Application

10353 - 2018 Roadway Expansion

10883 - US Highway 212 Expansion from Cologne to Carver

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	07/13/2018 3:16 PM

Primary Contact

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

Organization Information

Name:	CARVER COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: PUBLIC WORKS

11360 HWY 212 W #1

*			
	COLOGNE	Minnesota	55322-9133
	City	State/Province	Postal Code/Zip

County: Carver

Phone:* Ext.

Fax:

PeopleSoft Vendor Number 0000026790A12

Project Information

Project Name US 212 Expansion from Cologne (CSAH 36) to Carver (CSAH 11)

Primary County where the Project is Located Carver

Cities or Townships where the Project is Located: Dahlgren Township

Jurisdictional Agency (If Different than the Applicant): MnDOT

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

The US 212 Expansion project in Carver County between the cities of Cologne (CSAH 36) and Carver (CSAH 11) will expand the existing Principal Arterial from a rural two-lane undivided highway to a four-lane divided expressway. The project will address safety issues through the implementation of Reduced Conflict Intersections and wider shoulders. Portions of the existing highway will be utilized where possible to reduce project costs and minimize right of way acquisition. The project design provides a cost effective high-benefit solution to address safety and enhance access and mobility for the US 212 corridor.

US 212 is a vital corridor on the National Highway System (NHS), identified as a Critical Rural Freight Corridor, facilitating freight movements between rural Minnesota, South Dakota, Wyoming, and Montana. US 212 accommodates a high volume of heavy commercial vehicles at approximately 16 percent. Freight trucking in western Minnesota accounts for 67 percent of all outbound freight and 93 percent of all inbound movements. Funding this project can help reduce heavy commercial vehicle operational costs by over 15 percent. In addition, this roadway segment needs pavement improvements in order to maintain a state of good repair. US 212 from Cologne to Carver was originally constructed in 1930, with no expansion or reconstruction completed on the corridor since that time.

The two-lane segment of US 212 between Cologne and Carver is currently at capacity and is identified as a future Congested Principal Arterial in the Metropolitan Council's 2040 Regional Travel Demand Model. In comparison, the adjacent four-lane US 212 segments are not congested today or by 2040, suggesting that modernizing the highway and adding capacity will improve mobility for the corridor. The proposed roadway segment will be

converted into a four-lane, divided facility to eliminate the current two-lane conflict merge points at both ends of the corridor. The improvements proposed by this project will facilitate safer and more efficient movement of traffic through this congested segment of US 212, benefiting the regional, state, and national transportation system and improving rural and freight access to the regional trade market area.

(Limit 2,800 characters; approximately 400 words)

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

US 212 from Carver (CSAH 11) to Cologne (CSAH 36). Reconstruct and Expand 2 lane to 4 lane

Project Length (Miles)

5.5

to the nearest one-tenth of a mile

Project Funding

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

Yes

If yes, please identify the source(s)

Federal BUILD Transportation Discretionary Grant

Federal Amount

$7,000,000.00

Match Amount

$32,340,000.00

Minimum of 20% of project total

Project Total

$39,340,000.00

Match Percentage

82.21%

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

Source of Match Funds

MN Hwy Freight Program (Federal) $15 mill., MnDOT (State) $13 mill., County (Local) $4.34 mill.

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:

2022

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years:

2021

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

Project Information: Roadway Projects

County, City, or Lead Agency

Carver County

Functional Class of Road	Principal Arterial
Road System *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*	TH
Road/Route No. *i.e., 53 for CSAH 53*	212
Name of Road *Example; 1st ST., MAIN AVE*	N/A
Zip Code where Majority of Work is Being Performed	55318
(Approximate) Begin Construction Date	07/01/2021
(Approximate) End Construction Date	11/15/2023

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

From: **(Intersection or Address)**	CSAH 36
To: **(Intersection or Address)** *DO NOT INCLUDE LEGAL DESCRIPTION*	CSAH 11/Jonathan Carver Parkway
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, Agg base, Agg surface, Bit base, Bit surface, Storm sewer, Intersection curb & gutter, Turf/landscaping, Lighting, Access management

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

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

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 (2015), 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 goals, objectives, and strategies that relate to the project.

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

These are the primary goals, objective, and strategies from the 2040 TPP supported by the proposed project:

Goal A - Transportation System Stewardship; Objective - Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations; Strategy A2 (page 2.6).

Goal B - Safety and Security; Objective - Reduce crashes and improve safety and security for all modes of passenger travel and freight transport; Strategy B1, B2 (page 2.7).

Goal C - Access to Destinations; Objective - Increase travel time reliability and predictability for travel on highway and transit systems; Objective - Ensure access to freight terminals such as river ports, airports, and intermodal rail yards; Strategy C10, C19 (pages 2.8-2.10).

Goal D - Competitive Economy; Objective - Support the region's economic competitiveness through the efficient movement of freight; Strategy D1, D2 (page 2.11).

Goal E - Healthy Environment; Objective - Reduce impacts of transportation construction, operations, and use on the natural, cultural, and developed environments; Strategy E5, E7 (page 2.13).

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:

Carver County Transportation Tax Implementation Plan (2017)

Us Hwy 212 Corridor Study (2015)

2030 Carver County Comprehensive Plan, Roadway System Plan Amendment (2014), Page 2 & Figure 1

Trunk Hwy 212 Environmental Assessment approved December 2009

4.The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of 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 Modernization and Spot Mobility:** $1,000,000 to $7,000,000*
***Traffic Management Technologies (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 (ADA).

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

9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.

Yes

02/18/2014

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12.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

13.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

14.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 and Spot Mobility 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.

Roadway Expansion, Reconstruction/Modernization and Spot Mobility, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$1,630,000.00
Removals (approx. 5% of total cost)	$1,670,000.00
Roadway (grading, borrow, etc.)	$9,180,000.00
Roadway (aggregates and paving)	$9,760,000.00
Subgrade Correction (muck)	$2,460,000.00
Storm Sewer	$470,000.00
Ponds	$500,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$260,000.00
Traffic Control	$2,080,000.00
Striping	$30,000.00
Signing	$150,000.00
Lighting	$80,000.00
Turf - Erosion & Landscaping	$1,980,000.00
Bridge	$1,520,000.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$100,000.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00

Roadway Contingencies	$3,580,000.00
Other Roadway Elements	$3,890,000.00
Totals	**$39,340,000.00**

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	$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	**$0.00**

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	$39,340,000.00
Construction Cost Total	$39,340,000.00
Transit Operating Cost Total	$0.00

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	CSAH 10
Adjacent Parallel Corridor Start and End Points:	
Start Point:	CSAH 10 at TH 284
End Point:	CSAH 10 at CSAH 11
Free-Flow Travel Speed:	57
The Free-Flow Travel Speed is black number.	
Peak Hour Travel Speed:	48
The Peak Hour Travel Speed is red number.	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow:	15.79%
Upload Level of Congestion Map:	1531416381203_US 212 Expansion_Level of Congestion Map1.pdf

Principal Arterial Intersection Conversion Study:

Proposed interchange or at-grade project that reduces delay at a High Priority Intersection:	Yes
(80 Points)	
Proposed at-grade project that reduces delay at a Medium Priority Intersection:	
(60 Points)	
Proposed at-grade project that reduces delay at a Low Priority Intersection:	
(50 Points)	
Proposed interchange project that reduces delay at a Medium Priority Intersection:	

(40 Points)

Proposed interchange project that reduces delay at a Low Priority Intersection:

(0 Points)

Not listed as a priority in the study:

(0 Points)

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

Existing Employment within 1 Mile:	440
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	21
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1531416446187_US 212 Expansion_Regional Economy Map1.pdf

Please upload attachment in PDF form.

Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the Regional Truck Corridor Study:

Along Tier 1:	Yes
Along Tier 2:	
Along Tier 3:	
The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:	
None of the tiers:	

Measure A: Current Daily Person Throughput

Location	US 212 west of CSAH 43 intersection
Current AADT Volume	14500
Existing Transit Routes on the Project	697, 698, 699

For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).

Upload Transit Connections Map	1531416564828_US 212 Expansion_Transit Connections Map1.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0

Current Daily Person Throughput	18850.0

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	2040 Carver County Model (same number as Met Council 2040 model)
Forecast (2040) ADT volume	23000

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): *(up to 100% of maximum score)*	
Project located in Area of Concentrated Poverty: *(up to 80% of maximum score)*	
Projects census tracts are above the regional average for population in poverty or population of color: *(up to 60% of maximum score)*	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: *(up to 40% of maximum score)*	

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.
Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Community engagement for this project has been underway for over 10 yrs. The approved EA, Dec. 2009, notes extensive efforts made during the project development process to provide info to & gather info from the public. Residents, businesses, and officials along the corridor were sent announcements of public mtgs for the project. Public mtgs were held at locations near affected areas. Public mtgs included: July 10, 2007 (119 attendees), Oct. 23, 2007 (73 attendees), May 19, 2009 (92 attendees). Residents & businesses within ½ mile of the project corridor were informed of upcoming events and project developments via reminder postcards and newsletters.

Response:

The 212 Corridor Study (2015) incorporated engagement techniques to reach out to local governments, businesses, legislators, and citizens. The process included outreach via newsletters, open houses, and a project website. 16 major freight generator businesses were interviewed as part of the outreach. Public open houses were held on Nov. 14, 2013, Nov. 11, 2014, and July 21, 2016.

The stakeholder group was integral in determining the preferred alignment. Each alternative was presented to the public to demonstrate the benefits & costs. The preferred alignment was chosen by stakeholders to reduce the r/w needs and still achieve safety, mobility, and access outcomes. All public mtgs were held in accordance with Title VI regs.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

Response:

The proposed project connects on the eastern end to a Census Tract above the regional average concentration for race/poverty. The project is located in Dahlgren Township, which has a higher % of population over 65, % population with a disability, and % population below the poverty level compared to the County and Twin Cities MSA percentages. The project corridor also directly connects the cities of Cologne and Carver, which have higher percentages of population under 18.

These populations will be served by the safety, access, and mobility improvements made as part of the proposed project. Safety and access improvements including RCUT facilities at intersections, center median, shoulder widening, and snow fence mitigation techniques will benefit residents using the corridor. Expanding the roadway facility from 2 to 4 lanes will decrease emissions and delay experienced by corridor users and improve the regional connection to job and economic opportunities.

% Population Over 65 (2012-2016 ACS 5 yr. est.)

Carver County: 10.0%

Dahlgren Township: 15.3%

Twin Cities MSA: 12.3%

% Population with a Disability (2012-2016 ACS 5 yr. est.)

Carver County: 6.8%

Dahlgren Township: 8.8%

Twin Cities MSA: 9.6%

% Population Below Poverty Level (2012-2016 ACS 5 yr. est.)

Carver County: 4.1%

Dahlgren Township: 6.6%

Twin Cities MSA: 5.9%

% Population Under 18 (2012-2016 ACS 5 yr. est.)

Carver County: 27.9%

City of Carver: 33.7%

City of Cologne: 33.2%

Twin Cities MSA: 24.1%

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.
Below is a list of negative impacts. Note that this is not an exhaustive list.
Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
Increased noise.
Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
Increased speed and/or cut-through traffic.
Removed or diminished safe bicycle access.
Inclusion of some other barrier to access to jobs and other destinations.
Displacement of residents and businesses.
Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
Other

Response:

An Environmental Assessment was completed and approved for the proposed project in December 2009. The EA found that the proposed project is not expected to cause adverse impacts to any community or neighborhood. No categories of people uniquely sensitive to transportation would be unduly impacted. The EA also found that the project impacts are distributed evenly throughout the project corridor and the proposed improvements would provide benefits for all who utilize the roadway. The environmental justice section concluded that the proposed project would not have disproportionately high and adverse human health or environmental effects to any minority population or low-income population.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531417193656_US 212 Expansion_Socio-Economic Map1.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Not Available	5.5	1.0	0	0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 5.5

Affordable Housing Scoring

Total Project Length (Miles) or Population 5.5

Total Housing Score 0

Affordable Housing Scoring

Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1930.0	5.5	10615.0	1930.0
	6	**10615**	**1930**

Average Construction Year

Weighted Year	1930.0

Total Segment Length (Miles)

Total Segment Length	5.5

Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/Vehicle)	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	1884	0		1531248241232_Synchro Reports.pdf
8.0	1.0	7.0	2069	14483.0		1531248293857_Synchro Reports.pdf
0	0	0	1882	0		1531248326326_Synchro Reports.pdf
0	0	0	1887	0		1531248349951_Synchro Reports.pdf

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	14483.0

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

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
10.7	10.2	0.5
11	**10**	**1**

Total

Total Emissions Reduced:	0.5
Upload Synchro Report	1530820203998_Synchro Reports.pdf

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

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

Total Parallel Roadway

Emissions Reduced on Parallel Roadways	0
Upload Synchro Report	

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

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:	Expand roadway to 4 lanes and restrict side-street left-turns. Further information regarding the CMF is shown in the attached PDF.

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:	Due to the roadway expansion, construction of the median area, and the restriction of left-turns, various crashes are expected to be 100% eliminated in the future due to the inability of the vehicles to interact after project completion.
(Limit 1400 Characters; approximately 200 words)	
Project Benefit ($) from B/C Ratio:	1.8260541E7
Worksheet Attachment	1531327871312_Complete 212 Crash Info_8x11.pdf
Please upload attachment in PDF form.	

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

This project provides a direct multimodal benefit by increasing access from rural areas to the existing fixed-route transit system and park & ride facilities. The proposed project connects directly to the Carver Station Park & Ride at CSAH 11. This transit station provides an enclosed, climate-controlled station and surface parking for 400 vehicles. SouthWest Transit operates three fixed routes from this location: 697, 698, and 699, which provide connections to Downtown Minneapolis, Chaska, Chanhassen, Eden Prairie, and the University of MN. US 212 also connects just beyond the project limits to East Creek Transit Station with a parking ramp for over 700 vehicles. In addition to fixed and express route service, SouthWest Transit operates SW Prime, an on-demand ride service, in this area allowing residents to request a transit ride connection within and between service areas.

Response:

The project also serves transit service operated by SmartLink Transit. The SmartLink vehicles are stored and operate from the western end of the project corridor at the Carver County PW facility. SmartLink operates dial-a-ride transit service for the general public and provides Medical Assistance trips for individuals that qualify. This transit service serves the rural residents along the project corridor and provides a transit connection for residents to connect anywhere in the 7 county metro area.

US 212 is currently a two-lane undivided Principal Arterial roadway with free-flow speeds at and above 60 mph and existing AADT ranging from 13,200 to 14,500 on the project corridor. The existing conditions make this section of US 212 a barrier to bicycle and pedestrian activity for access on and across US 212. Although bicyclists and pedestrians are encouraged to use parallel routes or separated trail facilities more compatible for

bicyclist and pedestrian travel, bicyclists and pedestrians are not prohibited from using the non-freeway section of US 212. Should bicyclists or pedestrians choose to use US 212 for travel, the proposed facility will offer substantial improvements including a four-lane divided roadway with 10 ft. wide shoulders and a center median. This will allow vehicles and truck traffic to pass bicyclists without waiting for an opening in an authorized passing zone and using the on-coming traffic lane to pass. The center median will also act as a refuge for pedestrians or bicyclists needing to cross US 212, allowing one direction of traffic to be crossed at a time.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit 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 - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

Yes

100%

Attach Layout

1531504786718_Carver Co US 212 Layout-Letters_180709.pdf

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 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%

There are historical/archeological properties present but determination of no historic properties affected is anticipated. Yes

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete Yes

50%

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

25%

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

0%

Anticipated date or date of acquisition 12/31/2020

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

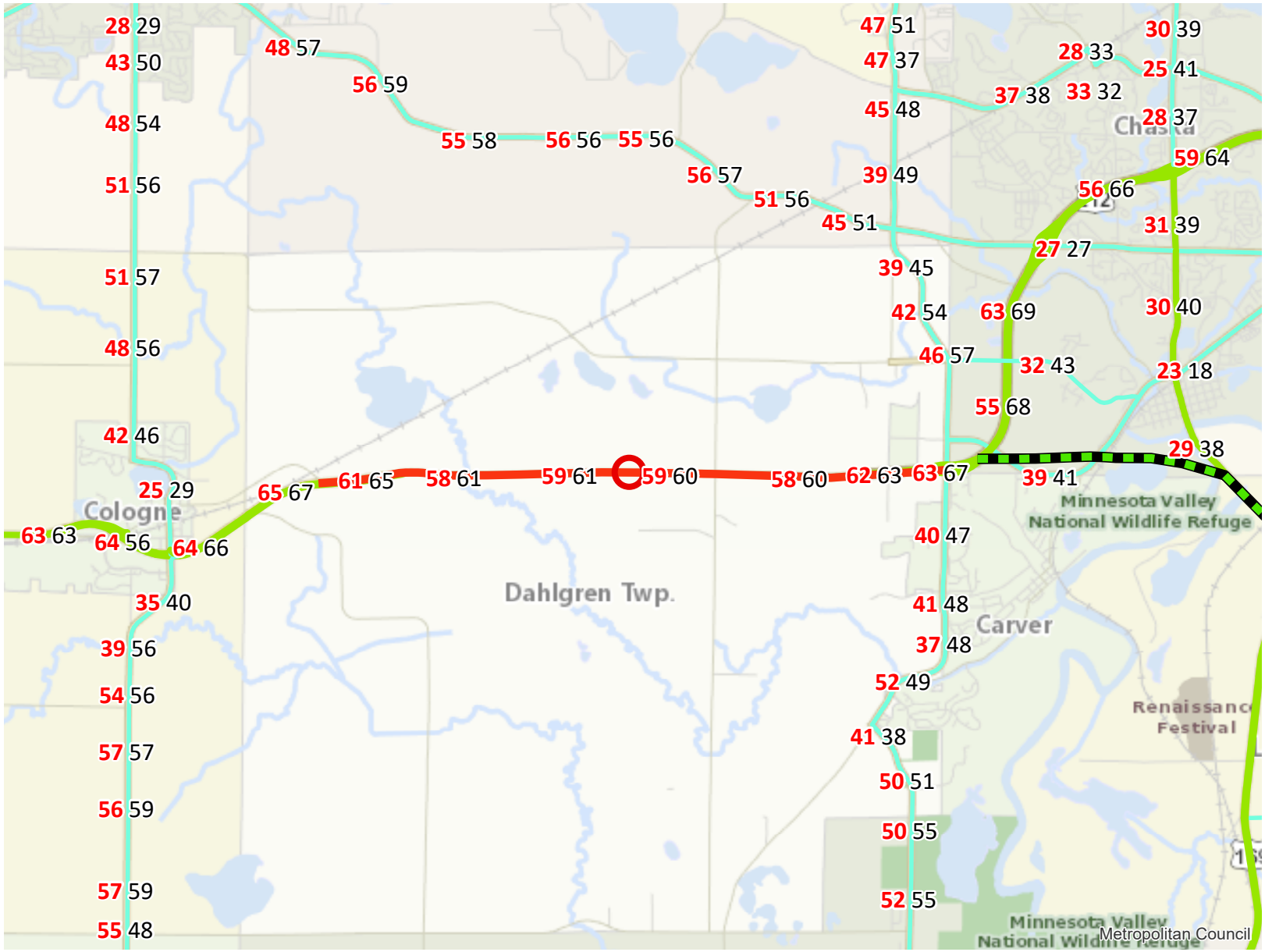
Total Project Cost (entered in Project Cost Form):	$39,340,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$39,340,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
Carver Co TH 212 Expansion Photo.pdf	Existing Conditions Picture	323 KB
CarverCo_US212ExpansionLayout_180709_NOT to Scale_8.5x11.pdf	Project Layout - 8.5 x 11 Not to Scale	31.9 MB
CarverCO_US212Expansion_ConceptLayoutMap.pdf	Concept Layout Map	6.1 MB
CarverCo_US212Expansion_Summary.pdf	1 Page Project Summary	611 KB
City of Carver Letter of Support.pdf	City of Carver Letter of Support	207 KB
Dahlgren Twsp 7-9-18 Highway 212 Letter.pdf	Dahlgren Township Letter of Support	334 KB
Letter of Support - City of Cologne 6-18-18.pdf	City of Cologne Letter of Support	312 KB
MnDOT MHFP Award Letter Carver County US 212.pdf	MnDOT MHFP Award Letter	81 KB
MnDOT_Support ltr Carver - US Highway 212 Expansion Project, Cologne to Carver 2018.pdf	Facility Owner Letter of Support - MnDOT	471 KB

Level of Congestion

Roadway Expansion Project: US Highway 212 Expansion from Cologne to Carver | Map ID: 1529069481627



Project Points
Project
Principal Arterials
A Minor Arterials
Principal Arterials Planned
A Minor Arterials Planned

0 0.75 1.5 3 4.5 6 Miles

Created: 6/15/2018
LandscapeRSA1

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

METROPOLITAN COUNCIL

Regional Economy

Roadway Expansion Project: US Highway 212 Expansion from Cologne to Carver | Map ID: 1529069481627

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:
Dahlgren Twp.
Population: 1062
Employment: 440
Mfg and Dist Employment: 21

Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.75 1.5 3 4.5 6 Miles

Created: 6/15/2018
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

Roadway Expansion Project: US Highway 212 Expansion from Cologne to Carver | Map ID: 1529069481627

Results

Transit with a Direct Connection to project:
697 698 699

**indicates Planned Alignments*

Project Points

Project

0 1.25 2.5 5 7.5 10 Miles

Created: 6/15/2018
LandscapeRSA3

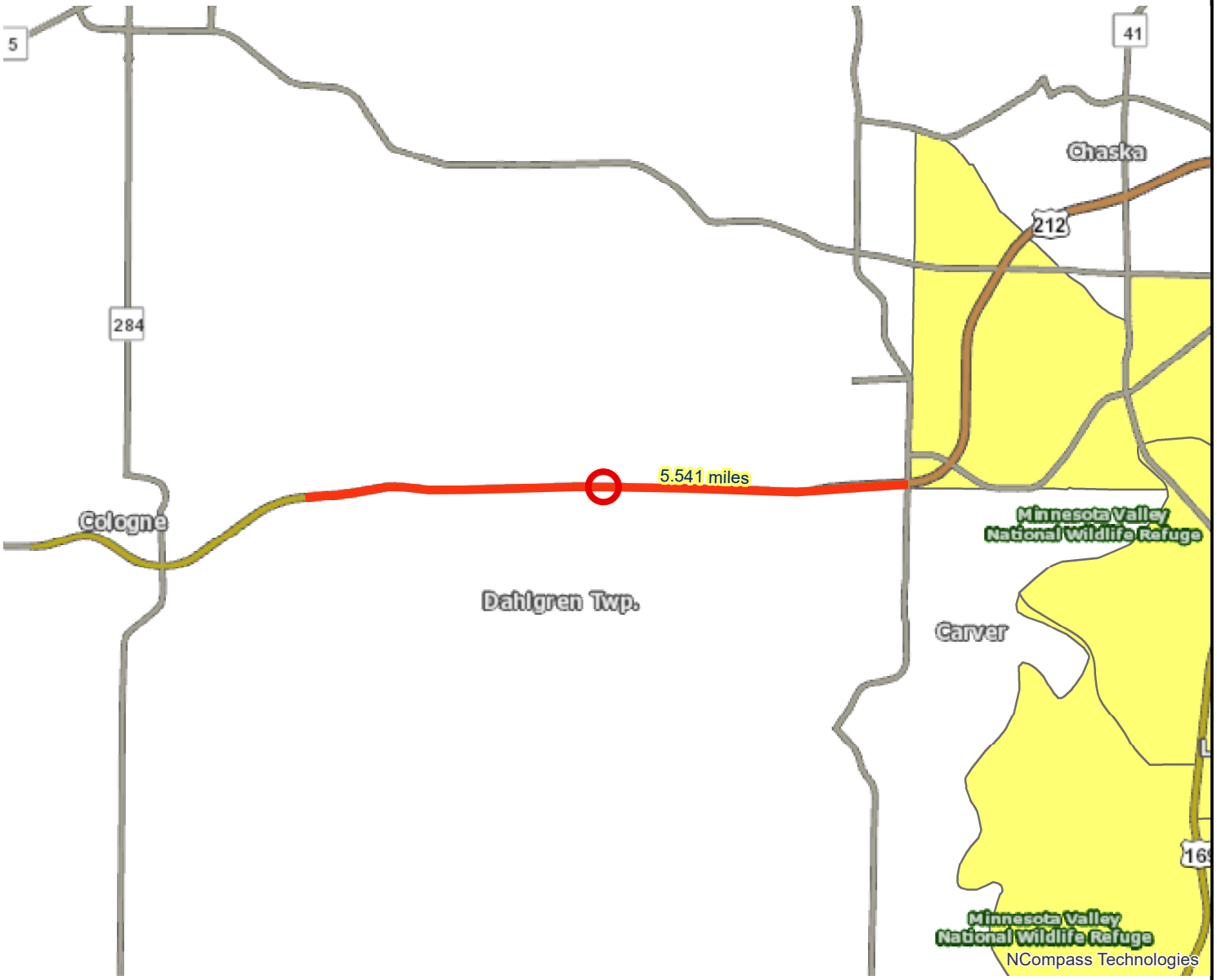
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Expansion Project: US Highway 212 Expansion from Cologne to Carver | Map ID: 1529069481627

Results

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



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

0 0.75 1.5 3 4.5 6 Miles

Created: 6/15/2018
LandscapeRSA2

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

METROPOLITAN COUNCIL

1: Kelly Ave & TH 212/US 212

Direction	All
Future Volume (vph)	1885
Total Delay / Veh (s/v)	0
CO Emissions (kg)	2.83
NOx Emissions (kg)	0.55
VOC Emissions (kg)	0.66

2: US 212 & Site Access

Direction	All
Future Volume (vph)	1882
Total Delay / Veh (s/v)	0
CO Emissions (kg)	1.83
NOx Emissions (kg)	0.36
VOC Emissions (kg)	0.42

3: US 212 & Mellgren Ln

Direction	All
Future Volume (vph)	1884
Total Delay / Veh (s/v)	0
CO Emissions (kg)	1.21
NOx Emissions (kg)	0.24
VOC Emissions (kg)	0.28

9: CSAH 43 & US 212/TH 212

Direction	All
Future Volume (vph)	2030
Total Delay / Veh (s/v)	8
CO Emissions (kg)	1.62
NOx Emissions (kg)	0.32
VOC Emissions (kg)	0.38

1: Kelly Ave & TH 212/US 212

Direction	All
Future Volume (vph)	1892
Total Delay / Veh (s/v)	0
CO Emissions (kg)	2.71
NOx Emissions (kg)	0.53
VOC Emissions (kg)	0.63

2: US 212 & Site Access

Direction	All
Future Volume (vph)	1882
Total Delay / Veh (s/v)	0
CO Emissions (kg)	1.81
NOx Emissions (kg)	0.35
VOC Emissions (kg)	0.42

3: US 212 & Mellgren Ln

Direction	All
Future Volume (vph)	1887
Total Delay / Veh (s/v)	0
CO Emissions (kg)	1.20
NOx Emissions (kg)	0.23
VOC Emissions (kg)	0.28

9: CSAH 43 & US 212/TH 212

Direction	All
Future Volume (vph)	2069
Total Delay / Veh (s/v)	1
CO Emissions (kg)	1.43
NOx Emissions (kg)	0.28
VOC Emissions (kg)	0.33

1: Kelly Ave & TH 212/US 212

Direction	All
Future Volume (vph)	1885
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Direction	All
Future Volume (vph)	2030
Total Delay / Veh (s/v)	8
CO Emissions (kg)	1.62
NOx Emissions (kg)	0.32
VOC Emissions (kg)	0.38

1: Kelly Ave & TH 212/US 212

Direction	All
Future Volume (vph)	1892
Total Delay / Veh (s/v)	0
CO Emissions (kg)	2.71
NOx Emissions (kg)	0.53
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2: US 212 & Site Access

Direction	All
Future Volume (vph)	1882
Total Delay / Veh (s/v)	0
CO Emissions (kg)	1.81
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VOC Emissions (kg)	0.42

3: US 212 & Mellgren Ln

Direction	All
Future Volume (vph)	1887
Total Delay / Veh (s/v)	0
CO Emissions (kg)	1.20
NOx Emissions (kg)	0.23
VOC Emissions (kg)	0.28

9: CSAH 43 & US 212/TH 212

Direction	All
Future Volume (vph)	2069
Total Delay / Veh (s/v)	1
CO Emissions (kg)	1.43
NOx Emissions (kg)	0.28
VOC Emissions (kg)	0.33

HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	US 212	TH 43			Carver	1/1/2013	12/31/2015

Description of Proposed Work: Expand Roadway to 4 Lanes with a median and restrict side-street left-turns

Accident Diagram Codes		1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian	6, 90, 99 Other	Total
Study Period: Number of Crashes	Fatal **F**									
	Personal Injury (PI) **A**									
	Personal Injury (PI) **B**				1					1
	Personal Injury (PI) **C**	1			2				1	4
	Property Damage **PD**	3			1		1		2	7
% Change in Crashes *Use Crash Modification Factors Clearinghouse	Fatal **F**									
	PI **A**									
	PI **B**		-66%		-100%				-58%	
	PI **C**	-71%			-100%	-65%	-100%		-58%	
	Property Damage **PD**	-71%			-100%	-70%	-100%		-58%	
Change in Crashes = No. of crashes **x** % change in crashes	Fatal **F**									
	PI **A**									
	PI **B**				**-1.00**					**-1.00**
	PI **C**	**-0.71**			**-2.00**				**-0.58**	**-3.29**
	Property Damage **PD**	**-2.13**			**-1.00**		**-1.00**		**-1.16**	**-5.29**

Year (Safety Improvement Construction): **2022**

Project Cost (exclude Right of Way): **$ 39,340,000**

Right of Way Costs (optional):

Traffic Growth Factor: **3%**

Capital Recovery

1. **Discount Rate:** **1.3%**
2. **Project Service Life (n):** **20**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,180,000	
A			$ 590,000	
B	-1.00	-0.33	$ 170,000	$ 56,718
C	-3.29	-1.10	$ 87,000	$ 95,497
PD	-5.29	-1.76	$ 7,800	$ 13,767
Total				$ 165,982

B/C= 0.10

Using present worth values,

B= $ 3,906,191

C= $ 39,340,000

See "Calculations" sheet for amortization.

HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	US 212	Laurie Lane			Carver	1/1/2013	12/31/2015
Description of Proposed Work	Expand Roadway to 4 Lanes with a median and restrict side-street left-turns						

Accident Diagram Codes			1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian	6, 90, 99 Other	Total
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A									
		B									
		C					1				1
	Property Damage	PD									
% Change in Crashes *Use Crash Modification Factors Clearinghouse	Fatal	F									
	PI	A									
		B									
		C					-65%				
	Property Damage	PD									
Change in Crashes = No. of crashes **x** % change in crashes	Fatal	F									
	PI	A									
		B									
		C					**-0.65**				**-0.65**
	Property Damage	PD									

Year (Safety Improvement Construction)	**2022**
Project Cost (exclude Right of Way)	**$ 39,340,000**
Right of Way Costs (optional)	
Traffic Growth Factor	**3%**
Capital Recovery	
1. Discount Rate	**1.3%**
2. Project Service Life (n)	**20**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,180,000	
A			$ 590,000	
B			$ 170,000	
C	-0.65	-0.22	$ 87,000	$ 18,867
PD			$ 7,800	
Total				$ 18,867

B/C= 0.01

Using present worth values,

B= $ 444,017

C= $ 39,340,000

See "Calculations" sheet for amortization.

HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	US 212	Mellgren Lane			Carver	1/1/2013	12/31/2015

Description of Proposed Work: Expand Roadway to 4 Lanes with a median and restrict side-street left-turns

Accident Diagram Codes			1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian	6, 90, 99 Other	Total
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A									
		B				1					1
		C									
	Property Damage	PD		1							1
% Change in Crashes *Use Crash Modification Factors Clearinghouse	Fatal	F									
	PI	A									
		B				-100%					
		C									
	Property Damage	PD		-78%							
Change in Crashes = No. of crashes **x** % change in crashes	Fatal	F									
	PI	A									
		B				**-1.00**					**-1.00**
		C									
	Property Damage	PD		**-0.78**							**-0.78**

Year (Safety Improvement Construction): **2022**

		Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
Project Cost (exclude Right of Way)	**$ 39,340,000**					
Right of Way Costs (optional)		F			$ 1,180,000	
Traffic Growth Factor	3%	A			$ 590,000	
Capital Recovery		B	-1.00	-0.33	$ 170,000	$ 56,718
1. Discount Rate	1.3%	C			$ 87,000	
2. Project Service Life (n)	20	PD	-0.78	-0.26	$ 7,800	$ 2,030
		Total				$ 58,748

B/C= 0.04

Using present worth values,

B= $ 1,382,571

C= $ 39,340,000

See "Calculations" sheet for amortization.

HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	US 212	Kelly Avenue			Carver	1/1/2013	12/31/2015

Description of Proposed Work: Expand Roadway to 4 Lanes with a median and restrict side-street left-turns

Accident Diagram Codes			1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian	6, 90, 99 Other	Total
Study Period: Number of Crashes	Fatal	F						1			1
	Personal Injury (PI)	A									
		B									
		C					1				1
	Property Damage	PD						1		1	2
% Change in Crashes *Use Crash Modification Factors Clearinghouse	Fatal	F						-100%			
	PI	A									
		B									
		C					-65%				
	Property Damage	PD						-100%		-58%	
Change in Crashes = No. of crashes **x** % change in crashes	Fatal	F						**-1.00**			**-1.00**
	PI	A									
		B									
		C					**-0.65**				**-0.65**
	Property Damage	PD						**-1.00**		**-0.58**	**-1.58**

Year (Safety Improvement Construction): **2022**

Project Cost (exclude Right of Way): **$ 39,340,000**

Right of Way Costs (optional):

Traffic Growth Factor: **3%**

Capital Recovery

1. **Discount Rate**: **1.3%**
2. **Project Service Life (n)**: **20**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F	-1.00	-0.33	$ 1,180,000	$ 393,693
A			$ 590,000	
B			$ 170,000	
C	-0.65	-0.22	$ 87,000	$ 18,867
PD	-1.58	-0.53	$ 7,800	$ 4,112
Total				$ 416,672

B/C= 0.25

Using present worth values,

B= $ 9,805,868

C= $ 39,340,000

See "Calculations" sheet for amortization.

HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	US 212	CSAH 11 to CSAH 36			Carver	1/1/2013	12/31/2015

Description of Proposed Work: Expand Roadway to 4 Lanes with a median and restrict side-street left-turns

			Accident Diagram Codes: 1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian	6, 90, 99 Other	Total
Study Period: Number of Crashes	Fatal	**F**									
	Personal Injury (PI)	**A**									
		B	1								**1**
		C					2			1	**3**
	Property Damage	**PD**	4	1			4	1		1	**11**
% Change in Crashes *Use Crash Modification Factors Clearinghouse	Fatal	**F**									
	PI	**A**									
		B	-71%								
		C					-65%			-58%	
	Property Damage	**PD**	-71%	-78%			-70%	-100%		-58%	
Change in Crashes = No. of crashes **x** % change in crashes	Fatal	**F**									
	PI	**A**									
		B	**-0.71**								**-0.71**
		C					**-1.30**			**-0.58**	**-1.88**
	Property Damage	**PD**	**-2.84**	**-0.78**			**-2.80**	**-1.00**		**-0.58**	**-8.00**

Year (Safety Improvement Construction): **2022**

Project Cost (exclude Right of Way): **$ 39,340,000**

Right of Way Costs (optional):

Traffic Growth Factor: **3%**

Capital Recovery

1. **Discount Rate:** **1.3%**
2. **Project Service Life (n):** **20**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,180,000	
A			$ 590,000	
B	-0.71	-0.24	$ 170,000	$ 40,270
C	-1.88	-0.63	$ 87,000	$ 54,570
PD	-8.00	-2.67	$ 7,800	$ 20,819
Total				$ 115,659

B/C= 0.07

Using present worth values,

B= $ 2,721,894

C= $ 39,340,000

See "Calculations" sheet for amortization.

- Countermeasure: Install raised median

CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
0.61	39	★★★★☆	All	All		Schultz et al., 2011	

-

0.56	44	★★★★☆	All	Fatal,Serious injury		Schultz et al., 2011	

-

0.29	70.77	★★★☆☆	All	All	Urban	Schultz et al., 2008	

-

0.45	55.43	★★★☆☆	Angle	All	Urban	Schultz et al., 2008	

-

0.86	14	★★★☆☆	All	All	Urban	Yanmaz-Tuzel and Ozbay, 2010	

Countermeasure(s)	Crash Type	Crash Severity	Area Type	Road Type	Daily Traffic Volume (veh/day)	Ref	Effectiveness				Study Type
							Crash Reduction Factor / Function	Std Error	Range		
									Low	High	
Flatten side slopes and remove guardrail	All	All	All	All		27	42	58			EB Before-After
Improve curve superelevation	All	All	Rural	All		21	0				Expert Panel
	All	All	Rural			21	100(1-(1.00+6(SD-0.01))); SD=superelevation deficiency between 0.01 and 0.02				Expert Panel
	All	All	Rural			21	100(1-(1.06+3(SD-0.02))); SD=superelevation deficiency greater than 0.02				Expert Panel
Improve gore area	All	All				15	25				
	All	All	All	All		1	25				
Improve horizontal and vertical alignments	All	All				15	58				
	All	All	All	All		1	50				
	All	All				15	50				
	All	All				15	50				
	All	All				15	73				
Improve longitudinal grade	All	All				15	49				
	All	All	All	All		1	40				
	All	All				15	40				
	All	All				15	57				
	All	Fatal/ Injury				15	87				
	All	PDO				15	83				
Improve superelevation	All	All				15	40				
	All	All				1	40				
	ROR	All				15	50				
Improve superelevation (for drainage)	All	All				15	45				
	All	All				15	40				
	All	All				15	49				
Increase number of lanes	All	All			<5,000/lane	15	20				
	All	All			>5,000/lane	15	31				
	All	All				15	10				
	All	All				15	20				
	All	All				15	22				

Countermeasure(s)	Crash Type	Crash Severity	Area Type	Road Type	Daily Traffic Volume (veh/day)	Ref	Effectiveness				Study Type
							Crash Reduction Factor / Function	Std Error	Range		
									Low	High	
Increase number of lanes (cont'd)	All	All				15	25				
	All	All				15	25				
	All	All				15	25				
	All	Fatal				15	39				
	All	Injury				15	23				
	All	PDO				15	27				
	Head-on	All			<5,000/lane	15	38				
	Head-on	All			>5,000/lane	15	44				
	Head-on	All				15	53				
	Head-on	All				15	53				
	Head-on	PDO				15	50				
	Left-turn	All				15	71				
	Left-turn	PDO				15	67				
	ROR	All				15	44				
	ROR	All				15	26				
	ROR	All				15	44				
	ROR	All				15	44				
	ROR	PDO				15	50				
	Overturn	All			<5,000/lane	15	42				
	Overturn	All			>5,000/lane	15	52				
	Rear-end	All			<5,000/lane	15	42				
	Rear-end	All			>5,000/lane	15	52				
	Rear-end	All				15	32				
	Rear-end	All				15	32				
	Rear-end	All				15	40				
	Rear-end	All				15	53				
	Rear-end	PDO				15	53				
	Right-angle	All			<5,000/lane	15	35				
	Right-angle	All			>5,000/lane	15	45				
	Right-angle	All				15	15				
	Right-angle	PDO				15	46				
	Sideswipe	All			<5,000/lane	15	38				

Countermeasure(s)	Crash Type	Crash Severity	Area Type	Road Type	Daily Traffic Volume (veh/day)	Ref	Effectiveness				Study Type
							Crash Reduction Factor / Function	Std Error	Range		
									Low	High	
Increase number of lanes (cont'd)	Sideswipe	All			>5,000/lane	15	44				
	Sideswipe	All				15	30				
	Sideswipe	All				15	30				
	Sideswipe	All				15	35				
	Sideswipe	PDO				15	64				
Increase vertical grade by 1%	All	All	Rural	2-lane		23	-1.6P; P=percent grade (absolute value)				
Install acceleration/ deceleration lanes	All	All				15	26				
	All	All	All	All		1	10				
	All	All				15	10				
	All	All				15	10				
	All	All				15	10				
	All	All				15	25				
	All	All				15	75				
	Rear-end	All				15	75				
	Sideswipe	All				15	75				
Install channelized lane	All	All				15	67				
	All	PDO				15	62				
	Rear-end	All				15	93				
Install climbing lane (where large difference between car and truck speed)	All	Fatal/ Injury	Rural	2-lane		38	33				
Install passing/climbing lane	All	All	All	All		1	20				
	All	Fatal/ Injury	Rural	2-lane		38	33				
Install shoulder	All	All				15	9				
Install shoulder bus lanes	Head-on	Fatal/ Injury				15	50				
	Head-on	PDO				15	86				
	Left-turn	Fatal/ Injury				15	42				
	Left-turn	PDO				15	57				

Dual CRF for US 212 from CSAH 11 to CSAH 36

Improvements include a 2 lane to 4 lane conversion and installing a median, but allowing a 3/4 access at the TH 43 intersection (restrict side-street left-turns). Determined that the two factors below give best result for B/C.

CR1=Increase Number of Lanes
CR2=Install a raised median

CR=1 – (1-CR1)*(1-CR2)

Other Crashes: CR=1 – (1-.31)*(1-.39) = .58
Head On: CR=100% due to installation of a median.
ROR (injury): CR = 1- (1-.44)*(1-.39) = .65
ROR (PDO): CR = 1- (1-.50)*(1-.39) = .70
Right Angle: CR=100% due to restricted left-turns
Left-Turn: CR=1 – (1-.71)*(1-.39) = .82
Rear End: CR=1 – (1-.53)*(1-.39) = .71
Sideswipe (all): CR=1 – (1-.44)*(1-.39) = .66
Sideswipe (PDO): CR=1 – (1-.64)*(1-.39) = .78

US 212 at TH 43 - Created 6/27/2018 by Tsachi

Sys	Route	Ref_Point	Co	City	Dist	Trib	Crash_Num	Month	Day	Year	DyWk	Time	Rd_Dir	Elem	Rely	Investigat	Sev	NumKilled	Diag	NumVeh
04-CSAH	10000043	004+00.036	10	0	0		133150227	10	31	2013	THU	1717	N	Z	1	1	N	0	1	2
02-US	212	143+00.591	10	0	0		131570048	6	5	2013	WED	1556	Z	Z	1	2	N	0	1	2
02-US	212	143+00.491	10	0	0		140390067	2	7	2014	FRI	744	Z	Z	2	2	C	0	1	2
02-US	212	143+00.723	10	0	0		150580129	2	27	2015	FRI	1340	Z	Z	2	2	N	0	1	2
04-CSAH	10000043	004+00.040	10	0	0		132520101	9	9	2013	MON	810	Z	Z	1	2	N	0	5	2
02-US	212	143+00.591	10	0	0		133300181	11	26	2013	TUE	1555	Z	Z	1	2	B	0	5	2
02-US	212	143+00.685	10	0	0		131810025	6	28	2013	FRI	1847	Z	Z	3	2	C	0	5	2
02-US	212	143+00.591	10	0	0		142330172	8	16	2014	SAT	804	Z	N/A	1	1	C	0	5	2
02-US	212	143+00.622	10	0	0		142290133	8	17	2014	SUN	1721	Z	Z	2	1	N	0	8	2
02-US	212	143+00.591	10	0	0		131120212	4	19	2013	FRI	1214	Z	Z	1	1	C	0	90	3
02-US	212	143+00.591	10	0	0		130460004	2	14	2013	THU	2147	Z	Z	1	2	N	0	90	2
02-US	212	143+00.591	10	0	0		131620028	6	10	2013	MON	1644	Z	Z	1	2	N	0	90	2

Junc	SL	Type	Loc1	TCD	LIT	Wthr1	Wthr2	Surf	Char	Desgn	WZ	V1Type	V1Dir	V1Act	V1Fac1	V1Fac2	V1Phys	V1Age	V1Sex	V2Type
	4	55	1	1	4	1	2	0	1	1	8	98	31	1	1	15	0	1	33	M	2
	4	55	1	1	4	1	3	2	2	1	8	98	1	7	15	7	15	1	50	M	2
	1	55	1	1	98	1	1	0	1	1	8	98	3	3	1	1	0	1	61	F	1
	1	55	1	1	98	1	1	0	1	1	8	98	1	7	10	9	0	1	76	F	4
	4	55	1	1	4	2	2	3	2	1	8	98	1	1	6	2	31	1	59	M	1
	4	55	1	1	4	1	2	0	1	1	8	98	33	5	1	2	0	1	20	M	1
	1	55	1	1	98	1	2	0	1	1	8	98	4	5	37	2	0	1	60	M	1
	4	55	1	1	4	1	2	0	1	1	8	98	2	1	1	2	15	1	18	F	2
	1	55	1	1	98	1	2	0	2	1	8	98	1	3	1	61	0	1	50	C	1
	4	55	1	1	4	1	1	0	4	1	8	98	4	3	6	3	0	1	44	F	1
	7	55	1	1	4	6	1	0	1	1	8	98	1	1	1	2	0	1	46	F	1
	4	55	1	1	4	1	2	2	1	1	8	98	1	1	1	99	0	1	75	F	1

V2Dir	V2Act	V2Fac1	V2Fac2	V2Phys	V2Age	V2Sex	V3Type	V3Dir	V3Act	V3Fac1	V3Fac2	V3Phys	V3Age	V3Sex	V4Type	V4Dir	V4Act	V4Fac1	V4Fac2	V4Phys
1	1	1	0	1	21	M														
7	11	1	1	1	16	F														
3	15	3	99	99	902	Z														
7	6	1	0	1	38	M														
3	1	1	0	1	51	F														
3	1	1	0	1	23	F														
7	1	1	0	1	20	M														
3	1	1	0	1	24	M														
7	1	61	0	1	86	F														
7	1	1	0	1	55	F		1	3	1	1	0	1	26	F					
7	1	1	0	1	31	F														
3	1	1	99	1	19	F														

V4Age	V4Sex	True_Miles	Route_Code	POINT_X	POINT_Y
		4.036	410000043	445903.2	4958317
		143.272	200000212	445903.3	4958323
		143.172	200000212	445741.6	4958326
		143.404	200000212	446114.5	4958316
		4.04	410000043	445903.3	4958323
		143.272	200000212	445903.3	4958323
		143.366	200000212	446053.8	4958318
		143.272	200000212	445903.3	4958323
		143.303	200000212	445953.3	4958321
		143.272	200000212	445903.3	4958323
		143.272	200000212	445903.3	4958323
		143.272	200000212	445903.3	4958323

US 212 at Laurie Ln - Created 6/27/2018 by Tsachi

Sys	Route	Ref_Point	Co	City	Dist	Trib	Crash_Num	Month	Day	Year	DyWk	Time	Rd_Dir	Elem	Rely	Investigat	Sev	NumKilled	Diag	NumVeh
02-US	212	142+00.824	10	0	0	133390254	12	5	2013	THU	1405	Z	Z	2	2	C	0	7	1	

Junc	SL	Type	Loc1	TCD	LIT	Wthr1	Wthr2	Surf	Char	Desgn	WZ	V1Type	V1Dir	V1Act	V1Fac1	V1Fac2	V1Phys	V1Age	V1Sex	V2Type
	1	55	38	1	98	1	1	1	5	1	8	98	2	7	1	42	61	1	35	M

V2Dir	V2Act	V2Fac1	V2Fac2	V2Phys	V2Age	V2Sex	V3Type	V3Dir	V3Act	V3Fac1	V3Fac2	V3Phys	V3Age	V3Sex	V4Type	V4Dir	V4Act	V4Fac1	V4Fac2	V4Phys

V4Age	V4Sex	True_Miles	Route_Code	POINT_X	POINT_Y
		142.512	200000212	444670.9	4958343

US 212 at Mellgren Ln - Created 6/27/2018 by Tsachi

Sys	Route	Ref_Point	Co	City	Dist	Trib	Crash_Num	Month	Day	Year	DyWk	Time	Rd_Dir	Elem	Rely	Investigat	Sev	NumKilled	Diag	NumVeh
02-US	212	142+00.577		10	0	0	152990234	10	18	2015	SUN	1314	E	Z	2	1	B	0	5	2
08-T	10000154	000+00.000		10	0	0	142660053	9	22	2014	MON	712	Z	Z	1	2	N	0	2	2

Junc	SL	Type	Loc1	TCD	LIT	Wthr1	Wthr2	Surf	Char	Desgn	WZ	V1Type	V1Dir	V1Act	V1Fac1	V1Fac2	V1Phys	V1Age	V1Sex	V2Type
	1	55	1	1	98	1	1	0	1	1	8	98	1	3	7	2	10	1	58	F	1
	2	55	1	1	98	1	1	0	1	1	8	98	4	3	1	4	0	1	30	M	2

V2Dir	V2Act	V2Fac1	V2Fac2	V2Phys	V2Age	V2Sex	V3Type	V3Dir	V3Act	V3Fac1	V3Fac2	V3Phys	V3Age	V3Sex	V4Type	V4Dir	V4Act	V4Fac1	V4Fac2	V4Phys
	3	1	1	0	1	35	M													
	3	1	1	0	1	24	F													

V4Age	V4Sex	True_Miles	Route_Code	POINT_X	POINT_Y
		142.265	200000212	444273.4	4958348
		0	810000154	444273.4	4958348

US 212 at Kelly Ave - Created 6/27/2018 by Tsachi

Sys	Route	Ref_Point	Co	City	Dist	Trib	Crash_Num	Month	Day	Year	DyWk	Time	Rd_Dir	Elem	Rely	Investigat	Sev	NumKilled	Diag	NumVeh
02-US	212	141+00.640	10	0	0	133410053	12	6	2013	FRI	2000	Z	Z	1	2	N	0	90	1
02-US	212	141+00.538	10	0	0	131700176	6	19	2013	WED	404	Z	Z	B	1	C	0	7	1
02-US	212	141+00.538	10	0	0	143210346	11	15	2014	SAT	1351	Z	N/A	B	1	K	2	8	2
02-US	212	141+00.638	10	0	0	142950120	10	22	2014	WED	717	Z	Z	2	2	N	0	8	1

Junc	SL	Type	Loc1	TCD	LIT	Wthr1	Wthr2	Surf	Char	Desgn	WZ	V1Type	V1Dir	V1Act	V1Fac1	V1Fac2	V1Phys	V1Age	V1Sex	V2Type
	1	55	34	1	98	6	1	0	5	1	8	98	1	3	1	46	13	1	27	F	
	1	55	51	1	98	4	2	0	1	1	8	98	1	3	1	15	0	1	19	M	
	1	55	1	1	98	1	2	4	3	1	8	98	3	3	1	3	0	99	29	M	2
	1	55	8	1	98	2	1	0	1	1	8	98	3	3	1	1	0	1	53	M	

V2Dir	V2Act	V2Fac1	V2Fac2	V2Phys	V2Age	V2Sex	V3Type	V3Dir	V3Act	V3Fac1	V3Fac2	V3Phys	V3Age	V3Sex	V4Type	V4Dir	V4Act	V4Fac1	V4Fac2	V4Phys
	7	1	1	0	1	33	M													

V4Age	V4Sex	True_Miles	Route_Code	POINT_X	POINT_Y
		141.357	200000212	442809.4	4958312
		141.255	200000212	442645	4958308
		141.255	200000212	442645	4958308
		141.355	200000212	442806.2	4958312

US 212 from CSAH 11 to CSAH 36 (Intersections not included)- Created 6/27/2018 by Tsachi

Sys	Route	Ref_Point	Co	City	Dist	Trib	Crash_Num	Month	Day	Year	DyWk	Time	Rd_Dir	Elem	Rely	Investigat	Sev	NumKilled	Diag	NumVeh
02-US	212	143+00.09	10	0	0		141670020	6	15	2014	SUN	12	E	Z		3	2 C	0	90	1
02-US	212	143+00.09	10	0	0		142650270	9	22	2014	MON	713	E	Z		3	1 N	0	1	2
02-US	212	143+00.34	10	0	0		131120229	4	22	2013	MON	2209	Z	Z		2	2 N	0	4	1
02-US	212	143+00.34	10	0	0		150620350	3	3	2015	TUE	2000	Z	Z		1	2 N	0	7	1
02-US	212	143+00.84	10	0	0		130560259	2	18	2013	MON	2109	W	Z		2	1 C	0	4	1
02-US	212	141+00.02	10	0	0		141950092	7	14	2014	MON	1020	Z	Z		1	2 N	0	1	2
02-US	212	144+00.59	10	0	0		130500176	2	19	2013	TUE	1030	Z	Z		3	2 N	0	7	1
02-US	212	141+00.28	10	0	0		130070029	1	7	2013	MON	642	Z	Z		2	2 C	0	4	1
02-US	212	141+00.28	10	0	0		130090277	1	7	2013	MON	639	E	Z		2	1 N	0	90	1
02-US	212	144+00.16	10	0	0		150670026	3	3	2015	TUE	1518	Z	Z		1	2 N	0	7	1
02-US	212	141+00.78	10	0	0		133230015	11	18	2013	MON	2104	Z	Z		2	2 N	0	8	1
02-US	212	143+00.08	10	0	0		133170220	11	13	2013	WED	1835	Z	Z		2	2 N	0	1	1
02-US	212	142+00.08	10	0	0		152850022	10	11	2015	SUN	1351	Z	Z		1	2 N	0	1	2
02-US	212	143+00.34	10	0	0		132350096	8	15	2013	THU	1243	Z	Z		2	2 B	0	1	3
02-US	212	144+00.09	10	0	0		132590103	9	16	2013	MON	1229	Z	Z	B		2 N	0	2	2

Junc	SL	Type	Loc1	TCD	LIT	Wthr1	Wthr2	Surf	Char	Desgn	WZ	V1Type	V1Dir	V1Act	V1Fac1	V1Fac2	V1Phys	V1Age	V1Sex	V2Type
	1	55	8	1	98	6	1	0	1	1	8	98	11	3	1	1	0	1	37	M	
	1	55	1	1	98	1	1	0	1	1	8	98	1	3	10	1	0	1	22	M	1
	1	55	34	4	98	6	5	4	4	1	8	98	1	3	1	61	13	1	43	F	
	1	55	25	8	98	6	7	7	5	1	8	98	3	7	1	46	61	1	26	F	
	1	55	54	4	98	6	7	0	5	1	8	98	2	7	1	3	0	1	70	M	
	1	55	1	1	98	1	1	0	1	1	8	98	1	3	1	15	3	1	23	F	90
	1	55	27	1	98	1	7	8	5	2	8	98	1	3	1	61	46	1	69	F	
	1	55	37	1	98	1	5	0	5	1	8	98	3	3	1	61	0	1	26	F	
	1	55	30	4	98	6	1	0	2	5	8	98	1	3	1	3	0	1	36	M	
	1	55	51	7	98	1	1	0	5	2	1	98	3	7	1	61	0	1	46	F	
	1	55	8	1	98	6	1	1	1	1	8	98	1	3	1	1	1	98	30	M	
	1	55	8	1	98	6	1	0	1	1	8	98	1	7	1	1	0	1	38	M	
	1	55	1	1	98	1	1	0	1	1	8	98	3	3	1	1	0	1	40	M	3
	1	55	1	1	98	1	1	1	1	1	8	98	1	3	10	15	46	1	20	M	1
	1	55	1	1	98	1	1	1	1	2	8	98	1	3	1	15	0	1	24	F	4

V2Dir	V2Act	V2Fac1	V2Fac2	V2Phys	V2Age	V2Sex	V3Type	V3Dir	V3Act	V3Fac1	V3Fac2	V3Phys	V3Age	V3Sex	V4Type	V4Dir	V4Act	V4Fac1	V4Fac2	V4Phys
	3	1	4	15	1	43	F													
	3	6	1	0	1	53	M													
	3	1	15	0	1	45	F													
	3	11	1	1	1	18	M	3	3	11	1	1	1	58	M					
	3	1	9	14	1	53	M													

V4Age	V4Sex	True_Miles	Route_Code	POINT_X	POINT_Y
		142.772	200000212	445092.7	4958336
		142.772	200000212	445092.7	4958336
		143.022	200000212	445498.2	4958330
		143.026	200000212	445504.7	4958329
		143.522	200000212	446302.8	4958309
		140.742	200000212	441831	4958337
		144.267	200000212	447491.6	4958269
		141.005	200000212	442247.3	4958302
		141.005	200000212	442247.3	4958302
		143.841	200000212	446811.9	4958292
		141.505	200000212	443048	4958318
		142.762	200000212	445076.4	4958336
		141.771	200000212	443476.9	4958328
		143.021	200000212	445496.6	4958330
		143.772	200000212	446701.8	4958296

LAYOUT HISTORY

DESCRIPTION

Cologne to Carver County Road (CSAH) 11

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2005-2008: TH 212 constructed as a controlled access 4 lane freeway from Carver County Road 11 to CSAH 4 (Stage 2 and 3).

2007: Environmental review and layout refinements initiated for the segment from the east terminus of the Cologne Bypass and Carver County Road 11.

2007-2009: Layout refinement for the segment from the east terminus of the Cologne Bypass and Carver County Road 11 included adjustment of the proposed centerline spacing and incorporation of current access management guidelines. Specific drawings (flaps) for the following locations were prepared:

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- Dual left turn from TH 212 to SB CSAH 43 dashed to represent a possible future condition
- WB TH 212 profile added to the profile layout

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- Intersection of CSAH 43 and the north frontage road (CSAH 43 Tie-In) moved to a location 1/4 mile north of potential future interchange ramp termini
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- Improve safety and access management through interim improvements.
- Ready interim improvements for implementation.
- Ready the existing roadway for future highway expansion.
- Develop a right-of-way acquisition plan.
- Find and solicit funds for implementing improvements.
- Coordinate/communicate with project partners and the public.

The study process was informed by a Project Management Team (PMT) that consisted of MnDOT (South Area), Carver County, and the Southwest Corridor Transportation Coalition.

SRF led the PMT throughout an eighteen month planning process, which evaluated a number of technical elements, and included an extensive public outreach effort to engage citizens and stakeholders.

The study was broken into two phases. The first phase of the study evaluated the two-lane gaps from an access and safety perspective with additional focus given to the two-lane gap between Cologne and Carver. This two-lane segment was evaluated to determine the feasibility and benefits of the following design options:

- Option 1 - Ultimate Four Lane: represents the layout prepared in 2009 for the Environmental Assessment (EA), constructing a new four lane divided facility, and frontage and backage roadways utilizing existing TH 212 pavement.
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- Option 4 - No Build/Interim Improvements: Includes the widening of the existing mainline shoulders (four-feet to ten-feet) and includes addressing anticipated preservation needs of the roadway (e.g., resurfacing and culvert repairs), but does not include the expansion of a two-lane facility to four-lane roadway.

These four options were then evaluated based on 14 project criteria and based on that evaluation, Option 2, the Hybrid Four Lane, was selected to move forward into Phase two.

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February, 2017 - Revised intersections at Kelly Ave., Mellgren Ave., and C.S.A.H. 43 to be Reduced Conflict Intersections per comments from MNDOT LAC.

May, 2017 - West End tie in location changed to tie into end of existing concrete per comment from Carver County. Reverse curves with a 200' tangent section between per MNDOT guidance. Curves were added to keep same distance from the Klepperich Farm.

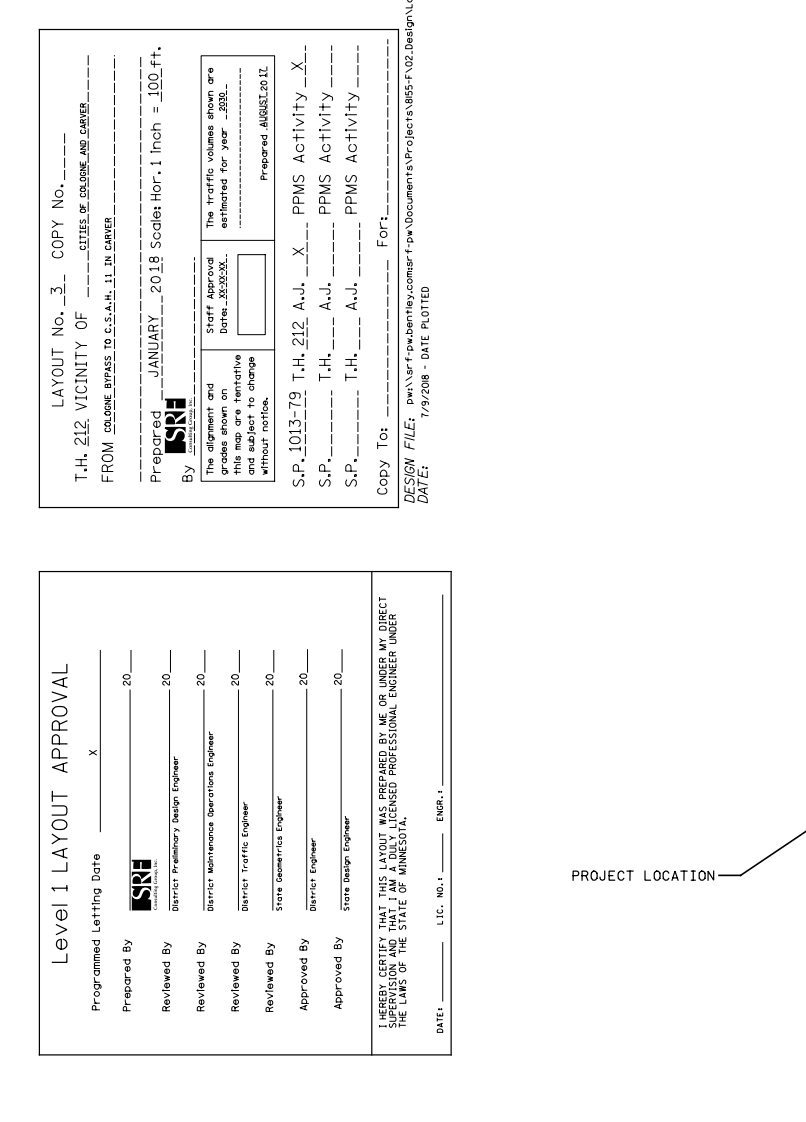
January, 2018 - After evaluation of options at the proposed Carver Creek crossing, decision was made to proceed with the two single span bridges.

Revised intersections at station 484+40 and 701+50 to Reduced Conflict Intersections.

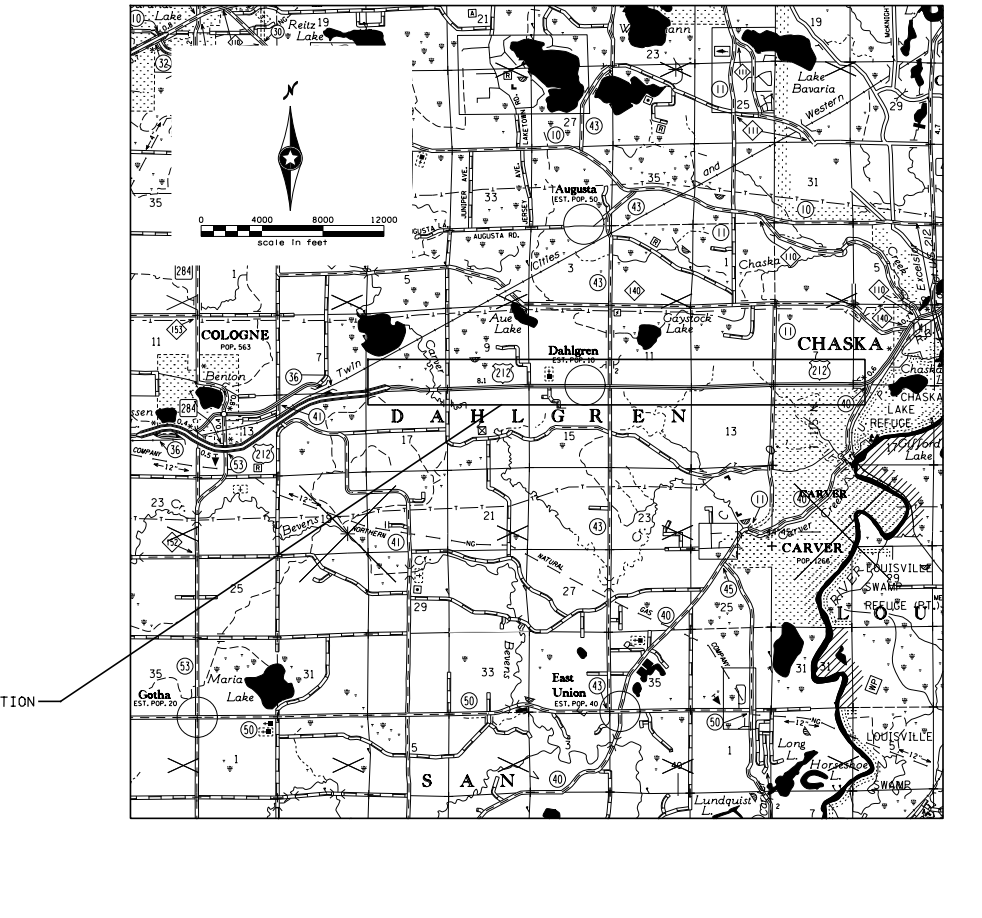
Revised Mellgren Ave Reduced Conflict Intersection to a split Reduced Conflict Intersection with Laurie Lane.

Design Exceptions

Design exceptions include two vertical curves. One vertical curve is by the Zoar United Church of Christ. This design exception was made to eliminate the impacts to the Church Cemetery. This vertical curve is on WB 212 at station 606+50 and meets a 65 mph design. The other vertical curve that has a design exception is on EB 212 at station 693+50. This curve meets a 65 mph design and was made to extend the possible pavement rehabilitation area.



LOCATION MAP



DEPARTMENT OF TRANSPORTATION

Metropolitan District
Waters Edge
1500 West County Road B-2
Roseville, MN 55113-3174

Telephone: (651) 234-7617
Fax: (651) 234-7610

Memo

TO: Diane Langenbach - South Area Engineer

FROM: Layout Approval Committee (LAC)
Chad Casey – Metro District Preliminary Design Engineer
TD Tim Donovan - Chair
Brian Wifler Rose Richter Erik Nelson
Bev Schroeder Brian Tomassoni Chris Xiong

CC: Tim Quinn – Metro District Program Delivery Resource Engineer
Doug Carter – State Geometrics Engineer
Tiffany Dagon – Metro District Maintenance Operations Engineer
Lars Impola - MnDOT Metro District Traffic Engineering

Attendees: Chad Erickson, Josh Fleck, Gwen Mei, Almin Ramic, Dan Sullivan, Chris Hoberg, Craig Hass - SRF, Leif Garnass – SRF, Darin Mielke – Carver Co, Kevin Jullie – SRF, Jon McPherson - SRF

DATE: June 27, 2018

SUBJECT: LAC review of SP 1013-79 (TH 212), Complete 4 lane section between Carver and Cologne.

The LAC met on July 12, 2017 to review Layout No. 3 dated 5/19/2017. Layout No. 3 dated 12/8/2016 had been previously reviewed on December 14, 2016. This review generated the following comments.

No Layout Content Review Checklist was submitted with the layout. LAC members completed one prior to the meeting.

Layout 3 Comments

1. Because this project has not been fully funded the State Design Engineer may approve

the layout, but the layout and profile must be marked "STUDY LAYOUT" and "STUDY PROFILE." When the project gets programmed, it must be resubmitted to GDSU and the State Design Engineer for re-review and re-approval before proceeding to final design.

2. Use Technical Memorandum 17-03-TS-01 (March 2017), "Restricted Crossing U-Turn – Design and Implementation Guide". At the U-Turns both an SU-40 and a WB-62 should be able to make the move. At the center median both a WB-62 and the Metro District Snowplow provided should be able make this move.

3. After discussions regarding the shown RCUTs, it was determined that cross streets with ADTs of less than 1000 should not have the left turn lanes or center median island. They should only have the U-Turns.

Kelly Avenue and Mellgren Lane should not have left turn lanes while CSAH 43 should have left turn lanes.

4. Turn Lanes should be 500' long.

5. Close the entrance at Dahlgren Rd and provide a WB to EB U-turn that will accommodate the driveways along this section of TH 212.

6. Incorporate comments from LAC Comment Letter dated January 11, 2017.

7. Update the Layout History to reflect these changes and advance the Layout number to 4.

Profile 3 Comments

Because the plan view for this project has many changes that need to be incorporated, profiles were not reviewed by the LAC. However some general comments are:

1. Show Intersection Sight Distances (graphically) on profiles, or profile details, for all U-Turns. Use Case B1 – Left Turn from a minor road in Technical Memorandum 13-09-TS-02. This provides for vehicle acceleration.

2. Update the profiles to reflect these changes and advance the Profile number to 4.

Miscellaneous Comments

At the next submittal of the layout and profile, a response letter to these comments and previous comments is required before the review will commence.

This concludes the comments from the LAC for the layout provided. Thank you for the opportunity to review and comment on the proposed project. Please contact the Project

Manager if there are any questions regarding the comments made here. There also may be comments from the GDSU.

MnDOT Geometric Design Support Unit (GDSU) website:
http://www.dot.state.mn.us/design/geometric/index.html

Metro District Preliminary Design website: http://www.dot.state.mn.us/metro/predesign/index.html

CAES is Computer Aided Engineering Services
Their main web page:
http://www.dot.state.mn.us/caes/index.html

The mndot04.cel cell library is a Download File: MNDOT-CDStds-MSTN.ZIP
on this page: http://www.dot.state.mn.us/caes/cadd/

rr, td

PW: \Documents\Projects\DM_ROS\212\1013\079\Predesign\Layouts\July 12, 2017 LAC Mtg\SP 1013-79 LAC Review Letter July 12, 2017.docx

Carver County
Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

July 12, 2018

Elaine Koutsoukos
TAB Coordinator
METROPOLITAN COUNCIL
390 Robert St. N
St. Paul, MN 55101

SUBJECT: US 212 Expansion Project Risk Assessment Layout Approval Letter

Dear Ms. Koutsoukos:

This letter is to confirm the County's agreement with and approval to date of the attached layout for the US 212 Expansion Project between CSAH 36 and CSAH 11. The County led and partnered on the development of the layout and is aware of the details specified in the application attachment. The project has undergone substantial study, design, and coordination with MnDOT.

To represent coordination, approval, and agreement of the layout development to date, MnDOT provided a copy of the Layout Approval Committee meeting memo from July 12, 2017. This memo shows the participation and feedback between MnDOT staff, County staff, and consultant design staff. As the roadway owner, MnDOT also provided the required letter of support for the project. Although not required, the City of Cologne and the City of Carver, located on the western and eastern ends of the project corridor, respectively, also provided letters of support for the project.

The County is committed to working with MnDOT to complete the final layout approval engineering process for the US 212 Expansion Project in the coming months.

Sincerely,

Lyndon Robjent, P.E.
Public Works Director/County Engineer

LAYOUT HISTORY

DESCRIPTION

Cologne to Carver County Road (CSAH) 11

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February, 2017 - Revised intersections at Kelly Ave., Meilgren Ave., and C.S.A.H. 43 to be Reduced Conflict Intersections per comments from MNDOT LAC.

May, 2017 - West End tie in location changed to tie into end of existing concrete per comment from Carver County. Reverse curves with a 200' tangent section between per MNDOT guidance were added to keep same distance from the Klepperich Farm.

January, 2018 - After evaluation of options at the proposed Carver Creek crossing, decision was made to proceed with the two single span bridges.

Revised intersections at station 484+40 and 701+50 to Reduced Conflict Intersections.

Revised Meilgren Ave Reduced Conflict Intersection to a split Reduced Conflict Intersection with Laurie Lane.

LAYOUT No. 3 COPY No. ____

T.H. 212 VICINITY OF ____ CITIES OF COLOGNE AND CARVER ____

FROM COLOGNE BYPASS TO C.S.A.H. 11 IN CARVER

Prepared JANUARY 2018 Scale: Hor. 1 Inch = 100 ft.

By SRF

The alignment and grades shown on this map are tentative and subject to change without notice.	Staff Approval Date: XX-XX-XX	The traffic volumes shown are estimated for year 2035
		Prepared: AUGUST 2017

S.P. 1013-79 T.H. 212 A.J. X PPMS Activity X

S.P. ____ T.H. ____ A.J. ____ PPMS Activity ____

S.P. ____ T.H. ____ A.J. ____ PPMS Activity ____

Copy To: ____ For ____

DESIGN FILE: pw:\\srf.pw.bentley.comsrf.pw:\Documents\Projects\855-T\02_Design\Layouts\Q10379_Layout_Sheets.dgn

DATE: 7/9/2018 - DATE PLOTTED

Level 1 LAYOUT APPROVAL

Programmed Letting Date _____ X

Prepared By _____ 20__

SRF _____

District Preliminary Design Engineer

Reviewed By _____ 20__

District Maintenance Operations Engineer

Reviewed By _____ 20__

District Traffic Engineer

Reviewed By _____ 20__

State Geometrics Engineer

Reviewed By _____ 20__

District Engineer

Approved By _____ 20__

State Design Engineer

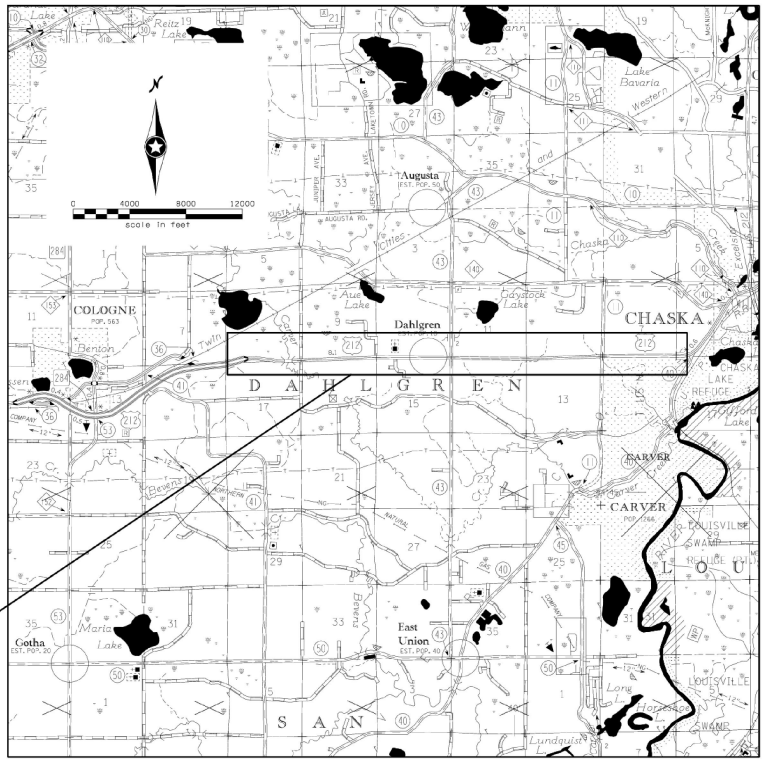
I HEREBY CERTIFY THAT THIS LAYOUT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

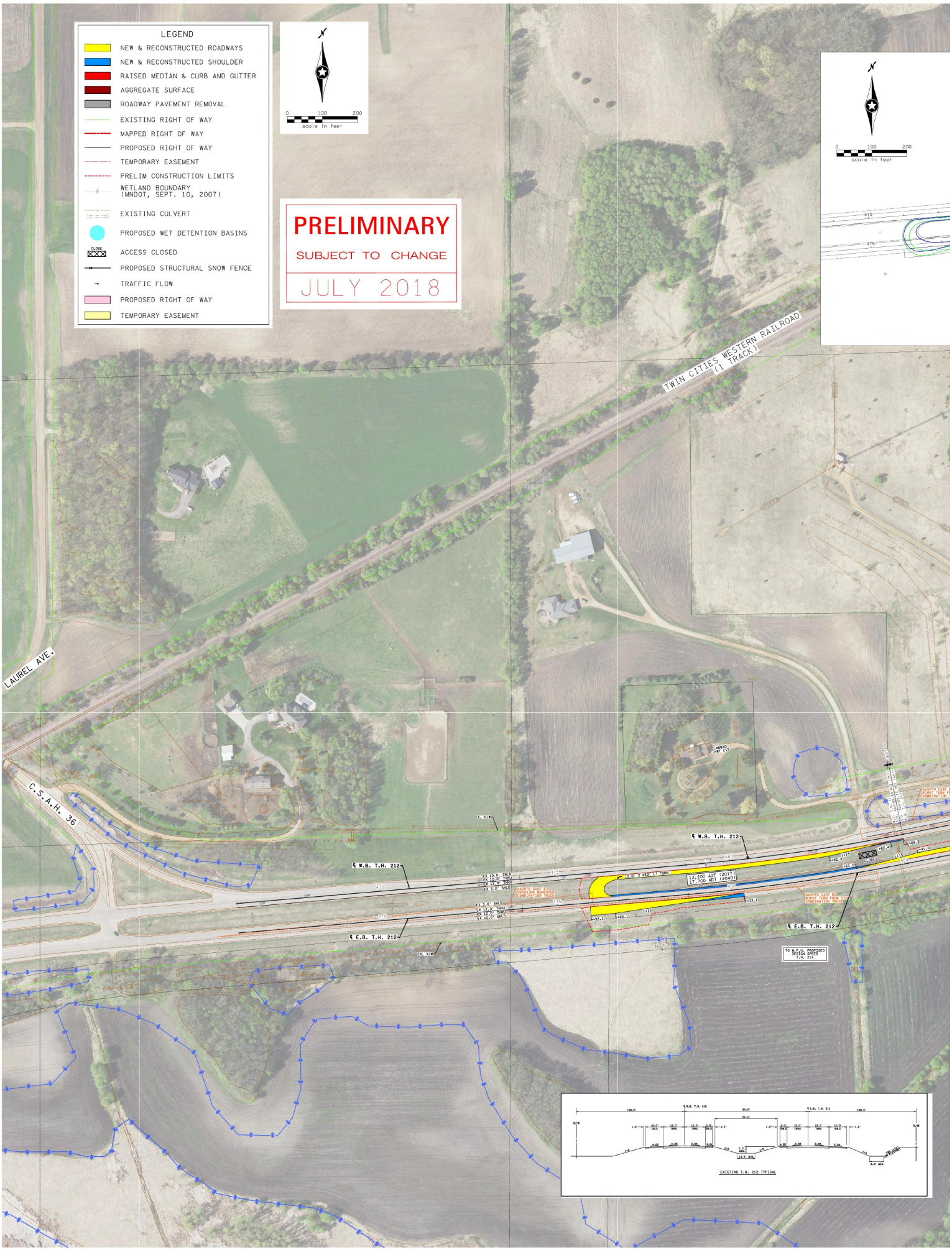
DATE: _____ LIC. NO.: _____ ENGR.: _____

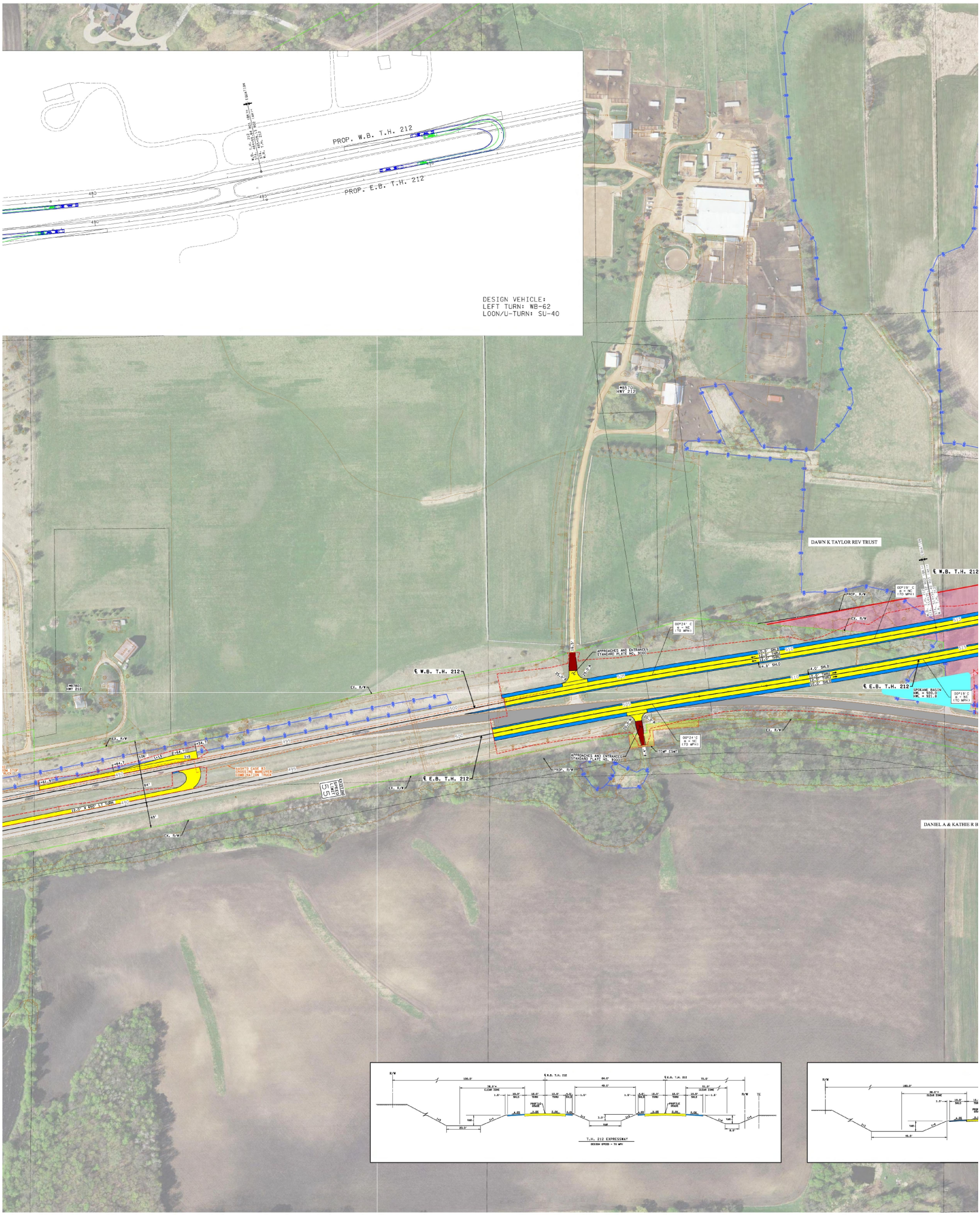
Design Exceptions

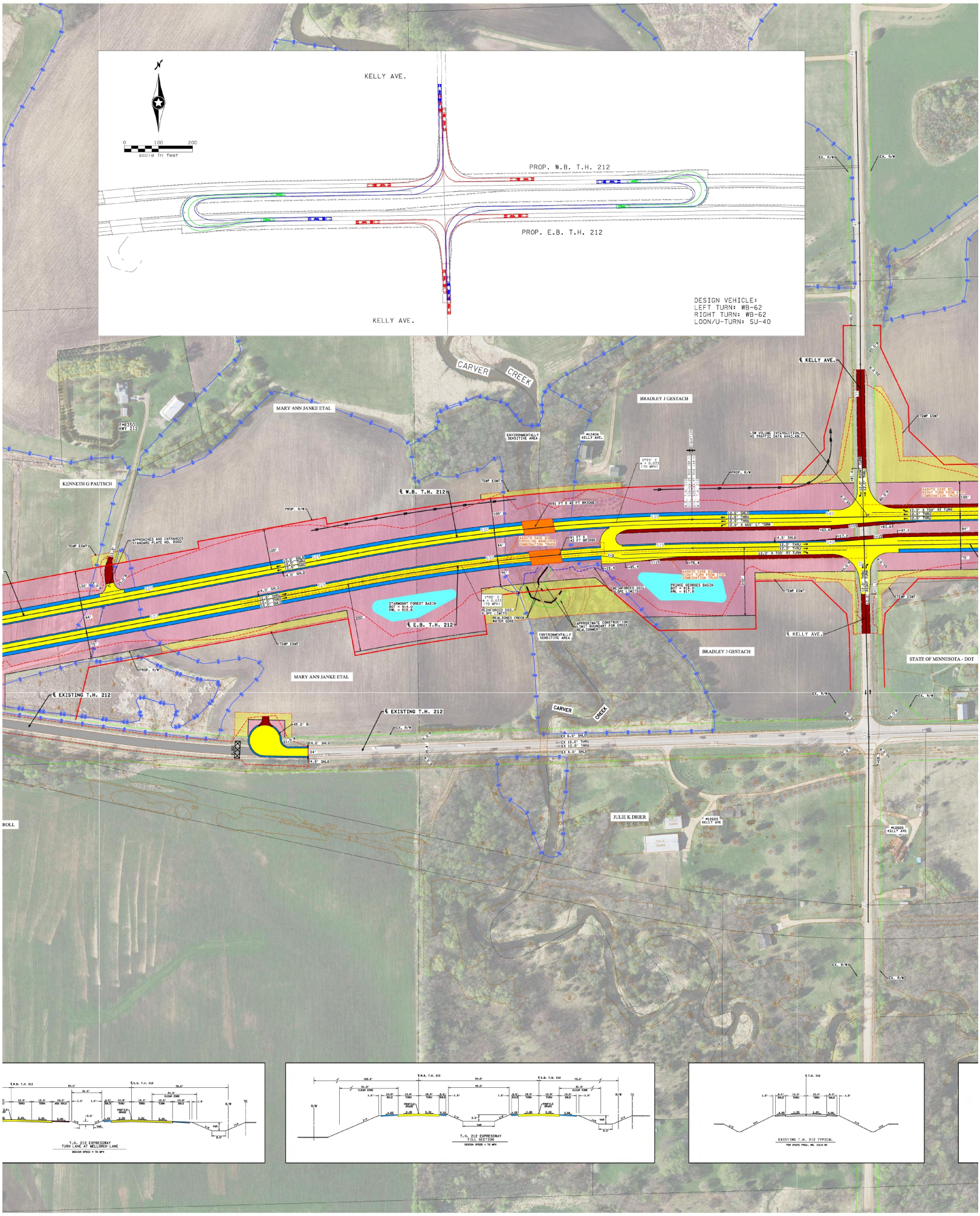
Design exceptions include two vertical curves. One vertical curve is by the Zoar United Church of Christ. This design exception was made to eliminate the impacts to the Church Cemetery. This vertical curve is on WB 212 at station 606+50 and meets a 65 mph design. The other vertical curve that has a design exception is on EB 212 at station 693+50. This curve meets a 65 mph design and was made to extend the possible pavement rehabilitation area.

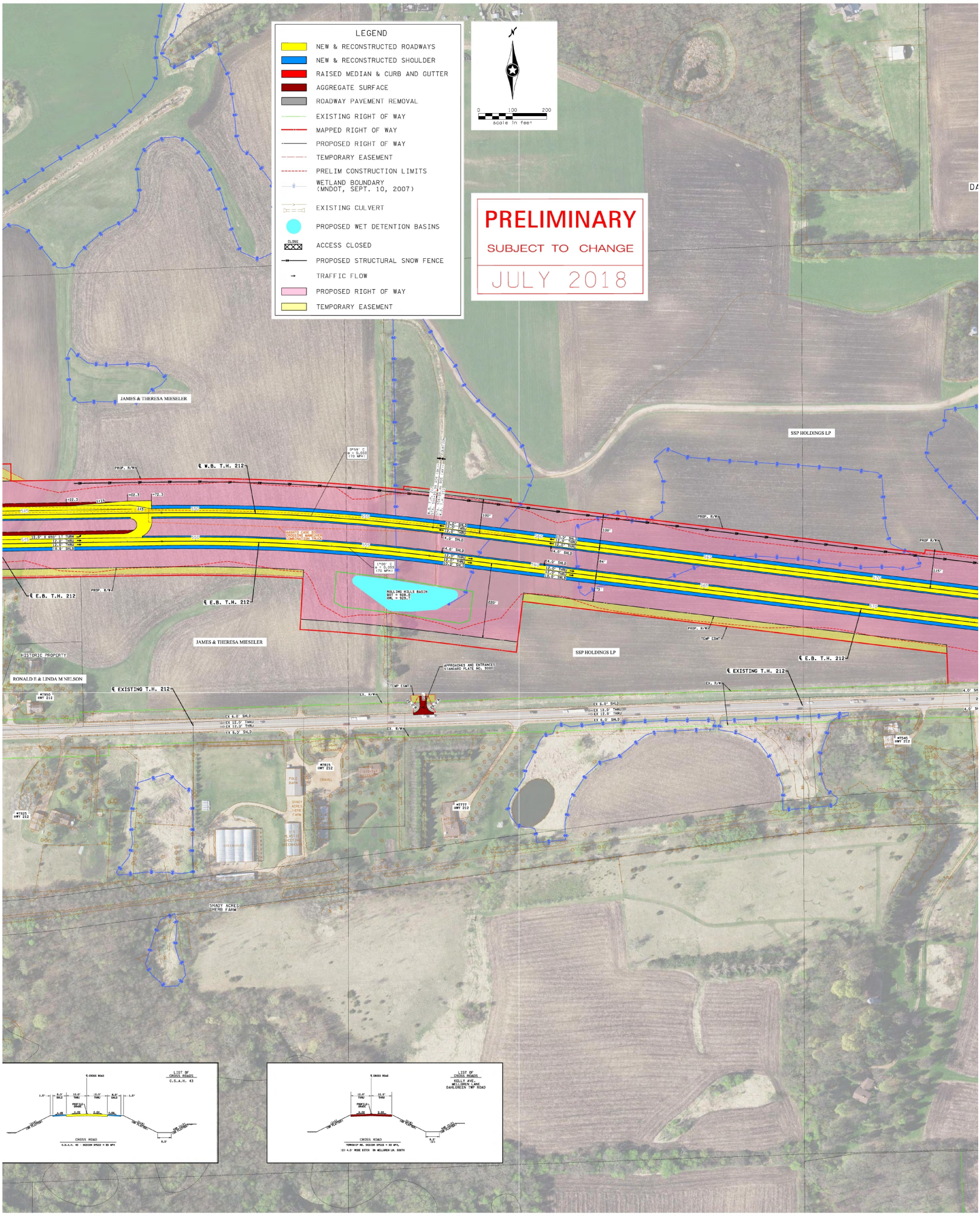
LOCATION MAP

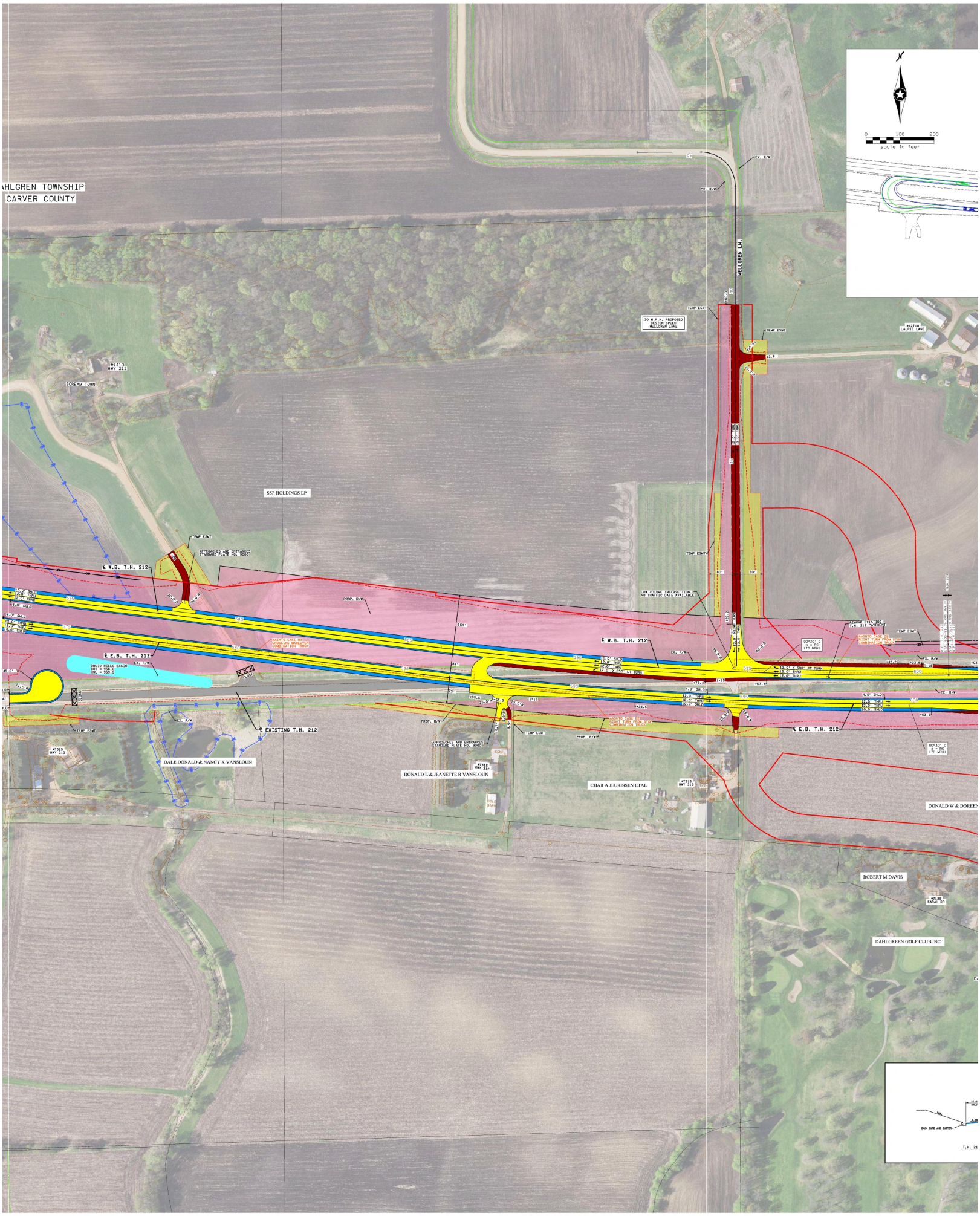


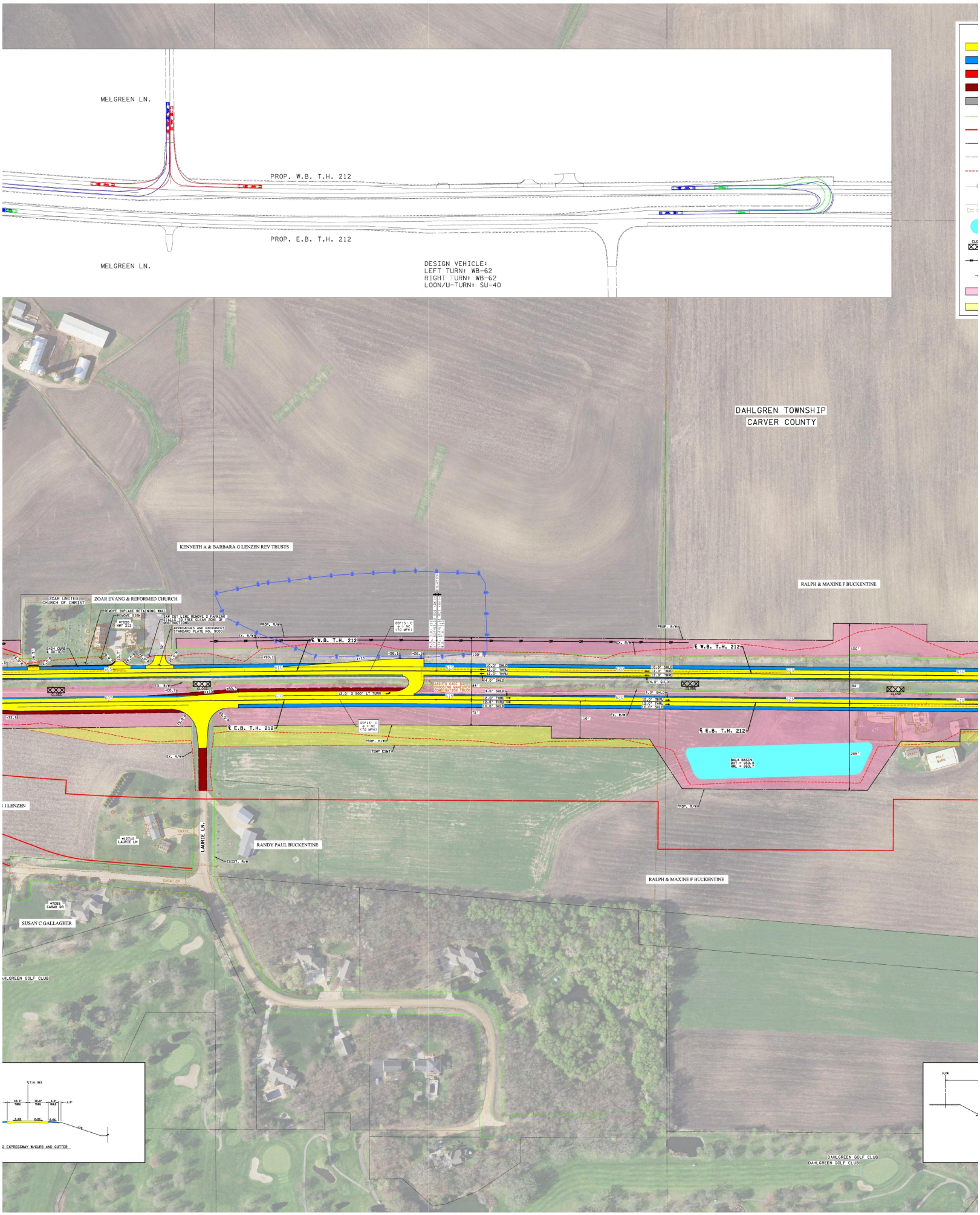

LEGEND
NEW & RECONSTRUCTED ROADWAYS
NEW & RECONSTRUCTED SHOULDER
RAISED MEDIAN & CURB AND GUTTER
AGGREGATE SURFACE
ROADWAY PAVEMENT REMOVAL
EXISTING RIGHT OF WAY
MAPPED RIGHT OF WAY
PROPOSED RIGHT OF WAY
TEMPORARY EASEMENT
PRELIM CONSTRUCTION LIMITS
WETLAND BOUNDARY (MNDOT, SEPT. 10, 2007)
EXISTING CULVERT
PROPOSED WET DETENTION BASINS
ACCESS CLOSED
PROPOSED STRUCTURAL SNOW FENCE
TRAFFIC FLOW
PROPOSED RIGHT OF WAY
TEMPORARY EASEMENT
0 100 200
scale in feet
PRELIMINARY
SUBJECT TO CHANGE
JULY 2018
TWIN CITIES WESTERN RAILROAD (1 TRACK)
LAUREL AVE.
C.S.A.H. 36
℄ W.B. T.H. 212
℄ E.B. T.H. 212
12.0' X 650' L TURN
13,300 ADT (2017)
17,700 ADT (2040)
70 M.P.H. PROPOSED DESIGN SPEED T.H. 212
EXISTING T.H. 212 TYPICAL

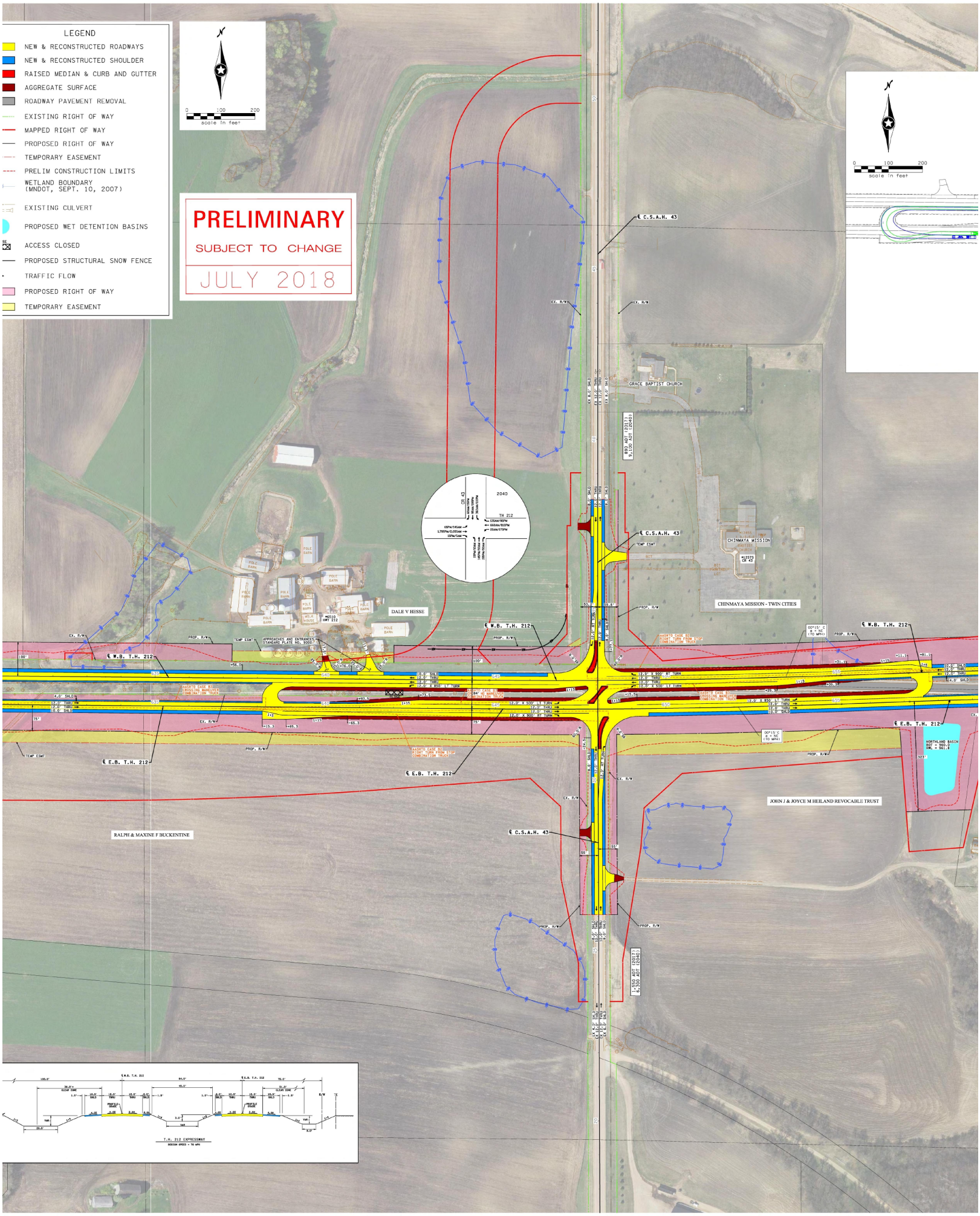

PROP. W.B. T.H. 212
PROP. E.B. T.H. 212
DESIGN VEHICLE:
LEFT TURN: WB-62
LOOP/U-TURN: SU-40
DAWN K TAYLOR REV TRUST
℄ W.B. T.H. 212
℄ E.B. T.H. 212
APPROACHES AND ENTRANCES STANDARD PLATE NO. 9000
TEMP ESMT
DANIEL A & KATHIE R B
T.H. 212 EXPRESSWAY
DESIGN SPEED = 70 MPH

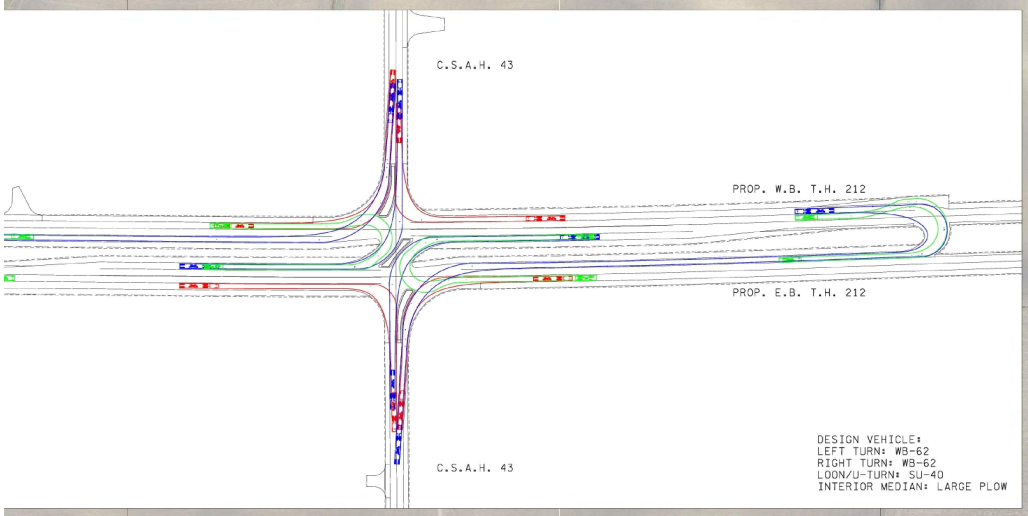

KELLY AVE.
0 100 200
scale in feet
PROP. W.B. T.H. 212
PROP. E.B. T.H. 212
KELLY AVE.
DESIGN VEHICLE:
LEFT TURN: WB-62
RIGHT TURN: WB-62
LOON/U-TURN: SU-40
CARVER CREEK
MARY ANN JANKE ETAL
BRADLEY J GESTACH
KENNETH G PAUTSCH
JULIE K DRIER
STATE OF MINNESOTA - DOT
℄ W.B. T.H. 212
℄ E.B. T.H. 212
℄ EXISTING T.H. 212
℄ KELLY AVE.
TEMP ESMT
PROP. R/W
EX. R/W
STARMOUNT FOREST BASIN
PRINCE GEORGES BASIN
ENVIRONMENTALLY SENSITIVE AREA
T.H. 212 EXPRESSWAY TURN LANE AT WELLSREH LANE
T.H. 212 EXPRESSWAY FILL SECTION
EXISTING T.H. 212 TYPICAL


LEGEND
NEW & RECONSTRUCTED ROADWAYS
NEW & RECONSTRUCTED SHOULDER
RAISED MEDIAN & CURB AND GUTTER
AGGREGATE SURFACE
ROADWAY PAVEMENT REMOVAL
EXISTING RIGHT OF WAY
MAPPED RIGHT OF WAY
PROPOSED RIGHT OF WAY
TEMPORARY EASEMENT
PRELIM CONSTRUCTION LIMITS
WETLAND BOUNDARY (MNDOT, SEPT. 10, 2007)
EXISTING CULVERT
PROPOSED WET DETENTION BASINS
ACCESS CLOSED
PROPOSED STRUCTURAL SNOW FENCE
TRAFFIC FLOW
PROPOSED RIGHT OF WAY
TEMPORARY EASEMENT
0 100 200
scale in feet
PRELIMINARY
SUBJECT TO CHANGE
JULY 2018
JAMES & THERESA MIESELER
SSP HOLDINGS LP
℄ W.B. T.H. 212
℄ E.B. T.H. 212
ROLLING HILLS BASIN
JAMES & THERESA MIESELER
HISTORIC PROPERTY
SSP HOLDINGS LP
RONALD E & LINDA M NELSON
℄ EXISTING T.H. 212
APPROACHES AND ENTRANCES (STANDARD PLATE NO. 5000)
SHADY ACRES HERB FARM
LIST OF CROSS ROADS
C.S.A.H. 43
CROSS ROAD
LIST OF CROSS ROADS
KELLY AVE.
MELLGREN LANE
DAHLGREEN TWP ROAD
CROSS ROAD


AHLGREN TOWNSHIP
CARVER COUNTY
MELLGREN LN.
50 M.P.H. PROPOSED DESIGN SPEED MELLGREN LANE
SCREAM TOWN
SSP HOLDINGS LP
℄ W.B. T.H. 212
℄ E.B. T.H. 212
℄ EXISTING T.H. 212
DRUID HILLS BASIN
NWL = 959.5
DALE DONALD & NANCY K VANSLOUN
DONALD L & JEANETTE R VANSLOUN
CHAR A JEURISSEN ETAL
DONALD W & DOREEN
ROBERT M DAVIS
DAHLGREEN GOLF CLUB INC
LOW VOLUME INTERSECTION, NO TRAFFIC DATA AVAILABLE
TEMP ESMT
PROP. R/W
EX. R/W
0 100 200
SCALE IN FEET


MELGREEN LN.
PROP. W.B. T.H. 212
PROP. E.B. T.H. 212
MELGREEN LN.
DESIGN VEHICLE:
LEFT TURN: WB-62
RIGHT TURN: WB-62
LOON/U-TURN: SU-40
DAHLGREN TOWNSHIP
CARVER COUNTY
KENNETH A & BARBARA G LENZEN REV TRUSTS
ZOAR EVANG & REFORMED CHURCH
RALPH & MAXINE F BUCKENTINE
RANDY PAUL BUCKENTINE
SUSAN C GALLAGHER
LAURIE LN.
℄ W.B. T.H. 212
℄ E.B. T.H. 212
12.0' X 500' LT TURN
BASIN BOT = 958.0
HWL = 960.7
DAHLGREEN GOLF CLUB


LEGEND
NEW & RECONSTRUCTED ROADWAYS
NEW & RECONSTRUCTED SHOULDER
RAISED MEDIAN & CURB AND GUTTER
AGGREGATE SURFACE
ROADWAY PAVEMENT REMOVAL
EXISTING RIGHT OF WAY
MAPPED RIGHT OF WAY
PROPOSED RIGHT OF WAY
TEMPORARY EASEMENT
PRELIM CONSTRUCTION LIMITS
WETLAND BOUNDARY (MNDOT, SEPT. 10, 2007)
EXISTING CULVERT
PROPOSED WET DETENTION BASINS
ACCESS CLOSED
PROPOSED STRUCTURAL SNOW FENCE
TRAFFIC FLOW
PROPOSED RIGHT OF WAY
TEMPORARY EASEMENT
0 100 200
scale in feet
PRELIMINARY
SUBJECT TO CHANGE
JULY 2018
℄ C.S.A.H. 43
℄ W.B. T.H. 212
℄ E.B. T.H. 212
GRACE BAPTIST CHURCH
CHINMAYA MISSION
CHINMAYA MISSION - TWIN CITIES
DALE V HESSE
JOHN J & JOYCE M HEILAND REVOCABLE TRUST
RALPH & MAXINE F BUCKENTINE
NORTHLAND BASIN
T.H. 212 EXPRESSWAY



DAHLGREN TOWNSHIP
CARVER COUNTY

LUALLEN H & SHIRLEY M KETTNER

DEBORAH A HALAYCHIK ETAL

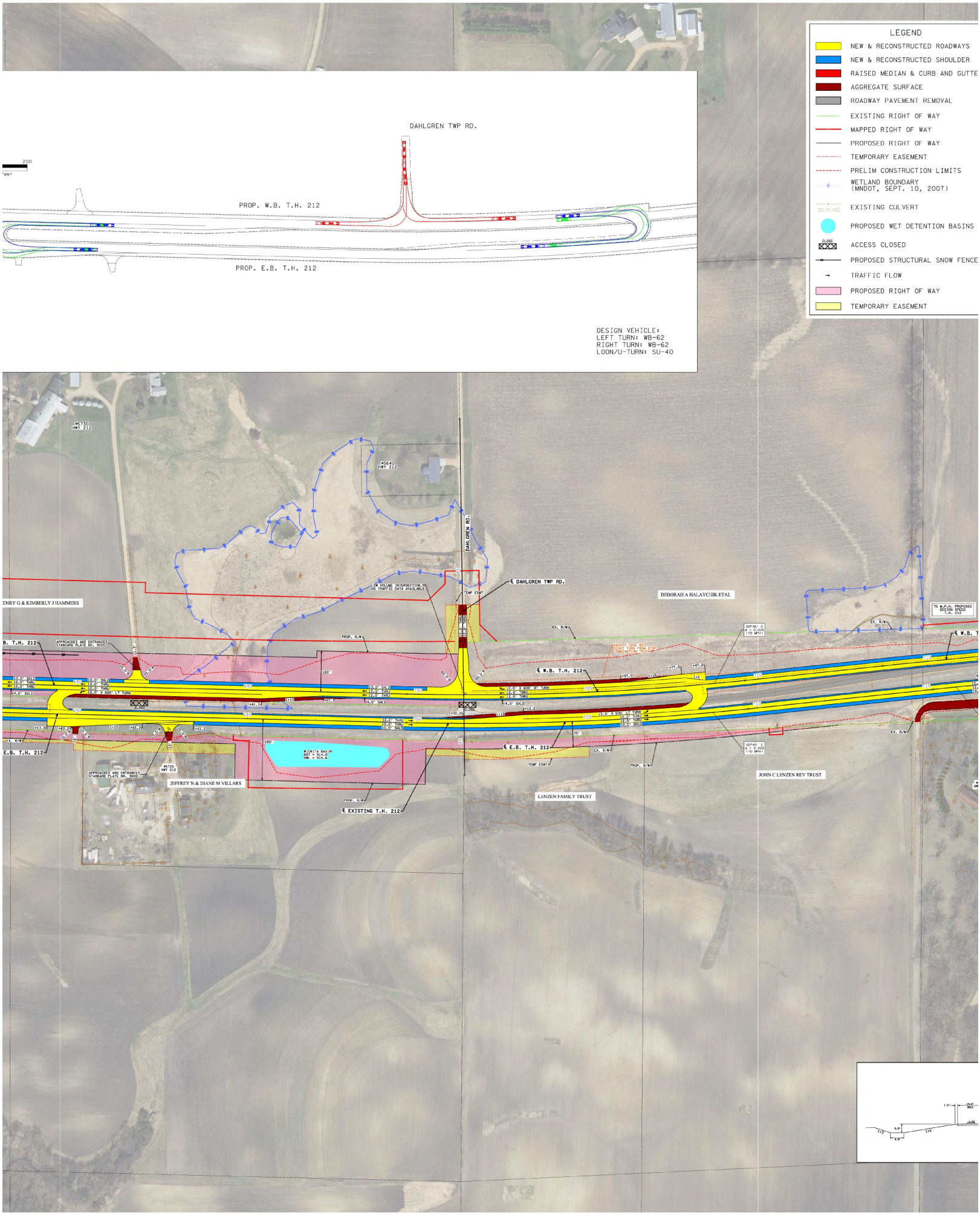
JEFFREY J HEILAND

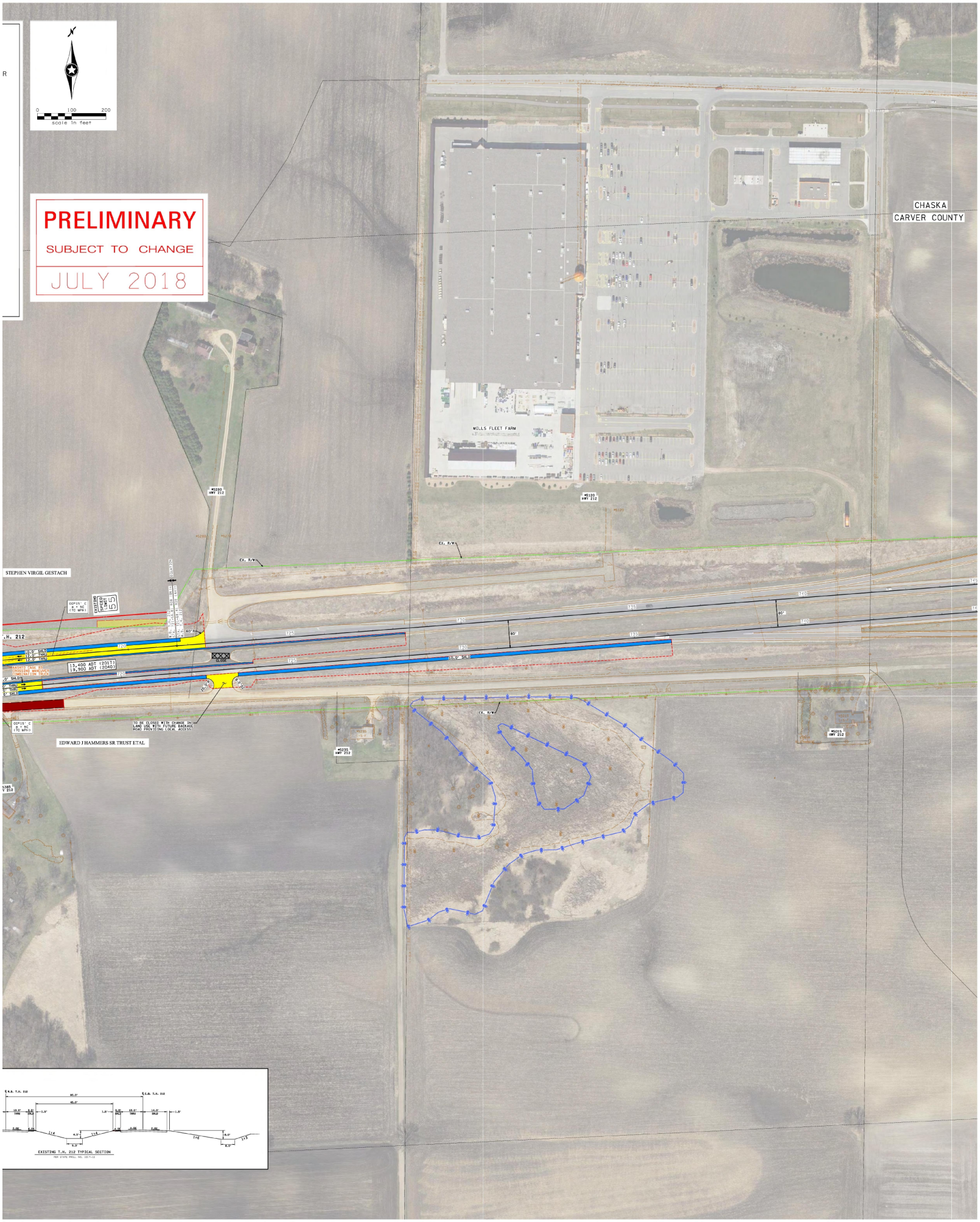
JOHN J & JOYCE M HEILAND REVOCABLE TRUST

THE OUTPOST CENTER

CRAIG D & VICKIE LEE PETERSON

DEBORAH A HALAYCHIK ETAL


DAHLGREN TWP RD.
PROP. W.B. T.H. 212
PROP. E.B. T.H. 212
200
feet
DESIGN VEHICLE:
LEFT TURN: WB-62
RIGHT TURN: WB-62
LOON/U-TURN: SU-40
LEGEND
NEW & RECONSTRUCTED ROADWAYS
NEW & RECONSTRUCTED SHOULDER
RAISED MEDIAN & CURB AND GUTTE
AGGREGATE SURFACE
ROADWAY PAVEMENT REMOVAL
EXISTING RIGHT OF WAY
MAPPED RIGHT OF WAY
PROPOSED RIGHT OF WAY
TEMPORARY EASEMENT
PRELIM CONSTRUCTION LIMITS
WETLAND BOUNDARY (MNDOT, SEPT. 10, 2007)
EXISTING CULVERT
PROPOSED WET DETENTION BASINS
ACCESS CLOSED
PROPOSED STRUCTURAL SNOW FENCE
TRAFFIC FLOW
PROPOSED RIGHT OF WAY
TEMPORARY EASEMENT
#5730 HWY 212
#5640 HWY 212
#5725 HWY 212
DAHLGREN RD.
℄ DAHLGREN TWP RD.
℄ W.B. T.H. 212
℄ E.B. T.H. 212
℄ EXISTING T.H. 212
DEBORAH A HALAYCHIK ETAL
JEFFREY N & DIANE M VILLARS
LENZEN FAMILY TRUST
JOHN C LENZEN REV TRUST
ENRY G & KIMBERLY J HAMMERS
LOW VOLUME INTERSECTION - NO TRAFFIC DATA AVAILABLE
TEMP ESMT
PROP. R/W
EX. R/W
APPROACHES AND ENTRANCES STANDARD PLATE NO. 9000
WETLAND BASIN DOT = 914.4 HWL = 915.6
TO M.P.H. PROPOSED DESIGN SPEED T.H. 212


0 100 200
scale in feet
PRELIMINARY
SUBJECT TO CHANGE
JULY 2018
CHASKA
CARVER COUNTY
MILLS FLEET FARM
STEPHEN VIRGIL GESTACH
EDWARD J HAMMERS SR TRUST ETAL
T.H. 212
EXISTING SPEED 55
13,400 ADT (2017)
19,900 ADT (2040)
CLOSE
TO BE CLOSED WITH CHANGE IN LAND USE WITH FUTURE BACKAGE ROAD PROVIDING LOCAL ACCESS
EXISTING T.H. 212 TYPICAL SECTION

c:\bms\srf-pw\sjohnson\dms07027\CP101379_layout_graphic.dgn

SRF Consulting Group, Inc.

Job #
8/29/2017

Highway 212 4 Lane Section

Highway 212 Vision
Carver County, MN

Figure 1

Carver County

US 212 Expansion
from Cologne to Carver

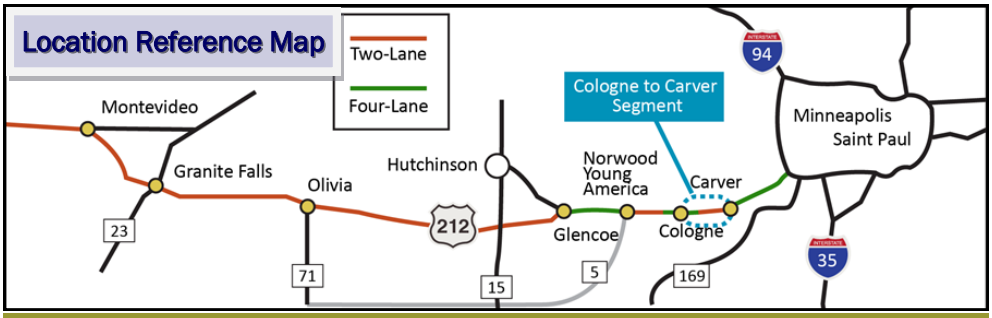
Project Information

Project Location:
Dahlgren Township, Carver County; between the City of Cologne (CSAH 36) & the City of Carver (CSAH 11)

Federal Funding Request:
$7,000,000

Total Project Construction Cost:
$39,340,000

Location Reference Map



Project Benefits

Mobility

- Expand rural, undivided 2-lane highway to divided 4-lane expressway
- Fix congestion & freight bottleneck

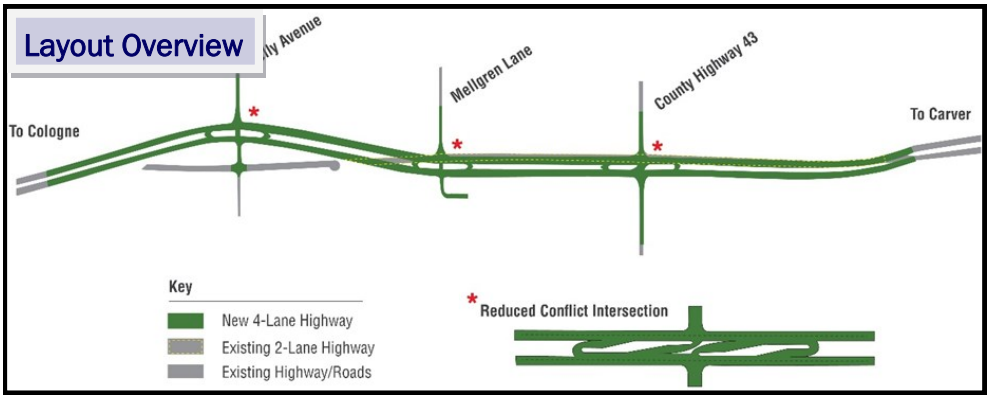
Modernization & Safety

- Upgrade original roadway constructed in 1930
- Implement Reduced Conflict Intersections & access management
- Widen shoulders
- Median installation
- Snow fence implementation

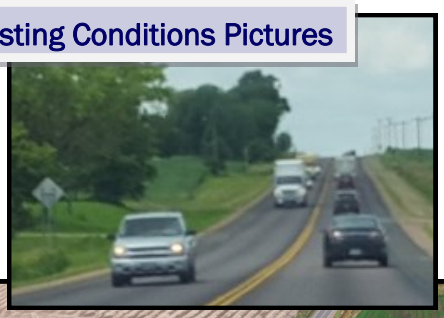
Project Description

The US 212 Expansion project in Carver County between the cities of Cologne (CSAH 36) and Carver (CSAH 11) will expand the existing Principal Arterial from a rural two-lane undivided highway to a four-lane divided expressway. The project will address safety issues through the implementation of Reduced Conflict Intersections, median, and wider shoulders. Portions of the existing highway will be utilized where possible to reduce project costs and minimize right of way acquisition. The project design provides a cost effective high-benefit solution to address safety and enhance access and mobility for the US 212 corridor. This funding request is the final funding piece needed.

Layout Overview



Existing Conditions Pictures



Regional Significance

US 212 is a vital corridor on the National Highway System (NHS), identified as a Critical Rural Freight Corridor, facilitating freight movements between rural Minnesota, South Dakota, Wyoming, and Montana. US 212 accommodates a high volume of heavy commercial vehicles at approximately 16 percent. Freight trucking in western Minnesota accounts for 67 percent of all outbound freight and 93 percent of all inbound movements. Implementing this project can help reduce heavy commercial vehicle operational costs by over 15 percent. In addition, this roadway segment needs pavement improvements in order to maintain a state of good repair. US 212 from Cologne to Carver was originally constructed in 1930, with no expansion or reconstruction completed on the corridor since that time.

Contact Information

Lyndon Robjent, P.E. | PW Director/County Engineer | *Phone: 952-466-5200*
Carver County Public Works | 11360 Highway 212, Suite 1 | Cologne, MN 55322

CITY OF CARVER

June 15, 2018

Lyndon Robjent, P.E.
Public Works Director, County Engineer
Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

Dear Mr. Robjent,

The City of Carver is pleased to support the 2018 Federal Regional solicitation application for US 212 Expansion from CSAH 36 to CSAH 11 under the Roadway Expansion category.

US 212 provides a critical connection for agricultural and industrial areas throughout the region. It is a Tier One Truck Corridor in the Metropolitan Council's Regional Truck Highway Corridor Study. The corridor is one of the most important economic and highway freight corridors in the state.

The proposed project will expand US 212 to an urban four-lane expressway from the existing rural two-lane undivided highway west of Chaska. This project will build upon an existing four-lane freeway starting at CSAH 11 and extend west to Cologne, which is approximately four miles. This project will also utilize portions of the existing highway where possible to reduce project costs and minimize right-of-way acquisition. Furthermore, the project will address safety issues with a Reduced Conflict Intersection at CSAH 43, Kelly Ave., and Mellgren Lane and provide wider shoulders.

The proposed project is endorsed by the City of Carver, and we are supportive of the Regional Solicitation Application.

Sincerely,

Mayor Mike Webb
City of Carver

TOWNSHIP OF DAHLGREN
Carver County Minnesota

June 11, 2018

Lyndon Robjent, P.E.
Public Works Director, County Engineer
Carver County Public Works
11360 Highway 212, Suite 1, Cologne, MN 55322

Dear Mr. Robjent,

Dahlgren Township is pleased to support the 2018 Federal Regional solicitation application for US 212 Expansion from CSAH 36 to CSAH 11 under the Roadway Expansion category.

US 212 provides a critical connection for agricultural and industrial areas throughout the region. It is a Tier One Truck Corridor in the Metropolitan Council's Regional Truck Highway Corridor Study. The corridor is one of the most important economic and highway freight corridors in the state.

The proposed project will expand US 212 to an urban four-lane expressway from the existing rural two-lane undivided highway west of Chaska. This project will build upon an existing four-lane freeway starting at CSAH 11 and extend west to Cologne, which is approximately four miles. This project will also utilize portions of the existing highway where possible to reduce project costs and minimize right-of-way acquisition. Furthermore, the project will address safety issues with a Reduced Conflict Intersection at CSAH 43, Kelly Ave., and Mellgren Lane and provide wider shoulders.

The proposed project is endorsed by Dahlgren Township, and we are supportive of the Regional Solicitation Application.

Sincerely,

Signature
Mark Willems
Township Board Chairman

MARY OLSON
Clerk, Dahlgren Twp., Carver Co., Minnesota
Notarial Officer (ex-officio notary public)
My Commission (term) expires Jan. 7, 2019

COLOGNE
Minnesota

June 18, 2018

Lyndon Robjent, P.E.
Public Works Director, County Engineer
Carver County Public Works
11360 Highway 212, Suite 1, Cologne, MN 55322

Dear Mr. Robjent,

The City of Cologne is pleased to support the 2018 Federal Regional solicitation application for US 212 Expansion from CSAH 36 to CSAH 11 under the Roadway Expansion category.

US 212 provides a critical connection for agricultural and industrial areas throughout the region. It is a Tier One Truck Corridor in the Metropolitan Council's Regional Truck Highway Corridor Study. The corridor is one of the most important economic and highway freight corridors in the state.

The proposed project will expand US 212 to an urban four-lane expressway from the existing rural two-lane undivided highway west of Chaska. This project will build upon an existing four-lane freeway starting at CSAH 11 and extend west to Cologne, which is approximately four miles. This project will also utilize portions of the existing highway where possible to reduce project costs and minimize right-of-way acquisition. Furthermore, the project will address safety issues with a Reduced Conflict Intersection at CSAH 43, Kelly Ave., and Mellgren Lane and provide wider shoulders.

The proposed project is endorsed by the City of Cologne, and we are supportive of the Regional Solicitation Application.

Sincerely,

Signature
Matt Lein
Mayor

City of Cologne
1211 Village Parkway
PO Box 120
Cologne, MN 55322

Phone: 952-466-2064
Web: www.colognemn.com

DEPARTMENT OF TRANSPORTATION

Office of Freight and Commercial Vehicle Operations
395 John Ireland Blvd.
St. Paul, MN 55155

December 18, 2017

Lyndon Robjent, PE
County Engineer
Carver County
11360 Highway 212 West, Suite 1
Cologne, Minnesota 55322
DUNS: 0032654070000

RE: Minnesota Highway Freight Program Application Award

Dear Mr. Robjent,

Congratulations, the US Highway 212 Freight Bottleneck Improvement Project (SP 010-596-012) has been selected to receive funding through the Minnesota Highway Freight Program (MHFP). The project has been approved to receive a maximum of $15,000,000 in fiscal year 2022 towards roadway expansion. The project must be let by November 2022 unless otherwise approved by the Metro District State Aid Engineer.

The MHFP is funded through the Federal Highway Administration's (FHWA) National Highway Freight Program (NHFP) (CFDA 20.205). This a federal contribution toward the project in the form of reimbursement and will provide funding up to 80% of the total transportation infrastructure cost or the maximum allowed by State Road Construction eligibility and MnDOT's cost participation policy, whichever is less, not to exceed the eligible bid amount. Should the federal funding be eliminated or reduced, there is no guarantee the project will continue.

The MHFP contribution towards the cost of the project is capped and MnDOT will not consider requests for additional funding for this project. The awardee accepts responsibility for the balance of funding necessary to deliver the project. This balance of remaining funds must be secured one year prior to the let date. If full funding is not obtained by that date, the MHFP funding will be reassigned to another MHFP project.

As a federal program, all federal requirements must be followed. The project must also be developed under the direction of a licensed engineer in the State of Minnesota. All program awardees will need to work with MnDOT to ensure a successful project delivery. This offer of assistance is contingent upon the completion of a cooperative agreement for the project. The applicant agrees to work with MnDOT district staff to create and regularly update a schedule of project development activities in MnDOT's Project Management System including plan approvals and cooperative construction agreements.

This project will be handled through the MnDOT State Aid Delegated Contract Process. If you have any questions regarding this award, please contact Nicole George at (651) 366-3708 or nicole.george@state.mn.us. All questions throughout the project development process should be directed to Dan Erickson at 651-234-7763 or dan.erickson@state.mn.us.

Finally, let me extend my congratulations to you and your staff for developing an approach that will effectively address your freight needs at this site.

Sincerely,

Charles A. Zelle
Commissioner

CC: William Gardner, Office of Freight and Commercial Vehicle Operations
Ted Schoenecker, State Aid
Scott McBride, Metro District Engineer
Dan Erickson, Metro District State Aid Engineer
Cynthia Krumsieg, Metro District STIP Coordinator

MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113

June 12, 2018

Lyndon Robjent, P.E.
Public Works Director, County Engineer
Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

Re: Letter of Support for Carver County
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for
US Highway 212 Expansion Project, Cologne to Carver

Dear Mr. Robjent,

This letter documents MnDOT Metro District's support for Carver County's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for its US Highway 212 Expansion Project, Cologne to Carver.

As proposed, this project would impact MnDOT right-of-way on US 212. As the agency with jurisdiction over US 212, MnDOT will support Carver County and will allow the improvements proposed in the application for the US Highway 212 Expansion Project, Cologne to Carver. Details of a future maintenance agreement with Carver County will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

No funding from MnDOT is currently programmed for this project, and no discretionary funding in years 2022-23 is currently anticipated. However Metro District does have 2023 pavement improvements for US 212 and other roadway investments planned to occur nearby. I would request that you coordinate project development with MnDOT Area staff so that our agencies can work together to best leverage our respective efforts.

MnDOT Metro District looks forward to continued cooperation with Carver County as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at Jon Solberg@state.mn.us or 651-234-7729.

Sincerely,

Scott McBride
Metro District Engineer

CC: Jon Solberg, Metro District South Area Manager
Lynne Bly, Metro Program Director
Dan Erickson, Metro State Aid Engineer