

# TH 13 Corridor



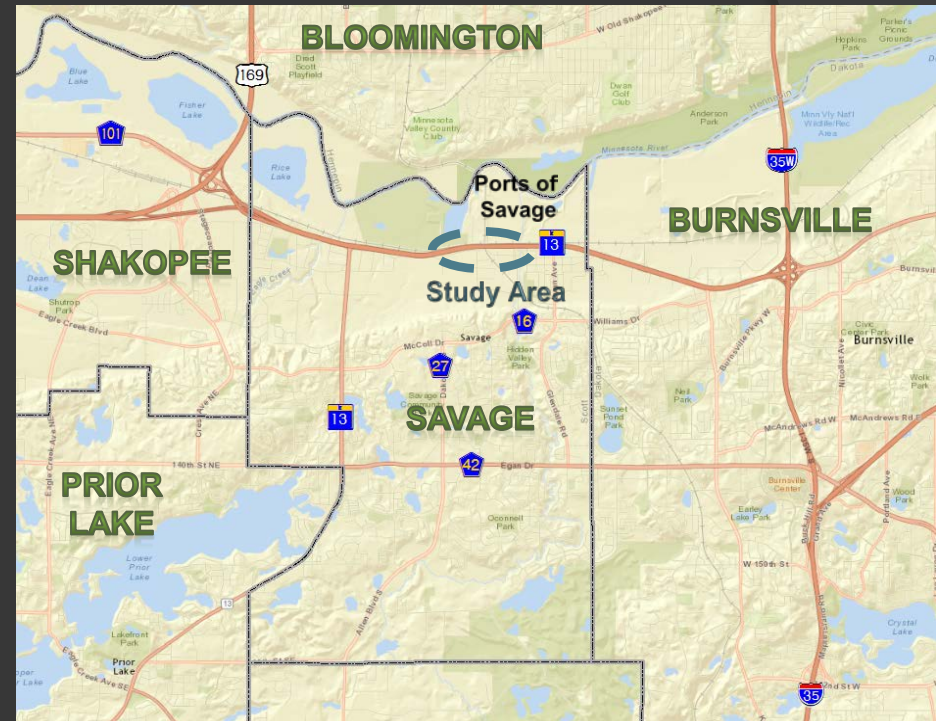
# Outline

- TH 13 Corridor Overview & Existing Conditions
- Summary of Corridor Efforts and Previous TH 13 Studies
- Current Study: Dakota – Yosemite Area Study (2016-2017)



# TH 13 Corridor Overview

- Principal Arterial - Connects two key river crossings serving northern Scott County (US 169, I-35W)
- High level of commuter traffic
- Large percentage of heavy truck traffic (9% -15%)



# TH 13 Commuter Corridor

- One of two East-West Principal Arterial corridors south of the River
- Conduit to Minnesota River crossings
  - Bloomington Ferry Bridge (US 169)
  - I-35W Bridge
- Alternate Route for I-494 congestion
- County Road 42 only other East-West PA in south Metro



# TH 13 Corridor Overview

## Scott County 2030 Comprehensive Plan Update



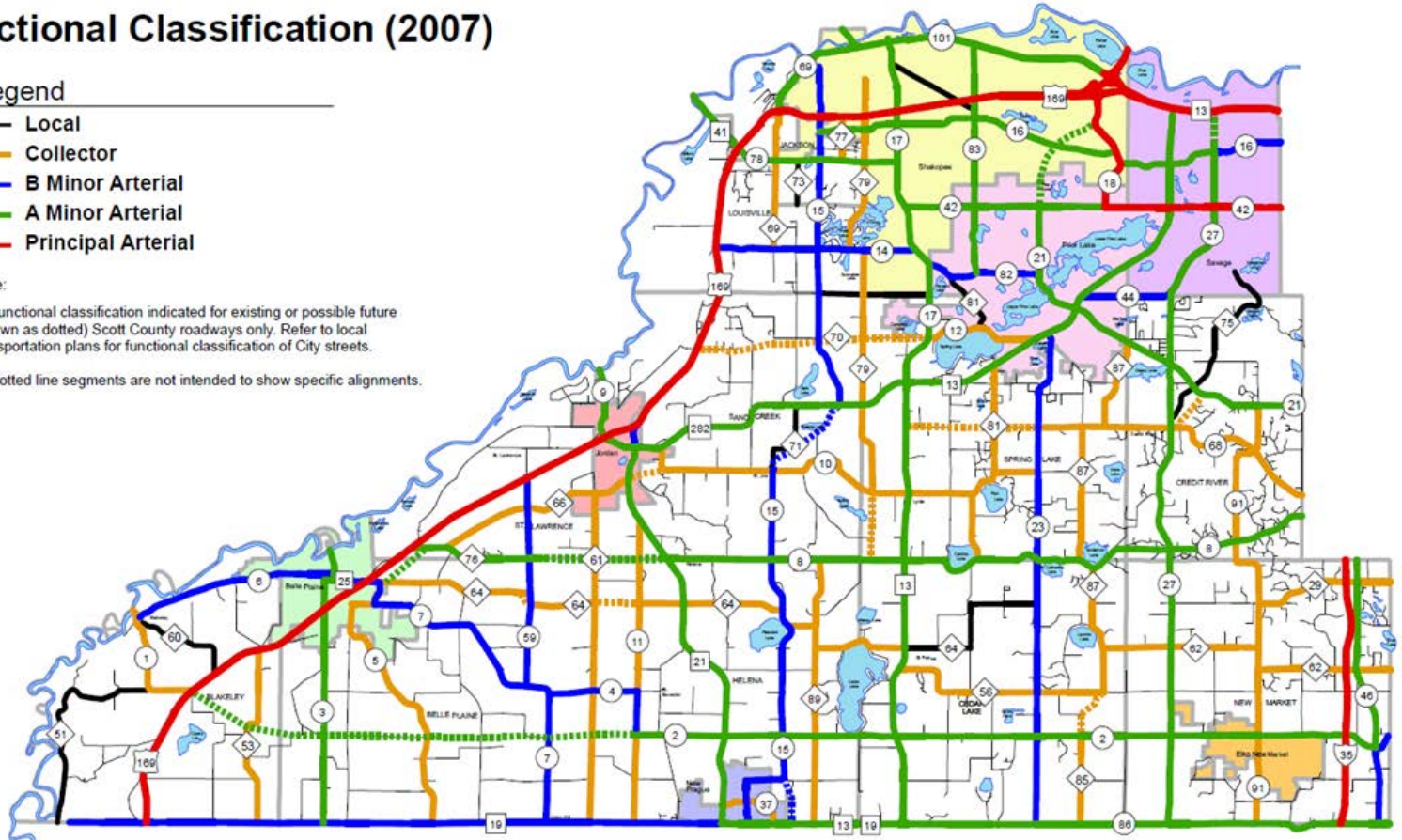
### Functional Classification (2007)

#### 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.



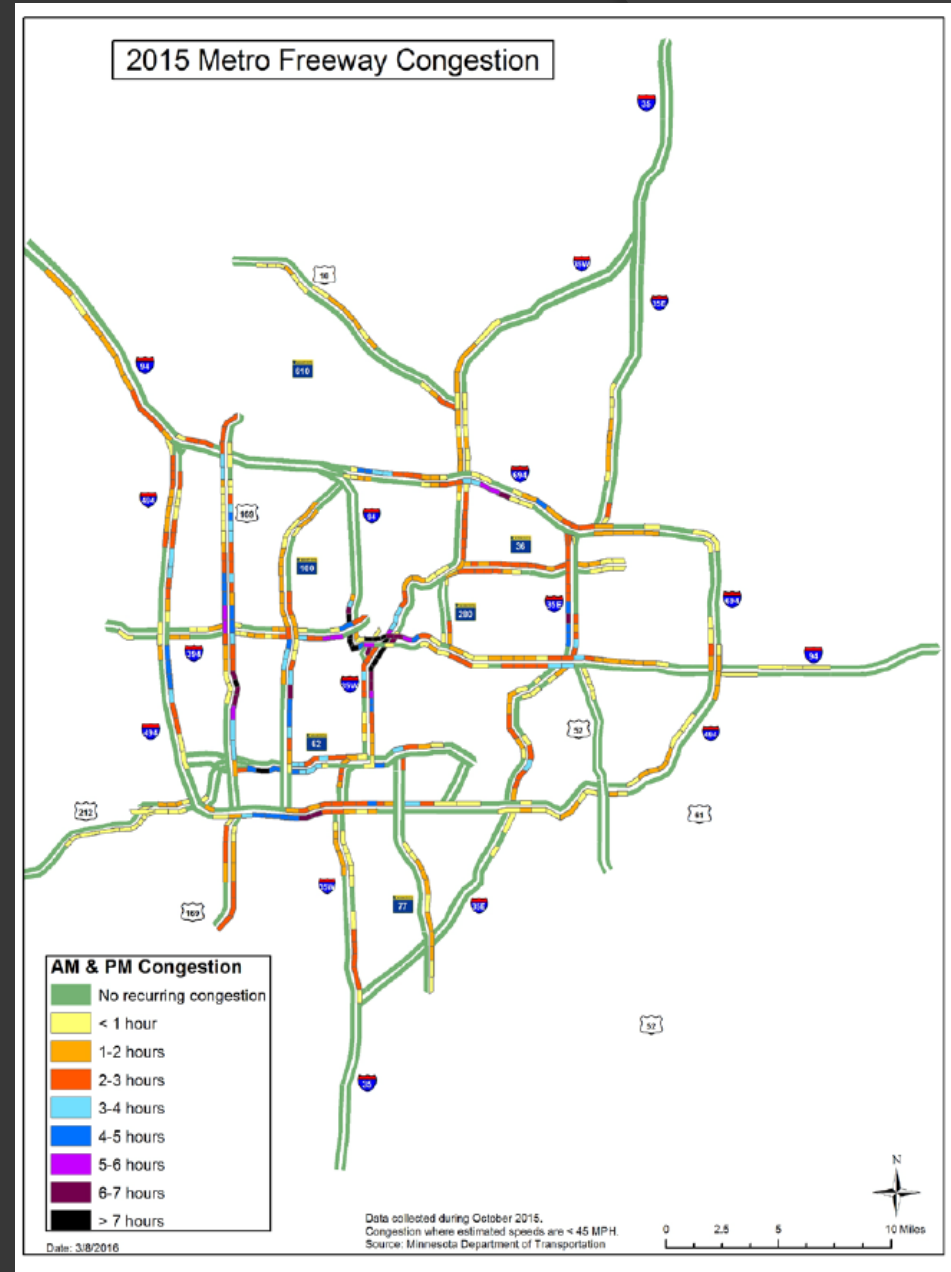
SCOTT COUNTY COMMUNITY DEVELOPMENT DIVISION  
 Planning Department  
 200 Fourth Avenue West, Shakopee, Minnesota 55379-1223  
 (952) 496-6476 • Fax (952) 496-6496 • Web: www.scott.mn.us



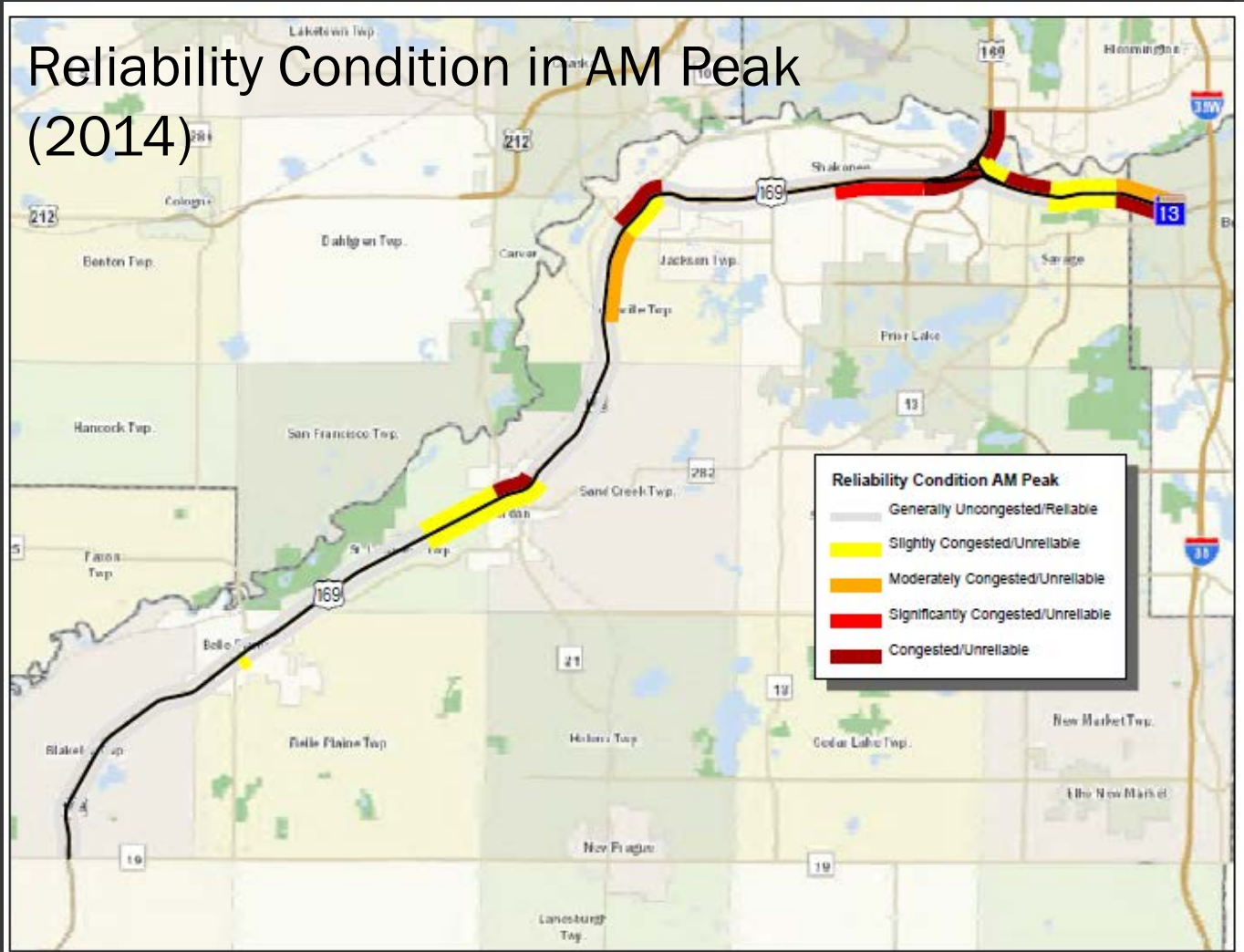
This map is neither a legally recorded document nor a survey and is intended for planning purposes only. Subdivisions may vary. Prepared by: Scott County Planning Department  
 Adopted: March 24, 2008



# TH 13 Corridor Existing Conditions



# TH 13 Corridor Existing Conditions



# Corridor Overview: Ports of Savage

- Private Intermodal Port
- 7 independent barge terminals
  - Cargill, Bunge, CHS, Mosaic, Superior Minerals, Riverport, Flint Hills
- Yellow Freight
- Kraemer Mining and Materials
- Waste Management
- FabCon





# Moving Product through Ports

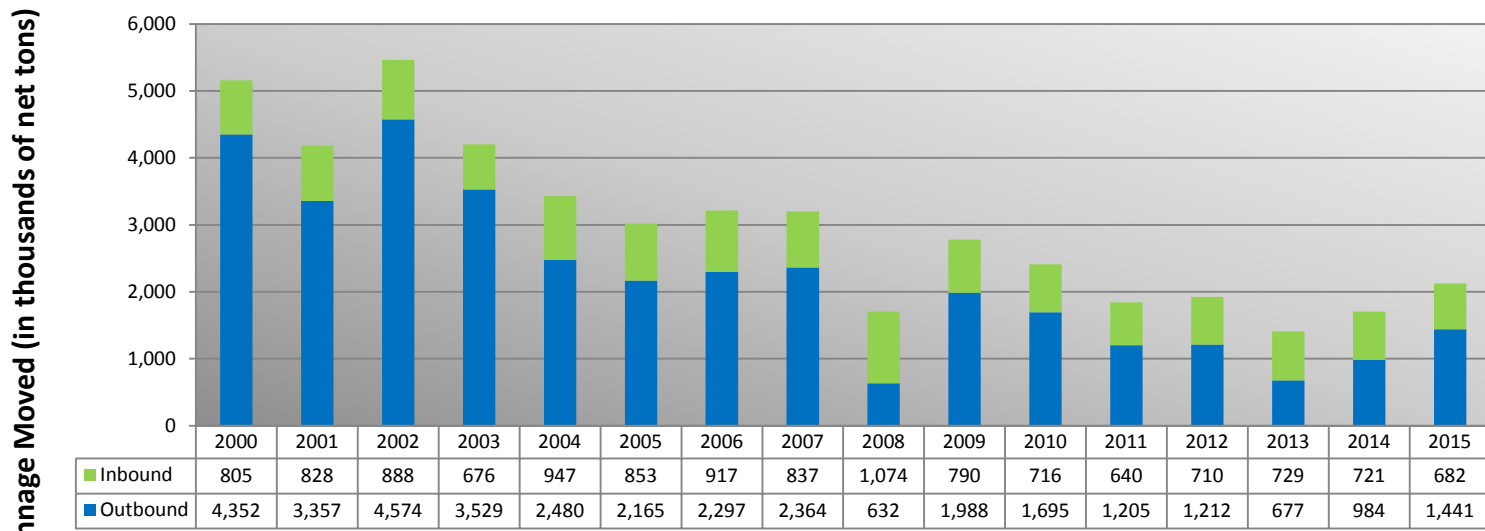
- Unique intermodal facility – commodities are competitively shipped by barge or rail
- 2.1 Million Ton of material shipped through Ports of Savage in 2015
- 6 percent of all in-land grain traffic originating in the United States
- Estimated 128,500 trucks annually deliver commodities to Ports, 75 trucks per hour during typical season



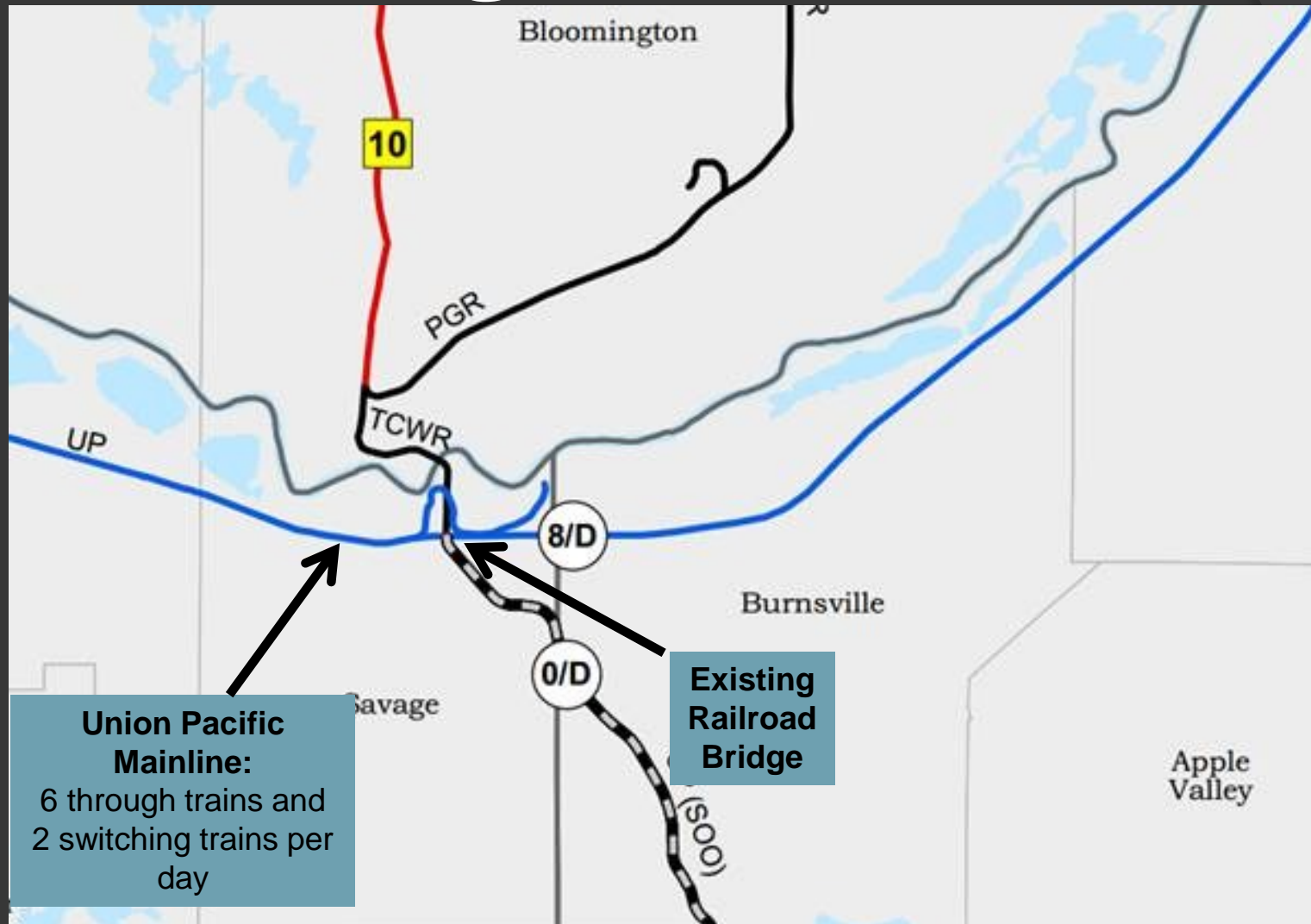
# Corridor Existing Conditions: Port Commodities

- 2016 operations at 50 percent total capacity
- Inbound: fertilizer, salt, lime
- Outbound: Corn, Soy, Wheat, Distillers Dried Grains with Solubles (DDGS)

River Port Tonnage Moved for Ports of Savage: Inbound & Outbound



# Port of Savage Railroad Lines



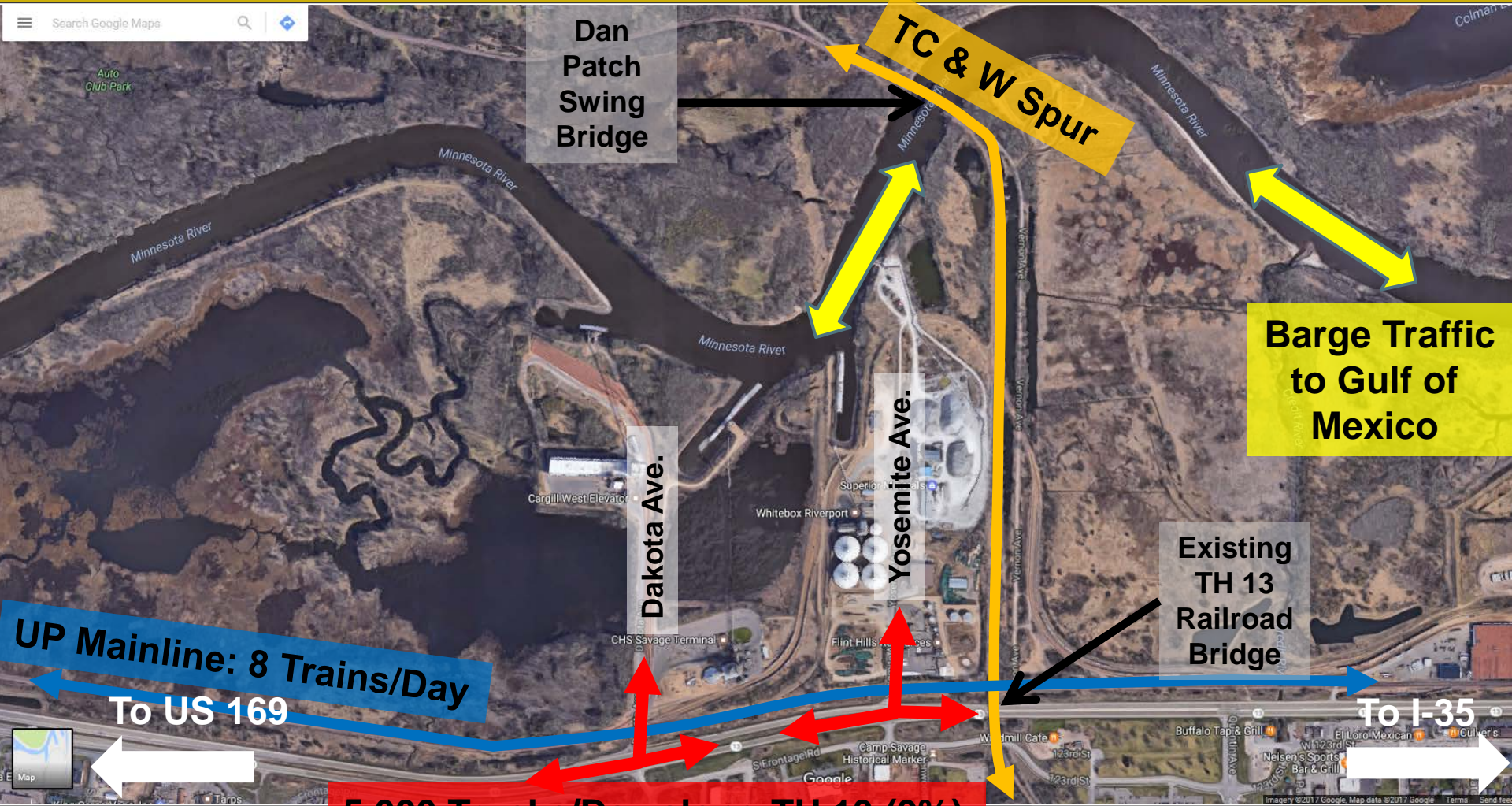
**Union Pacific Mainline:**  
6 through trains and 2 switching trains per day

**Existing Railroad Bridge**



# Port of Savage Freight Flows:

Inbound Primarily by Truck and Train  
 Outbound Primarily by Barge (corn, beans, wheat, minerals)



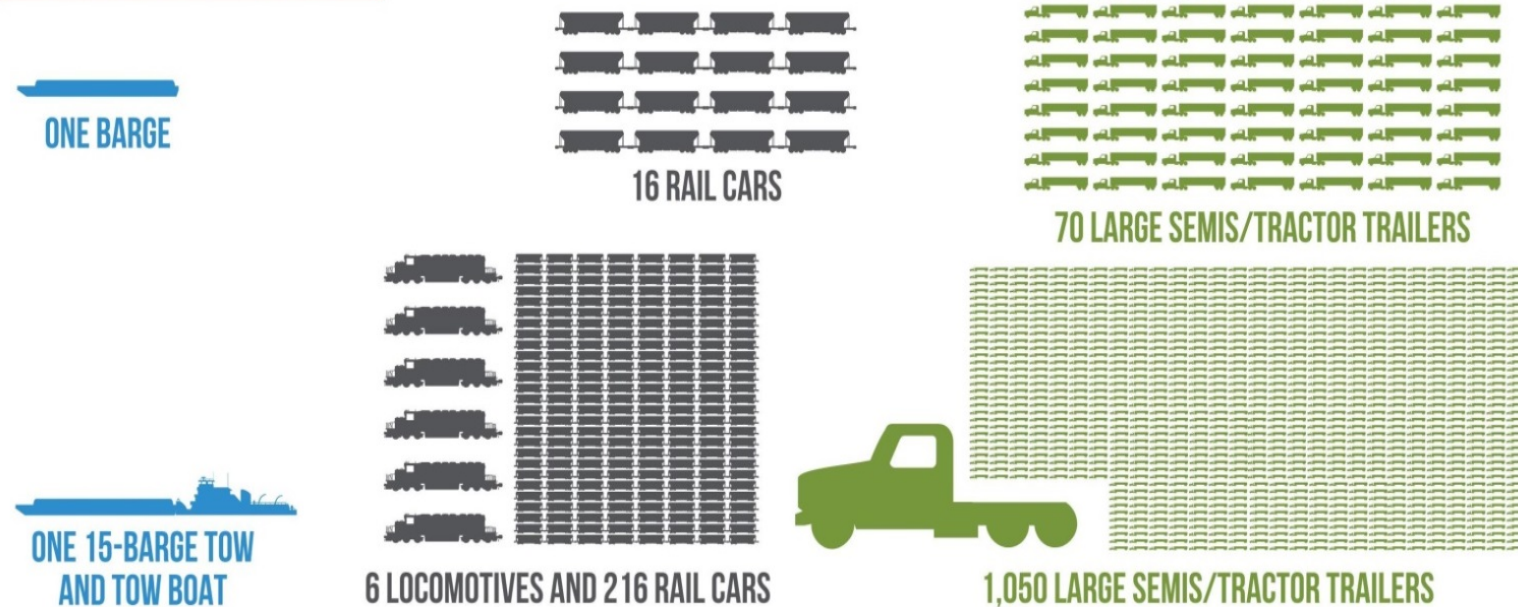
# Freight Mode Capacity Comparison

Source: Iowa Department of Transportation | 800 Lincoln Way | Ames, IA | www.iowadot.gov

## CARGO CAPACITY



## EQUIVALENT UNITS



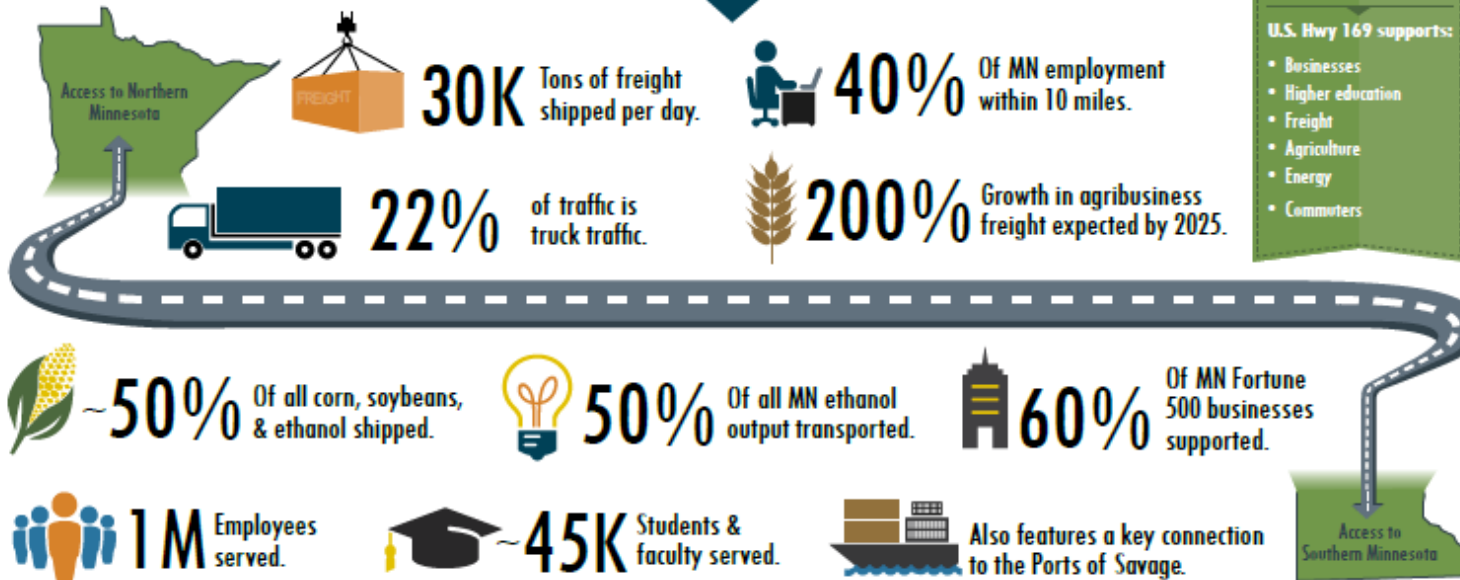
Source: Iowa DOT



# US 169 Corridor Contributes



## U.S. HWY 169: BY THE NUMBERS



U.S. Hwy 169 plays a key role in moving people and goods in south-central and southwestern Minnesota.

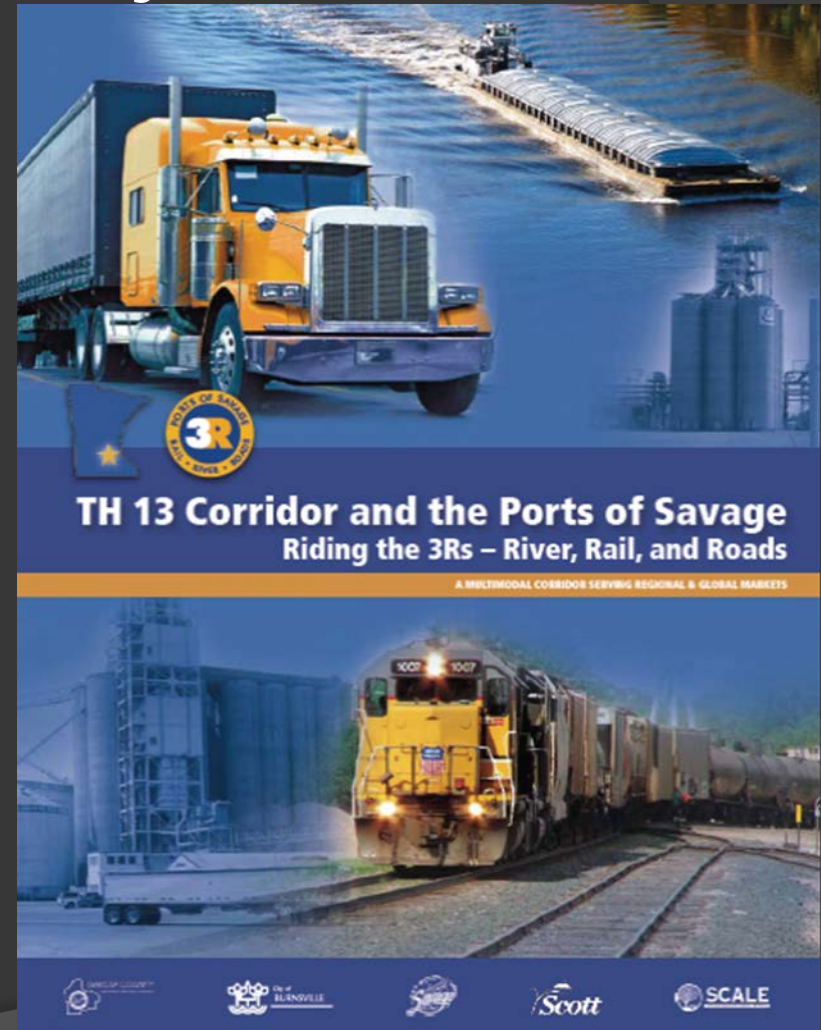
- U.S. Hwy 169 supports:
- Businesses
  - Higher education
  - Freight
  - Agriculture
  - Energy
  - Commuters

### US 169 PROJECT SNAPSHOT



# Summary of Corridor Efforts: TH 13 Corridor Advocacy

- Major effort after completion of 2000 MnDOT Study
- Led by Scott County Association for Leadership and Efficiency (SCALE)



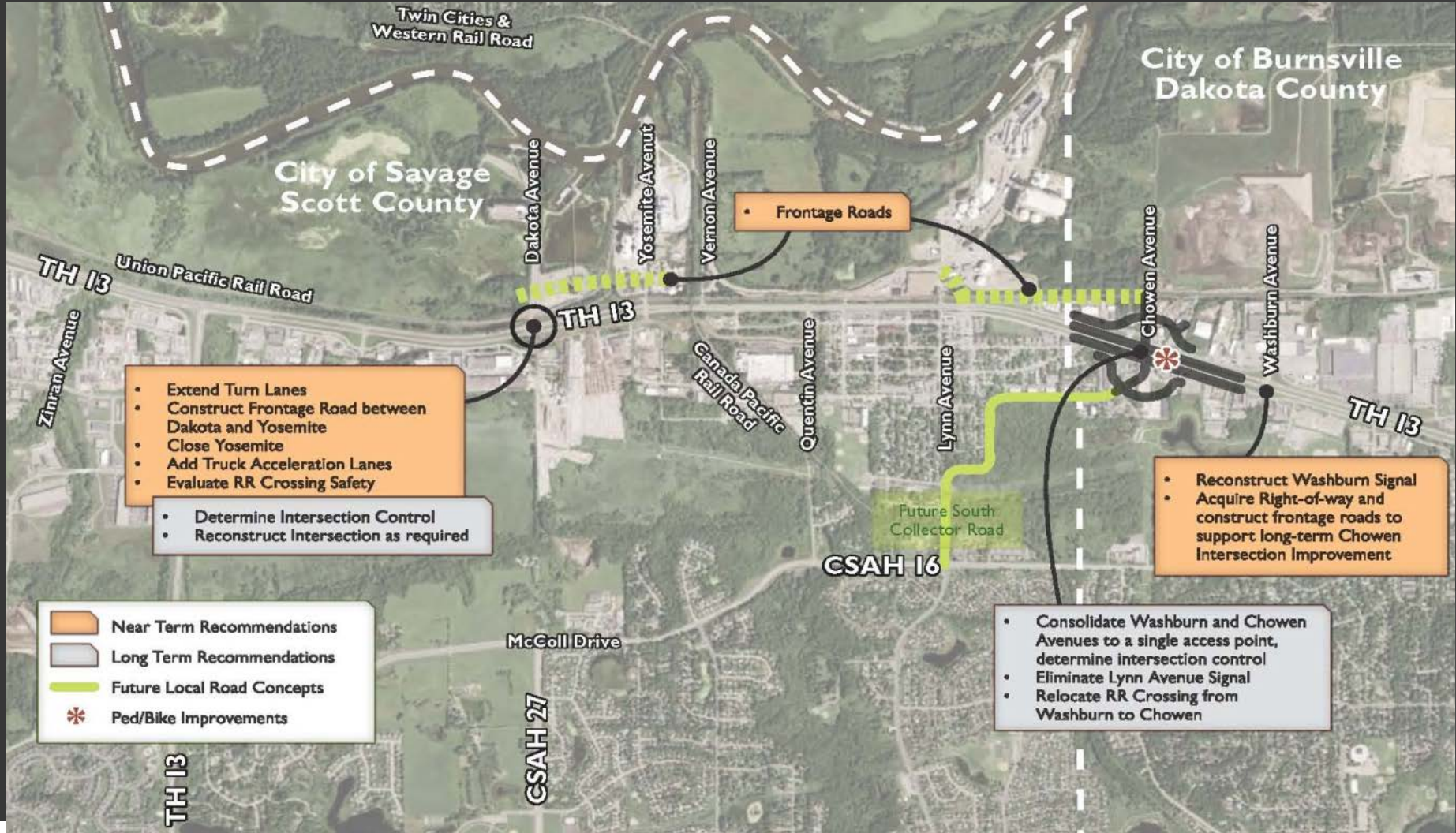
# TH13 Investment since 2000 Study

- TH13/101 Interchange
- CSAH 5 (Dakota Co.) Interchange
- Quentin Ave and Lynn Ave Signals and Intersection Improvements
- South Frontage Road
- Mill and Overlay and Acceleration/Turn Lane Extensions (2017)





# TH 13 Corridor Study Recommendations (June, 2013)

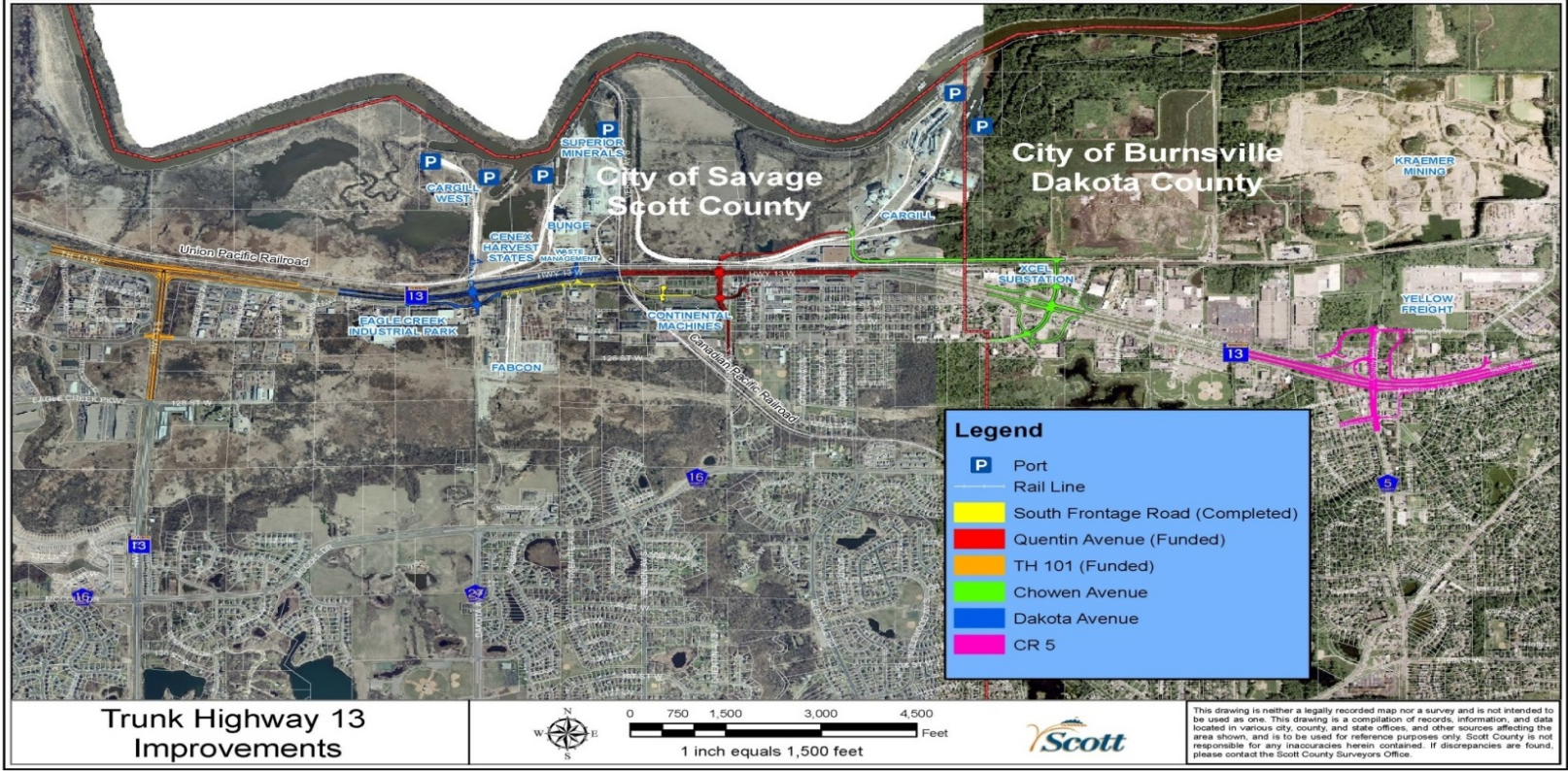


# Related Studies

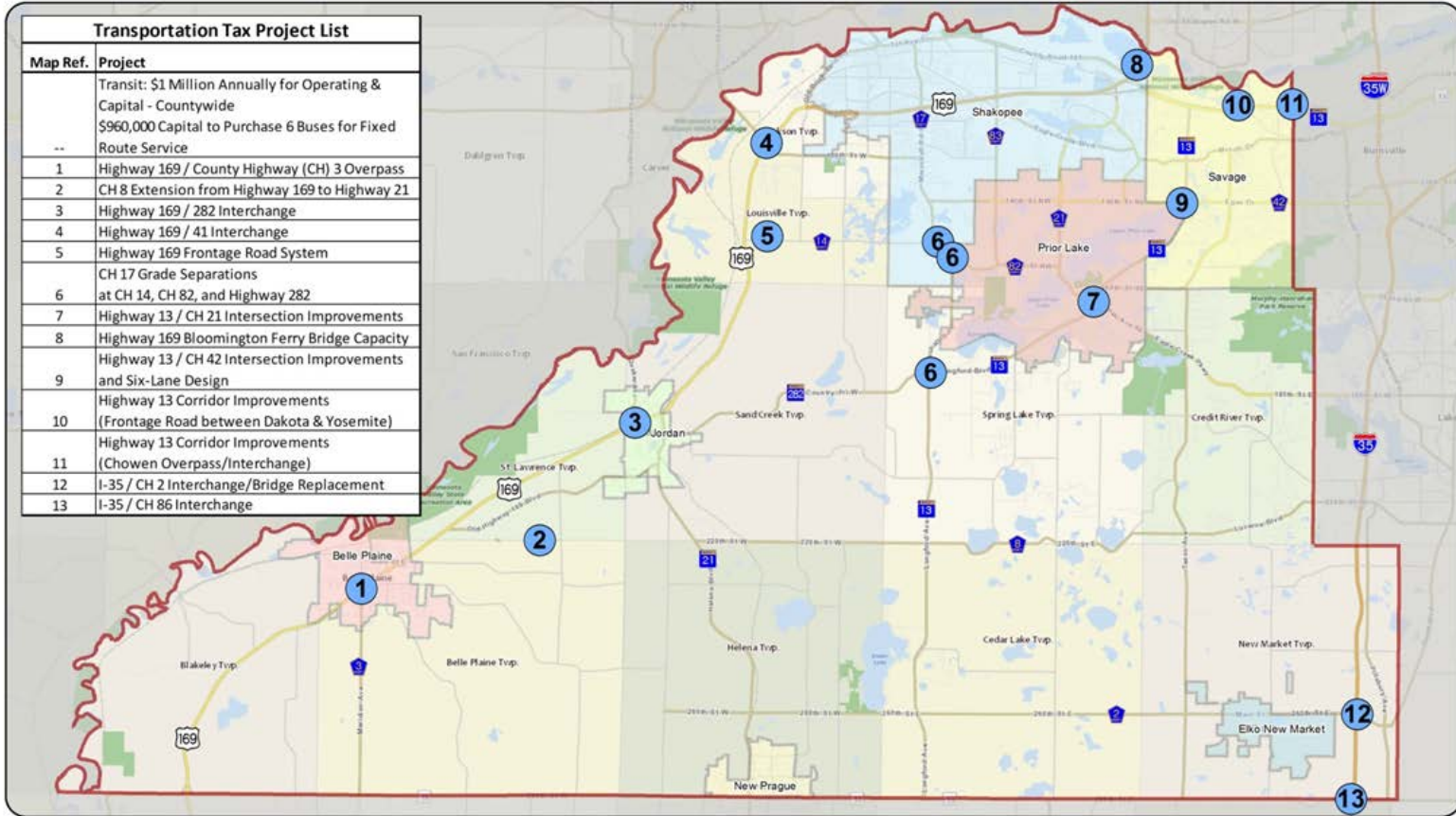
- TH 13 Corridor Study (2000)
- Design Concepts (2005)
- TH 13 Corridor Study Update (2012)
- Twin Cities Region Freight Study (2013)
- MN Statewide Rail Plan (2015)
- Savage Dan Patch River Crossing Study (2015)
- MN Statewide Freight System Plan (2016)
- MN Freight Investment Plan Study (2017)



# TH 13 – Corridor Study from 2001 – 6 major projects



# Scott County Transportation Tax



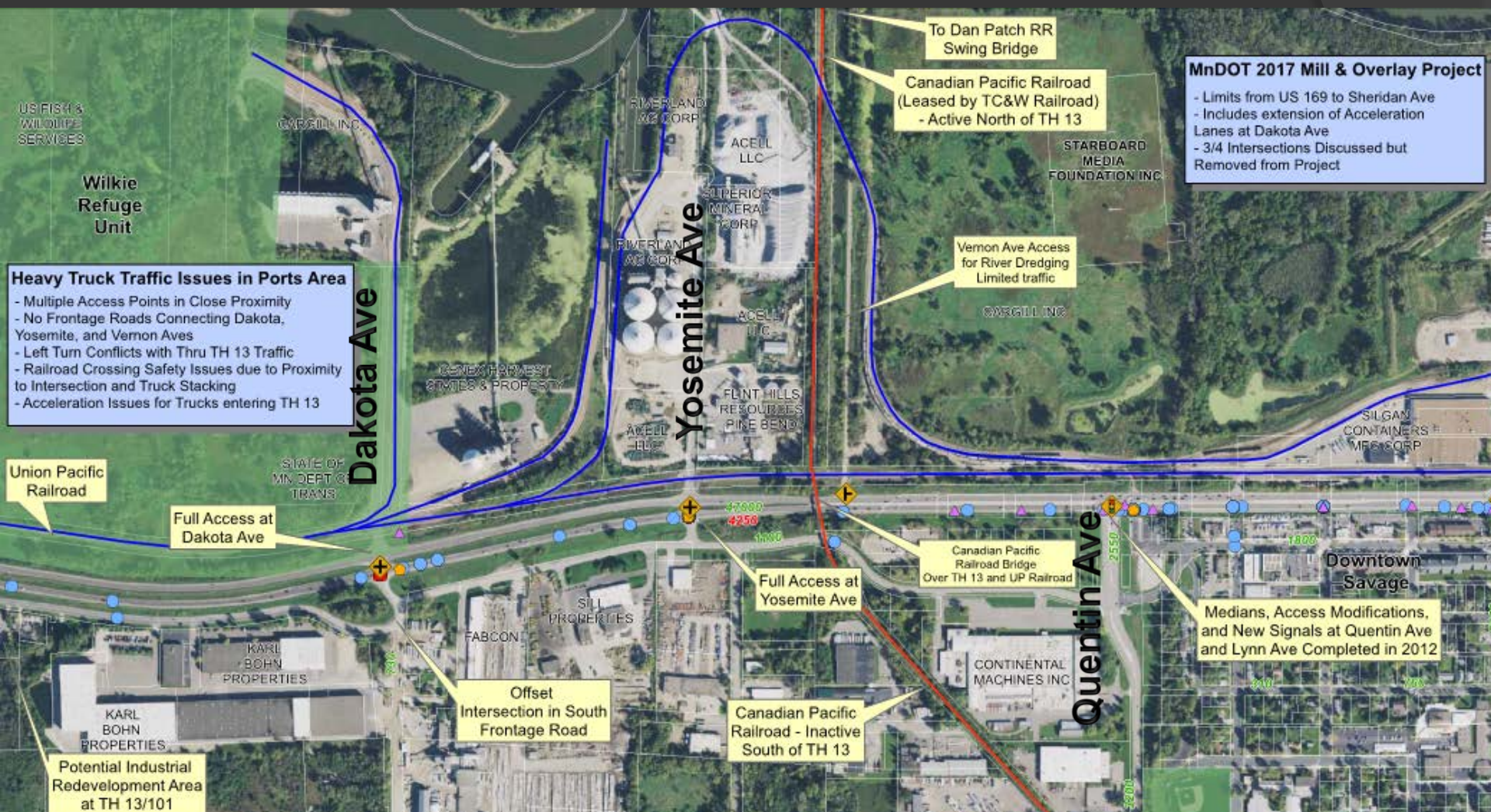

**SCOTT COUNTY**  
 Physical Development  
 600 Country Trail E, Jordan, MN 55352  
 (952) 496-8346 - www.co.scott.mn.us

**Transportation Tax Projects**  
 Adopted: May 12, 2015 Resolution No.: 2015-067

This map is neither a legally recorded document nor a survey and is intended for planning purposes only. Coordinates may not be exact.  
 Prepared by Scott County Physical Development, A.J.H. 05/12/15  
 S:\g\departments\transportation\projects\Transportation Sales Tax - Project List.mxd



# Current Study: Dakota-Yosemite Study Area – 2016/2017



# Current Study: Purpose

The purpose of the study is to:

- Develop a long-term concept for roadway improvements along Trunk Highway (TH) 13 in the vicinity of Dakota Avenue and Yosemite Avenue
- Continue recent efforts to address safety, access, and mobility issues within the TH 13 corridor
- Evaluate improvements that benefit freight movements to and from the Ports of Savage area
- Be ready to compete for state and federal funding opportunities related to freight projects



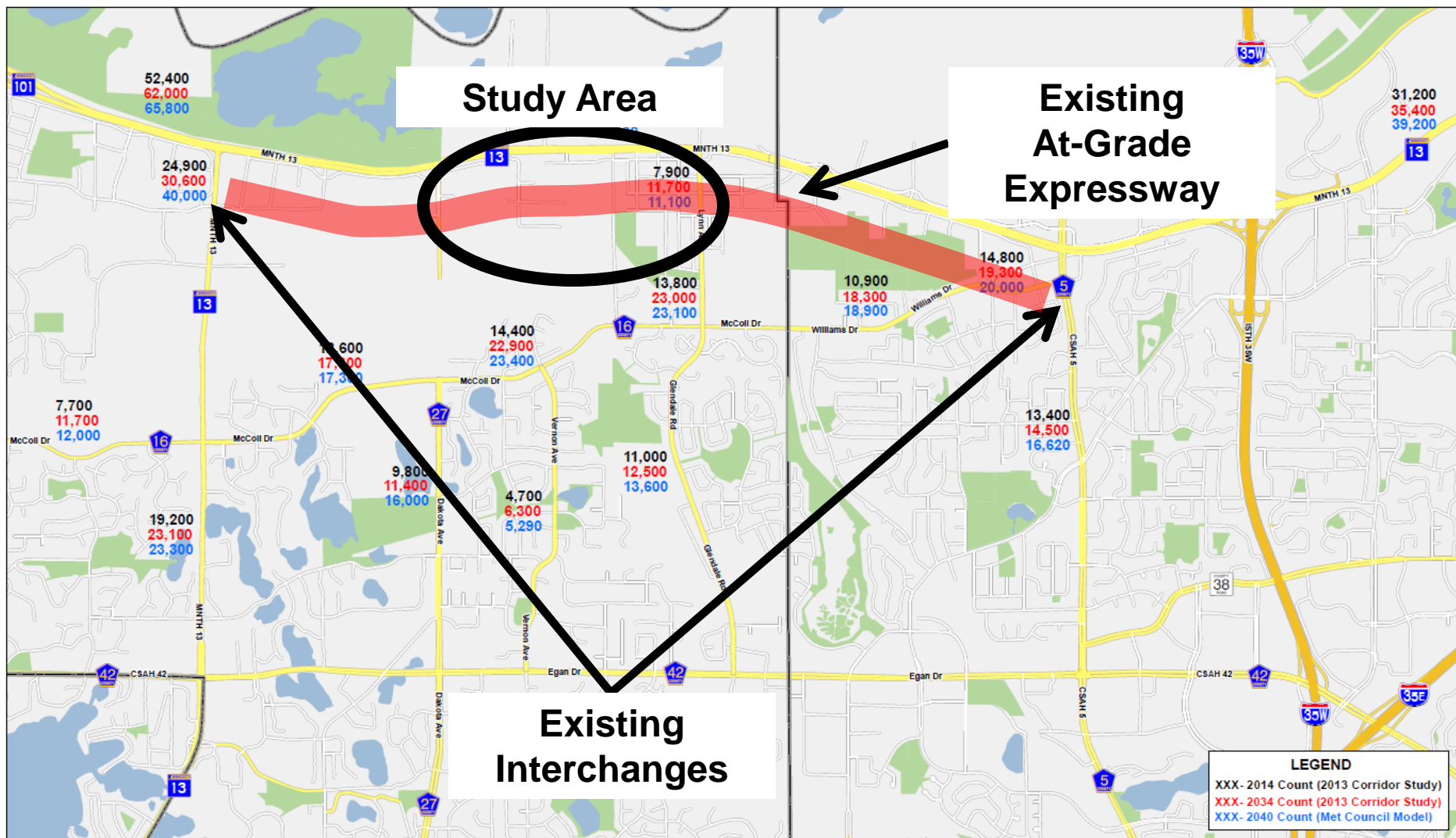
# Current Study:

## Agency & Business Involvement

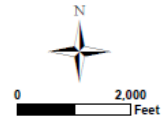
- City of Savage
- Scott County
- MnDOT
  - Metro District
  - Freight
  - Rail Offices
- Railroad Agencies
  - Union Pacific
  - Canadian Pacific
  - Twin Cities & Western
- Ports Business Representatives
- Property Owners

*Study funded by City of Savage, Scott County, and grant from the Scott County CDA*





Existing & Forecasted Traffic  
 TH 13 Design Study  
 Savage, MN - Scott County



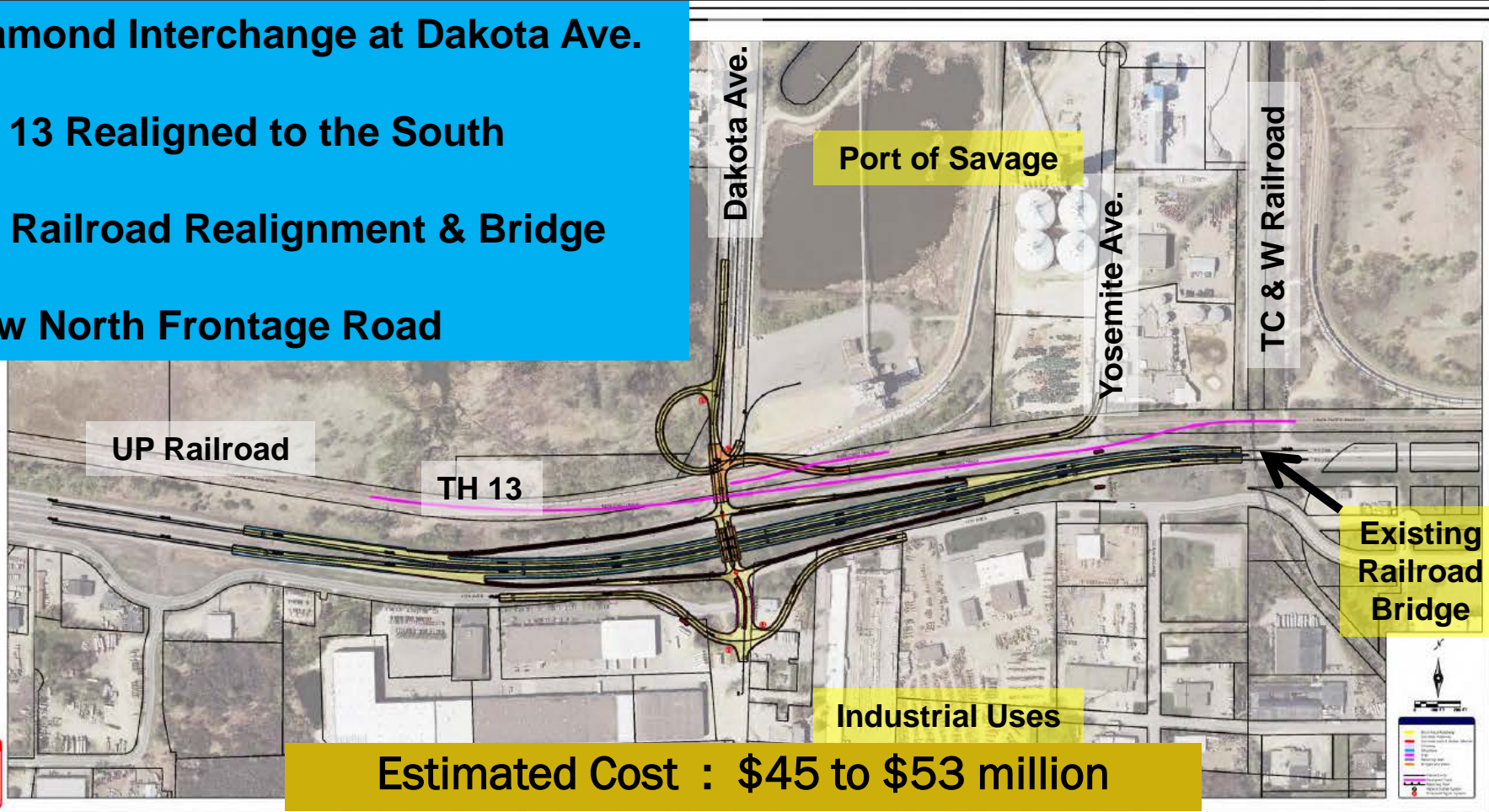




**TH 13 Traffic Operations Study**  
 City of Savage, Minnesota

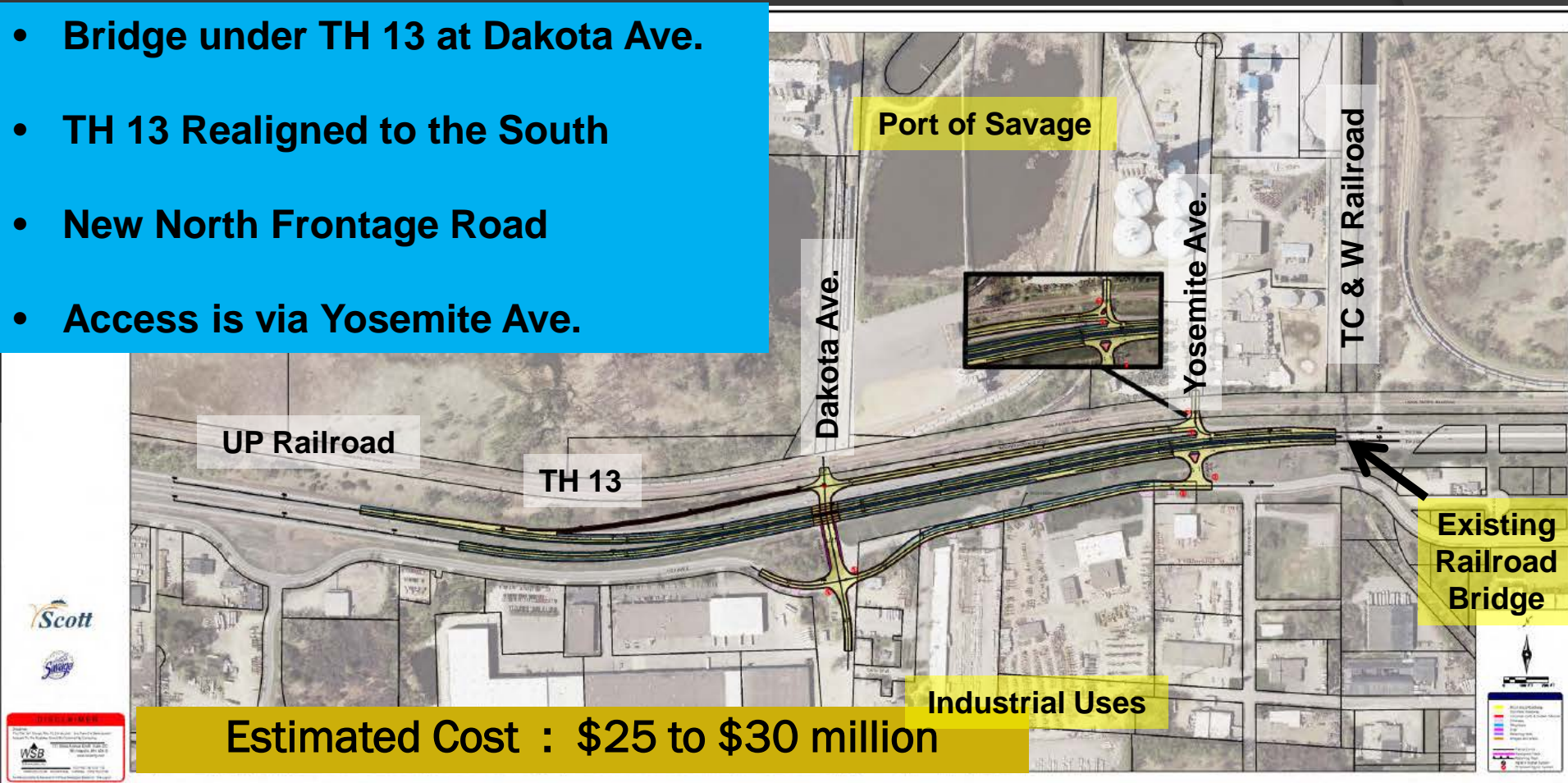
# Concept A: Dakota Avenue Diamond Interchange and Railroad Bridge

- Diamond Interchange at Dakota Ave.
- TH 13 Realigned to the South
- UP Railroad Realignment & Bridge
- New North Frontage Road



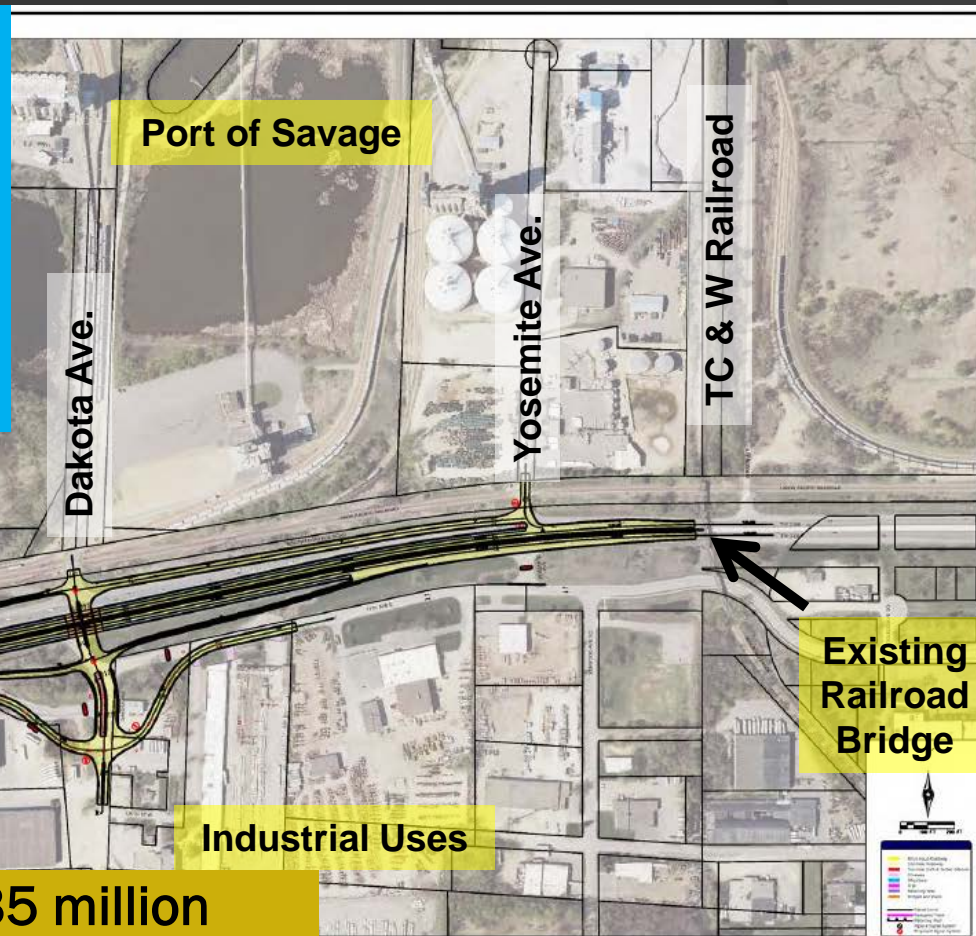
# Concept B: Dakota Avenue Bridge

- Bridge under TH 13 at Dakota Ave.
- TH 13 Realigned to the South
- New North Frontage Road
- Access is via Yosemite Ave.



# Concept C: Dakota Avenue Diamond Interchange

- Diamond Interchange at Dakota Ave.
- TH 13 Realigned to the South
- Signalized Ramp Terminals
- New North Frontage Road

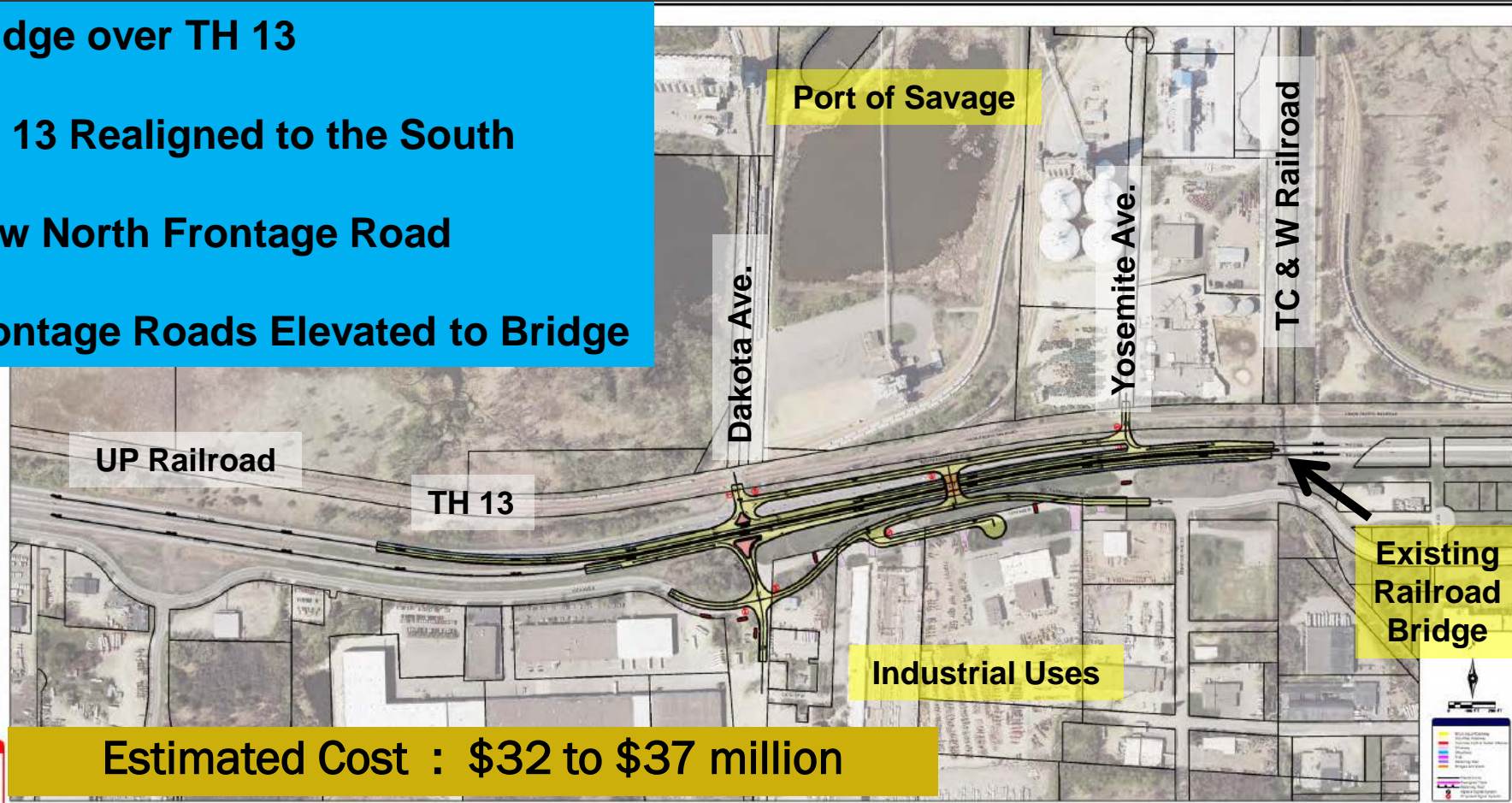


Estimated Cost : \$30 to \$35 million



# Concept D: Bridge In-Between Dakota Avenue and Yosemite Avenue

- Bridge over TH 13
- TH 13 Realigned to the South
- New North Frontage Road
- Frontage Roads Elevated to Bridge



# Current Study:

## Design Concept Evaluation Criteria

- Overall TH 13 Mobility
- Local Travel Time
- Safety/Crash Reduction
- Construction and Right-of-Way Costs
- Freight Mobility
- Railroad Crossing Benefits
- Environmental/Historical/Drainage
- Transit Benefits
- Freight Funding Potential



# Current Study – Next Steps:

- Complete Study
- Seek Support and Funding to Leverage Scott County Transportation Tax
- Continue to Advance the Projects

