

Application

19838 - 2024 Roadway Modernization	
20041 - Roadway Reconstruction of CP 32-065, CSAH 32(117th St) fro	om CSAH 71 to US 52
Regional Solicitation - Roadways Including Multimodal Elements	
Status:	Submitted
Submitted Date:	12/12/2023 1:16 PM

Primary Contact

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Title:	Principal Engineering			
Department:	Transportation			
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Address:	14955 Galaxie Ave Su			
*	Apple Valley	Minnesota State/Province		55124 Postal Code/Zip
Phone.*	952-891-7175 Phone			Ext.
Fax:				
What Grant Programs are you most interested in?	Regional Solicitation -	Roadways Including	g Multimodal	Elements
Organization Information				
Name:	DAKOTA COUNTY			
Jurisdictional Agency (if different):				
Organization Type:	County Government			
Organization Website:	-			
Address:	TRANSPORTATION D	ЕРТ		
	14955 GALAXE AVE			
*	APPLE VALLEY	Minnes State/Pro		55124 Postal Code/Zip
County:	Dakota			
Phone:*	952-891-7100			
				Ext.
Fax:				
	0000002621A15			

Project Name Primary County where the Project is Located Cities or Townships where the Project is Located: Jurisdictional Agency (If Different than the Applicant):

117th Street Reconstruction and Modernization Dakota Inver Grove Heights Inver Grove Heights Brief Project Description (Include location, road name/functional class, The 117th Street Project, located in Inver Grove Heights, will reconstruct a 1.3 mile segment of 117th Street from a two-lane undivided rural roadway to a twolane divided urban roadway with a center median, right- and left-turn lanes, curb and gutter, 8-foot shoulders and a 10-foot multiuse trail separated by a 12-foot boulevard between County State Aid Highway (CSAH) 71 (Rich Valley Boulevard) and the Flint Hills Resources Refinery access. Lighting upgrades along the corridor and stormwater management upgrades with the addition of curb and gutter and storm sewer along the corridor will be included with the project.

> This project will enhance transportation system efficiency and mobility, introduce a dedicated multiuse trail, reduce access points, improve roadway safety, and facilitate the phased development of an essential east-west transportation corridor within the region. The 117th Street corridor is an integral component of the broader CSAH 32 corridor that connects Interstate 35W in Burnsville on the west to TH 52 in Inver Grove Heights on the east. Dakota County intends to take over jurisdiction of this roadway and upgrade it to CSAH 32. To facilitate this transition to CSAH 32, the project will also realign the intersection of CSAH 71 and 117th Street to create a continuous route thereby creating a strong e/w connection between 35W and TH 52.

> The roadway will be constructed to 10-ton roadway design and improve access to the existing industrial businesses along the corridor including Flint Hills Resources - Pine Bend Refinery, Republic Services Pine Bend Landfill and a number of other freight/heavy commercial based industries. To improve safety along the corridor, access consolidation to meet Dakota County access spacing guidelines will occur with the project. The two existing at-grade railroad crossings will be upgraded to current Railroad standards (AREMA) and the railroad crossing signal systems would be integrated into the existing MnDOT TH 52/117th Street ramp signal to reduce delay and back-ups as feasible. The western crossing (1,100 feet east of CSAH 71) is Union Pacific Railroad's mainline between southern Minnesota and Saint Paul and the eastern crossing (2,800 feet west of Clark Road) is a spur line that serves several businesses including Flint Hills Resources and Enterprise Products. 117th Street is an A-Minor Expander roadway and is on a Tier 1 Regional Truck Corridor.

(Linit 2,800 characters; approximately 400 words)	
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIF if the project is selected for funding. <u>See MnDOT's TIP description guidance.</u>	117th Street in Inver Grove Heights from CSAH 71 to TH 52, Reconstruction
Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (se	e Resources link on Regional Solicitation webpage for examples).
Project Length (Miles)	1.3
to the nearest one-tenth of a nile	
Project Funding	
Are you applying for competitive funds from another source(s) to implement this project?	No
If yes, please identify the source(s)	
Federal Amount	\$4,870,000.00
Match Amount	\$17,467,095.00
Minimumof 20% of project total	
Project Total	\$22,337,095.00
For transit projects, the total cost for the application is total cost rinus fare revenues.	
Match Percentage	78.2%
Minimumof 20% Compute the match percentage by dividing the match amount by the project total	
Source of Match Funds	Inver Grove Heights, Dakota County, Minnesota Highway Freight Program Funds, State Bonding
A minimumof 20% of the total project cost must come from non-federal sources; additional match funds over	the 20% minimumcan come from other federal sources
Preferred Program Year	
Select one:	2028

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029. Additional Program Years: 2025, 2026, 2027

Project Information-Roadways	
NOTE: If your project has already been assigned a State	Aid Project # (SAP or SP), please Indicate SAP# here
SAP#:	
County, City, or Lead Agency	Dakota County
Functional Class of Road	A Minor Expander
Road System	City Street
TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET	
Road/Route No.	
i.e., 53 for CSAH 53	
Name of Road	117th Street
Example; 1st ST., MAIN AVE	
TERMINI:(Termini listed must be within 0.3 miles of any	work)
From:	
Road System	Rich Valley Boulevard (CSAH 71)
Road/Route No.	71
i.e., 53 for CSAH 53	
Name of Road	Rich Valley Boulevard
Example; 1st ST., MAIN AVE	
To: Road System	Flint Hills Resources Refinery access
DO NOT INCLUDE LEGAL DESCRIPTION	
Road/Route No.	
i.e., 53 for CSAH 53	
Name of Road	Flint Hills Resources Refinery access
Example; 1st ST., MAIN AVE	
In the City/Cities of:	Inver Grove Heights
(List all cities within project limits)	
OR:	
At:	
Road System	
(TH, CSAH, MSAS, CO. RD., TWP. RD., City Street)	
Road/Route No.	
i.e., 53 for CSAH 53	
Example; 1st ST., MAIN AVE	
In the City/Cities of: (List all cities within project limits)	
PROJECT LENGTH	
Miles	1.3
(nearest 0.1 miles)	1.0
Primary Types of Work (<u>check all the apply</u>)	
New Construction	
Reconstruction	Yes
Resurfacing	105
Bituminous Pavement	N
	Yes
Concrete Pavement	
Roundabout	
New Bridge	
Bridge Replacement	
Bridge Rehab	
New Signal	
Signal Replacement/Revision	
Bike Trail	
Other (do not include incidental items)	BIT REMOVAL, GRADING, AGG BASE, BIT BASI GUTTER, MEDIAN, STORM SEWER AND TREA

BIT REMOVAL, GRADING, AGG BASE, BIT BASE, BIT SURF, CURB AND GUTTER, MEDIAN, STORM SEWER AND TREAT, LIGHTING, MARKINGS, SIGNING, RR XING RECON, MULTIUSE TRAIL

Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	
Structure is Over/Under (Bridge or culvert name):	
OTHER INFORMATION:	
Zip Code where Majority of Work is Being Performed	55077
Approximate Begin Construction Date	04/01/2025
Approximate End Construction Date	12/31/2028
Miles of Trail (nearest 0.1 miles)	1.3
Miles of Sidewalk (nearest 0.1 miles)	1.3
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	1.3
Is this a new trail?	Yes

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.

Briefly list the goals, objectives, strategies, and associated pages:

The project is consistent with the Metropolitan Council 2040 Transportation Policy Plan; the following goals, objectives, and strategies are addressed:

- Goal A: Transportation System Stewardship
- Objective A: maintain the regional transportation system in a state of good repair

- Objective B: efficiently and cost-effectively connect people and freight to destinations

- Strategies: A1 (p. 2.17)
- Goal C: Access to Destinations

- Objective C: ensure access to freight terminals such as river ports, airports, and intermodal rail yards

- Strategies: C6 (p. 2.30), C7 (p. 2.30), C9 (p. 2.32), and C10 (pp. 2.32-2.33)

- Goal D: Competitive Economy
- Objectives C: support the region's economic competitiveness through the efficient movement of freight

- Strategies: D1 (p. 2.38)

Limit 2,800 characters, approximately 400 words

^{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: Unique projects are exempt Dakota County 2040 Transportation Plan, Chapter 9, Future County Highway from this qualifying requirement because of their innovative nature. Alignments, Figure 45 (pg. 205). The project includes jurisdictionally transferring ownership of 117th Street to Dakota County which will become future CSAH 32. Inver Grove Heights 2040 Comprehensive Plan, Chapter 5, Table 5-7 and Figure 5-7. Limit 2,800 characters, approximately 400 words 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. Unique project costs are limited to those that are federally eligible. Check the box to indicate that the project meets this requirement. Yes 5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid 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 in Table 1. For unique projects, the minimum avard is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2024 funding cycle). Strategic Capacity (Roadway Expansion): \$1,000,000 to \$10,000,000 Roadway Reconstruction/Modernization: \$1,000,000 to \$7,000,000 Traffic Management Technologies (Roadway System Management): \$500,000 to \$3,500,000 Spot Mobility and Safety: \$1,000,000 to \$3,500,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application. The applicant is a public agency that employs 50 or more people and has a Yes completed ADA transition plan that covers the public right of way/transportation. (TDM and Unique Project Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA. Date plan completed: Link to plan: https://www.co.dakota.mn.us/Transportation/TransportationStudies/Past/Docume nts/ADATransitionPlan.pdf#search=dakota%20county%20ada%20transition%20pl an https://www.ighmn.gov/DocumentCenter/View/5934/ADA-Transition-Plan The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation. Date self-evaluation completed: 06/01/2018 Link to plan: Upload plan or self-evaluation if there is no link Unload as PDF 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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement. 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.

Check the box to indicate that the project meets this requirement. Yes Roadways Including Multimodal Elements

1. All roadway 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. Bridge Rehabilitation/Replacement projects must be located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas.

Yes

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

Roadway Strategic Capacity 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 and Strategic Capacity projects only:

3. Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT?s ?Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities? manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

4. The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that <u>are exclusively</u> 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.

Bridge Rehabilitation/Replacement projects only:

5. The length of the in-place structure is 20 feet or longer.

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

6. The bridge must have a Local Planning Index (LPI) of less than 60 OR a National Bridge Inventory (NBI) Rating of 3 or less for either Deck Geometry, Approach Roadway, or Waterway Adequacy as reported on the most recent Minnesota Structure Inventory Report.

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

Roadway Expansion, Reconstruction/Modernization, 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 David Elvin at MnDOT (David.Elvin@state.mn.us or 651-234-7795) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements	
CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$617,750.00
Removals (approx 5% of total cost)	\$284,800.00
Roadway (grading, borrow, etc.)	\$2,578,283.00
Roadway (aggregates and paving)	\$3,681,840.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$3,232,816.00
Ponds	\$23,350.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$1,526,270.00
Traffic Control	\$454,000.00
Striping	\$136,000.00
Signing	\$52,000.00
Lighting	\$163,000.00
Turf - Erosion & Landscaping	\$532,000.00
Bridge	\$0.00
Retaining Walls	\$528,500.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$40,000.00
Wetland Mtigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$850,000.00
Roadway Contingencies	\$5,962,110.00
Other Roadway Elements	\$1,385,876.00
Totals	\$22,048,595.00

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.

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

Path/Trail Construction	\$255,500.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$33,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$288,500.00

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

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

Response:

The 117th Street Reconstruction and Modernization Project will incorporate elements that will increase the resiliency of local and regional transportation system networks within the 117th Street Boulevard area. The project provides transportation benefits by making the 117th Street more resilient to endure current and future severe weather events and natural disasters. The project will reduce long-term, life cycle infrastructure costs by preventing future damage, maintenance, and reconstruction. Project element improvements that are eligible to receive PROTECT funds include the following: Storm sewer systems will be designed to current standards to include high intensity rainfall events and installed to remove rainwater from surface transportation facilities; Flood detention basins will be installed for a 100-year design event to prevent the intrusion of floodwaters into surface transportation systems; Ponding systems will be examined to ensure proper surface draining to minimize infiltration and determinantal effects of standing water; Retaining walls will be constructed to manage property run-off water to prevent erosion in addition to soil reinforcement with natural sloping sites; Riprap installation at storm sewer and culvert outlets for erosion protection; The number of drainage structures on the roadway surface will be increased to meet current standards; Native seed mixtures will be used following MnDOT standards. Weed control will be used during establishment. These are vegetation management practices in transportation rights-of-way to improve roadway safety, prevent invasive species, and provide wildfire and erosion control.

\$22,337,095.00 \$22,337,095.00 Cost

Measure B: Project Location Relative to Jobs, Ma	lanufacturing, and Education
Existing Employment within 1 Mile:	2586
Existing Manufacturing/Distribution-Related Employment within 1 M	
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1702232454244_1_RegionalEconomyMap.pdf
Please upload attachment in PDF form	
Measure C: Current Heavy Commercial Traffic	
RESPONSE: Select one for your project, based on the updated 2021 Region	nal Truck Corridor Study:
Along Tier 1:	Yes
Miles:	1.3
(to the nearest 0.1 miles)	
Along Tier 2:	
Miles:	0
(to the nearest 0.1 miles)	
Along Tier 3:	
Miles:	0
(to the nearest 0.1 miles)	
The project provides a direct and immediate connection (i.e., inters either a Tier 1, Tier 2, or Tier 3 corridor:	sects) with
None of the tiers:	
Measure A: Current Daily Person Throughput	
Location	Near the 117th Street / Clark Road Intersection
Current AADT Volume	4999
Current AADT Volume Existing Transit Routes on the Project	4999 N/A
Current AADT Volume Existing Transit Routes on the Project For New Roadways only, list transit routes that will likely be diverted to the new proposed	4999 N/A ad roadway (if applicable).
Current AADT Volume Existing Transit Routes on the Project For New Roadways only, list transit routes that will likely be diverted to the new proposed Upload Transit Connections Map	4999 N/A
Current AADT Volume Existing Transit Routes on the Project For New Roadways only, list transit routes that will likely be diverted to the new proposed Upload Transit Connections Map Please upload attachment in PDF form	4999 N/A ad roadway (if applicable).
Current AADT Volume Existing Transit Routes on the Project For New Roadways only, list transit routes that will likely be diverted to the new proposed Upload Transit Connections Map Please upload attachment in PDF form Response: Current Daily Person Throughput	4999 N/A ad roadway (if applicable). 1702232560003_2_TransitConnectionsMap.pdf
Current AADT Volume Existing Transit Routes on the Project For New Roadways only, list transit routes that will likely be diverted to the new proposed Upload Transit Connections Map Please upload attachment in PDF form Response: Current Daily Person Throughput Average Annual Daily Transit Ridership	4999 N/A ad roadway (if applicable). 1702232560003_2_TransitConnectionsMap.pdf
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Current AADT Volume Existing Transit Routes on the Project For New Roadways only, list transit routes that will likely be diverted to the new proposed Upload Transit Connections Map Please upload attachment in PDF form Response: Current Daily Person Throughput Average Annual Daily Transit Ridership Current Daily Person Throughput Measure B: 2040 Forecast ADT Use Metropolitan Council model to determine forecast (2040) ADT v	4999 N/A ad roadway (if applicable). 1702232560003_2_TransitConnectionsMap.pdf 0 6499.0
Current AADT Volume Existing Transit Routes on the Project For New Roadways only, list transit routes that will likely be diverted to the new proposed Upload Transit Connections Map Please upload attachment in PDF form Response: Current Daily Person Throughput Average Annual Daily Transit Ridership Current Daily Person Throughput Measure B: 2040 Forecast ADT Use Metropolitan Council model to determine forecast (2040) ADT v If checked, METC Staff will provide Forecast (2040) ADT volume	4999 N/A ad roadway (if applicable). 1702232560003_2_TransitConnectionsMap.pdf 0 6499.0
Please upload attachment in PDF form Response: Current Daily Person Throughput Average Annual Daily Transit Ridership Current Daily Person Throughput	4999 N/A ad roadway (if applicable). 1702232560003_2_TransitConnectionsMap.pdf 0 6499.0

\$0.00

Measure A: Engagement

Transit Operating Cost Total

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, Iow-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

- 1. What engagement methods and tools were used?
- 2. How did you engage specific communities and populations likely to be directly impacted by the project?
- 3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
- 4. How were the project?s purpose and need identified?
- 5. How was the community engaged as the project was developed and designed?
- 6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
- 7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?

8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

This project will provide positive impacts and will directly benefit BIPOC populations, low-income populations, and older adults within the project area. There are several large employers with in ½ mile of the 117th Street corridor that employ a diverse workforce including Flint Hills Resources and Republic Services Pine Bend Landfill. According to the Republic Services website 47 percent of their total workforce is ethnically diverse. Flint Hills Resources employs an ethnically and income diverse workforce. The company also has a STEM program that provides mentorship to youth in the community.

The County and City completed several public engagement activities during the project development. Separate engagement phases that targeted adjacent property owners were held in July and December of 2021 and January of 2023. These three phases included virtual and in-person public meetings with informational boards about the project's purpose and need, stakeholder outreach meetings with adjacent businesses, a community survey, and robust promotion for the events to adjacent property owners. In person events were held at the Inver Grove Heights Veterans Memorial Community Center and were very visibly promoted with the following strategies: Stakeholder invitation letter, email notification/webpage promotion, social media promotion, Digital Bulletin Board advertisement, Press Release to local media outlets, and flyer/passive engagement.

The Dakota County 2040 Comprehensive Plan included engagement with BIPOC, low-income, elderly, and disabled communities. The plan included in-person and online engagement efforts, such as social media posts and emails that provided details on upcoming events and informational materials distributed and posted throughout public institutions. Engagement activities were advertised through library posters that included dates and times, and online surveys were available for public participation.

The Comprehensive Plan included pop-up events that were held at various locations, such as the Apple Valley Mid-Winter Fest, Family Services Holiday Food Shelf, and activity centers. To gain a better understanding of the transportation issues faced by minority, low-income, and elderly communities, the County organized listening sessions. These sessions were held at "familiar locations that are easily accessible for underrepresented communities" and facilitated the sharing of information and ideas between the County and constituents.

Safety concerns that affect all users on 117th Street corridor, including motorists and non-motorized users were documented as part of the plan engagement process. 117th Street was identified as a high crash location as several serious injury (type A) crashes occurred during the analysis period.

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

Describe the project?s benefits to Black, Indigenous, and People of Color populations, Iow-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- ? pedestrian and bicycle safety improvements;
- ? public health benefits;
- ? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- ? travel time improvements;
- ? gap closures;
- ? new transportation services or modal options;
- ? leveraging of other beneficial projects and investments;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, 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.

Response:

The project will provide direct benefits to equity populations working along the corridor by improving safety for all modes. Upgrading the corridor with curb and gutter, new pavement, and wider shoulders will also help to revitalize the area. 117th Street provides access and economic opportunities to BIPOC, low-income, disabled, and older populations. As noted, there is an ethnically diverse workforce employed by Flint Hills Resources and Republic Services, two of the largest employers with in $\frac{1}{2}$ mile of the project (see Equity Populations and Destinations map).

The proposed project will provide an additional 10-ton route for freight to east-west travel between Interstate 35E in Eagan and TH 52. This will provide an opportunity to bring goods to these existing communities in a more cost efficient and safer manner. The benefits also include a newly constructed 10-foot multiuse trail, buffer green space, raised medians, and signalized crossings. The new roadway configurations will adhere to the MnDOT Bicycle Facility Design Manual and MnDOT Best Practice for Pedestrian and Bicycle Safety guidance. Project benefits include:

Pedestrian Accommodations & Traffic Operations: Constructing a 10-foot multiuse trail, improving connectivity, crossings, and buffering from the roadway. Dedicated center turn lanes, raised medians, improved traffic flow, and the strategic limitation of cross street access to minimize conflict points and promote pedestrian and bike safety.

Bike Connections & Healthy Community: Introducing a safe, off-street bike/ped shared use path that fills part of the remaining gap in the regional bike networks that will eventually connect to the east-west Veterans Memorial Greenway and the north-south Mississippi River Regional Trail. This will create health-promoting transportation options for pedestrian and bicyclist.

Economic Development, Workforce Development, & Business Support: Maintain key business and delivery access, cohesive land use for industrial development, and promoting multimodal connectivity for employees. Enhance safe, uninterrupted multimodal connectivity and service for employment centers such as Flint Hills Resources, Pine Bend Refinery, and Ferrellgas.

The project is not anticipated to impose any negative impacts to human health, environmental effects or on equity populations or vulnerable populations. Construction impacts may temporarily require detours, but alternative routes will be developed to minimize disruption and maintain access to area businesses and destinations. The project construction will incorporate proper noise, dust, and traffic mitigation and will not negatively impact equity populations present in the project area by maintaining access to businesses, housing, and minimizing construction nuisances.

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

Measure C: Affordable Housing Access

Describe any affordable housing developments?existing, under construction, or planned?within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project?s benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

? specific direct access improvements for residents

- ? improved access to destinations such as jobs, school, health care or other;
- ? new transportation services or modal options;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

As identified in the Socio-Economic Conditions map, 110 subsidized units exist in census tracts within ½ mile of the project. The project is also adjacent to an Environmental Justice Area. In addition to these units, several developments for families, those with disabilities are within three miles of the project area, including two seniors housing developments; Hill Crest Point and White Pine Assisted Living which represents a significant population of pedestrian and transit users who would benefit from proposed multimodal improvements along 117th Street.

As shown on the Affordable Housing and Destinations map, the Hill Crest Point and White Pine Assisted Living boasts several educational institutions, places of worship, affordable housing options, as well as retail and grocery stores. These include:

-Concord Education Center

-Berea Lutheran School

-Pinewood Community School

-Red Pine Elementary

-Pine Bend Elementary School

-Saint John's Lutheran Church

-Dakota Technical College

-Walmart Supercenter

The proposed project will directly benefit residents of affordable housing development through the improvement of existing and new resources to facilities for those walking, rolling and cycling. Currently, the existing two-lane undivided design restricts user access and lacks community cohesion in the district, especially as a major east-west connector for BIPOC, low-income, and disabled populations that may seek economic opportunities within the project area. Multimodal design elements will improve connectivity along the corridor and provide access to the numerous destinations along the corridor including six industrial employment opportunities. The multiuse trail included with the project will close a portion of the remaining gap in the trail network which will eventually connect to the east-west Veterans Memorial Greenway and the north-south Mississippi River Regional Trail which.

The project is important especially for residents of affordable housing that seek industrial employment opportunities who often do not have reliable access to a personal vehicle, where disjointed and incomplete multimodal networks serve as a major impediment to accessing destinations.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Project?s census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area): Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area): Yes

Upload the ?Socio-Economic Conditions? map used for this measure.

1702233250309_3_Socio-EconomicConditionsMap.pdf

Measure A: Year of Roadway Construction

Year of Original Segment Calculation Calculation Roadway Length 2 Construction or Most Recent Reconstruction 1960 1.3 2548.0 1960.0

1 2548 1960	
Total Project Length	
Total Project Length (as entered in "Project Information" form)	1.3
Average Construction Year	
Weighted Year	1960
Total Segment Length (Miles) Total Segment Length	1.3
Measure B: Geometric, Structural, or Infrastrue	cture Improvements
Improved roadway to better accommodate freight movements:	Yes
Response:	117th Street is designated as a Tier 1 Regional Truck route. The new wider shoulders, right and left-turn lanes, and center median will create a safer roadway by reducing the amount of rear end and right-angle crashes. The roadway will also be upgraded to a 10-ton design to better accommodate the heavy commercial traffic that uses this corridor to access the many industrial land uses (landfills, quarries, and freight). The intersection of 117th Street and CSAH 71 will also be reconstructed to create a continuous e/w route to minimizing travel time for freight vehicles traveling along the corridor.
(Limit 700 characters; approximately 100 words)	
Improved clear zones or sight lines:	Yes
Response:	A variety of improvements will be made to improve clear zones and sight lines through improved vertical and horizontal corrections, curb and gutter, new shoulders and boulevard space.
	Full access will be reduced along the corridor and all remaining full access intersections will be designed to provide adequate sight distance. Dedicated left and right-turn lanes will also be added at full access intersections. For the multiuse trail crossings on the north side of the roadway a boulevard will separate the roadway from the trail creating better sightlines for bikes and pedestrians.
(Linit 700 characters; approximately 100 words)	
Improved roadway geometrics:	Yes
Response:	The existing two-lane rural roadway does not provide dedicated left or right-lanes. Heavy commercial vehicles currently use the gravel shoulder to make right-turn movements into their respective sites. The proposed project will include right- and left-turn lanes, 8-foot paved shoulder, and a center median to assist with access control. The intersection of 117th Street and CSAH 71 will also be reconstructed to create a continuous e/w route minimizing travel time for freight vehicles traveling along the corridor.
(Limit 700 characters; approximately 100 words)	
Access management enhancements:	Yes
Response:	The existing corridor does not meet Dakota County access spacing requirements. The proposed project will include a center median and access consolidation along the entire corridor. A total of five full accesses will be removed or consolidated along the corridor. Dedicated left- and right-turn lanes will also be added at the remaining full access intersections.
(Linit 700 characters; approximately 100 words)	
Vertical/horizontal alignment improvements: Response:	Yes The intersection of CSAH 71 and 117th Street will be realigned to create a continuous e/w route for the major route (future CSAH 32). The south leg, CSAH 71, of the intersection will then be stop-controlled. This will create a safer, more efficient movement for the heavier traveled e/w route. Vertical and horizontal corrections will also be made along the entire corridor as it will be fully reconstructed.
(Linit 700 characters; approximately 100 words)	
Improved stormwater mitigation:	Yes

The current rural cross section will be upgraded to an urban section with curb, gutter, and retaining wall installation to gather stormwater. The storm sewers will meet current state aid drainage standards and additional storm water mitigation will be incorporated in the design of the proposed center median, where necessary.

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades:

Response:

Yes

New LED lighting will be installed along the multiuse trail that will properly light the area. The two existing at-grade railroad crossings will be upgraded to current Railroad standards (AREMA) and the railroad crossing signal systems would be integrated into the existing MnDOT TH 52/117th Street ramp signal to reduce delay and back-ups as feasible. Consideration will be given to crosswalk lighting design given the growing land use intensity in the developing industrial area with connections to the regional bike network and surrounding residential communities. These improvements will promote comfort and security for people walking, rolling, and biking.

(Limit 700 characters; approximately 100 words)

Other Improvements

Response:

Yes

The project will include the addition of a 10-foot multiuse trail along the north side of the roadway. The overall project will significantly improve pedestrian, bicycle, and transit accommodations; it will also address ADA deficiencies and includes features which can improve aesthetics and livability throughout the project area.

(Limit 700 characters; approximately 100 words)

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 with the Project (Vehicles Per Hour):	Total Peak Hour Delay without the Project:	Total Peak Hour Delay by the Project:	Total Peak hour Delay Reduced by project	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
5.0 4.0	0 3.0	5.0 1.0	462 544	462 544	2310.0 2176.0	0 1632.0	2310.0 544.0		1702234125652_5_117th Traffic Operations.pdf 1702234180302_5_117th Traffic
4.0	0.0	1.0	011	011	2170.0	1632	011.0		Operations.pdf

Vehicle Delay Reduced

Total	Total	Delay
Peak	Peak	Reduced
Hour	Hour	Total
Delay	Delay	
Reduced	Reduced	
2854.0	1632.0	0

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

Total (CO,	Total (CO,	Total (CO,
NOX, and	NOX, and	NOX, and
VOC) Peak	VOC) Peak	VOC) Peak
Hour	Hour	Hour
Emissions	Emissions	Emissions
without the	with the	Reduced by
Project	Project	the Project
(Kilograms):	(Kilograms):	(Kilograms):
1.08	0.93	0.15
1	1	0

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

Total (CO,	Total (CO,	Total (CO,
NOX, and	NOX, and	NOX, and
VOC) Peak	VOC) Peak	VOC) Peak
Hour	Hour	Hour
Emissions	Emissions	Emissions
without the	with the	Reduced by
Project	Project	the Project
(Kilograms):	(Kilograms):	(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: Roadway Projects that do not Include Railroad Grade-Separation Elements

Crash Modification Factor Used:	CMF 1.0
(Linit 700 Characters; approximately 100 words)	
Rationale for Crash Modification Selected:	Engineering judgement because intersection will be realigned and contributing movement for crashes will be restricted. Both crashes were vehicles making a left turn from southbound to eastbound will become a free movement with the proposed project.
(Limit 1400 Characters; approximately 200 words)	
Project Benefit (\$) from B/C Ratio	\$226,537.00
Total Fatal (K) Crashes:	0

Total Serious Injury (A) Crashes:	0
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	2
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	0
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	2
Worksheet Attachment	1702234423116_6_117th Street Safety Analysis.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 B: Pedestrian Safety

Determine if these measures do not apply to your project. Does the project match either of the following descriptions?

If either of the items are checked yes, then score for entire pedestrian safety measure is zero. Applicant does not need to respond to the sub-measures and can proceed to the next section.

Project is primarily a freeway (or transitioning to a freeway) <u>and</u> does not provide safe and comfortable pedestrian facilities and crossings.

Existing location lacks any pedestrian facilities (e.g., sidewalks, marked crossings, wide shoulders in rural contexts) and project does not add pedestrian elements (e.g., reconstruction of a roadway without sidewalks, that doesn?t also add pedestrian crossings and sidewalk or sidepath on one or both sides).

SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements

To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web page.

Please answer the following two questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered, to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.

1. Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, midblock locations, and roundabouts.

Treatments and countermeasures should be well-matched to the roadway?s context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links.

Response:

With the two existing at-grade railroad crossings, 117th Street presents safety concerns for freight (rail and truck), passenger vehicle and non-motorized crossings. With the proposed crossing upgrades, safety will be improved along the 117th Street corridor.

117th Street is currently a two-lane undivided roadway where there is a lack of sidewalk facilities, or they are located immediately adjacent to the curb. These conditions present dangerous and uncomfortable experiences for people walking along and across 117th Street, especially during rainfall and snowfall events when there is reduced visibility and limited space for snow storage. The project area is an industrial, major east-west collector, with a high volume of commercial and industrial vehicles. The proposed project includes a multiuse trail which provides a portion of the remaining gap in the trail network which will eventually connect to the regional east-west Veterans Memorial Greenway and the north-south Mississippi River Regional Trail bike trails. As such, safe and clear crossings are critical for area access, social connectivity, and economic activity.

To accommodate safe and comfortable crossings the project will include the proven countermeasures:

- Replace existing signalized intersections equipment, which includes pedestrian walk signals and upgrading all intersections to full ADA accessibility in addition to constructing a new multiuse trail with ADA facilities.

- Add marked pedestrian and bike crossings at the signalized intersections of 117th Street / Clark Road, and at unsignalized intersections as feasible for enhanced visibility to promote multimodal mobility in the east/west trail network. This new multiuse trail fills a portion of the gap which will eventually connect to the regional east-west Veterans Memorial Greenway and the north-south Mississippi River Regional Trail bike trail network.

- Reduce crossing distances by removing unpaved shoulder lanes and installing buffer green space to increase pedestrian and bicyclist comfort along the corridor.

- Constructing a raised median island to divide the two-lane roadway separating opposing traffic, redirecting vehicles, and preventing illegal passing. .

(Limit 2,800 characters; approximately 400 words)

Is the distance in between signalized intersections increasing (e.g., removing a signal)?

Select one:

No If yes, describe what measures are being used to fill the gap between protected crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, turning signal into a roundabout to slow motorist speed, etc.).

Response:

(Limit 1,400 characters; approximately 200 words)

Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).

Select one:	Yes
If yes, ? How many intersections will likely be affected?	
Response:	7
? Describe what measures are being used to reduce exposure and delay for pedestriar	s (e.g., median crossing islands, curb bulb-outs, etc.)
Response: Media	n crossing islands will be added with the proposed project.
(Linit 1,400 characters; approximately 200 words)	

? If grade separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesn?t require much elevation change instead of pedestrian bridge with numerous switchbacks).

Response:

(Limit 1,400 characters; approximately 200 words)

(Limit 1.400 characters: approximately 200 words)

If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest protected or enhanced crossing opportunity).

Response:

High visibility marked crossings will be installed at intersections along the corridor.

2. Describe how motorist speed will be managed in the project design, both for through traffic and turning movements. Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians if increasing motorist speed (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.).

Response:

Significant improvements will be made along the corridor to provide more efficient vehicle operations and protect pedestrians and bicyclists from high-speed vehicle traffic. The Project will introduce proven design strategies to promote uniform, safe, and reasonable speeds by people driving along the corridor.

-Center lane medians will be added to restrict turning movements along the corridor and consolidate full access. Dedicated left-turn lanes at key intersections will provide space for turning vehicles to eliminate weaving maneuvers that often require acceleration. Dedicated turn lanes at intersections will be added to alleviate peak hour congestion as well.

-A center median and 10-foot multiuse trail will be constructed which will provide the space needed to promote walking, rolling, and biking. These improvements are anchored by a raised median, with either a center turn-lane or center-lane median along the full project corridor to divide the two-lane roadway. Wider shoulders and a center median will also be added to promote better freight movements and vehicle turning movements at intersections. Additional speed and turning improvements include lane reductions, vehicle access management across select intersections, optimized turning radii, and enhanced streetscaping to narrow driver visuals. Improvements to existing raised medians and consistent boulevards will provide vertical cues to encourage slower speeds by people driving.

-There is limited green space along 117th Street as only unpaved pavement exists between the shoulders. The feasibility of median plantings will be evaluated during project development to not only offer additional vertical cues, but also to improve storm water management. The project will construct a retaining wall in strategically designed area, in addition to a green buffer space between the roadway and the multiuse trail. Also, it's anticipated that a consistent boulevard will be introduced to not only provide separation between transportation modes, but also provide adequate space for snow storage.

-A dedicated multiuse facility will be introduced to promote biking as an attractive transportation mode. This will fill a gap in the regional trail network that will eventually provide a major east-west connection, once the trail is extended along the remaining portion of 117th Street outside of the project limits, to the east-west Veterans Memorial Greenway and the north-south Mississippi River Regional Trail. This will minimize the likelihood of mixing zones that encourage aggressive driving behaviors due to speed differential. In addition, these multiuse facilities will provide an additional buffer between people walking and people driving to improve pedestrian comfort.

The design speed is anticipated to remain the same as existing.

(Limit 2,800 characters; approximately 400 words)

If known, what are the existing and proposed design, operation, and posted speeds? Is this an increase or decrease from existing conditions?

Response:

(Limit 1,400 characters; approximately 200 words)

SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following factors are present. Applicants receive more points if more risk factors are present.

Existing road configuration is a One-way, 3+ through lanes

or

Existing road configuration is a Two-way, 4+ through lanes

Existing road has a design speed, posted speed limit, or speed study/data showing 85th percentile travel speeds in excess of 30 MPH or more

Existing road has AADT of greater than 15,000 vehicles per day

List the AADT

SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following existing location exposure factors are present. Applicants receive more points if more risk factors are present.

Existing road has transit running on or across it with 1+ transit stops in the project area (If flag-stop route with no fixed stops, then 1+ locations in the project area where roadside stops are allowed. Do not count portions of transit routes with no stops, such as non-stop freeway sections of express or limited-stop routes.)

Existing road has high-frequency transit running on or across it and 1+ highfrequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays.)

Existing road is within 500? of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant)

If checked, please describe:

(Limit 1,400 characters; approximately 200 words)

Existing road is within 500? of other known pedestrian generators (e.g., school, civic/community center, senior housing, multifamily housing, regulatorilydesignated affordable housing) Yes

If checked, please describe:

117th Street connects several economic and employment opportunities that are home to regional pedestrian generators, particularly for BIPOC and low-income populations that are part of the neighboring workforce. The project corridor will fill a gap in the regional trail network that will eventually provide a major connection to the regional east-west Veterans Memorial Greenway and the north-south Mississippi River Regional Trail bike trail network once the remaining segment on 117th Street east of the proposed project is constructed.

(Limit 1,400 characters; approximately 200 words)

Measure A: Multimodal Elements and Existing Connections

Response:

117th Street is the primary east-west connection, via CSAH 71 and CSAH 32, between the manufacturing, rail line, trucking, and barging facilities clustered in the Pine Bend area along TH 52, and the north-south corridors of CSAH 71, I-35E, and TH 77, as well as the north-south corridor of I-35W via TH 13, and the manufacturing, warehousing, trucking, and aggregate mining along TH 13. In this capacity, the road serves as an important link within the region's multimodal system. As a result of its significance within the regional transportation network, 117th Street experiences notably high heavy commercial volumes due to function and operation of this segment of roadway. Traffic levels are forecasted to increase significantly over the next 25 years.

Limited bicycle and pedestrian facilities are provided along or near 117th Street today due to the constraints created by the built environment within an industrial zoned district. The 117th Street Reconstruction Project is anticipated to include several improvements to improve corridor safety and provide a more comfortable space for people walking, biking, and driving. The proposed project prioritizes the enhancement of existing pedestrian facilities and introduces new a multiuse trail for pedestrians and bicycles. The new 10-foot multiuse trail on the north side of 117th Street will be separated by a 12-foot boulevard. This new multiuse trail which is identified as a RBTN Tier 2 corridor will close an important county and regional network trail gap. This multiuse trail included with the project will fill a gap in the regional trail network that will eventually connect pedestrians and bicyclists to the east-west Veterans Memorial Greenway and the north-south Mississippi River Regional Trail at the Pine Bend Bluffs Scientific and Natural Area once the remaining segment on 117th Street is constructed at a later time.

Crossing improvements with ADA compliant pedestrian ramps, APS push buttons, countdown timers, and high visibility crosswalk markings will be implemented on cross streets and along 117th Street where appropriate to improve the visibility of users at the intersections. New LED lighting will also be added along the corridor to improve pedestrian safety and visibility. The project will primarily benefit users within the growing industrial developments, which is a regional service providing economic and employment opportunities for BIPOC and low-income populations. The project is also located near a Regional Environmental Justice Area so the trail connection being added with the project will benefit this area.

(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. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Yes

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

Dakota County and the City of Inver Grove Heights completed several public engagement activities during the project development. Separate engagement phases that targeted adjacent property owners were held in July and December of 2021 and January of 2023. These three phases included virtual and in-person public meetings with informational boards about the project's purpose and need, stakeholder outreach meetings with adjacent businesses, a community survey, and robust promotion for the events to adjacent property owners. In person events were held at the Inver Grove Heights Veterans Memorial Community Center and were very visibly promoted with the following strategies: Stakeholder invitation letter, email notification/webpage promotion, social media promotion, Digital Bulletin Board advertisement, Press Release to local media outlets, and flyer/passive engagement.

The Dakota County 2040 Comprehensive Plan included engagement with BIPOC, low-income, elderly, and disabled communities. The plan included in-person and online engagement efforts, such as social media posts and emails that provided details on upcoming events and informational materials distributed and posted throughout public institutions. Engagement activities were advertised through library posters that included dates and times, and online surveys were available for public participation.

As part of the Comprehensive Plan development, there were pop-up events held at various locations, such as the Apple Valley Mid-Winter Fest, Family Services Holiday Food Shelf, and activity centers. To gain a better understanding of the transportation issues faced by minority, low-income, and elderly communities, the County organized listening sessions. These sessions were held at "familiar locations that are easily accessible for underrepresented communities" and facilitated the sharing of information and ideas between the County and constituents.

Safety concerns that affect all users on 117th Street corridor, including motorists and non-motorized users were documented as part of the plan engagement process. 117th Street was identified as a high crash location as several serious injury (type A) crashes occurred during the analysis period.

(Linit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow, scale; legend,* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project?s termini does not suffice and will be awarded zero points. *If applicable

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid ? colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.	
25%	
Layout has not been started	
0%	
Attach Layout	1702235310766_8_CSAH 32 from CSAH 71 to TH 52 layout.pdf
Please upload attachment in PDF form	, , ,
Additional Attachments	1702327518961_8_LayoutApproval_117thSt.pdf
Please upload attachment in PDF form	
3. Review of Section 106 Historic Resources (15 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%	Yes
There are historical/archeological properties present but determination of ?no historic properties affected? is anticipated.	
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.	
Project is located on an identified historic bridge	
4. Right-of-Way (25 Percent of Points)	
Right-of-way, permanent or temporary easements, and MnDOT	
agreement/limited-use permit either not required or all have been acquired	
Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete 50%	Yes
Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified 25%	
Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified 0%	
5. Railroad Involvement (15 Percent of Points)	
No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)	
Signature Page	1702235310750 8 Railroad Agreement.pdf
Please upload attachment in PDF form	
Railroad Right-of-Way Agreement required; negotiations have begun	Yes
Railroad Right-of-Way Agreement required; negotiations have not begun.	
Measure A: Cost Effectiveness	
Total Project Cost (entered in Project Cost Form):	¢22 227 005 00
Enter Amount of the Noise Walls:	\$22,337,095.00
	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$22,337,095.00
Enter amount of any outside, competitive funding:	\$13,000,000.00
Attach documentation of award:	1702327756911_9_CompetitiveFundingAward_117thSt.pdf
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

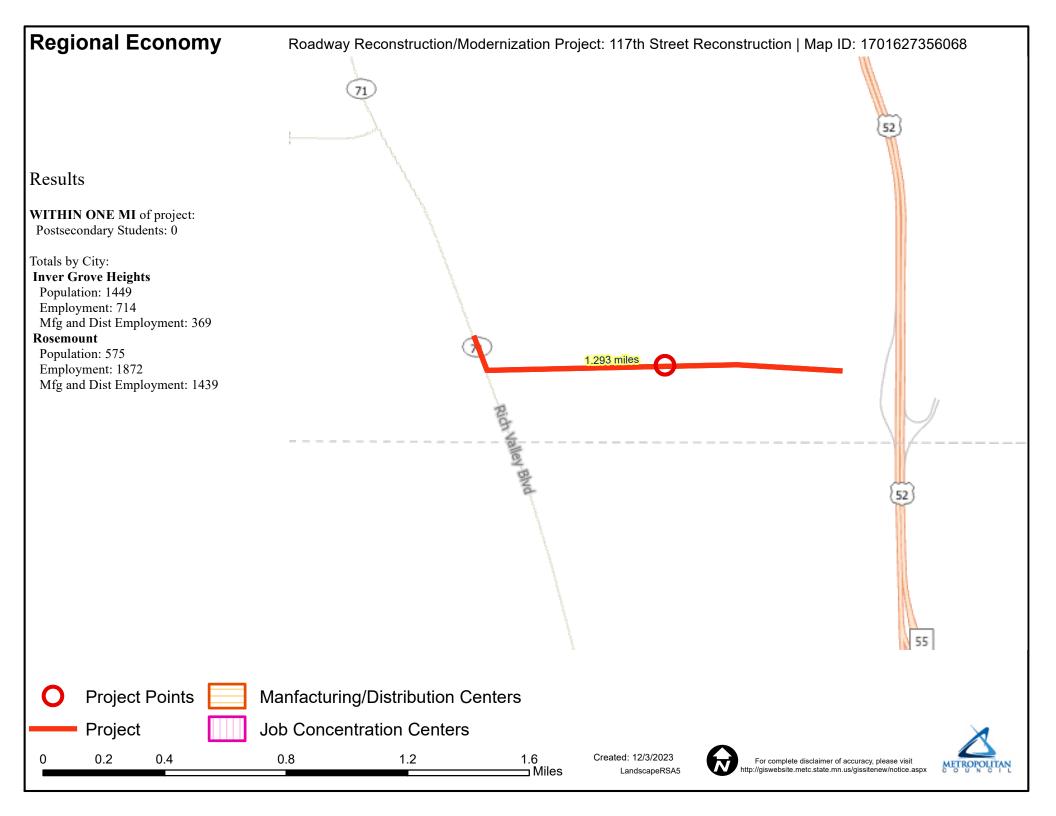
Other Attachments

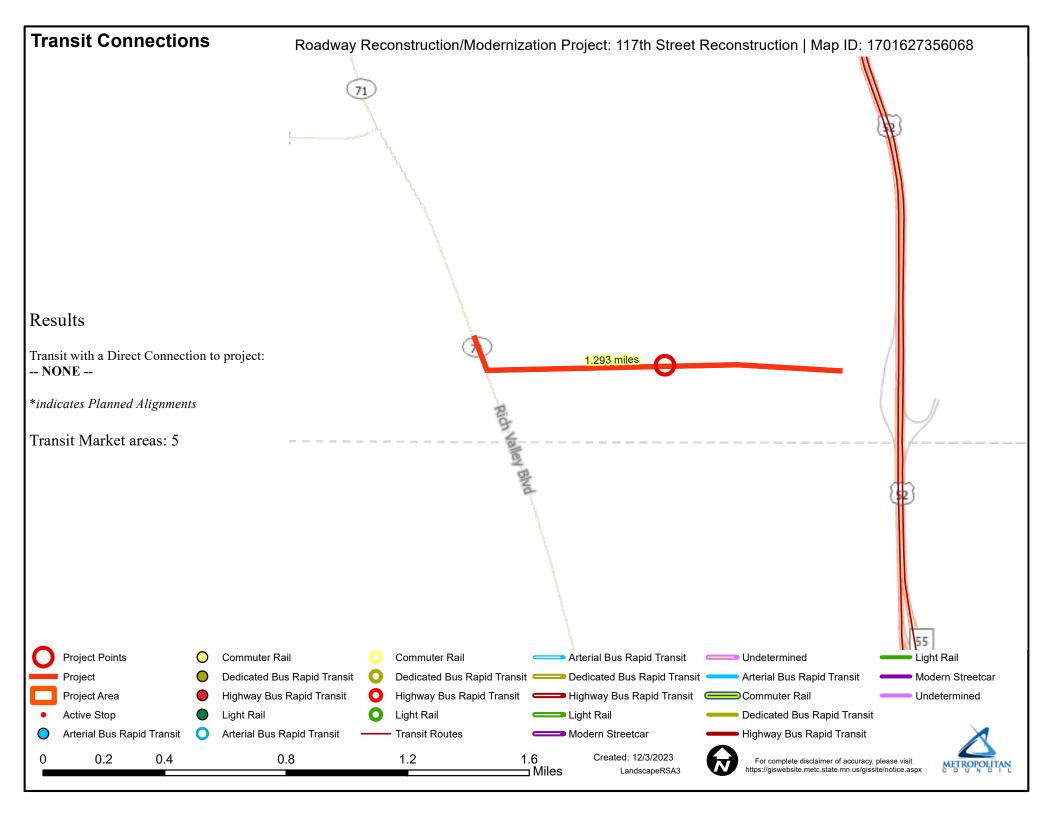
File Name

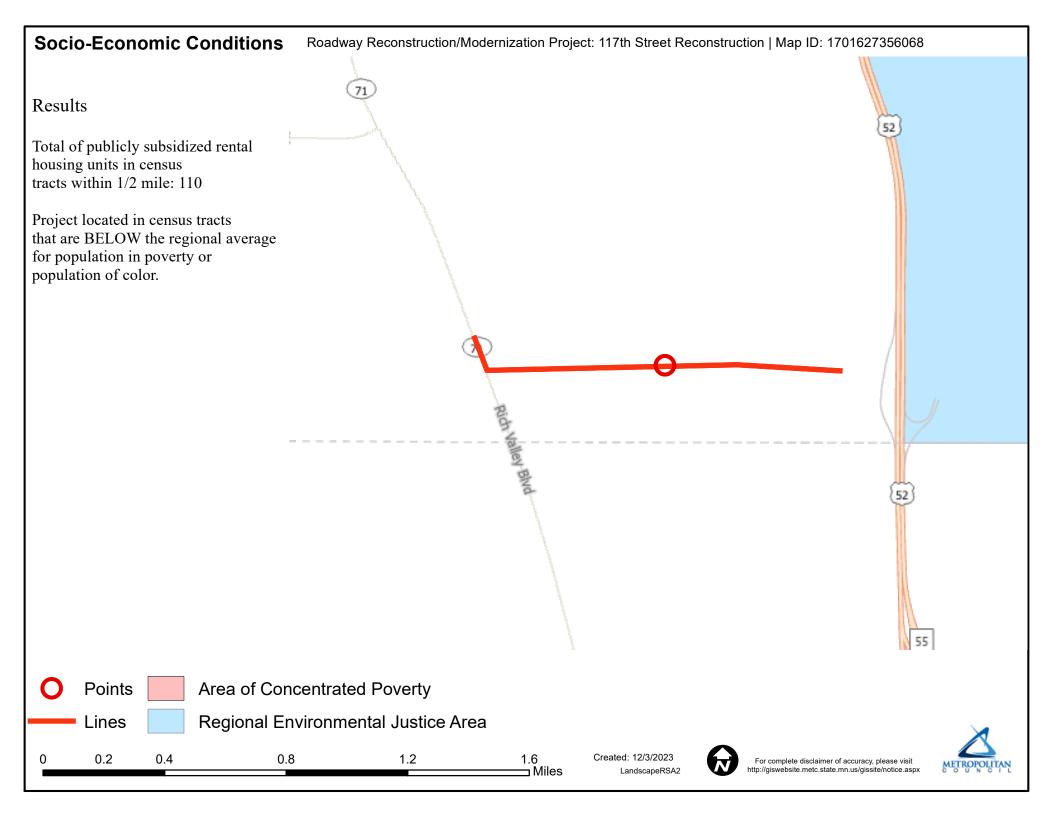
IGH LOS for 117th Street Final.pdf

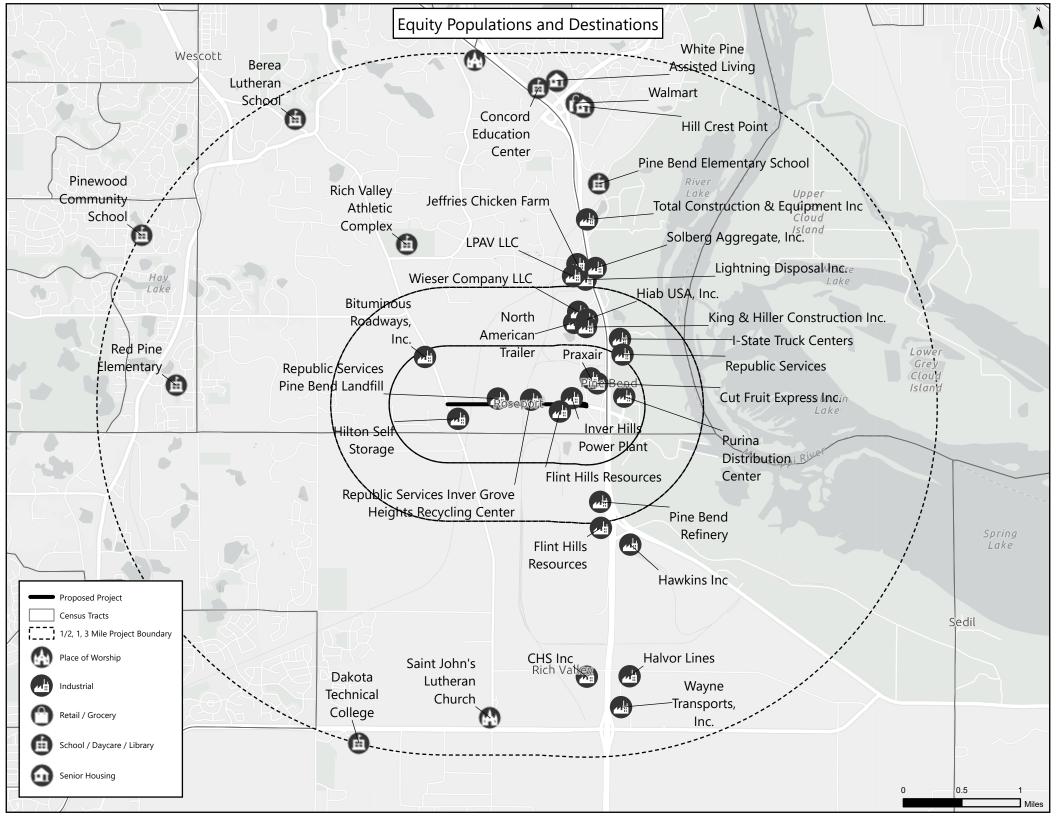
OtherAttach_117th_Project Summary.pdf OtherAttach_117th_Resolution No. 23-424.pdf OtherAttach_MnDOTLOS_117th.pdf

Description	File Size
IGH Letter of support and Approval of Layout	15.5 MB
Project Summary County Resolution MnDOT Letter of Support	551 KB 78 KB 224 KB









117th Street

1	Rich Valley Road			
	Existing Volume	462	vehicles	
	Existing Delay	5	sec/veh	
	Existing Total Delay	2310	seconds	
	Future Volume	462	vehicles	
	Future Delay	0	sec/veh	
	Future Total Delay	0	seconds	
	Total Delay Reduction	2310	seconds	

2	Flint Hills Access		
	Existing Volume	544	vehicles
	Existing Delay	4	sec/veh
	Existing Total Delay	2176	seconds
	Future Volume	544	vehicles
	Future Delay	3	sec/veh
	Future Total Delay	1632	seconds
	Total Delay Reduction	544	seconds

Total Network Delay Reduction	2854 seconds
-------------------------------	--------------

Emissions

Existing	1	2	Total
СО	0.45	0.31	0.76
NO	0.09	0.06	0.15
VOC	0.1	0.07	0.17
Network	Network Total 1.0		

Build	1	2	Total
СО	0.36	0.29	0.65
NO	0.07	0.06	0.13
VOC	0.08	0.07	0.15
Networ	k Total		0.93

10: Rich Valley Rd & 117th St

Direction	All
Future Volume (vph)	462
Total Delay / Veh (s/v)	5
CO Emissions (kg)	0.45
NOx Emissions (kg)	0.09
VOC Emissions (kg)	0.10

110: Flint Hills Access & 117th St

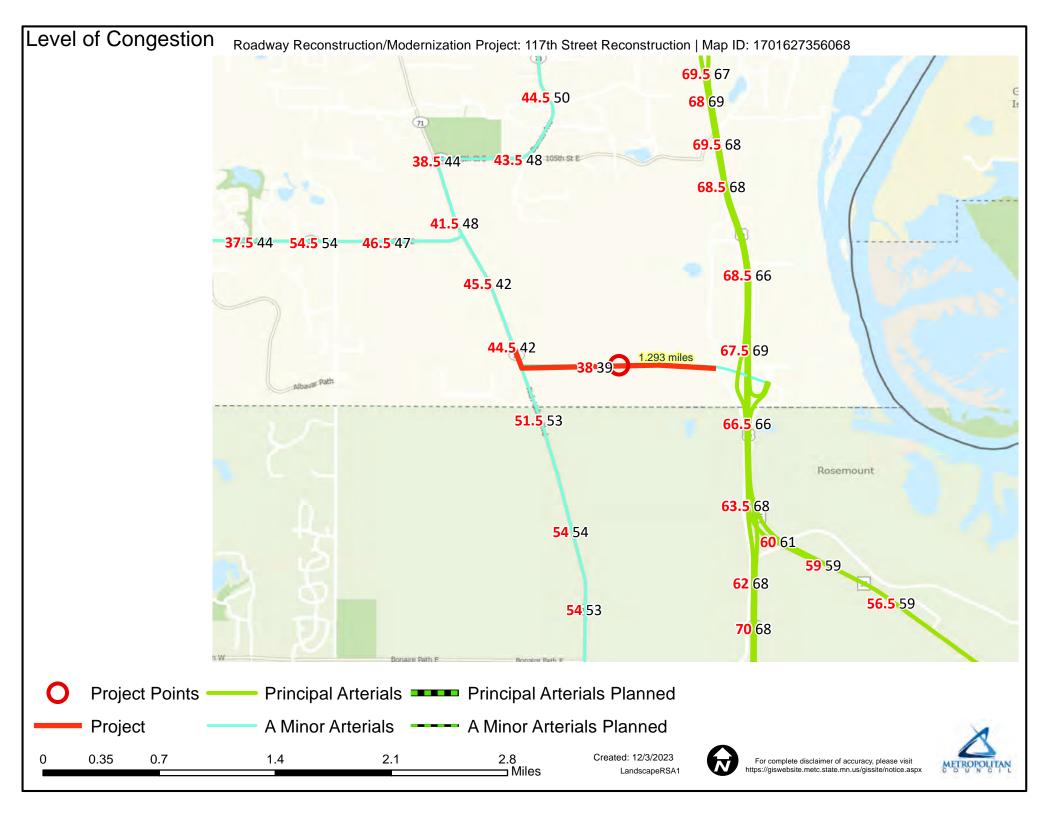
Direction	All
Future Volume (vph)	544
Total Delay / Veh (s/v)	4
CO Emissions (kg)	0.31
NOx Emissions (kg)	0.06
VOC Emissions (kg)	0.07

10: Rich Valley Rd & 117th St

Direction	All
Future Volume (vph)	462
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.36
NOx Emissions (kg)	0.07
VOC Emissions (kg)	0.08

110: Flint Hills Access & 117th St

Direction	All
Future Volume (vph)	544
Total Delay / Veh (s/v)	3
CO Emissions (kg)	0.29
NOx Emissions (kg)	0.06
VOC Emissions (kg)	0.07



117th Street

1	Rich Valley Road		
	Existing Volume	462	vehicles
	Existing Delay	5	sec/veh
	Existing Total Delay	2310	seconds
	Future Volume	462	vehicles
	Future Delay	0	sec/veh
	Future Total Delay	0	seconds
	Total Delay Reduction	2310	seconds

2	Flint Hills Access		
	Existing Volume	544	vehicles
	Existing Delay	4	sec/veh
	Existing Total Delay	2176	seconds
	Future Volume	544	vehicles
	Future Delay	3	sec/veh
	Future Total Delay	1632	seconds
	Total Delay Reduction	544	seconds

Total Network Delay Reduction	2854 seconds
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Emissions

Existing	1	2	Total
СО	0.45	0.31	0.76
NO	0.09	0.06	0.15
VOC	0.1	0.07	0.17
Network Total			1.08

Build	1	2	Total
СО	0.36	0.29	0.65
NO	0.07	0.06	0.13
VOC	0.08	0.07	0.15
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110: Flint Hills Access & 117th St

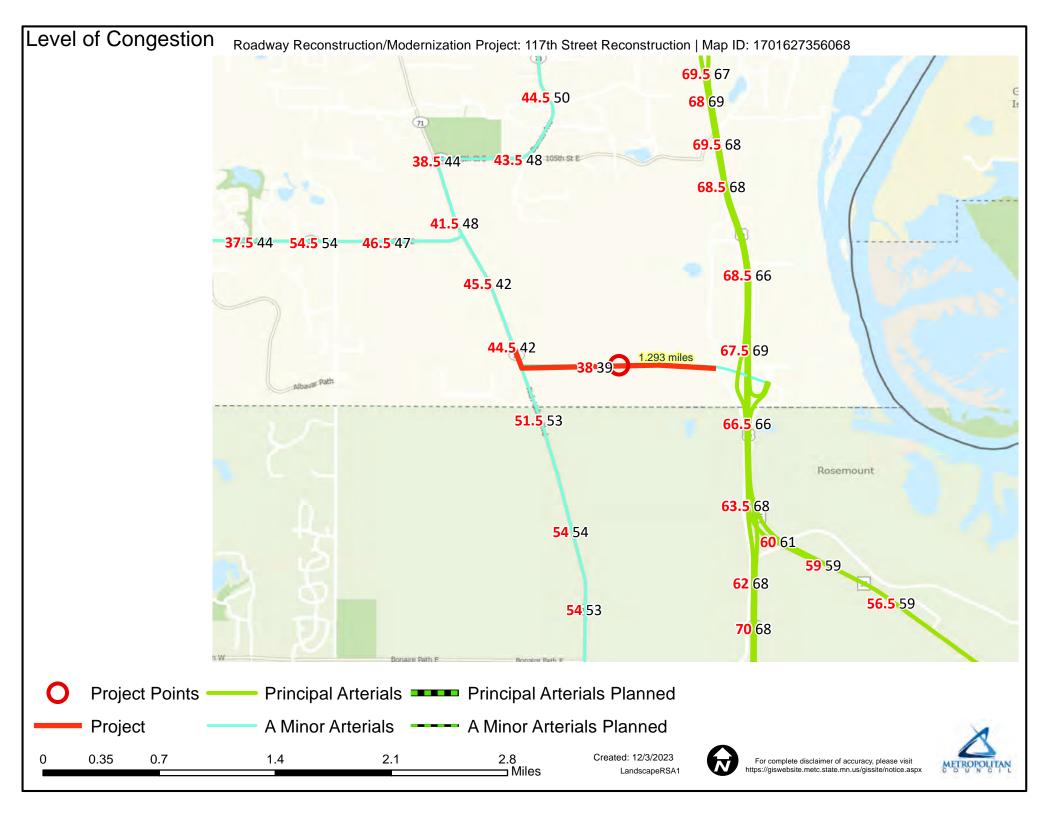
Direction	All
Future Volume (vph)	544
Total Delay / Veh (s/v)	4
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NOx Emissions (kg)	0.06
VOC Emissions (kg)	0.07

10: Rich Valley Rd & 117th St

Direction	All
Future Volume (vph)	462
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.36
NOx Emissions (kg)	0.07
VOC Emissions (kg)	0.08

110: Flint Hills Access & 117th St

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Future Volume (vph)	544
Total Delay / Veh (s/v)	3
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117th Street

1	Rich Valley Road				
	Existing Volume	462	vehicles		
	Existing Delay	5	sec/veh		
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	Future Volume	462	vehicles		
	Future Delay	0	sec/veh		
	Future Total Delay	0	seconds		
	Total Delay Reduction	2310	seconds		

2	Flint Hills Access				
	Existing Volume 544 vehicles				
	Existing Delay	4	sec/veh		
	Existing Total Delay	2176	seconds		
	Future Volume	544	vehicles		
	Future Delay	3	sec/veh		
	Future Total Delay	1632	seconds		
	Total Delay Reduction	544	seconds		

Total Network Delay Reduction	2854 seconds
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Emissions

Existing	1	2	Total
СО	0.45	0.31	0.76
NO	0.09	0.06	0.15
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Network Total			1.08

Build	1	2	Total
СО	0.36	0.29	0.65
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Network Total			0.93

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Total Delay / Veh (s/v)	5
CO Emissions (kg)	0.45
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110: Flint Hills Access & 117th St

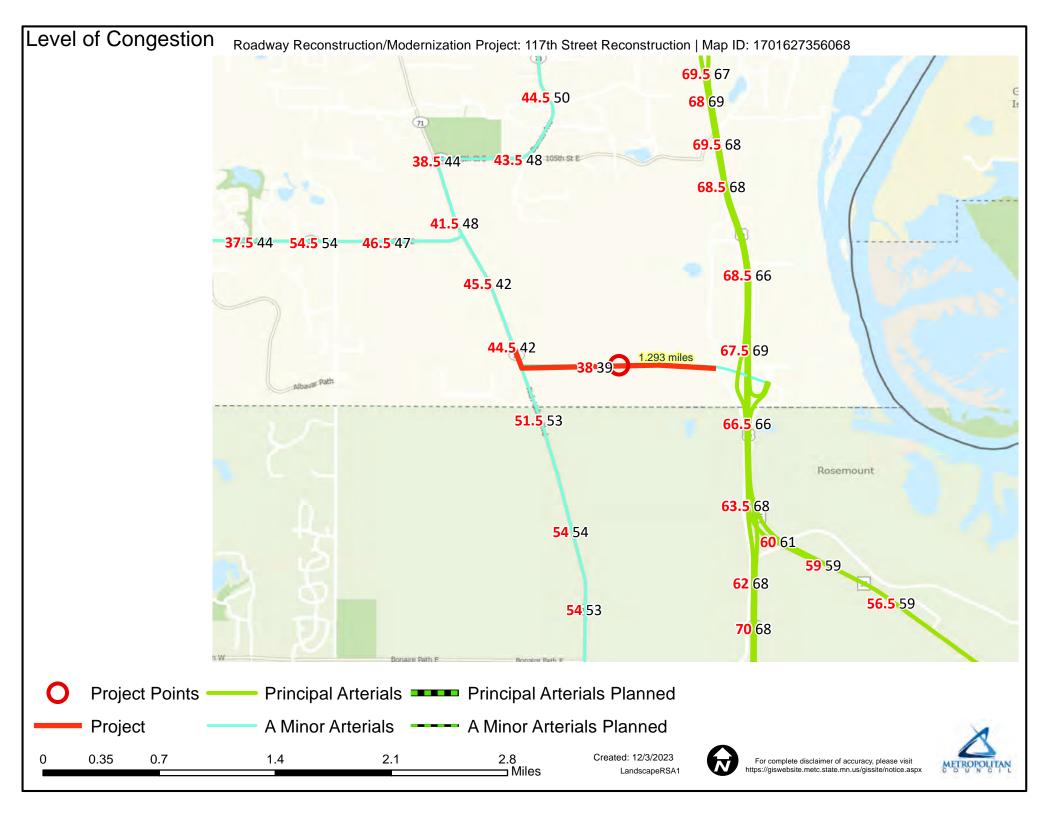
Direction	All
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CO Emissions (kg)	0.29
NOx Emissions (kg)	0.06
VOC Emissions (kg)	0.07



Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description					
Route 117th Street	District		County	Dakota	
Begin RP	End RP		Miles		
Location 117th Street and Ri	 ch Valley Road Ir	ntersection			
D. Ducient Decemination					
B. Project Description					
· · · · · · · · · · · · · · · · · · ·	C	it with Rais	ed Median Construction		
Project Cost* \$22,337			Installation Year	2026	
Project Service Life 20 year			Traffic Growth Factor	2.0%	
* exclude Right of Way from Pro					
C. Crash Modification Facto	r				
0.00 Fatal (K) Crashes		Reference	Engineering Judgemen	t - Crashes will no longer	occur with
0.00 Serious Injury (A) Cra	ashes			this layout	
0.00 Moderate Injury (B)	Crashes	Crash Type	All		
0.00 Possible Injury (C) Cr	rashes				
0.00 Property Damage Or	nly Crashes			www.CMFclearing	house.org
D. Crash Modification Facto	or (optional sec	cond CMF			
Fatal (K) Crashes		Reference			
Serious Injury (A) Cra	ashes				
Moderate Injury (B)	Crashes	Crash Type			
Possible Injury (C) Cr					
Possible Injury (C) Cr Property Damage Or	ashes			www.CMFclearing	house.org
Property Damage Or	ashes			www.CMFclearing	house.org
Property Damage Or E. Crash Data	rashes nly Crashes		12/31/202		
Property Damage Or E. Crash Data Begin Date <u>1/1/202</u>	rashes nly Crashes 20	End Date	12/31/202		house.org 3 years
Property Damage Or E. Crash Data Begin Date 1/1/202 Data Source MnDOT	rashes nly Crashes 20			2	
Property Damage Or E. Crash Data Begin Date <u>1/1/202</u>	rashes nly Crashes 20	End Date			
Property Damage Or E. Crash Data Begin Date 1/1/202 Data Source MnDOT Crash Severity	rashes nly Crashes 20			2	
Property Damage Or E. Crash Data Begin Date 1/1/202 Data Source MnDOT Crash Severity K crashes	rashes nly Crashes 20	End Date		2	
Property Damage Or E. Crash Data Begin Date 1/1/202 Data Source MnDOT Crash Severity K crashes A crashes	rashes nly Crashes 20	End Date		2	
Property Damage Or E. Crash Data Begin Date 1/1/202 Data Source MnDOT Crash Severity K crashes A crashes B crashes	rashes nly Crashes 20	End Date 0 0 0 0		2	
Property Damage Or E. Crash Data Begin Date 1/1/202 Data Source MnDOT Crash Severity K crashes A crashes B crashes C crashes	rashes nly Crashes 20	End Date 0 0 0 0 0 0 0		2	
Property Damage Or E. Crash Data Begin Date 1/1/202 Data Source MnDOT Crash Severity K crashes A crashes B crashes C crashes PDO crashes	rashes nly Crashes 20	End Date 0 0 0 0 0 0 0		2	
Property Damage Or E. Crash Data Begin Date 1/1/202 Data Source MnDOT Crash Severity K crashes A crashes B crashes C crashes PDO crashes F. Benefit-Cost Calculation	rashes nly Crashes 20 All All	End Date 0 0 0 0 2 		2	
Property Damage Or E. Crash Data Begin Date 1/1/202 Data Source MnDOT Crash Severity K crashes A crashes B crashes C crashes PDO crashes	rashes nly Crashes 20	End Date 0 0 0 0 2 	< option	2	

F. Analysis Assumptions

·				
	Crash Severity	Crash Cost		
	K crashes	\$1,600,000	Link: mndot.gov/	planning/program/appendix_a.html
	A crashes	\$800,000		
	B crashes	\$250,000	Real Discount Rate	0.7%
	C crashes	\$130,000	Traffic Growth Rate	2.0%
	PDO crashes	\$15,000	Project Service Life	20 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.00	0.00	\$O
B crashes	0.00	0.00	\$0
C crashes	0.00	0.00	\$0
PDO crashes	2.00	0.67	\$10,000
			\$10,000

H. Amortized Benefit

H. Amortize			
<u>Year</u>	Crash Benefits	Present Value	
2026	\$10,000	\$10,000	Total = \$226,537
2027	\$10,200	\$10,129	
2028	\$10,404	\$10,260	
2029	\$10,612	\$10,392	
2030	\$10,824	\$10,526	
2031	\$11,041	\$10,662	
2032	\$11,262	\$10,800	
2033	\$11,487	\$10,939	
2034	\$11,717	\$11,081	
2035	\$11,951	\$11,224	
2036	\$12,190	\$11,369	
2037	\$12,434	\$11,515	
2038	\$12,682	\$11,664	
2039	\$12,936	\$11,815	
2040	\$13,195	\$11,967	
2041	\$13,459	\$12,122	
2042	\$13,728	\$12,278	
2043	\$14,002	\$12,437	
2044	\$14,282	\$12,597	
2045	\$14,568	\$12,760	
0	\$O	\$O	
0	\$0	\$0	
0	\$O	\$O	
0	\$0	\$0	
0	\$0	\$0	
0	\$O	\$0	

117th Street and Rich Valley Road

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CRASH_DA CRASH_YE/ CRASH_DA CRASH_HO DIVIDEDRD CRASHSEVI NUMBERKI NUMBERO MANNERO FIRSTHARN RELATIVE RELATIONT LIGHTCONI

19	2022 03-Tues	08	Property D	0	2 Angle	Motor V	'eh On Roadwa T Intersecti Daylight
26	2022 02-Mon		14 Not Applica Property D	0	1	Ditch	Outside of T Intersecti Daylight

WEATHERF WEATHE	RS RDWYSU	RFWORKZON ROADWAY INTERSECT ROUTE_ID BASIC_TYPE	UNITTYPEL VEHICLETY DIRECTION
Clear	Dry	NOT APPLICTICH VALLEY BLVD 040000659 Left Turn	Motor Veh Sport Utilit Northboun
Clear	Dry	NOT APPLI 117TH ST E RICH VALLE 100002395 Single Vehicle Run Off Road	Motor Veh Passenger (Westbound

PRECRASHI AGEU	1 SEXU1	PHYSICALC CONTRIBF# CONTRIBF# NONMOTC NONMO	IC RDWYDESI: TRAFFICCO SPEED	LIMI' ALIGNMEN GRADEU1
Moving For	17 Female	Apparently No Clear Contributing Action	Two-Way, No Control	50 Straight Level
Moving For	51 Male	Apparently No Clear Contributing Action	Two-Way, No Control	45 Straight Level

UNITTYPEU VEHICLETYI DIRECTION PRECRASHI AGEU2SEXU2Motor Vehi Passenger (Southboun Turning Lef28 Male

 PHYSICALC CONTRIBFACONTRIBFANONMOTC NONMOTC RDWYDESI
 TRAFFICCO

 Apparently Failure to Yield Right-of-Way
 Two-Way, No Control

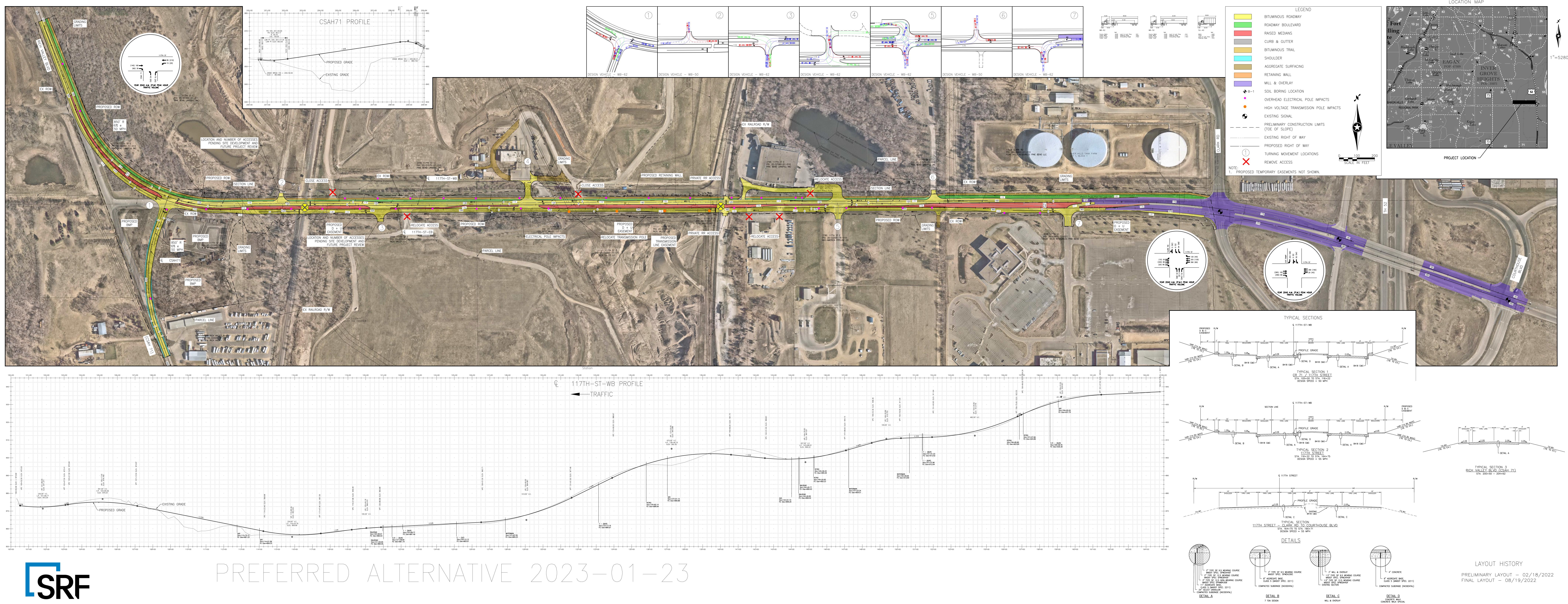
SPEEDLIMI' ALIGNMEN GRADEU2 UNITTYPEL VEHICLETY | DIRECTION PRECRASHI AGEU3 SEXU3 PHYSICALC CONTRIBF/ CONTRIBF/ NONMOTC 50 Straight Level

NONMOTO RDWYDESI/ TRAFFICCO SPEEDLIMI' ALIGNMEN GRADEU3 UNITTYPEL VEHICLETY/ DIRECTION PRECRASHI AGEU4 SEXU4 PHYSICALO

CONTRIBFA CONTRIBFA NONMOTO NONMOTO RDWYDESI/TRAFFICCO SPEEDLIMI' ALIGNMEN GRADEU4 UTMX UTMY LATITUDE LONGITUD/ 495047.43/4958418.3, 44.77915 -93.0626

495062.23:4958426.4: 44.77922 -93.0624

CRASH_DA STATUSSTATUS_N(AGENCY_O AGENCY_O NARRATIVE######### AcceptedReportable Inver Grov(PoliceUNIT 1######### AcceptedReportable Inver Grov(PoliceOn





121+00	122+00	123+00	124+00	125+00	126+00	127+00	128+00	129+00	130+00	131+00	132+00	133+00	134+00	135+00	136+00 13	37+00 138-	+00 139+0	00 140+00	141+00	142+00	143+00	144+00	145+00		47+00 14	8+00 149+00	150+00	0 151+00	152+00	153+00	154+00	155+00	156+00 15	Ŷ 7₽00 158+ ☐ ↓ ↓ ↓ ☐ ↓ ↓ ↓	+00 159+00			162+00	163+00	164+00
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																670.00' V.C.					VPO		ELEV	•	- VPT		9	•	•				PETRO	PETRO Sta=157+07.66 FG Elev=924.86						* * * *
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Transportation Department 14955 Galaxie Ave. Apple Valley, MN 55124-8579

December 14, 2023

Elaine Koutsoukos, Transportation Coordinator Transportation Advisory Board Metropolitan Council 390 Robert Street North St. Paul, MN 55101

RE: 2023 Regional Solicitation Application for 117th Street (future County State Aid Highway (CSAH) 32) from US Highway 52 to CSAH 71 (Rich Valley Blvd.) in Inver Grove Heights

Dear Ms. Koutsoukos:

Dakota County has reviewed and approved the general layout of the 117th Street (future County State Aid Highway (CSAH) 32) project from US Highway 52 to CSAH 71 (Rich Valley Blvd.) in Inver Grove Heights. The project layout has been attached to this letter.

We will be happy to answer any questions you may have regarding this project.

Sincerely,

adate

Erin Laberee Dakota County Transportation Director/County Engineer

CC:



PUBLIC WORKS DEPARTMENT

8150 Barbara Avenue Inver Grove Heights Minnesota 55077

Engineering 651-450-2570

Streets and Utilities 651-450-4309

www.ighmn.gov

December 8, 2023

Ms. Elaine Koutsoukos Transportation Advisory Board Coordinator Metropolitan Council 390 Robert Street North St. Paul, MN 55101

RE: Letter of Support for Dakota County 2024 Regional Solicitation Application 117th Street Reconstruction & Modernization Project

Dear Ms. Koutsoukos:

Dakota County recently shared with us their intent to apply for Regional Solicitation Funding for the 117th Street Reconstruction and Modernization Project under the Roadway Reconstruction/Modernization category of Metropolitan Council's 2024 Regional Solicitation for federal transportation funding.

The proposed project will enhance transportation system efficiency and mobility, reduce access points, improve roadway safety for 117th Street from County State Aid Highway 71 to the Trunk Highway 52/117th Street Interchange in the City of Inver Grove Heights. Work on the project will include upgrading the two existing at-grade railroad crossings to current design standards as well as reconstructing the roadway from a rural, undivided two-lane highway with minimal shoulders to a two-lane divided highway with shoulders. The reconstruction of 117th Street also includes adding a 10-foot bituminous trail, which will connect to the proposed Rich Valley Greenway alignment to the west and the existing Mississippi River Regional Trail to the east.

The project will pave the way for future roadway improvements that will allow the road to be integrated into a future east-west corridor alignment with CSAH 32, which extends through the cities of Inver Grove Heights, Eagan, and Burnsville, connecting on the west end to Interstate 35W. 117th Street will connect key regional businesses such as Flint Hills Resources - Pine Bend Refinery, Republic Services - Pine Bend Landfill, and other industries to the broader regional area of the Twin Cities.

The City of Inver Grove Heights is supportive of the project and layout. We look forward to continued cooperation with Dakota County as this project progresses and as we work together to improve safety and travel options within the Metro Area.

I would like to express my support for Dakota County's pursuit of TAB regional solicitation funding for this project. If you have questions or require additional information, please don't hesitate to reach out to me at 651-450-2571, or <u>bconnolly@ighmn.gov</u>.

Sincerely,

Brian D. Connolly, PE Public Works Director

UPRR REMS Project 659665

REIMBURSEMENT AGREEMENT PRELIMINARY ENGINEERING SERVICES

Effective Date: 4/6/2022

Agency: CITY OF INVER GROVE HEIGHTS, MINNESOTA

Estimate: \$25,000.00

THIS REIMBURSEMENT AGREEMENT (**Agreement**) is made and entered into as of the **Effective Date**, by and between UNION PACIFIC RAILROAD COMPANY, a Delaware corporation (**Railroad**), and AGENCY (**Agency**).

RECITALS

A. Agency desires to initiate the project more particularly described on Exhibit A attached hereto (the Project).

B. The Project will affect Railroad's track and right of way at or near the Project area more particularly described on Exhibit A.

C. Railroad agrees to collaborate with Agency on the conceptualization and development of the Project in accordance with the terms and conditions of this Agreement.

AGREEMENT

1. NOW THEREFORE, the parties hereto agree as follows:

2. Railroad, and/or its representatives, at Agency's sole cost and expense, agrees to perform (or shall cause a third-party consultant to perform on Railroad's behalf) the preliminary engineering services work described on Exhibit B attached hereto (**PE Work**). Agency acknowledges and agrees that: (a) Railroad's review of any Project designs, plans and/or specifications, as part of the PE Work, is limited exclusively to potential impacts on existing and future Railroad facilities and operations; (b) Railroad makes no representations or warranties as to the validity, accuracy, legal compliance or completeness of the PE Work; and (c) Agency's reliance on the PE Work is at Agency's own risk.

3. Notwithstanding the Estimate (Estimate), Agency agrees to reimburse Railroad and/or Railroad's third-party consultant, as applicable, for one hundred percent (100%) of all actual costs and expenses incurred for the PE Work. During the performance of the PE Work, Railroad will provide (and/or will cause its third-party consultant to provide) progressive billing to Agency based on actual costs in connection with the PE Work. Within sixty (60) days after completion of the PE Work, Railroad will submit (and/or will cause its third-party consultant to submit) a final billing to Agency for any balance owed for the PE Work. Agency shall pay Railroad (and/or its third-party consultant, as applicable) within thirty (30) days after Agency's receipt of any progressive and final bills submitted for the PE Work. Bills will be submitted to the Agency using the contact information provided on **Exhibit C**. Agency's obligation hereunder to reimburse Railroad (and/or its third-party consultant, as applicable) for the PE Work shall apply regardless if Agency declines to proceed with the Project or Railroad elects not to approve the Project.

4. Agency acknowledges and agrees that Railroad may withhold its approval for the Project for any reason in its sole discretion, including without limitation, impacts to Railroad's safety, facilities or operations. If Railroad approves the Project, Railroad will continue to work with Agency to develop final plans and specifications and prepare material and force cost estimates for any Project related work performed by Railroad.

5. If the Project is approved by Railroad, Railroad shall prepare and forward to Agency a Construction and Maintenance Agreement (**C&M Agreement**) which shall provide the terms and conditions for the construction and ongoing maintenance of the Project. Unless otherwise expressly set forth in the C&M Agreement, the construction and maintenance of the Project shall be at no cost to Railroad. No construction work on the Project affecting Railroad's property or operations shall commence until the C&M Agreement is finalized and executed by Agency and Railroad.

6. Neither party shall assign this Agreement without the prior written consent of the other party, which consent shall not be unreasonably withheld, conditioned or delayed.

7. No amendment or variation of the terms of this Agreement shall be valid unless made in writing and signed by the parties.

8. This Agreement sets forth the entire agreement between the parties regarding the Project and PE Work. To the extent that any terms or provisions of this Agreement regarding the PE Work are inconsistent with the terms or provisions set forth in any existing agreement related to the Project, such terms and provisions shall be deemed superseded by this Agreement to the extent of such inconsistency.

IN WITNESS WHEREOF, the parties hereto have duly executed this Agreement as of the Effective Date.

CITY OF INVER GROVE HEIGHTS, MINNESOTA

Signature

Tom Bartholomew Printed Name

Mayor

Title Kura

Signature

Rebecca Kiernan Printed Name

City Clerk Title

UNION PACIFIC RAILROAD COMPANY,

a Delaware Corporation

(liris †. keckeisen Signature

Chris Keckeisen Printed Name

Manager I, Engineering – Public Projects Title

Exhibit A Project Description and Location

Project Description

City of Inver Grove Heights, MN proposes to widen the crossing referred to below to accommodate medians and pull-out lanes for trucks.

Location

Roseport Ind. Ld.

DOT	Crossing Type	Milepost	Street Name	
184917C	Public	516.219	117 th Street	

Exhibit B Scope of Project Services

Scope of work includes, but is not limited to the following

- Field diagnostic(s) and inspections
- Plan, specification and construction review
- Project design
- Preparation of Project estimate for force account or other work performed by the Railroad
- Meetings and travel

Exhibit C Billing Contact Information

Name	Kathy Fischer
Title	Public Works Support Specialist
Address	8150 Barbara Avenue, Inver Grove Heights, MN, 55077
Work Phone	(651) 450-2570
Cell Phone	
Email	kfischer@ighmn.gov
Agency Project No.	

DEPARTMENT OF TRANSPORTATION

February 5, 2020

Mr. Scott Thureen Public Works Director 8150 Barbara Avenue Inver Grove Heights, MN 55077

2020 Minnesota Highway Freight Program Award

Dear Mr. Thureen,

Congratulations, the 117th Street Reconstruction and Modernization Project has been selected to receive funding through the Minnesota Highway Freight Program (MHFP). The project has been approved to receive a maximum of \$8,000,000 in fiscal year 2024 towards roadway reconstruction. The project must be let by February 2024 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 is a federal contribution towards 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. As a reminder preliminary engineering and right of way costs are not eligible expenses for this round of the program.

The MHFP contribution towards the cost of the project is capped and MnDOT will not consider requests for additional freight 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, MnDOT at its discretion may reassign the funding 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 Mn DOT State Aid Delegated Contract Process. If you have any questions regarding this MHFP award, please contact Andrew Andrusko at 651-366-3644 or <u>andrew.andrusko@state.mn.us</u>. Any other questions throughout the project development process should be

directed to Dan Erickson at 651-234-7763 or <u>dan.erickson@state.mn.us</u>. Freight specific coordination concerns in the Metro District area may also be directed to John Tompkins at <u>john.tompkins@state.mn.us</u>.

Finally, let me extend my congratulations to you and your staff for developing an important project that will improve freight movements in the area.

Sincerely,

Marganet Andors Kellihor

Margaret Anderson Kelliher Commissioner of Transportation

CC:

Mike Barnes, Metro District Engineer Dan Erickson, Metro District State Aid Engineer Molly McCartney, Metro District Program Director Cynthia Krumsieg, Metro District STIP Coordinator Chris Kufner, Director, Office of State Aid William Gardner, Director, Office of Freight and Commercial Vehicle Operations

Equal Opportunity Employer

DEPARTMENT OF TRANSPORTATION

June 29, 2023

Paul Merchlewicz, Inver Grove Heights City Engineer 8150 Barbara Avenue Inver Grove Heights, MN, 55077

Re: 2023 Local Road Improvement Program (LRIP) Legislative Earmark

Dear Paul Merchlewicz,

On May 24, 2023 Governor Walz signed Chapter 68 (HF 2887) into law. This was the omnibus transportation policy and finance bill. On June 1, 2023, Governor Walz signed Chapter 71 (HF 670) and Chapter 72 (HF 669) into law. These were capital investment bills. Chapter 72, Article 1, Section 16, Subdivision 13 appropriated \$5,000,000 in **GO Bonds** for a grant to City of Inver Grove Heights or Dakota County "to perform final design, acquire right-of-way, acquire easements, and reconstruct 117th Street from Rich Valley Boulevard (Dakota County Road 71), including intersection improvements thereto in both directions up to 1,500 feet, to approximately 800 feet east of U.S. Highway 52 to improve safety, mobility, and traffic conditions. This appropriation includes the cost for relocation and construction of public utilities on 117th Street, including sanitary sewer, water main, and storm sewer facilities." Note that these funds are set to expire on 12/31/2027.

These earmarked funds will be administered through State Aid and will require execution of an LRIP grant agreement before funds can be accessed. Below is a summary of recommended next steps and a high level description of the required process and timing for execution of one or more LRIP grant agreements.

- Please work with Nancy Stone (<u>nancy.stone@state.mn.us</u>) to schedule a 1 hour kick-off meeting with the eligible grantees, your District State Aid Engineer (DSAE) and me in the next few weeks or months. If there could be impacts to the trunk highway system due to your project, please inform Nancy and she will include an MnDOT project manager in the meeting as well. Topics at the meeting will include:
 - 1. Overview by the local agency of the project, including scope, schedule, and anticipated funding sources and how those funds are planned to be applied to the various project components. Different funding sources have different rules.
 - 2. Process and requirements relative to plan development, and State Aid review and approval.
 - 3. Eligible and ineligible work types from the earmark legislation
 - 4. Minnesota Management and Budget's (MMB) role in administering and releasing funds, and the associated requirement that the local agency demonstrate full funding for all of the work types identified in the appropriation. MMB must concur in the demonstration of full funding before MMB will release the funds. It is this release of funds by MMB that allows MnDOT to encumber the earmarked funds on behalf of the local agency. Please review this requirement prior our meeting, as outlined on pages 12-14 of MMB's Capital Grants Manual:

https://mn.gov/mmb/debt-management/capital-projects/capital-grants-manual/

Depending on the complexity of the project and funding plan, we may recommend an early kick-off meeting with MMB as well.

- 5. LRIP grant agreement requirements and timing. See bullet below for more information.
- Since this appropriation is funded with general obligation bonds, this project is subject to workforce and equal pay requirements in statutes 363A.36 and 363A.44. As such, you will need to include workforce and equal pay provisions in the RFP for professional/technical contracts and in the bid documents for construction projects. See the following link for more information: <u>Workforce and equal pay</u> <u>requirements on bond funded projects (PDF)</u>
- One or more grant agreements, which will be coordinated through my group in State Aid, are required before funds can be accessed by the local agency. Please see <u>State fund grantee user guide (PDF)</u> for an overview of the grant execution process.

These grant agreements can only be executed after MMB has concurred with the local agency's demonstration of full funding and after MMB has released the funds. LRIP grant agreements include terms that allow for payments on a reimbursable basis as part of regular State Aid pay requests.

Each grant agreement will require a funding letter written by my group and an encumbrance letter written by State Aid Finance. After MMB has concurred with the local agency's demonstration of full funding, you will work with your DSAE to provide the necessary documentation that is required for me to issue a funding letter and for State Aid Finance to issue an encumbrance letter. This documentation must differentiate between LRIP-eligible and non-eligible items. Please work with your DSAE on making this determination. I can assist as well. When this is complete, your DSAE will send a request to me to issue a funding letter.

- Earmarks that include professional/technical consultant services such as environmental documentation, preliminary design, final design as an eligible work type. The funding letter and encumbrance letter typically are provided concurrently when complete professional/technical related costs are known and have been submitted to my group by the DSAE. Please note that in most cases a pre-award audit must be completed for the consultant before a grant agreement can be executed.
- Earmarks that include right of way acquisition as an eligible work type. The funding letter and encumbrance letter typically are provided concurrently after a right of way acquisition plan and associated cost estimates have been approved and submitted to my group by the DSAE.
- Earmarks that include construction as an eligible work type. The funding letter is typically provided when the plan is ready for signature and the final engineer's estimate is complete. At this point, the DSAE will a request for funding to my group and I will issue a funding letter. After bids are opened, you will need to send the low bid documents to your DSAE, State Aid Finance, and my group. State Aid Finance will then write an encumbrance letter with the final funding summary.

You will use the funding summary in the encumbrance letter, along with instructions from my office, to complete a draft LRIP grant agreement for review by my staff. After the draft grant agreement has been approved by my group, you will obtain board or council action and local agency signatures. You will then email a pdf of the signed grant agreement to my group for final execution at MnDOT. In most cases, the LRIP grant agreement(s) should be fully executed before work begins, though costs incurred after the earmark effective date are eligible for re-imbursement.

I look forward to working with you on the development of your project. Please contact Nancy Stone to schedule a kick-off meeting, and feel free to contact me during project development as you have grant-related questions.

Sincerely,

Marc Briese State Aid Programs Manager

copy: Dan Erickson, Metro District State Aid Engineer Luke Lortie, Metro District State Aid Programs Engineer Erin Laberee, Dakota County Engineer



PUBLIC WORKS DEPARTMENT

8150 Barbara Avenue Inver Grove Heights Minnesota 55077

Engineering 651-450-2570

Streets and Utilities 651-450-4309

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December 8, 2023

Ms. Elaine Koutsoukos Transportation Advisory Board Coordinator Metropolitan Council 390 Robert Street North St. Paul, MN 55101

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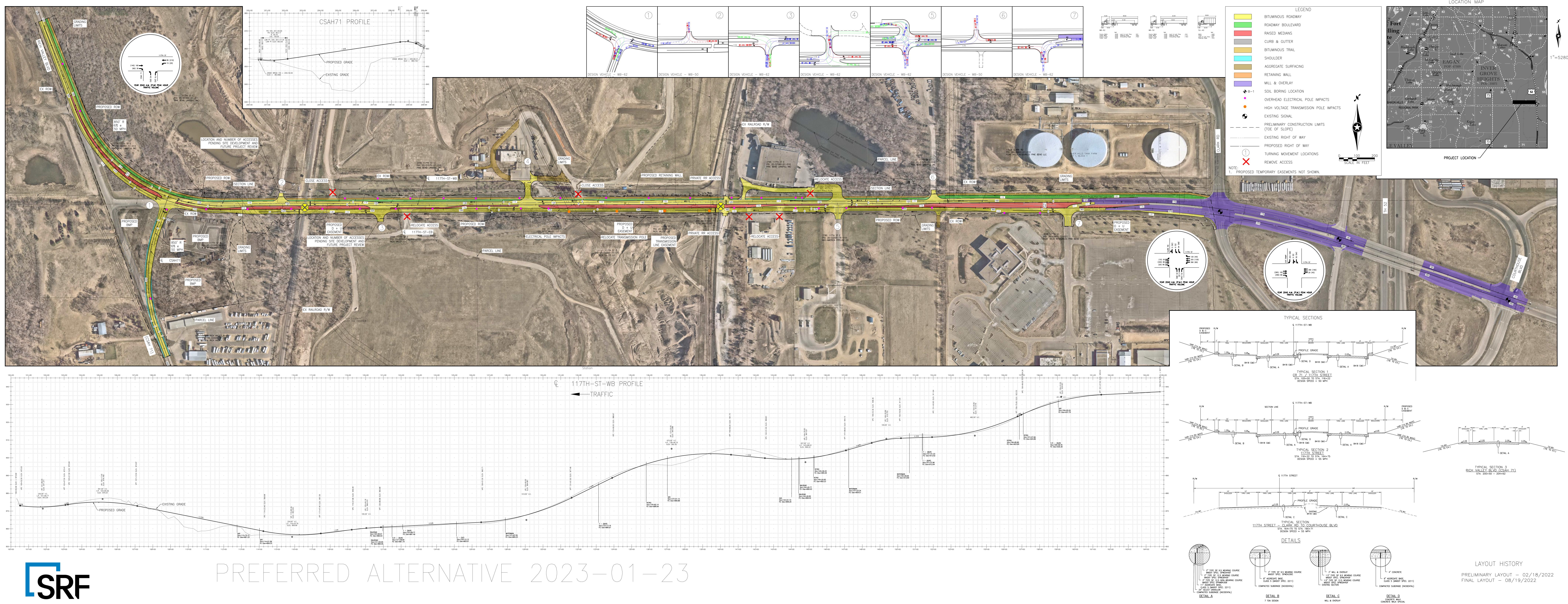
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I would like to express my support for Dakota County's pursuit of TAB regional solicitation funding for this project. If you have questions or require additional information, please don't hesitate to reach out to me at 651-450-2571, or <u>bconnolly@ighmn.gov</u>.

Sincerely,

Brian D. Connolly, PE Public Works Director





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PROJECT SUMMARY

117th Street Reconstruction and Modernization

Inver Grove Heights

2024 Metropolitan Council Regional Solicitation

Project Overview

The City of Inver Grove Heights, in cooperation with Dakota County is reconstructing a 1.3 mile segment of 117th Street from County State Aid Highway (CSAH) 71 (Rich Valley Boulevard) to the Flint Hills Resources Refinery access in the City of Inver Grove Heights. The purpose of the project is to meet 10-ton design standards, improve safety and operations, accommodate increasing traffic volumes, accommodate bicycle and pedestrians and provide an east-west corridor for all users with a focus on safety and mobility improvements. Work on the project is anticipated to include:

- Reconstructing the roadway from a rural undivided 2-lane with minimal shoulders to an urban 2-lane divided roadway with shoulders
- Upgrading the two existing at-grade railroad crossing to current design standard (arms, overhead flashers, etc.)
- Managing access along the corridor
- Adding a 10-foot multiuse trail separated by a 12-foot boulevard for bicycle and pedestrians

Project Improvements

The project is part of a regional east-west A-Minor Expander and is designated as a Tier 1 freight corridor that extends for 13.2 miles from Interstate (I) 35W in Burnsville to TH 52 in Inver Grove Heights. The project's freight benefits include:

- Upgraded 10-ton design to provide for east-west freight movement in the region
- Upgraded railroad crossings to improve mobility and safety
- Turn lanes as applicable at driveways
- Improved access to freight and commercial businesses located on or off of 117th Street (Flint Hills Resources, Republic Services, Swift Transport, Land O' Lakes, and many others)

Project Benefits

The reconstruction of 117th Street will provide several benefits to the corridor and the area. The proposed project will:

- Add capacity to a commercial and industrial area that continues to grow
- Reduce delays and increase safety along the corridor
- Improve safety and mobility at the two existing railroad crossings with proposed upgrades
- Improve access along the corridor
- Address drainage issues that exist

Project Costs:

- Total construction costs: \$22,337,095
- Requested Award Amount: \$4,870,000
- Match Amount: \$17,467,095 (78%)

Project Schedule

- Design –2020-2022
- Right of Way acquisition 2023-2024
- Construction 2025-2028

For More Information

 Contacts: Barry Becker, Dakota County 952-891-7175 barry.becker@co.dakota.mn.us



Deteriorating pavement and narrow shoulders



Deteriorating pavement and narrow shoulders near railroad crossing

BOARD OF COUNTY COMMISSIONERS DAKOTA COUNTY, MINNESOTA

September 26, 2023

Motion by Commissioner Hamann-Roland

Resolution No. 23-424 Second by Commissioner Atkins

Authorization To Submit And Accept Grant Funds For 2023-2024 Regional Federal Funding Solicitation Grant Opportunity

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Infrastructure Investment and Jobs Act (IIJA) through the Regional Solicitation process; and

WHEREAS, the Solicitation programs fund up to 80 percent of project construction costs; and

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

WHEREAS, project submittals are due on December 15, 2023; and

WHEREAS, all projects proposed are consistent with the adopted Dakota County 2040 Comprehensive Plan; and

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

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the submittal of the following County-led projects to the Regional Solicitation application process for federal funding:

Highway Projects

- 1.1 County State Aid Highway (CSAH) 50 (Kenwood Trail) from 172nd to 175th and Interstate-35 interchange in Lakeville (Strategic Capacity Category)
- 1.2 CSAH 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township and Rosemount (Strategic Capacity Category)
- 1.3 CSAH 32 (117th Street) from US 52 to CSAH 71 in Inver Grove Heights (Reconstruction Category)
- 1.4 CSAH 46 (160th Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings CSAH 32 (117th Street) from US 52 to CSAH 71 in Inver Grove Heights (Reconstruction Category)
- 1.5 CSAH 32 (122nd St) at frontage road on east side of interstate 35 in Burnsville (Spot Mobility Category)
- 1.6 CSAH 4 (Butler Ave) trail from Roberts Street to US Highway 52 in West St. Paul (Multi-Use Trails Category)
- 1.7 CSAH 42 (Egan Drive) trail from CSAH 5 to CSAH 11 in Burnsville (Multi-Use Trails Category)

Safe Routes to School Projects

- 2.1 CSAH 4 (Butler Ave) from CSAH 63 to Smith Ave. in West St. Paul 2.2 CSAH 60 (185th St) from CSAH 50 to CSAH 9 in Lakeville
- STATE OF MINNESOTA

County of Dakota

	YES		NO
Slavik	Х	Slavik	
Atkins	Χ	Atkins	
Halverson	Χ	Halverson	
Droste	Х	Droste	
Workman	Х	Workman	
Holberg	X	Holberg	
Hamann-Roland	X	Hamann-Roland	

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 26th day of September 2023, now on file in the Office of the County Manager Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 26th day of September 2023.

Jeni Reynolds

Greenway Multiuse Trails and Bicycle Facilities Projects

- 3.1 North Creek Greenway CSAH 42 Grade Separation and Trail to Flagstaff Road in Apple Valley
- 3.2 Lake Marion Greenway through the Industrial Park in Lakeville
- 3.3 North Creek Greenway from 199th Street to downtown Farmington
- 3.4 River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to accept grant funds, if awarded, and execute grant agreements subject to approval as to form by the Dakota County Attorney's Office.

STATE OF MINNESOTA

County of Dakota

	YES		NO
Slavik	X	Slavik	
Atkins	X	Atkins	
Halverson	X	Halverson	
Droste	X	Droste	
Workman	Χ	Workman	
Holberg	X	Holberg	
Hamann-Roland	Χ	Hamann-Roland	

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 26th day of September 2023, now on file in the Office of the County Manager Department, and have found the same to be a true and correct copy thereof.

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Jeni Reynolds

DEPARTMENT OF TRANSPORTATION

11/29/2023

Erin Laberee Transportation Director 14955 Galaxie Ave. Apple Valley, MN 55124-8579

Re: MnDOT Letter for Dakota County Metropolitan Council/Transportation Advisory Board 2024 Regional Solicitation Funding Request for Various Projects

Dear Erin Laberee,

This letter documents MnDOT Metro District's recognition for Dakota County to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2024 Regional Solicitation for the following projects.

As proposed, the projects have impacts to MnDOT right-of-way and MnDOT will allow Dakota County to seek improvements as proposed in the applications. Details of any future maintenance agreement with the County will need to be determined during the project development to define how the improvements will be maintained for its useful life if the project receives funding.

County State Aid Highway (CSAH) 4 from TH 3 (Robert Street) to TH 52 in West St. Paul. Project will construct a multi-use trail along the south side of CSAH 4 (Butler Avenue) from TH 3 (Robert Street) in West St. Paul to Sperl Street/Stassen Lane and along the north side of CR 4 from Sperl Street/Stassen Lane to TH 52. The trail will tie into MnDOT's ADA facilities at both CSAH 4 intersections with TH 3 and with TH 52.

117th Street from CSAH 71 (Rich Valley Boulevard) to TH 52 in Inver Grove Heights. This project includes the reconstruction of 117th Street from an undivided 2-lane road to a divided 2-lane roadway with turn lanes and shoulders, the upgrade of two existing railroad crossings to current design standards, and the construction of a multiuse trail on the north side.

CSAH 46 (160th Street) from General Sieben Drive to Highway 61 in Hastings. The project includes the reconstruction of CSAH 46 from Pleasant Drive east to TH 61 from an undivided 2-lane roadway to a 2-lane divided roadway with turn lanes, construction of a multi-use trails on north side for the entire length and the south side from Pleasant Dr to Pine St, constructing single-lane roundabouts at the Pleasant Drive and Pine Street intersections, implementing access management strategies, and replacing the existing bridge over the Vermillion River (east of 31st Street).

CSAH 42 trail (North Side) from CSAH 5 and Nicollet Avenue in Burnsville. This project will upgrade the existing sidewalk to a ten-foot multi-use trail, provide accessible minor-approach crossings, and include any necessary utility relocations.

CSAH 46 from TH 3 to TH 52 in Coates, Empire, and Rosemount. The project includes the reconstruction of CSAH 46 from an undivided 2-lane roadway to a divided 4-lane roadway with turn

lanes, construction of a new multi-use trail along the north side, modifying the CSAH 46 bridge over TH 52 to accommodate 4-lanes, a grade-separated crossing for the Vermillion Highlands Greenway, constructing multilane roundabouts for the CSAH 46/TH 52 interchange intersections, and implementing access management strategies along the corridor.

CSAH 32 (Cliff Road) at the intersection of the I-35W east frontage road in Burnsville. This project includes the construction of a roundabout, reconstruction of the east frontage road, and construction of a multi-use trail around the intersection and along the east side of the east frontage road.

River to River Greenway from Marie Avenue to TH 149 (Dodd Road) underpass in Mendota Heights. This project will construct a 1-mile segment of the River to River Greenway regional trail through Valley Park as well as a grade-separated crossing of TH 149 just north of the TH 62 intersection.

MnDOT does not anticipate partnering on local projects beyond current agreements. If your project receives funding, continue to work with MnDOT Area staff to coordinate and review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Dakota 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 South Area Manager Bryant Ficek at bryant.ficek@state.mn.us or 651-443-2564.

Sincerely,

Sheila Kauppi, PE Metro District Engineer

CC: Bryant Ficek, Metro District Area Manager; Aaron Tag, Metro Program Director; Dan Erickson, Metro State Aid Engineer