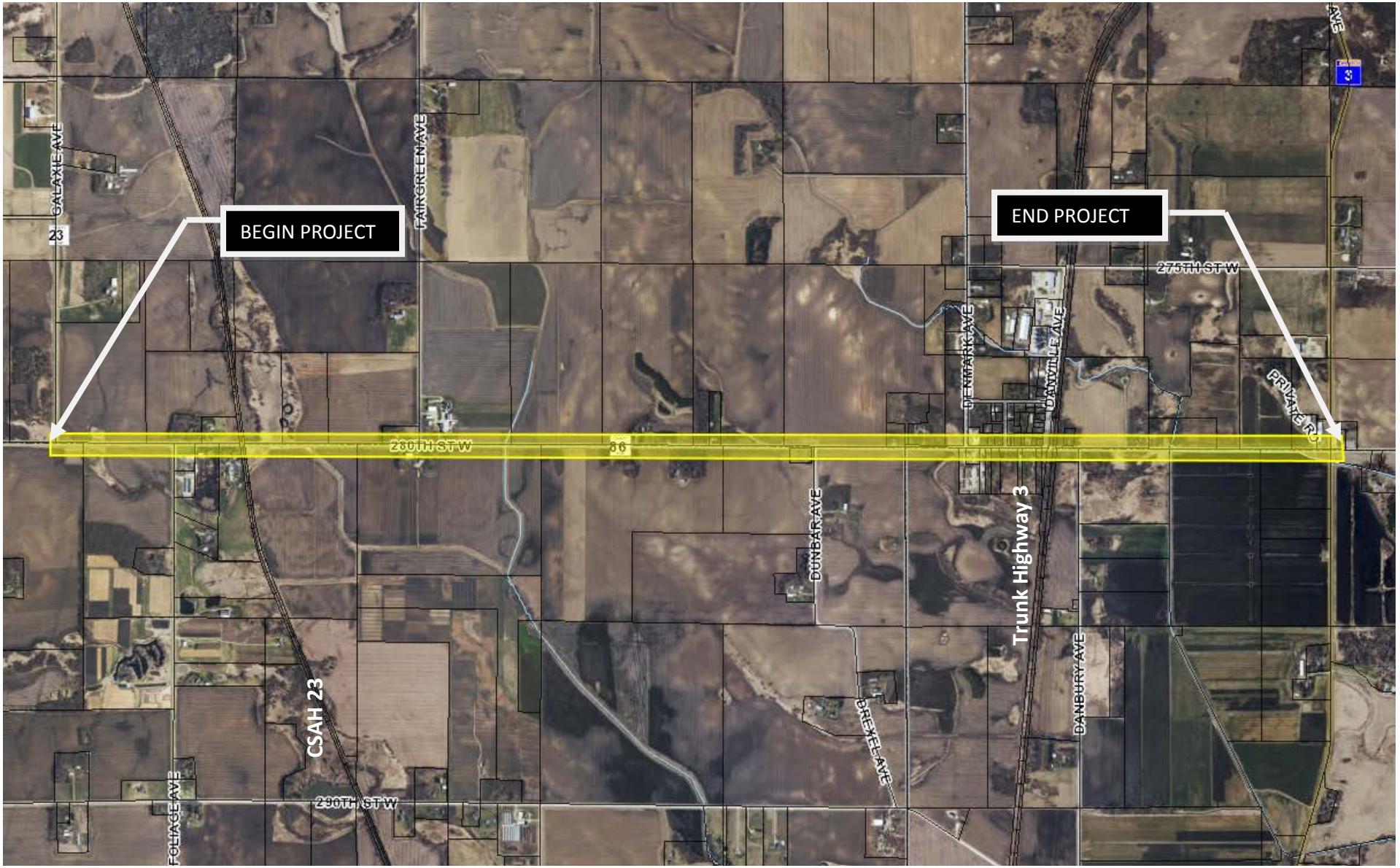
Combined Channels

Interval Start	Total	Passenger Vehicles	Single Trucks	Trucks & Trailers	Tailgating
11:00 AM	130	74	32	24	0
12:00 PM	128	87	18	23	0
1:00 PM	139	93	26	20	0
2:00 PM	213	162	32	19	0
3:00 PM	216	153	42	21	0
4:00 PM	253	202	29	22	0
5:00 PM	242	194	26	22	0
6:00 PM	167	128	20	19	0
7:00 PM	71	55	10	6	0
8:00 PM	68	52	8	8	0
9:00 PM	53	43	7	3	0
10:00 PM	20	15	2	3	0
11:00 PM	15	14	1	0	0
10/28/2014 12:00 AM	9	7	2	0	0
1:00 AM	7	5	1	1	0
2:00 AM	6	5	1	0	0
3:00 AM	7	6	0	1	0
4:00 AM	25	24	1	0	0
5:00 AM	97	84	5	8	0
6:00 AM	175	135	31	9	0
7:00 AM	250	191	35	24	0
8:00 AM	179	127	24	28	0
9:00 AM	154	95	30	29	0
10:00 AM	141	95	23	23	0
Total	2765	2046	406 +	313	0
%		74.0	14.7	11.3	0.0

→ 719

Roadway Reconstruction/Modernization:

CSAH 86 Project Limits from west intersection of CSAH 23/CSAH 86 to TH 3 in Euerka, Castle Rock, Greenvale & Waterford Township



CMF / CRF Details

CMF ID: 3352

Install centerline rumble strips

Description:

Prior Condition: No centerline rumble strips

Category: Roadway

Study: *NCHRP Report 641: Guidance for the Design and Application of Shoulder and Centerline Rumble Strips*, Torbic et al., 2009

Star Quality Rating:	[View score details]

Crash Modification Factor (CMF)	
Value:	0.51
Adjusted Standard Error:	
Unadjusted Standard Error:	0.073

Crash Reduction Factor (CRF)

Value:	49 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	7.3

Applicability

Crash Type:	Head on,Sideswipe
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	2
Road Division Type:	Undivided
Speed Limit:	
Area Type:	Rural
Traffic Volume:	1336 to 13240 *Average Daily Traffic (ADT)*
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	

Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	1997 to 2006
Municipality:	
State:	MN
Country:	U.S.A.
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	Crashes
Before Sample Size Used:	99 Crashes
After Sample Size Used:	55 Crashes

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	
Comments:	The authors collected data on thru lanes and speed limits but did not provide those data in the report.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

CMF / CRF Details

CMF ID: 3445

Install shoulder rumble strips

Description:

Prior Condition: ***No Prior Condition(s)***

Category: Shoulder treatments

Study: ***NCHRP Report 641: Guidance for the Design and Application of Shoulder and Centerline Rumble Strips*** **, Torbic et al., 2009**

Star Quality Rating:	★★★★☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.56
Adjusted Standard Error:	
Unadjusted Standard Error:	0.0913

Crash Reduction Factor (CRF)

Value:	44 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	9.13

Applicability

Crash Type:	Run off road
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	2
Road Division Type:	Undivided
Speed Limit:	
Area Type:	Rural
Traffic Volume:	948 to 9067 *Average Daily Traffic (ADT)*
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	

Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	1997 to 2006
Municipality:	
State:	PA
Country:	U.S.A.
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	Crashes
Before Sample Size Used:	118 Crashes
After Sample Size Used:	41 Crashes

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	
Comments:	The authors collected data on thru lanes and speed limits but did not provide those data in the report (see p. 50).

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 5409

Upgrade narrow unpaved shoulder (< 5 ft) to wide paved shoulder (> 5 ft)

Description: Upgrade narrow unpaved shoulder (< 5 ft) to wide paved shoulder (> 5 ft)

Prior Condition: Narrow (< 5 ft) unpaved shoulder

Category: Shoulder treatments

Study: *Evaluation of Safety Effectiveness of Composite Shoulders, Wide Unpaved Shoulders, and Wide Paved Shoulders in Kansas*, Zeng et al., 2013

Star Quality Rating:	★★★☆☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.58
Adjusted Standard Error:	
Unadjusted Standard Error:	0.054

Crash Reduction Factor (CRF)

Value:	42 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	5.4

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Major Collector
Number of Lanes:	2
Road Division Type:	Undivided
Speed Limit:	
Area Type:	Rural
Traffic Volume:	65 to 4950 *Average Daily Traffic (ADT)*
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	

Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	2000 to 2009
Municipality:	
State:	KS
Country:	USA
Type of Methodology Used:	Regression cross-section
Sample Size Used:	3135 Crashes

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jan-09-2014
Comments:	The cross sectional model compares narrow unpaved shoulders to wide paved shoulders. There are more crashes included in the sample, specifically associated with the category "wide paved shoulders," that wasn't included in the summary statistics.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

Minnesota Department of Transportation
Metro District
1500 West County Road B-2
Roseville, MN 5511

July 8, 2016

Brian K. Sorenson
Assistant County Engineer
Dakota County Transportation Department
14955 Galaxie Avenue
Apple Valley, MN 55124

RE: Regional Solicitation Application for CSAH 86 (280th St) project

Dear Mr. Sorenson:

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 86 (280th St) impacts MnDOT right of way on TH 3.

MnDOT, as the agency with jurisdiction over TH 3, would allow the improvements included in the application for CSAH 86 (280th St). Details of any future maintenance agreement with the City would be determined during project development to define how the improvements will be maintained for the project's useful life.

This project currently 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.

Sincerely,

Scott McBride, P.E.
Metro District Engineer

Cc: Elaine Koustsoukos, Metropolitan Council
Jon Solberg, MnDOT Metro District – South Area Manager

BOARD OF COUNTY COMMISSIONERS
DAKOTA COUNTY, MINNESOTA

June 21, 2016 — Resolution No. 16-337
Motion by Commissioner Workman — Second by Commissioner Holberg

---

Approval Of Grant Application Submittals For Transportation Advisory Board 2016 Federal Funding Solicitation Process

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Fixing America's Surface Transportation (FAST) Act; and

WHEREAS, these federal programs fund up to 80 percent of project construction costs; and

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

WHEREAS, non-federal funds must be at least 20 percent of the project costs; and

WHEREAS, project submittals are due on July 15, 2016; and

WHEREAS, all projects proposed are consistent with the adopted Dakota County Comprehensive Plan; and

WHEREAS, subject to federal funding award, the Dakota County Board of Commissioners would be asked to consider authorization to execute a grant agreement at a future meeting.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby approves the following County led projects for submittal to the TAB for federal funding:

1. 179th Street Extension from ½ mile west of County State Aid Highway (CSAH) 31 to CSAH 31 and the existing 179th Street intersection with Flagstaff Avenue in Lakeville
2. CSAH 9 (Dodd Boulevard) from Heritage Way to CSAH 50 in Lakeville
3. CSAH 26 (Lone Oak Road/70th Street) from Trunk Highway (TH) 55 to TH 3 (Robert Street) in Eagan and Inver Grove Heights
4. CSAH 32 (Cliff Road) at its intersection with CSAH 31 (Pilot Knob Road) in Eagan
5. CSAH 23 (Foliage Avenue) from CSAH 86 (280th Street) to County Road 96 (320th Street) in Greenvale Township
6. CSAH 50 (202nd Street) from Holyoke Avenue to CSAH 23 (Cedar Avenue) in Lakeville
7. CSAH 86 (280th Street) from CSAH 23 (Galaxie Avenue) to TH 3 in Eureka, Greenvale, Castle Rock, and Waterford Townships
8. Minnesota River Greenway – Eagan Gap Segment in Eagan
9. River to River Greenway – TH 149 Underpass in Mendota Heights
10. River to River Greenway – Robert Street Crossing Connections in West St Paul
11. North Creek Greenway – CSAH 42 Underpass east of Flagstaff in Apple Valley; and

STATE OF MINNESOTA
County of Dakota

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Schouweiler	Yes
Workman	Yes
Holberg	Yes
Gerlach	Yes

I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, 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, Dakota County, Minnesota, at their session held on the 21st day of June, 2016, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 23rd day of June, 2016.

Jeni Reynolds

Clerk to the Board

12. CSAH 14 - Southview Boulevard from 20th Avenue to 3rd Avenue and 3rd Avenue from Southview Boulevard to Marie Avenue in South St. Paul; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following submittals by others:

13. 117th Street from CSAH 71 (Rich Valley Boulevard) to TH 52 – Lead Agency: Inver Grove Heights
14. Orange Line Extension – Lead Agency: Metro Transit
15. CSAH 73 (Oakdale Avenue) from CSAH 14 (Mendota Road) to CSAH 8 (Wentworth Avenue) – Lead Agency: West St. Paul
16. TH 149 (Dodd Road) from Mendota Heights Road to Decorah Lane and from Maple Street to Smith Avenue – Lead Agency: Mendota Heights
17. North Creek Greenway – Farmington Gap – Lead Agency: Farmington
18. CSAH 8 (Wentworth Avenue) from CSAH 63 (Delaware Avenue) to Humboldt Avenue – Lead Agency: West St. Paul
19. CSAH 8 (Wentworth Avenue) from TH 52 to 15th Avenue – Lead Agency: South St Paul; and

BE IT FURTHER RESOLVED, That, subject to federal funding award of the city led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County's share of the matching funds consistent with Dakota County transportation cost share policies.

STATE OF MINNESOTA
County of Dakota

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Schouweiler	Yes
Workman	Yes
Holberg	Yes
Gerlach	Yes

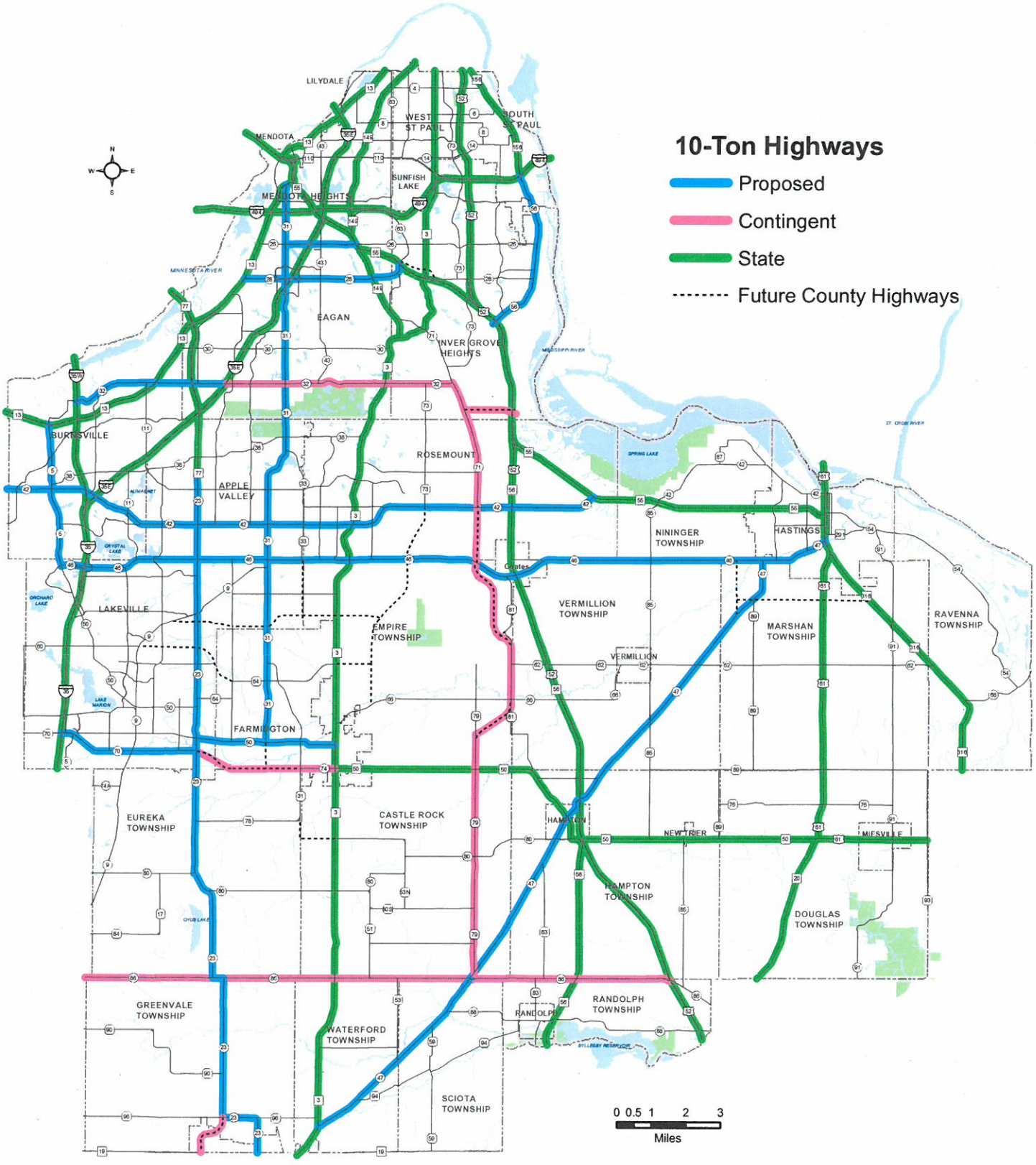
I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 21st day of June, 2016, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 23rd day of June, 2016.

Jeni Reynolds

Clerk to the Board

10-Ton Highways



Prepared by:
Dakota County Office of GIS, 1/2012.

Dakota County 2030 Transportation Plan - Figure 32

Addressing the Issues

The following are potential actions and revisions to the Plan to address these issues.

Gravel Roads Maintenance Costs

- The County now uses lime rock in place of gravel for gravel road surfaces. Lime rock has proven to last longer and can accommodate a greater number of vehicles than gravel without substantial maintenance needs.

Signal Age and Replacement Needs

- County staff will evaluate alternatives to address County signal system aging issues including full or partial replacements.

Highway Replacement and Reconstruction

The County highway system consists of County State Aid Highways (CSAH) and County Roads (CR). The County will reconstruct highways when they have exceeded their functional lives. The highway useful life is based on the adequacy of structural, operational or functional highway elements. Safety and operational improvements are also incorporated into reconstruction projects when appropriate. Even with proactive preservation, eventually highway replacement becomes the most cost-effective approach and introduces state of the art design, construction and operation. The County considers the general expected highway life to be 70 years. The current Dakota County highway system age is shown by highway segment in Figure 40.

Highway age will be one factor in considering reconstruction (replacement) needs of the highway. Additional analysis including assessment of safety and the structure of the individual highway segments will be conducted to better determine the actual replacement needs. Future prioritization and timing of projects will still be based on a number of factors per Plan policies.

The following are the estimated annual CIP investments for highway replacement over the plan period including estimated investments for County Roads:

- 2011-2015 = $5.0 million ($2.5 million for County Roads)*
- 2016-2020 = $12.4 million ($1.1 County Roads)*
- 2021-2030 = $8.7 million ($0.2 million for County Roads)*

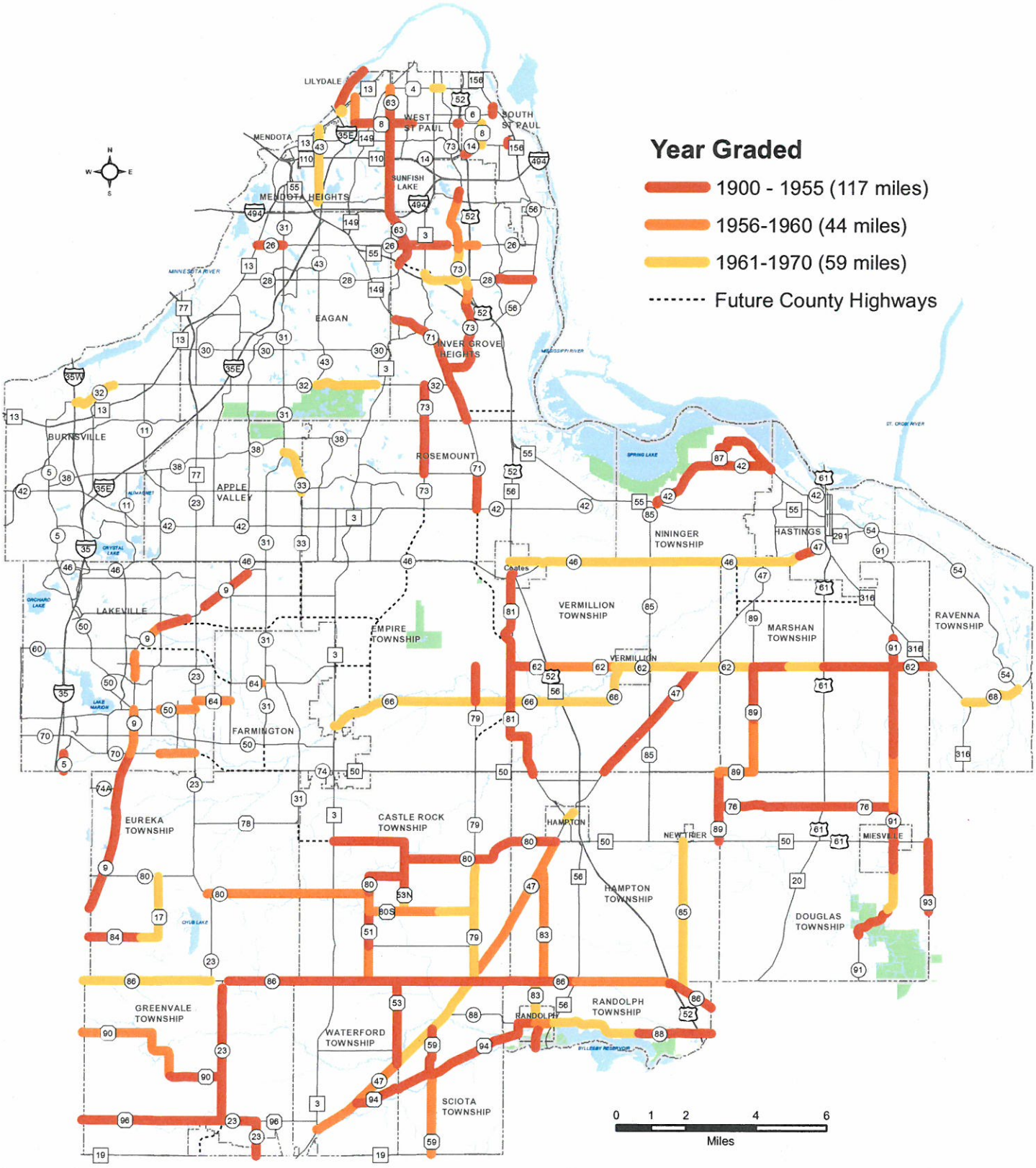
*Figures based on existing information. Additional safety and structural analysis to be completed.

The following ***policy*** supports replacement and reconstruction of deficient highway elements of the system.

R.1 Highway Replacement

Reconstruct highways or highway elements that have exceeded their useful life based on structural, functional, operational or safety factors.

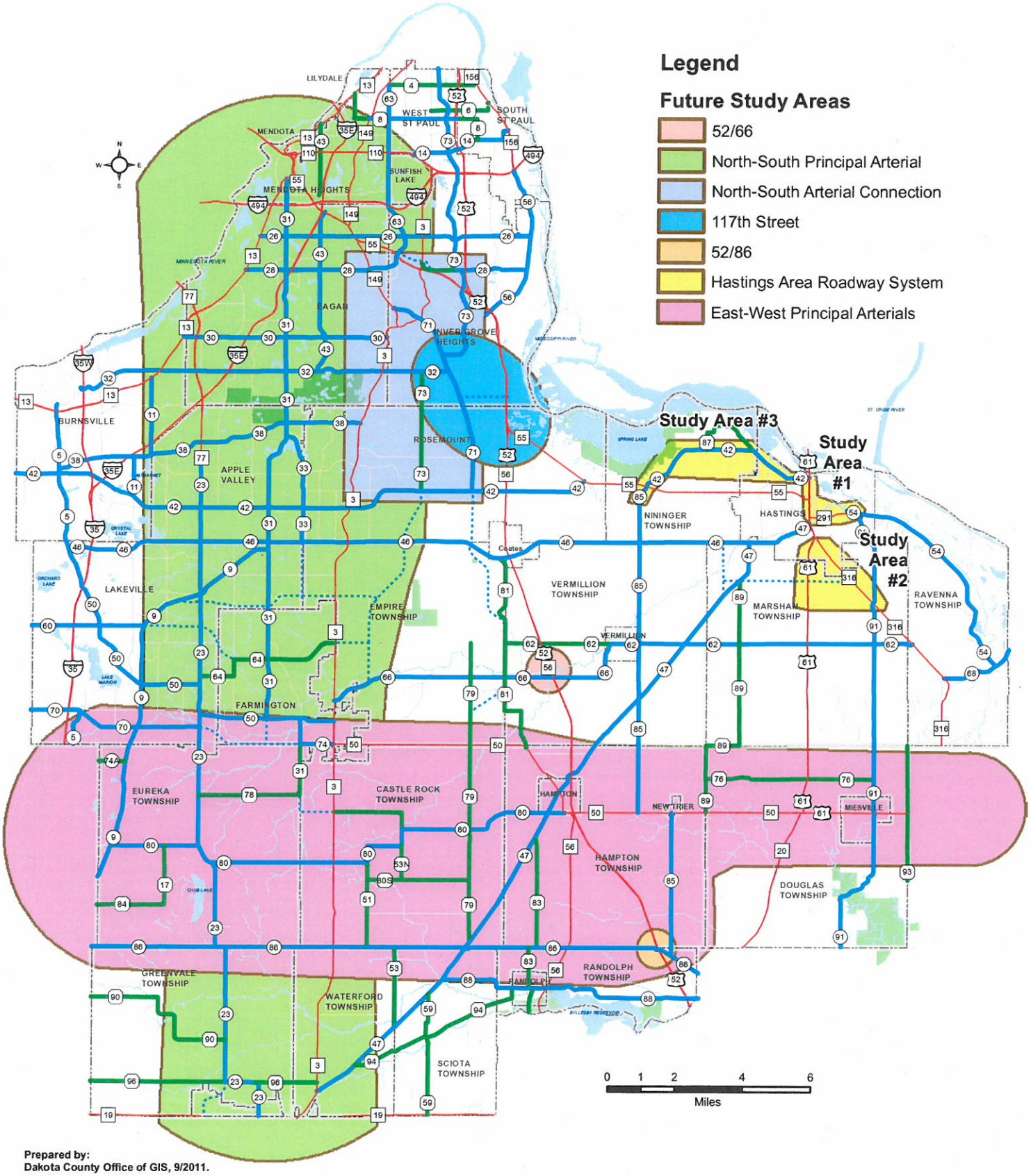
Dakota County Road Age



Prepared by:
Dakota County Office of GIS, 1/2012.

Dakota County 2030 Transportation Plan - Figure 39

Future Studies

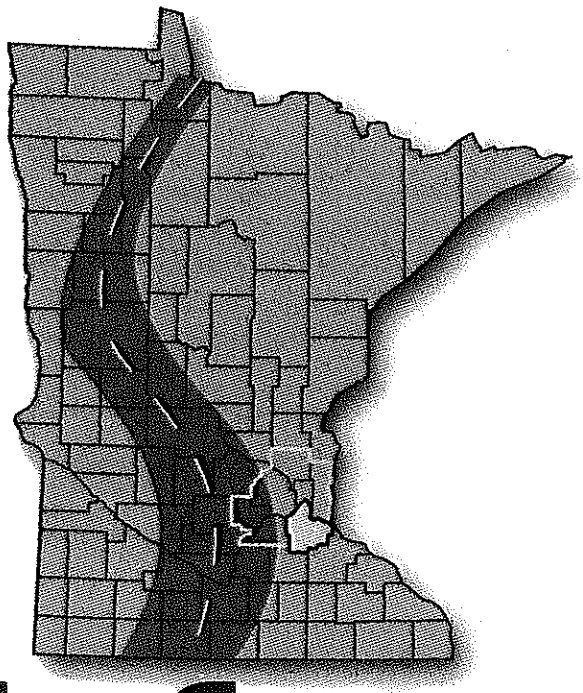


Prepared by:
Dakota County Office of GIS, 9/2011.

Dakota County 2030 Transportation Plan - Figure 46

Dakota County

COUNTY ROADWAY



July 2013

Dakota COUNTY

Safety PLAN

Moving Toward **ZERO** Deaths

Prepared by:
CH2M HILL
SRF Consulting Group, Inc.

CSAH 86 from CSAH 23 (EAST) to CSAH-47 Project

Agency: Dakota County

Roadway Data

Type: CSAH
Number: 86

	Verbal
Start:	CSAH 23 (EAST)
End:	CSAH-47
City/Rural:	Rural
County:	Dakota
ATP:	Metro
ADT:	3295
Facility Type:	2-Lane
Lane Width:	12'
Speed Limit:	55
Shoulder Width:	2'
Shoulder Type:	Aggregate
Length (miles):	7.1
Rumble Installed:	No

Crash Data

2007-2011 MnCMAT Crash Data — 5 years

	Total	Lane Dept	Severe HO/SSO	K+A
Crashes	31	9	0	1
Density (per mile per year)	0.87	0.25	0.00	0.03
Rate (per MVM)	0.73	0.21	0.00	0.02

Ranking Criteria

	Value	Critical	Road Departure Risk Ranking
ADT Range	3,295	> 3,000	★
Lane Departure Density Density	0.25	0.55	
Access Density	18.7	14.90	★
Curve Critical Radius Density	0.14	0.32	
Edge Risk	2	2 or 3	★
			★★★

Short List of Strategies Considered

Description	Type	Cost per mi	Mileage	Cost	Notes -
2' Shoulder Pave+RS+Safety Wedge	Proactive	$40,000	0.0	$0	
Rumble Strip	Proactive	$3,000	0.0	$0	
Rumble StripE	Proactive	$3,500	7.1	$24,850	
6" Edge Lines	Proactive	$650	0.0	$0	
Ground In Wet-Reflective Markings	Proactive	$8,500	0.0	$0	
Center Line Rumble Strip	Proactive	$3,000	7.1	$21,300	
4' Buffer w/Centerline Rumble Strips	Proactive	$150,000	0.0	$0	
12' Painted Median w/Left Turn Lanes	Proactive	$500,000	0.0	$0	

Implementation Cost

Federal Funds	$41,535
Local Match (10% of Total project cost)	$4,615
Total Project Cost	**$46,150**

Approval Of Grant Application Submittals For Transportation Advisory Board 2016 Federal Funding Solicitation Process

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Fixing America's Surface Transportation (FAST) Act; and

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

WHEREAS, non-federal funds must be at least 20 percent of the project costs; and

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8. Minnesota River Greenway – Eagan Gap Segment in Eagan
9. River to River Greenway – TH 149 Underpass in Mendota Heights
10. River to River Greenway – Robert Street Crossing Connections in West St Paul
11. North Creek Greenway – CSAH 42 Underpass east of Flagstaff in Apple Valley; and
12. CSAH 14 - Southview Boulevard from 20th Avenue to 3rd Avenue and 3rd Avenue from Southview Boulevard to Marie Avenue in South St. Paul; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following submittals by others:

13. 117th Street from CSAH 71 (Rich Valley Boulevard) to TH 52 – Lead Agency: Inver Grove Heights
14. Orange Line Extension – Lead Agency: Metro Transit
15. CSAH 73 (Oakdale Avenue) from CSAH 14 (Mendota Road) to CSAH 8 (Wentworth Avenue) – Lead Agency: West St Paul
16. TH 149 (Dodd Road) from Mendota Heights Road to Decorah Lane and from Maple Street to Smith Avenue – Lead Agency: Mendota Heights
17. North Creek Greenway – Farmington Gap – Lead Agency: Farmington
18. CSAH 8 (Wentworth Avenue) from CSAH 63 (Delaware Avenue) to Humboldt Avenue – Lead Agency: West St Paul
19. CSAH 8 (Wentworth Avenue) from TH 52 to 15th Avenue – Lead Agency: South St Paul; and

BE IT FURTHER RESOLVED, That, subject to federal funding award of the city led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County's share of the matching funds consistent with Dakota County transportation cost share policies.