

Other Improvements Considered

In addition to the concept recommendations illustrated on the previous page, the project partners discussed other transportation improvements within the Highway 13 corridor that will continue to be pursued including:

- The long-term needs for accommodating future trail/pedestrian crossings along the corridor. Two areas of focus included improvements near Nicollet Avenue where the City of Burnsville has been planning for a grade separated trail crossing and a second location near the Chowen/Washburn intersection where the Minnesota River Greenway Trail corridor is planned to cross Highway 13.
- The project partners continue to support expanded transit use in the corridor.
- The project partners also acknowledge that future local transportation network improvements in the area of the Minnesota River Quadrant (MRQ) Development such as the extension of Kenwood Trail to the north will need to be provided as part of future land use development in the area and that these efforts would be locally lead projects undertaken by the City of Burnsville.

Study Documentation

A number of technical studies and analysis (i.e. safety, traffic forecasting, traffic operations, alternatives development & screening) were conducted as part of the Highway 13 Corridor Study Update. These studies and their findings have been documented in a series of the technical memoranda. Also, a Corridor Study Report has been prepared which summarizes the entire study process and provides further detail on the reasons for identifying particular recommend improvements. Copies of the technical memoranda and Study Report are available for review at the cities of Burnsville and Savage and Scott and Dakota counties. Electronic copies of these items can be viewed on the project web site at: www.dot.state.mn.us/metro/projects/hwy13study/index.html

Achieving the Highway 13 Corridor Vision

The Highway 13 Corridor Study Update establishes an overall vision for the corridor that is ambitious yet realistic if incrementally implemented. Therefore, an important tool in achieving that vision is through the use of construction phasing where improvements are not all completed as one large project, but rather as a series of projects that compliment and build upon one another.

Phasing improvements requires continued coordination among the project partners, businesses, and landowners, on an agreed upon need so that financial resources (i.e. recurring local/state funding sources, competitive solicitations/ grants, etc.) can be pursued and programmed in a timely fashion. It should be assumed that funding any particular project will require a partnership between agencies that could bring multiple sources of funding together.

Next Steps

The recommendations presented in the Highway 13 Corridor Study Update are conceptual in nature and will require additional refinement and analysis before any implementation can occur. As individual projects are identified and funding becomes available they will need to follow the project development process which includes preliminary and final design and environmental review (if required). In addition, public and agency involvement will be necessary to achieve consent and implementation of the recommendations.

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Highway 13 Corridor Study Update

(From Highway 13/101 in Savage to Nicollet Avenue in Burnsville)



Study Description

The Minnesota Department of Transportation (MnDOT), in cooperation with the City of Burnsville, City of Savage, Dakota County, and Scott County, initiated an update of the Truck Highway 13 Corridor Study in the fall 2012 with the ultimate goal of identifying near-term and long-term transportation improvements that support a future vision for this segment of the Highway 13 corridor.



Since the initial corridor study was completed in 2000, significant investments have been made and the project partners have achieved success in advancing their shared vision for the corridor. However, the initial study was conducted more than a decade ago, and economic forecasts and growth trends have shifted from what was once predicted. In addition, there has been a decrease in transportation funding both at the state and federal levels. Because of these factors, a thorough review of the corridor and future needs was not only appropriate at this time, but necessary to ensure continued investments truly reflect the maximum return on investment in the way of improved safety, mobility, and economic vitality along the corridor.

Study Process

The study planning process included several key elements including:

- Review of existing studies and plans relevant to the transportation needs of Highway 13;
- Updated traffic analysis given the recent transportation investments (e.g., Hwy 13/101 Interchange in Savage, efforts to consolidate access between Quentin and Lynn Avenues in Savage, and the soon to be built Hwy 13/County Road 5 Interchange in Burnsville);
- Development of conceptual design alternatives for transportation improvements along the corridor
- Identification of recommended "Near-term" and Long-term" safety and mobility improvements; and
- Corridor Study Report Documentation

The Study planning process also included several tools to solicit input from the public and to discriminate project information. These activities included:

- Open House Meetings (held at Savage City Hall)
 - November 11, 2012
 - April 11, 2013
- Ports of Savage Business Meeting (Feb. 28, 2013)
- Study Newsletters
- Project Web Site
www.dot.state.mn.us/metro/projects/hwy13study/index.html



Conceptual Alternative Recommendations

Based on the knowledge and information obtained in the review of existing conditions and future No Build Conditions, a limited number of concern areas were identified along the Highway 13 corridor that were targeted for needing future improvements. It should be noted that the recently completed (Highway 13/101) and soon to be completed (Highway 13/County Road 5) improvements were not considered for additional improvements. Three target areas were identified along the Highway 13, including: 1) Dakota/Yosemite Avenue Segment; 2) Chowen/Washburn Avenue Segment; and 3) Nicollet Avenue Intersection.

A series of conceptual improvements were considered at each of the target areas. Improvements ranged from minor geometric changes at an intersection to complete intersection(s) reconstruction with additional improvements to the supporting local roadway system. The alternatives were developed in an iterative process with a primary focus on lower cost/high benefit solutions for all travel modes that use the corridor based on the inputs, recommendations from project stakeholders (i.e. open houses, meeting with ports businesses, and Study Management Team meetings), previous studies, and traffic operations analysis results. The figure below illustrates the Highway 13 Corridor Study Update - Recommended Concept Improvements for implementation and/or further consideration.

