

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

Date:	October 25, 2011
Resolution No.:	2011- 203
Motion by Commissioner:	Ulrich
Seconded by Commissioner:	Menden

**RESOLUTION NO. 2011-203 ADOPTING MINOR AMENDMENTS TO THE SCOTT COUNTY 2030  
COMPREHENSIVE PLAN UPDATE**

WHEREAS, Minn. Stat. §§ 394.23 and 473.864 require the County to review its comprehensive plan and amend it, if necessary; and

WHEREAS, the Scott County Planning Advisory Commission has the authority to recommend that the Board of County Commissioners adopt amendments to a comprehensive plan under Minn. Stat. § 394.30; and

WHEREAS, Scott County duly noticed a public hearing on the aforementioned comprehensive plan amendments, and the Planning Advisory Commission held a public hearing on the amendments on June 13, 2011, at 8:00 P.M with three people providing verbal comments; and

WHEREAS, the draft minor amendments were sent out to 21 reviewing jurisdictions and agencies for formal six-month review and comment period per Minn. Stat. § 473.858, and the comments received during this review period were reviewed by the Planning Advisory Commission at the public hearing; and

WHEREAS, the Scott County Planning Advisory Commission unanimously recommended the draft minor amendments to the Board of Commissioners for review per Minn. Stat. § 473.858 prior to conditional approval and submittal to the Metropolitan Council; and

WHEREAS, the Scott County Board of Commissioners on July 5, 2011 conditionally approved the minor amendments and forwarded them to the Metropolitan Council for formal review; and

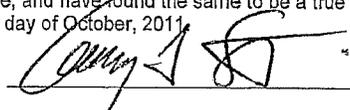
WHEREAS, the Metropolitan Council completed its review on September 28, 2011 and found the amendments meet all Metropolitan Land Planning Act requirements, conform to regional system plans, are consistent with the Council's *2030 Regional Development Framework*, and are compatible with the plans of adjacent jurisdictions.

NOW THEREFORE BE IT RESOLVED by the Board of Commissioners in and for the County of Scott, Minnesota, that the minor amendments to the 2030 Scott County Comprehensive Plan Update are hereby adopted.

COMMISSIONERS	VOTE			
Wagner	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Wolf	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Menden	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Marschall	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Ulrich	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain

State of Minnesota)  
County of Scott )

I, Gary L. Shelton, duly appointed qualified County Administrator for the County of Scott, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Scott County, Minnesota, at their session held on the 25<sup>th</sup> day of October, 2011 now on file in my office, and have found the same to be a true and correct copy thereof.  
Witness my hand and official seal at Shakopee, Minnesota, this 25<sup>th</sup> day of October, 2011.

  
\_\_\_\_\_

County Administrator  
Administrator's Designee

## **Page 34 of Chapter VI Transportation:**

### **Sand Creek Township / Spring Lake Township:**

- 170th Street (on either side of CR 70), 173rd Street, and a connection between these two roads could be considered for future County jurisdiction as additional development occurs in the urban expansion and urban transition area. This would create a continuous route from CSAH 17 to TH 169 to TH 13 at an average of two miles north of TH 282. The intersection with TH 169 is identified as either an overpass or a future folded diamond interchange connection in the TH 169 IRC Study. Currently, there are four miles between east-west arterials in this area of Scott County. Additional study will be necessary on the feasibility of the proposed overpass or interchange connection as it relates to design and construction standards due to topography. Coordination and input from the Townships and City of Jordan would also be necessary. No change in jurisdiction is therefore recommended until further study has been completed.

## **Page 68 of Chapter VI Transportation:**

### **A. Existing Studies**

The following is a summary of existing studies impacting the County's transportation system. In 2011, this plan was amended to incorporate several recently completed transportation studies. The format changed from single paragraph project descriptions to full-page project descriptions with key recommendations. In many cases, the recommendations in these more recent studies supersede and replace recommendations in previous studies. This order of succession is noted in each project description. With the adoption of the minor amendments, these studies are officially incorporated and made part of this 2030 Comprehensive Plan Update.

## **Page 71 of Chapter VI Transportation:**

### **B. Future Studies**

The County has identified a number of transportation system issues that require further study. They are included in a list below in Figure VI-31. The figure does not include studies currently in progress. These studies are identified yearly in the TIP process and programmed for funding accordingly. Studies can also be identified as development issues arise or at the request of other agencies. The current TIP should be referred to for the most updated list of studies.

1. CSAH 69 and TH 169 Intersection, is an interchange geometric layout and access management plan of the interchange area that will allow for the future preservation and lead to the eventual construction of an interchange at CSAH 69 and TH 169. The County acknowledges and endorses the land use and transportation planning for this future interchange area as described and depicted in the City of Shakopee's 2030 Comprehensive Plan Update. To reflect this future planning, this County Plan Update guides the undeveloped properties at this interchange for "Commercial Reserve." This land use category is intended to reserve land for future commercial and industrial development with urban services. The land is limited to residential development at a very low density until urban services are provided.
2. CSAH 78/TH 41 at TH 169, is an interchange geometric layout and access management plan that will allow for the future preservation and lead to the eventual construction of an interchange at CSAH 78/TH 41.

3. CR 70 from TH 169 to CSAH 17, is a corridor preservation study to determine an alignment of a future connection of CSAH 12 to TH 169. If this future east-west corridor intersects TH 169 at 173<sup>rd</sup> Street West, the TH 169 IRC identified two concepts for this intersection: an overpass or a folded diamond interchange. Accommodating an interchange in this area is particularly difficult due to proximity to the spur line, bluff area, and floodplain. A future study is needed to determine feasibility of locating an overpass or interchange at this location versus other locations to the north, such as Bluff Drive.
4. TH 282 from just east of Jordan to TH 169, is a corridor preservation study that has been requested by the City of Jordan to evaluate a potential realignment of TH 282 north of Jordan. This alignment study may need to be combined with the CR 70 corridor preservation study due to access spacing restrictions on TH 169.
5. CR 61 from CR 66 to TH 169, is a future feasibility study to determine the potential extension of CR 61 across TH 169 in the city of Jordan.
6. CSAH 2 from TH 169 to CR 61, is a future corridor preservation study to determine a future alignment of CSAH 2 to be preserved. This connection would complete the CSAH 2 corridor and provide an arterial connection from TH 169 to I-35.
7. CSAH 8 from TH 21 to I-35, is a corridor preservation and safety identification/improvement study. This portion of CSAH 8 is a two lane roadway with no identified project funding. This study would look at short term improvement projects (within 10-15 years) and long term build out preservation needs.
8. CSAH 15 from CSAH 10 to TH 282, is a future corridor preservation study to determine a future alignment of CSAH 15 connection. This connection would complete an arterial roadway segment from TH 169 in Shakopee to TH 19 in New Prague.
9. CSAH 68 from TH 13 to CSAH 23, is a future corridor preservation study to determine an alignment of CSAH 68 to TH 13 to provide an east west reliever road to TH 13 in Prior Lake.
10. CR 62 and 250<sup>th</sup> Street at CSAH 91, is an area for future study to determine if a connection between the two intersections can be made. 250<sup>th</sup> Street is identified as a possible future County road and terminates at CSAH 91. CR 62 has an overpass of I-35 and together with 250<sup>th</sup> Street could serve as a continuous east-west roadway across Cedar Lake Township, New Market Township, and the city of Elko New Market.
11. CSAH 2 and I-35 Intersection, is an interchange preservation study for the long range needs of the interchange and access management of the interchange area.
12. CSAH 86 and I-35 Intersection, is a future interchange study for the long range right-of-way preservation needs for constructing a new interchange at the existing overpass.
13. CSAH 101, is a future study to evaluate future improvements to the CSAH 101 river crossing.
14. CSAH 27 from CSAH 44 south to CSAH 86, is a future corridor preservation study for this planned A-Minor Arterial connecting Savage to Elko New Market.

## **BlueXpress**

BlueXpress (the name given to the express bus service in the County) is the County's first express commuter bus service from the Southbridge Crossings Transit Station (Figure VI-23) in Shakopee to downtown Minneapolis (www.blueexpressbus.com). The BlueXpress service was a major recommendation from the Unified Transit Management Plan (UTMP). The UTMP recommended that the cities of Prior Lake and Shakopee focus their transit funding on providing express service on the TH 169 Corridor. The BlueXpress service is a collaborative operation between Shakopee Transit and Prior Lake Laker Lines. There are currently ten morning, ten afternoon express routes and a midday route. Additional midday service is provided through the MVTA and Scott County Transit. A Jobs Access Reverse Commute (JARC) grant allowed BlueXpress to begin reverse commute service from downtown Minneapolis to Mystic Lake and other employers in Scott County in June, 2011. The reverse commutes utilize both the US Highway 169 corridor and the 35W corridor. The Cities of Prior Lake and Shakopee will place 3 additional buses into service in 2013 and redesign routes to support the new Eagle Creek station. They also plan to submit a CMAQ application for additional buses to be placed into service in 2015-2016 to correspond with the addition of the Marschall Road Park and Ride.

Scott County will continue to work with the Metropolitan Council and local communities to provide transit alternatives to the region through infrastructure investments and local services. Scott County currently provides support for the BlueXpress bus service in the form of in kind services (engineering and snow removal activities) and customer service collaborations.

**Figure VI-23**  
**Southbridge Transit Station**



## **Capital Investments**

Scott County will continue to plan, design, develop and reserve land for future capital investments including but not limited to, bus shoulders along transit corridors, park and rides, transit advantage ramps, and other regional concepts as it relates to capital investments.

### **TH169 Corridor Facilities**

Scott County will continue to work with Team Transit and Mn/DOT to provide continual bus shoulders on TH 169 from CSAH 18 to the north, including the Bloomington Ferry Bridge. Recent upgrades to TH 169 at Anderson Lakes and Pioneer Trail extended the bus only shoulders, there is still a gap from Old Shakopee Road South and this needs to be addressed in the near future. This is considered a low cost high impact improvement for transit in Scott County.

~~A park and ride facility at CSAH 16 and future CSAH 21 will be constructed with the extension of CSAH 21. A transit advantage ramp from Stagecoach Road onto the northbound TH 169 ramp~~

~~will also be constructed with the extension of future CSAH 21. A future park and ride may be considered near CSAH 17 and CSAH 16 (17<sup>th</sup> Avenue) in a future UTMP update.~~

~~The Met Council has identified I-35 South as a potential long haul route. As part of future transportation studies in the Elko New Market area, Scott County will work to identify a potential park and ride site in this corridor.~~

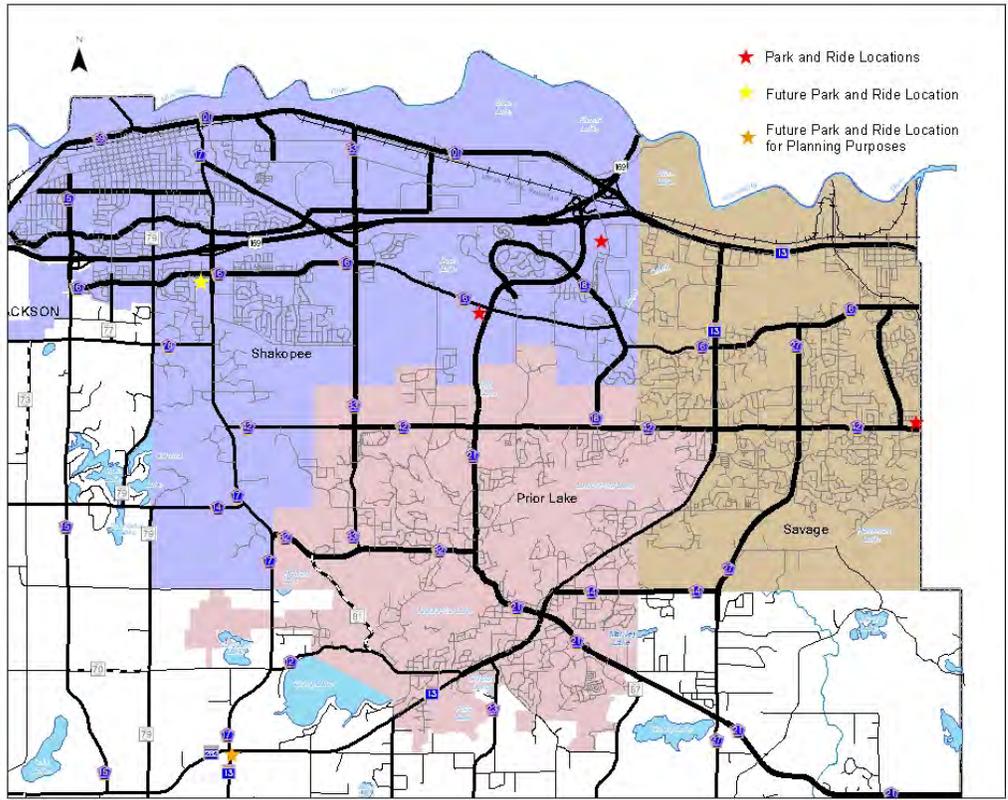
Southbridge Crossings Transit Station opened in 2007 with 503 parking spaces (expandable by decking to 1100) . Presently a second park and ride services the BlueXpress bus service at Safe Haven just off of McKenna and CH42 with 60 spaces. The Eagle Creek park and ride facility at CH 16 and future CH 21 with 540 spaces (expandable to 760 surface parking spaces) will open in late 2011 or early 2012. It is being constructed with the extension of CSAH 21 from TH169 to CH 42. When Eagle Creek is open, Safe Haven will be discontinued as a Park and Ride site. A transit advantage ramp from Stagecoach Road onto the northbound TH 169 ramp was completed in 2010 and allows a 10 minute time savings for buses to enter TH169 during the am peak period. The County, in partnership with Mn/DOT, has secured a third park and ride site at the southeast corner of TH169 and Marschall Road. The former auto dealer site will be converted into a facility for 400 park and ride spaces with a heated waiting area, a bus ramp to TH169 and a facility to store the SMART Link fleet indoors and house the transit operations staff for SMART Link.

### I-35 Corridor Facilities

There is no express or local transit currently serving the Elko New Market area. The Metropolitan Council's 2030 Park and Ride Plan does not identify any planned or future transit facilities in the Elko New Market area. As the City grows beyond 2030, a future park and ride will be needed to serve the City. The I-35 interchange Footprint study did evaluate the compatibility of a park and ride site with future land use and considered interchange designs that did not exclude a future park and ride site. Although a site was not selected, the northeast quadrant of CH 2 and I-35 provided the most opportunities for a future park and ride location based on population concentration, operational benefits, and access to I-35. When a future study is conducted to determine the preferred interchange alternative at CH 2 and I-35, future analysis will also need to be conducted to establish the preferred transit facility quadrant.

### Park and Ride Facilities Beyond the 2030 Regional Plan

The County, in partnership with the Cities of Prior Lake and Shakopee, identified one additional future park and ride location near the intersection of CH17/TH282 & TH13 intersection. The Metropolitan Council did not include this site in the 2030 TPP because the existing facilities are likely to meet the future demand through 2030. However, since CH17 is a future Principal Arterial recognized by the county and the region and because this is area is part of the urban transition area that is likely to be annexed and developed by Prior Lake, Scott County and the Cities want to continue showing this facility in its plan. The County acknowledges that at the current time it is not part of the regional plan, but will continue to work with the Metropolitan Council to discuss when the appropriate time frame will be to include it in the TPP.





# CH 2/I-35 Interchange Area Management Plan

**Study Years:**

2009-2010

**Study Area:**

Approximately 2-miles east and west of I-35; approximately 2-miles north of CH 2; CH 86 to the south.

**Partners:**

- City of Elko New Market
- New Market Township
- Mn/DOT
- FHWA
- Scott County

**Board Approval****Date:**

- City of Elko New Market  
11/18/ 2010
- New Market Township  
11/4/ 2010
- Scott County  
11/30/ 2010

**Need:**

The City of Elko New Market is located in the southern Twin Cities metropolitan area along the I-35 corridor. With the rapid growth in the area, the interchange at County Highway (CH) 2 and I-35 will reach capacity constraints. The existing CH 2 bridge is 35 feet wide with one driving lane and narrow shoulder in each direction. The bridge is estimated to have approximately 20 years of structural life remaining.

**Purpose:**

The Interchange Area Management Plan (IAMP) is a land use, circulation and access plan. The IAMP will serve as a guide over the next 20 years and provides a mutually agreed upon long-range vision. The purpose of the IAMP was to complete concept layouts and an Interchange Footprint; develop a supporting road network plan showing how the street network will interconnect and serve the area surrounding the interchange; and develop an Interchange Area Management Plan for the interchange.

**Key Policy Recommendations:**

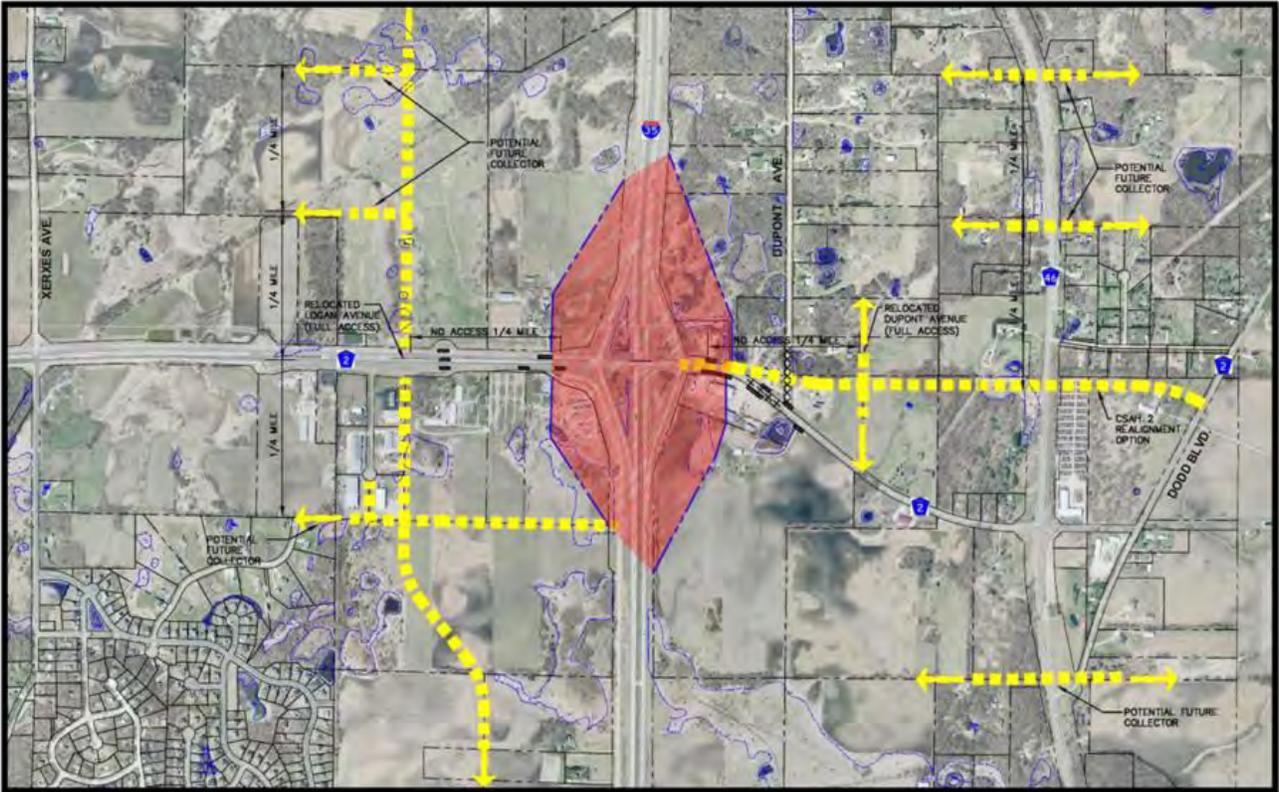
- Four potential interchange concepts (standard diamond, partial cloverleaf with collector-distributor, single point urban, and diverging diamond) were developed to identify the footprint area.
- No access shall be allowed on CH 2 between I-35 and the first public intersection, which will be at least ¼ mile from the ramp intersections.
- One full access on CH 2 allowed between I-35 and CH 46 (Dupont Avenue).
- East/west collector roadways to be provided at approximately ¼-mile intervals north and south of CH 2.
- Access to individual properties or developments should be provided from the local collector roadway network, not the arterial system.
- Monitor the traffic operations at the ramps for needed improvements prior to consideration of a new bridge. Improvements may include signals or roundabouts at the ramps, or an eastbound to northbound loop.
- The interchange is not anticipated to be constructed before 2030.
- Remove the curves on CH 2 east of I-35 and develop a grid system to support the interchange.
- Preserve or construct the footprint area or supporting roadway network as development or redevelopment occurs in the area.

**Other Implementation Considerations:**

- Scott County and the City of Elko New Market will evaluate the existing development in and around the interchange study area to determine if a different regulatory approach is warranted to address redevelopment of those properties.
- To preserve the footprint develop zoning tools such as overlay zoning, transfer of development rights, and interim uses.

# CH 2/I-35 Interchange Area Management Plan

Interchange footprint area with supporting roadway network





# CH 8 Corridor Preservation Study

**Study Years:**

2004-2005

**Study Area:**

CH 8 from TH 21 to TH 169

**Partners:**

- Belle Plaine Township
- Helena Township
- St. Lawrence Township
- Sand Creek Township
- City of Belle Plaine
- City of Jordan
- Mn/DOT
- Scott County

**Board Approval****Date:**

Scott County  
4/5/2005

**Related Studies:**

- CH 66/CH 64 Corridor Preservation Study
- TH 169 IRC

**Need:**

County State Aid Highway (CH) 8, located in central Scott County, is an important arterial because of its connectivity to I-35 in Dakota County (where CH 8 becomes Dakota County Highway 70). Currently, the CH 8 corridor extends from Dakota County to Trunk Highway (TH) 21. There is an existing gap in the arterial system and this study identified a future principal arterial alignment that would connect I-35 and TH 169. When completed, CH 8 would be the first continuous east-west arterial road to connect the two principal arterials in the County.

**Purpose:**

The purpose of the CH 8 Corridor Preservation Study was to recommend a corridor alignment for further planning and preservation based on an objective evaluation of alternatives including consideration of:

- Appropriate transportation planning principles and function of existing roads.
- Safe, efficient access to developments and mobility for the traveling public.
- Minimization of environmental, cultural and historical area impacts.
- Minimize expected future right-of-way acquisition and roadway construction costs.
- Coordination with expected future land uses.

**Key Policy Recommendations:**

- As development occurs, the alignment may be refined providing the adjustments are properly coordinated with adjacent properties to meet the intent of creating continuous connected corridor.
- Plan for the extension of CH 8 as shown in Figure A (on the second page). Connection of CH 8 to TH 169 will be at the TH 25/CH 64 interchange, building on existing regional system investments. The planned north-south segment, parallel to TH 169, will need to serve a mobility function. Further study was suggested to refine the alignment to balance land access and development potential.
- In addition to the CH 8 alignment, the system analysis determined that if future urbanization occurred, there would be a need for a second east-west arterial. This corridor was identified as the CH 64 corridor extended to TH 21. Presently this corridor has a gap between CH61 and CH 11. The study identified some realignment opportunities to improve the corridor function (See Figure A). These areas are outside of the 2030 urbanized service area of the City of Jordan and Belle Plaine.
- In the TH 169 IRC Plan, CH 66 was identified as a potential overpass (that could be converted to an interchange if this was the location of a major east-west arterial). The corridor study concluded, even though this was parallel with the arterial corridor selected, that an interchange need was well beyond the 20-year planning framework. However, if, or when, development in the area requires an additional interchange to TH 169, (besides the current interchange at TH 25/CH 64) it is recommended to implement the segment of Alternative A that crosses TH 169. This segment continues northwest the current CH 66. Such a future interchange location with TH 169 could eventually connect to a frontage road system on the west side of TH 169, or the existing Park Boulevard that continues north into Jordan.



# CH 8 Corridor Preservation Study

Figure A: CSAH 8 and County Road 64 Approved Alignments





# CH 66/CH 64 Corridor Preservation Study

**Study Year:**  
2009

**Study Area:**  
Extension of CH 8  
between CH 66 and  
CH 64

**Partners:**

- City of Belle Plaine
- Belle Plaine Township
- St. Lawrence Township
- Scott County

**Related Studies:**

- CH 8 Corridor Preservation Study (2005)

**Need:**

The County Highway (CH) 66/CH 64 Corridor Preservation Study need is based on Scott County's vision for the future arterial system. With the new interchange at Trunk Highway (TH) 169/CH 64 the City will continue to see development pressure in this area.

**Purpose:**

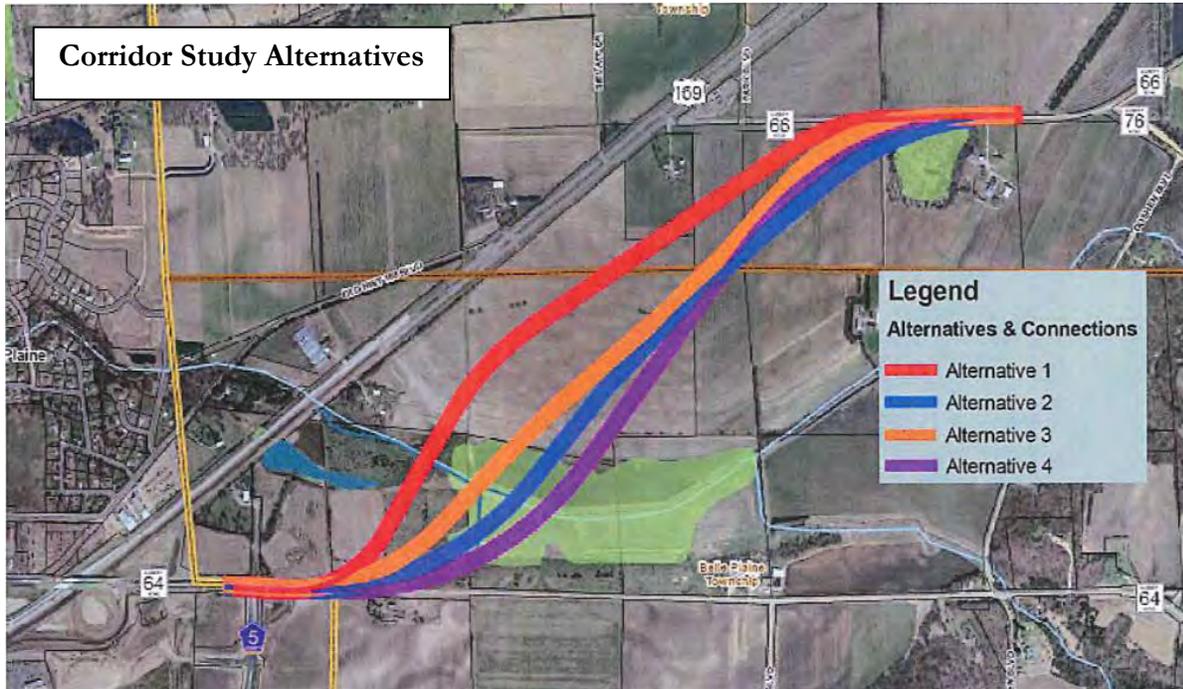
The study was initiated to take a more focused look at this corridor, which was a part of the CH 8 Corridor Preservation Study adopted in 2005. The CH 66/CH 64 study focused on roadway alignments, long-term connection of CH 64 to the corridor, and other intersection locations. The communities have collaborated to refine the corridor so it can be used in the future, as a guide for development to assure that the needs of the roadway system will be met.

**Key Policy Recommendations:**

- Preserve right-of-way for the corridor and construct the road with development occurring along Alternative 3.
- Alternative 3 best balanced several evaluation criteria, including minimizing wetland impacts, preserving the marsh soil area for future wetland banking and restoration opportunities.
- Alternative 3 will provide a safe minor arterial roadway that will meet design standards and safety considerations.
- Provide a full access intersection with CH 64 without maximum roadway banking (super-elevation).
- A local internal frontage road is required to be constructed between TH 169 and Alternative 3 to serve local traffic and provide local interconnectivity between property.
- Provide a building envelope width between the corridor and TH 169 at a 1/4 mile wide. A 1/4 mile building envelope accommodates potential future "big-box" commercial development. A 1/4 mile building envelope would also facilitate the ability to achieve an internal frontage road through the development between TH 169 and the new corridor.
- Full access at 1/2 mile spacing on the corridor.



# CH 66/CH 64 Corridor Preservation Study





# County Highway 101 –Spencer to Marschall Road (CH17) Corridor Plan

**Study Years:**  
2009-2010

**Study Area:**  
CSAH 101 from  
Spencer Street to CH  
17

**Partners:**

- City of Shakopee
- Scott County

**Need/Purpose:**

County Highway (CH) 101 is a minor arterial roadway providing a significant regional transportation connection across the Minnesota River, connecting Carver and Scott Counties, in a steadily growing region of the southwest metro area. In its current configuration, CH 101 will likely reach a point in the next decade when congestion will be so great that excessive corridor delays will occur during busy morning and evening travel periods.

The CH 101 Infrastructure Replacement project undertaken in 2011 was needed to restore the full function of the road, replace the deteriorated pavement, restore roadway drainage, and improve safety through the elimination of targeted direct accesses. This reconstruction project was done to fulfill the turnback agreement with Mn/DOT (Former TH 101) and it provided the County with the opportunity to rebuild the roadway to meet future needs for the community and the highway system.

**Key Policy Recommendations:**

- The roadway right-of-way for the 5-lane section shall remain 80' total width. Ultimately the right-of-way will be 100', with a widening of 10' on each side.
- Public street intersections on CH 101 will be permitted at the intersections with median openings only at Spencer Street, Market Street, Naumkeag Street, and CH 17.
- As development occurs, highway right-of-way shall be preserved in order to provide for additional sidewalk enhancements and snow storage.
- All private access points should be eliminated from CH 101 or relocated to side streets through redevelopment or as opportunities present themselves.
- The corridor shall be monitored for conditions that warrant the upgrading to the 4-lane divided section. Meeting any two or more of the conditions outlined below warrants the implementation of the median.
  1. Traffic Volumes – When Average Annual Daily Traffic (AADT) volumes on CH 101, west of CH 17 and east of the river bridge exceed 30,000 vehicles per day
  2. Side Street Delay – When side street delays exceed 50 seconds (LOS F)
  3. Crash Frequency – When five or more crashes at a single intersection of types susceptible to correction by a median have occurred within a 12-month period
  4. Crash Rate – When the crash rate exceeds the state average for a 5-lane roadway



# County Highway 101 –Spencer to Marschall Road (CH17) Corridor Plan





# TH 169 Frontage Road Alignment Study

**Study Years:**

2007-2010

**Study Area:**

TH 169 frontage road from CH 78 to CH 14

**Partners:**

- Louisville Township
- Mn/DOT
- Scott County

**Board Approval****Date:**

Louisville Township  
1/6/2011

**Related Studies:**

- TH 169 Corridor Management Plan (2002)
- 169 Frontage Road and Interchange Study (2003)

**Need:**

Minnesota Department of Transportation (Mn/DOT) completed a corridor management plan that recommended transiting Trunk Highway (TH) 169 to a freeway facility from Interstate 494 to the City of Belle Plaine. As a freeway this will accommodate the increase in traffic volumes and address the current safety and mobility issues along TH 169. Preservation of the frontage road is needed before major development and investments in businesses are made without consideration of long-term access. The frontage road will reduce the number of local trips on TH 169 as it transitions to a freeway and will promote continuity between the future interchange locations and provide local access to commercial and industrial areas.

**Purpose:**

The purpose of this study is to identify an alignment, land acquisition and easement needs for a future frontage road, between County Highway (CH) 78 and CH 14 in Louisville Township. The study will be utilized as a planning tool as development occurs within the area. In addition, this study will streamline the development process as property owners look at land use, access needs, and orientation of given parcels along the corridor.

**Key Policy Recommendations:**

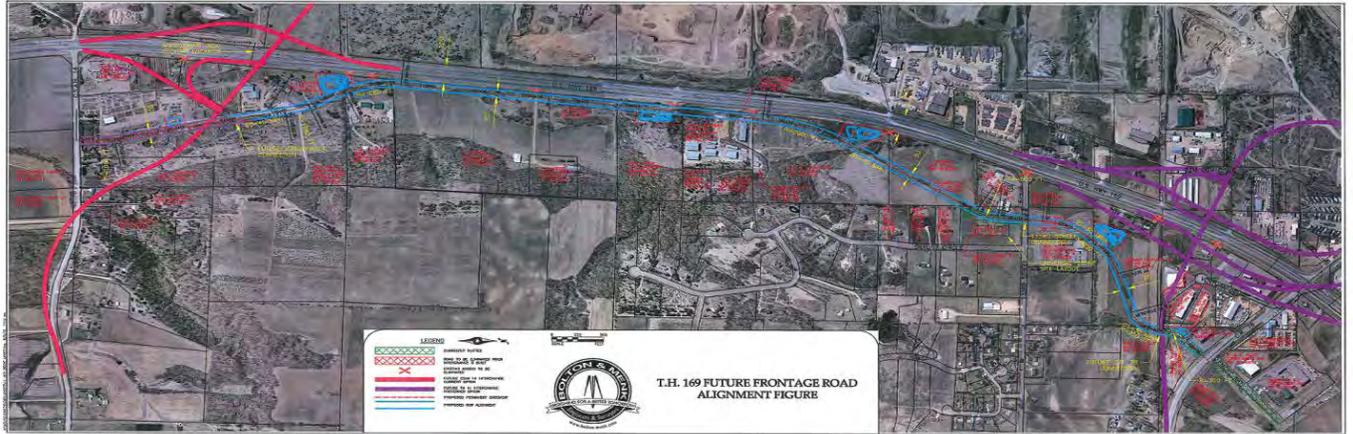
- Provide a single sided frontage road alignment.
- The long-term goal is to construct a continuous three lane (two through lanes and a turn lane) urban frontage road from CH 78 to CH 14. A two lane rural design will be implemented as development occurs until traffic volumes increase and support expansion.
- The frontage road shall connect to the local transportation system as well as the future interchange located at TH 169 and CH 78/TH 41 intersection.
- There should be ¼ mile spacing between the future interchange intersection and the first access point.
- Construction or acquiring of right-of-way for the frontage road will occur as parcels along the corridor are developed.
- The frontage road shall provide a minimum 30 MPH design speed (40 MPH preferred) and be designed for 10-ton pavement.
- The minimum amount of right-of-way to preserve for the frontage road shall be 80 feet.

**Other Implementation Considerations:**

- Develop an assessment and cost apportionment policy between the Township and the benefiting properties.



# TH 169 Frontage Road Alignment Study





# CH 42 Vision and Implementation Plan

**Study Years:**

2006-2008

**Study Area:**

CH 42 from CH 21 to Dakota County Line

**Partners:**

- City of Prior Lake
- City of Savage
- Mn/DOT
- Scott County

**Board Approval Date:**

- City of Prior Lake  
12/15/2008
- Scott County  
12/16/2008
- The City of Savage did not approve the study, but did accept the study 12/15/2008.

**Related Studies:**

- County Highway 42 Corridor Study 1999 (jointly by Scott and Dakota Counties)

**Need:**

County State Aid Highway (CH) 42 has a unique significance to Scott County, Dakota County, and the Metropolitan Area. CH 42 is the only east-west roadway that provides a continuous connection through central Dakota County and northern Scott County. CH 42 has some of the highest traffic volumes in the County. Growth in the corridor, as well as lack of a supporting road network, has and will continue to present considerable challenges to maintain the safety and efficiency of this corridor. Currently there is one intersection (CH 21) along the corridor that has congestion during both morning and evening peak hours. By 2030, five intersections will experience congestion and average speeds are projected to decrease if no improvements are made.

**Purpose:**

The purpose of the plan was to identify a preferred improvement strategy for further planning and right-of-way preservation based on an objective evaluation of alternatives. Through the process, reevaluate the recommended strategies from the 1999 CH 42 corridor study.

**Key Policy Recommendations:**

- Scott County and its partners should continue toward completion of current project construction and planning efforts. These current efforts include the improvements at the TH 13 intersection, the Segment 8 expansion, and the construction of the CH 21 extension.
- Scott County should move forward in the development of the CH 42 6-Lane Improvement Alternative by completing the appropriate environmental documentation, begin detailed design, and begin the determination of right-of-way needs to begin preservation of right-of-way for the future expansion project.
- The County and its partners should review possible interim efforts for maintaining traffic operations along the corridor. Examples of this are the improvements to the proposed parallel roadways including completing missing segments as development occurs.
- The County should continue monitoring operations of the TH 13 and CH 42 intersection by reviewing traffic volumes and travel patterns, as enhancements to the surrounding roadway network are implemented.
- Traffic signals should be added at three intersections and seven of the 24 intersections along the corridor are subject to access reductions.
- Add turn lanes and remove parking along Connelly Parkway, South Park Drive, 150 Street West, and Fountain Hills Drive.
- The following roadways should provide additional parallel route connectivity: Fountain Hills Drive, Connection between Carriage Hills Parkway and Carriage Hill Road, and Connection from Pike Lake Trail across CH 18 to 138<sup>th</sup> Street.
- Provide continuous sidewalk/trails.
- Make improvements to the pedestrian phase of traffic signals.
- Add pedestrian refuge islands in the median.
- Determine appropriate locations for future park and ride lots.



# CH 42 Vision and Implementation Plan

The Corridor Segments Along CSAH 42





# CH 17/TH 13 Corridor Study

**Study Years:**

2007-2008

**Study Area:**

CH 17/TH 13 from  
CH 101 to TH 19

**Partners:**

- City of Shakopee
- City of Prior Lake
- Spring Lake Township
- Cedar Lake Township
- Mn/DOT
- Scott County

**Board Approval****Date:**

- City of Shakopee  
4/7/2009
- City of Prior Lake  
12/15/2008
- Scott County  
5/12/2009
- Spring Lake Township  
2/12/2009
- Cedar Lake Township  
1/6/2009

**Related Studies:**

- Scott County  
Detailed Area Plan  
(2009)

**Need:**

With the continued and projected growth in Scott County, there is a need for a continuous north-south future principal arterial roadway. The County Highway (CH) 17/Trunk Highway (TH) 13 corridor is located in central Scott County and is the only continuous north-south corridor in the County. It is vitally important to the residents and businesses in the County, as well as the region to provide an appropriately-spaced alternative to other principal arterials in the region.

**Purpose:**

The purpose is to preserve and protect the future 18-mile principal arterial. The study provided guidance for the programmed expansion of CH 17 from St. Francis Avenue south through CH 42. In the areas that are still undeveloped (mainly Segments A and B) managing growth is the primary objective by preserving right-of-way and managing access. The development of the north-south corridor will improve the function and provide mobility along the corridor. The corridor is divided into unique study segments based upon geography, roadway operational issues, land uses, development density, roadway jurisdiction and programmed improvements. See graphic to the left for study segments.

**Key Policy Recommendations:**

- As segments of the corridor are improved private driveways shall be converted to right-in/right-out operation or be rerouted to adjacent local streets.
- Turns to and from the arterial will be provided at public intersections where left and right turn lanes should be constructed.
- Full access intersections will be spaced at approximately one-mile intervals.
- Partial access intersections, mainly right-in/right-out intersections, will be at roughly half-mile intervals.
- At the intersection of TH 13, TH 282, and CH 17 the long-term plan for the roadway is to construct partial cloverleaf interchange (known as a Parclo A interchange configuration).
- A traffic impact study shall be required if a proposed development, adds more than an additional 2,500 trips per day, or 250 trips in the peak hour. The threshold for vehicle trips may be reduced if the vehicle composition consists of a high percent of heavy vehicles.





# CH 17/TH 13 Corridor Study

## Key Policy Recommendations:

- Develop and preserve the future system of frontage and backage roads.
- In Segments A and B manage growth by preserving 200 foot right-of-way and managing access (consistent with the study and access spacing guidelines) as development occurs.
- Along Segment C construct a 4-lane urban roadway.
- Evaluate safety and congestion issues along Segment D. Explore opportunities for short-term or long-term improvements at and near the TH169 interchange.
- Along Segments E and F review the existing and future congestion and safety issues to identify potential long-term solutions.

## Other Implementation Considerations:

- Scott County and Mn/DOT should plan for jurisdictional transfers of segments of CH 17 and TH 13.





# CH 16 Corridor Study

**Study Years:**

2001-2002

**Study Area:**

CH 16 from CH 83 to TH 13

**Partners:**

- City of Shakopee
- City of Savage
- Scott County

**Board Approval****Date:**

Scott County  
7/23/2002

**Related Studies:**

- Technical Memorandum  
March 2005

**Need:**

As development has occurred along the corridor, there was a need to better define the future design and right-of-way needs along the County Highway (CH) 16.

**Purpose:**

The study serves as a guide as development occurs. The purpose was to evaluate the following elements safety, system efficiency, and environmental impacts. The following study objectives were developed:

- Identify the existing deficiencies.
- Identify and evaluating alternative concepts for safety, system efficiency, and environmental impacts.
- Recommend proposed concepts to accommodate existing and future transportation needs.
- Prepare an implementation plan for the identified concept.

**Key Policy Recommendations:**

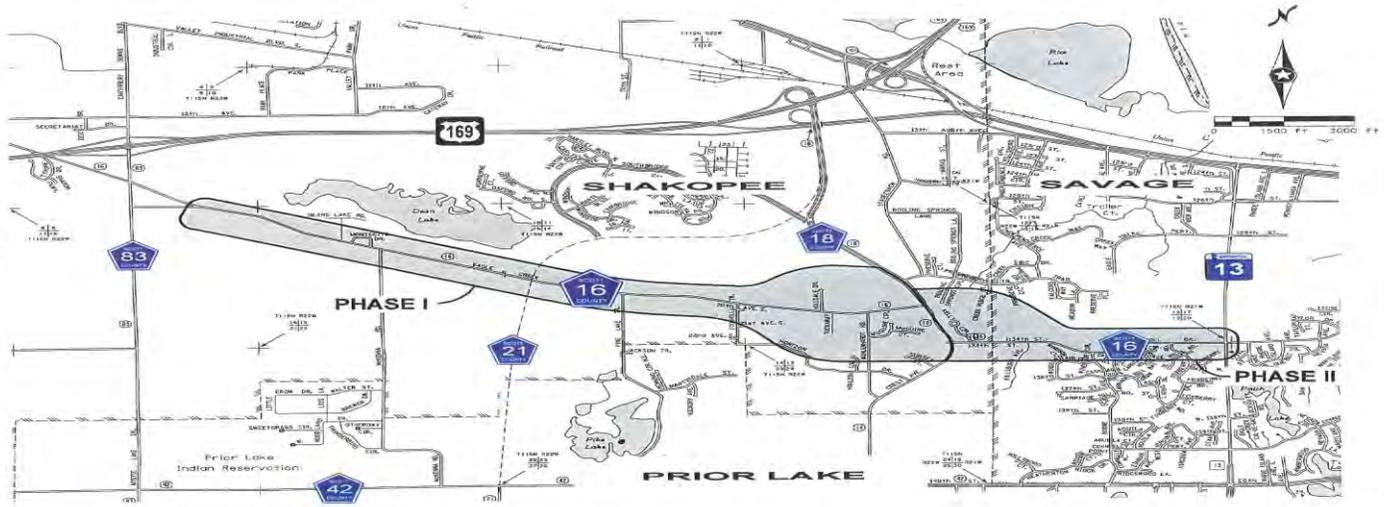
- As development occurs along the corridor, secure right-of-way for a 4-lane roadway and ponding purposes consistent with the findings of the study.
- Realign CH 16 to the south of its existing alignment, allowing the existing roadway to function as a frontage road for the residences having direct access to CH 16 (west of McKenna Road).
- A slight realignment of CH 16 just west of the TH 13 intersection to allow for the steepest section of this segment to be minimized and will also allow future development on the north side of CH 16 to match into the road.
- Work with cities and developers on future ponding areas along the corridor to accommodate future drainage.
- As recommended by the study the CH 16 classification has been changed to an "A" minor arterial, allowing for the potential of federal funding.
- The CH 16 and CH 18 intersection will be a  $\frac{3}{4}$  access as identified in the follow up technical memorandum completed in 2005.

**Other Implementation Considerations:**

- Additional study regarding the potential hydrogeological effects of Scenario 2 on Boiling Springs and Eagle Creek, in order for a final determination to be made on the Phase II alignment.



# CH 16 Corridor Study



**CSAH 16 Corridor Planning Study**  
CSAH 83 to T.H. 13  
Scott County, Minnesota

**Figure Number 1**  
Study Location Map



# TH 169/CH 3 Area Study

**Study Years:**

2008-2010

**Study Area:**

Intersection of CH 3 and TH 169

**Partners:**

- City of Belle Plaine
- Mn/DOT
- Scott County

**Board Approval****Date:**

- City of Belle Plaine  
9/7/2010
- Scott County  
11/30/2010

**Related Studies:**

- TH 169 Corridor Management Plan (2002)
- TH 169 Belle Plaine Sub-Area Plan (2003)

**Need/Purpose:**

The Trunk Highway (TH) 169 at County Highway (CH) 3 Grade Separation Study evaluates the grade separation options and the long-term roadway vision for the southern Belle Plaine area. The study reevaluated the recommendation for an interchange at CH 3 or if an overpass is more appropriate, given current travel patterns, economic conditions, and interchange spacing guidelines. The intersection of CH 3 and TH 169 is only spaced one mile from the TH 25/TH 169 interchange, and the concern is that spacing interchanges this close may not serve the City's needs for long-term build out or the larger regional transportation system needs.

**Key Policy Recommendations:**

The study determined that Concept 2AA was the recommended alternative. Concept 2AA provides access to TH 169 at or near CH 3, includes a bridge over TH 169 at the existing CH 3 intersection and access to and from TH 169 would be provided with interim right-in/right-out access. The interim access would remain as long as acceptable operation and safety parameters are maintained. As part of the study a draft Level 2 Mn/DOT staff, approved layout was prepared with a cost estimate. The City desires to have pedestrian/bicycle facilities added to the proposed bridge to replace the existing underpass.

*Benefits of the preferred concept include:*

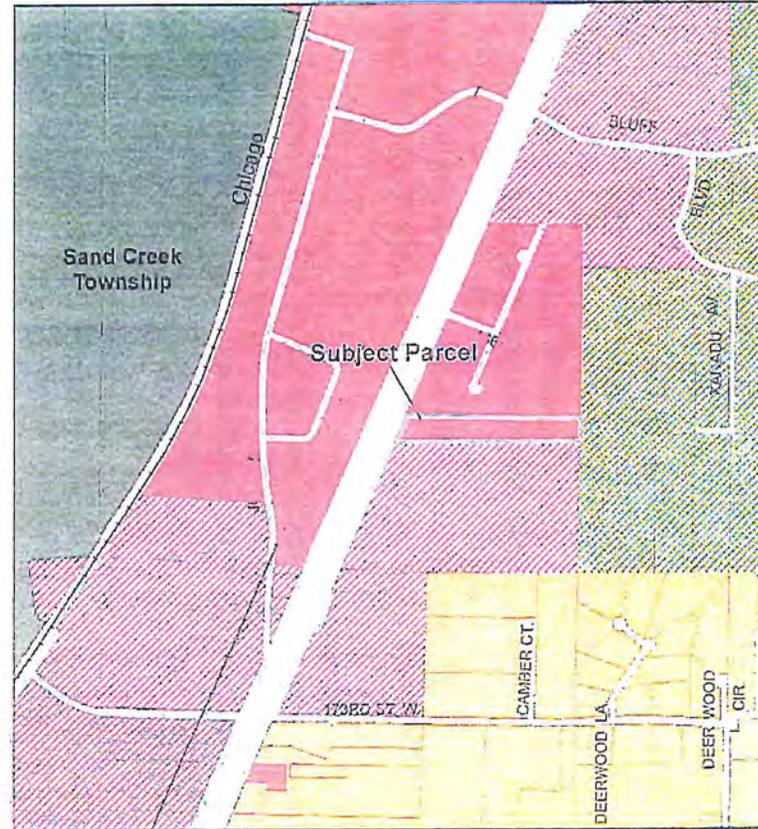
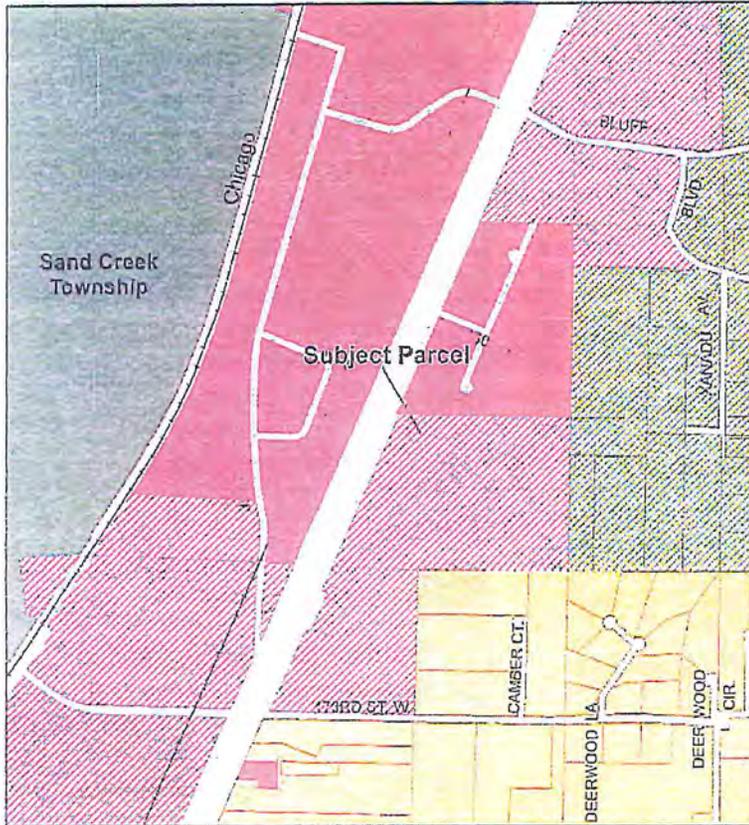
- Improving the condition of existing transportation facilities and systems by providing needed cross community connections to serve the residential, industrial, and commercial growth areas of the City.
- Preserves the investment by Mn/DOT on the TH 169 corridor, as well as the overall transportation network by investing in an improvement to preserve the mobility, safety, and access needs of the region.



Existing Land Use Guiding:  
Commercial Reserve

### Comprehensive Plan Map Amendment

Proposed Land Use Guiding:  
Commercial Industrial

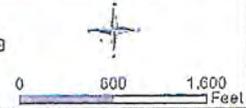


Scott County Comprehensive Plan  
2030 Update  
Adopted: March 24, 2009

- | Land Use Categories |  |  |
|---------------------|--|--|
|                     |  |  |
|                     |  |  |
|                     |  |  |
|                     |  |  |

**Subject Parcels**

PID #: 99040100 Acres: 58.49



### Tracking for Changes to the Functional Classification, Future Functional Classification, and Future Right-of-Way Maps

Highway	2030 Comp Plan Existing Functional Classification (2009)	Changed From	Changed To	Date	Change to Map	Notes
TH 41	A-Minor	A-Minor Expander	Principal Arterial	November 10, 2010	Updated Functional Classification map to Principal Arterial	This Technical Correction took effect with the adoption of the 2030 Transportation Policy Plan
CR 69	Collector	Major Collector	A-Minor Reliever	2011	Updated Functional Classification, Future Functional Classification, and Future Right-of-Way maps to A-Minor	Technical Correction
CH 91	Collector	Major Collector	B-Minor	2011	Updated Functional Classification map to B-Minor	Technical Correction
CH 66	Collector	Minor Collector	Major Collector	2011	No change needed	Technical Correction
CH 14	B-Minor	B-Minor	A-Minor Connector	2011	Updated Functional Classification, Future Functional Classification, and Future Right-of-Way maps to A-Minor	Technical Correction
CH 18	Principal Arterial	Principal Arterial	A-Minor Expander	See note	Updated Functional Classification, Future Functional Classification, and Future Right-of-Way maps to A-Minor	This request is currently on hold. Transportation Advisory Board has recommended approval to reclassify CH 18 to A-Minor Expander when CH 21 opens in the summer of 2011.
CH 21	A-Minor	A-Minor Expander	Principal Arterial	See note	Updated Functional Classification, Future Functional Classification, and Future Right-of-Way maps to Principal Arterial	This request is currently on hold. Transportation Advisory Board has recommended approval to reclassify CSAH 21 to a Principal Arterial when the road opens in the summer of 2011.
CH 27 (from CH 21 to CH 44)	A-Minor	A-Minor Connector	A-Minor Expander	2011	No change needed	Technical Correction

# Scott County 2030 Comprehensive Plan Update



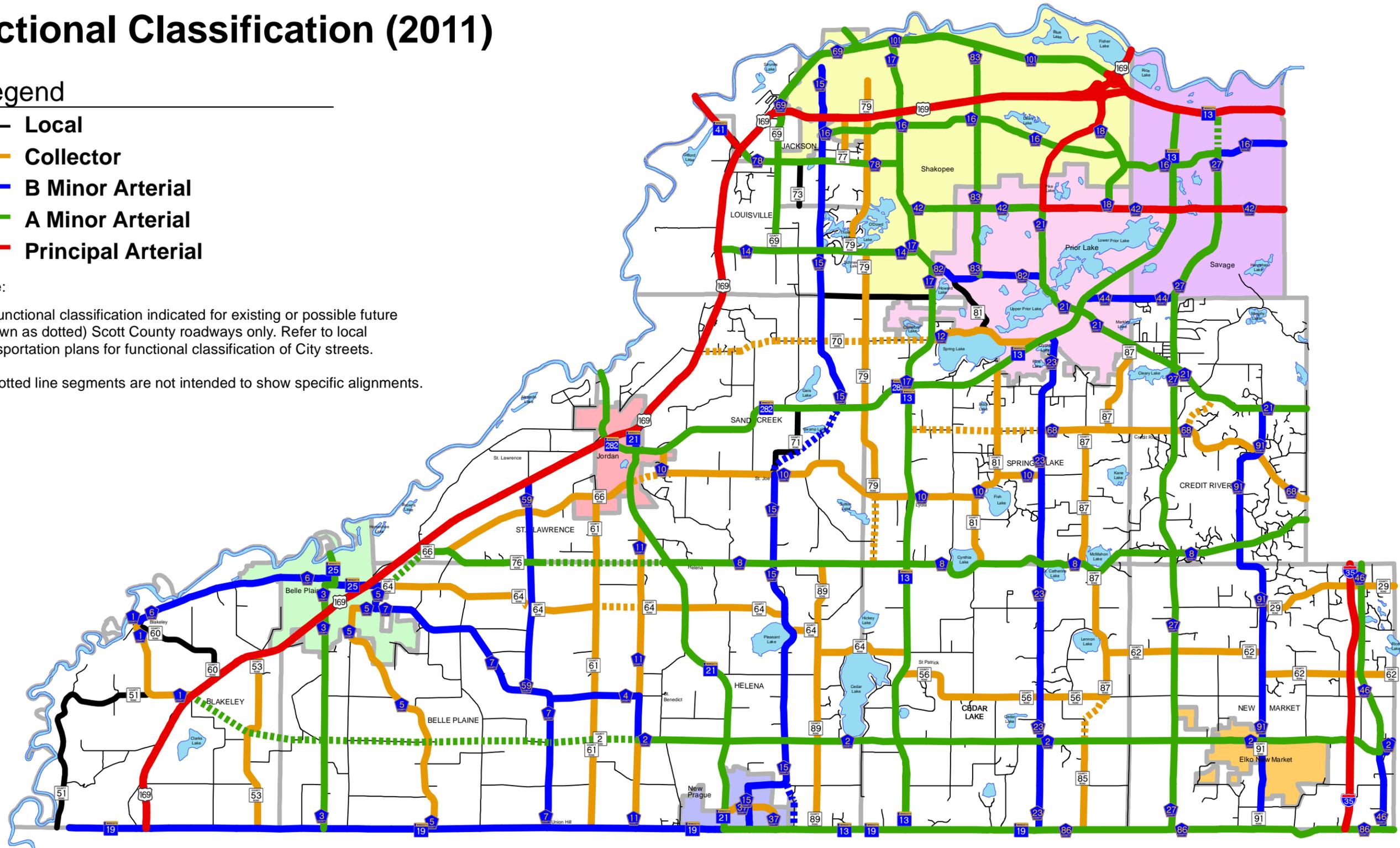
## Functional Classification (2011)

### Legend

- Local
- Collector
- B Minor Arterial
- A Minor Arterial
- Principal Arterial

### Note:

- 1) Functional classification indicated for existing or possible future (shown as dotted) Scott County roadways only. Refer to local transportation plans for functional classification of City streets.
- 2) Dotted line segments are not intended to show specific alignments.



SCOTT COUNTY COMMUNITY DEVELOPMENT DIVISION  
 Planning Department  
 200 Fourth Avenue West, Shakopee, Minnesota 55379-1220  
 (952) 496-8475 - Fax (952) 496-8496 - Web: www.scott.mn.us



This map is neither a legally recorded document nor a survey and is intended for planning purposes only. Delineations may not be exact.  
 Prepared by: Scott County Planning Department

Adopted: March 24, 2009  
 Amended: October 25, 2011

# Scott County 2030 Comprehensive Plan Update



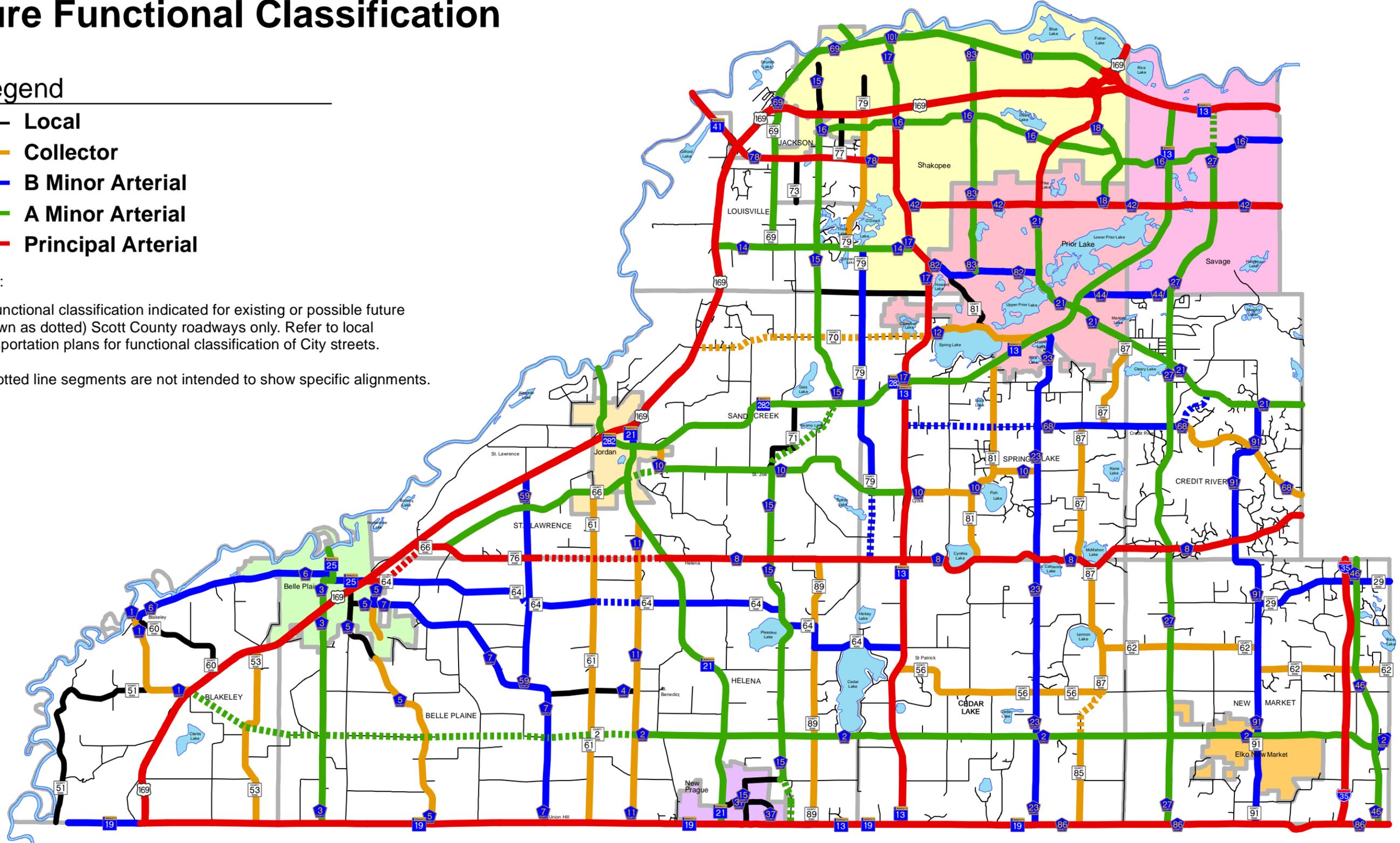
## Future Functional Classification

### Legend

- Local
- Collector
- B Minor Arterial
- A Minor Arterial
- Principal Arterial

### Note:

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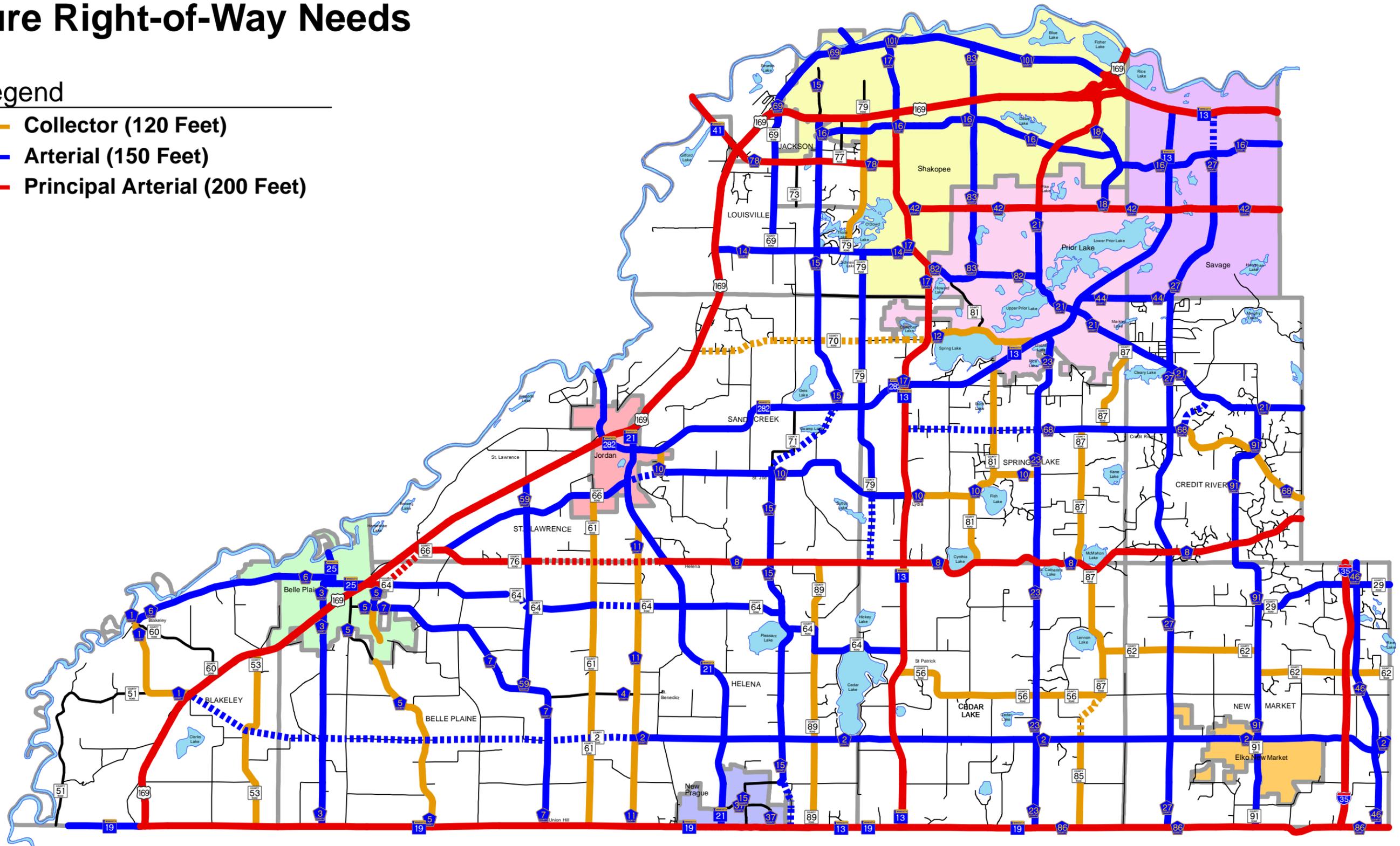
# Scott County 2030 Comprehensive Plan Update



## Future Right-of-Way Needs

### Legend

- Collector (120 Feet)
- Arterial (150 Feet)
- Principal Arterial (200 Feet)



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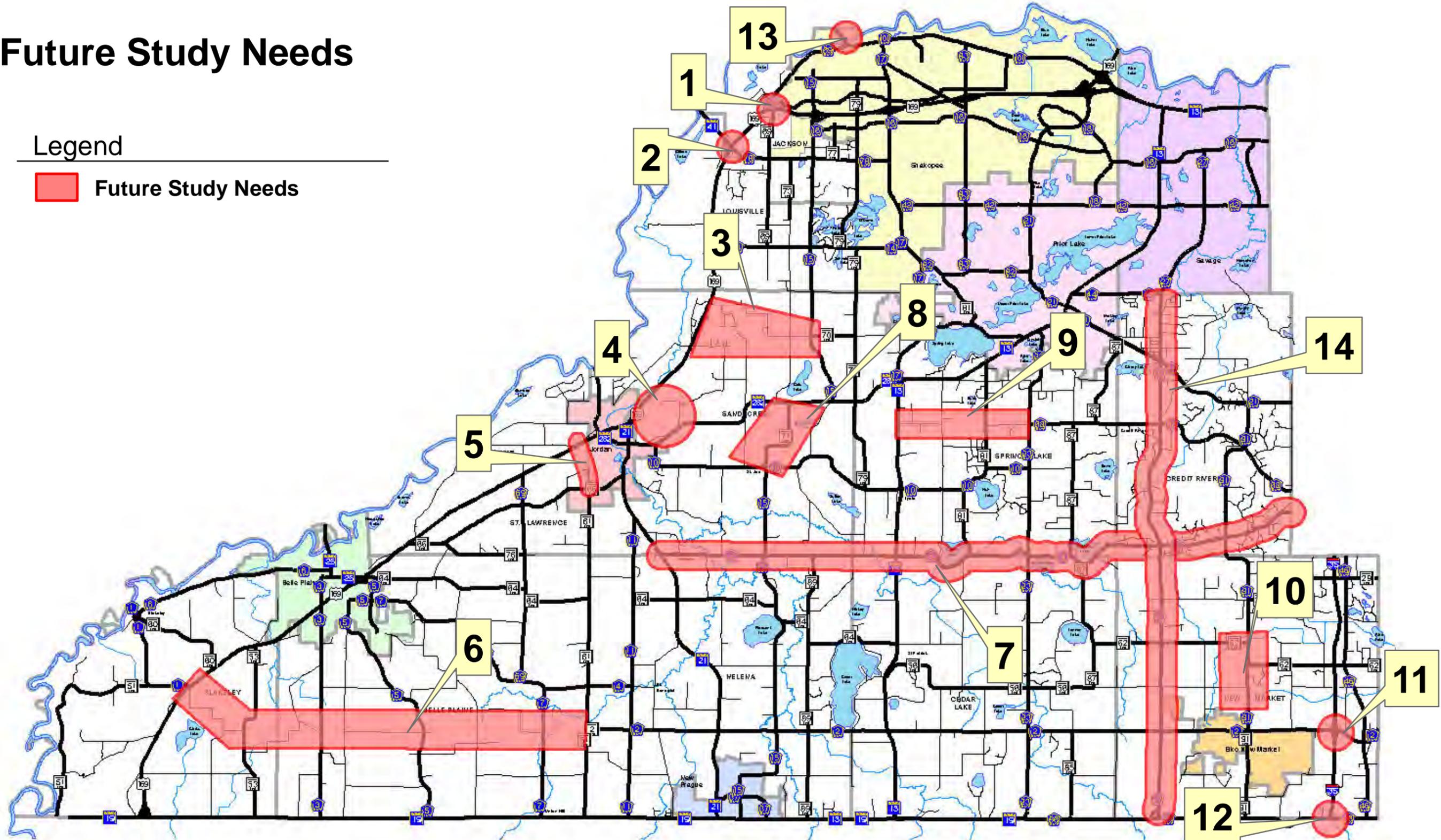
# Scott County 2030 Comprehensive Plan Update



## Future Study Needs

### Legend

 Future Study Needs



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Prepared by: Scott County Program Delivery

Amended: October 25, 2011