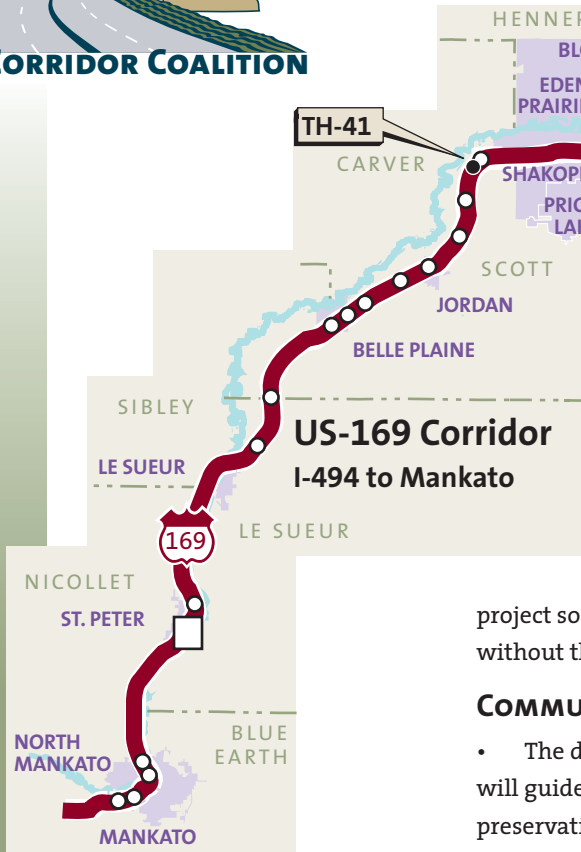




TH-41/CSAH-78 INTERCHANGE

FUNDING NEEDED TO IMPROVE SAFETY AND MOBILITY ON US-169



This interchange has been identified as a key crossing along the US-169 Corridor. This US-169 intersection currently provides critical access to the existing TH-41, the principal arterial river crossing into northern Carver County, and to CSAH-78, the east-west principal arterial for central Scott County. According to the *New River Crossing (TH-41) DEIS*, traffic is projected to approach 50,000 vehicles per day on US-169, 40,000 vehicles per day on TH-41, and more than 20,000 vehicles per day on CSAH-78 under the freeway/river crossing/no build alternative design in the year 2030. With a new river crossing not funded, it is critical that the existing TH-41/CSAH-78 and US-169 intersection be reconstructed as an interchange. At the time of the new river crossing construction, projected volumes will still warrant a four-lane river crossing for local access needs.

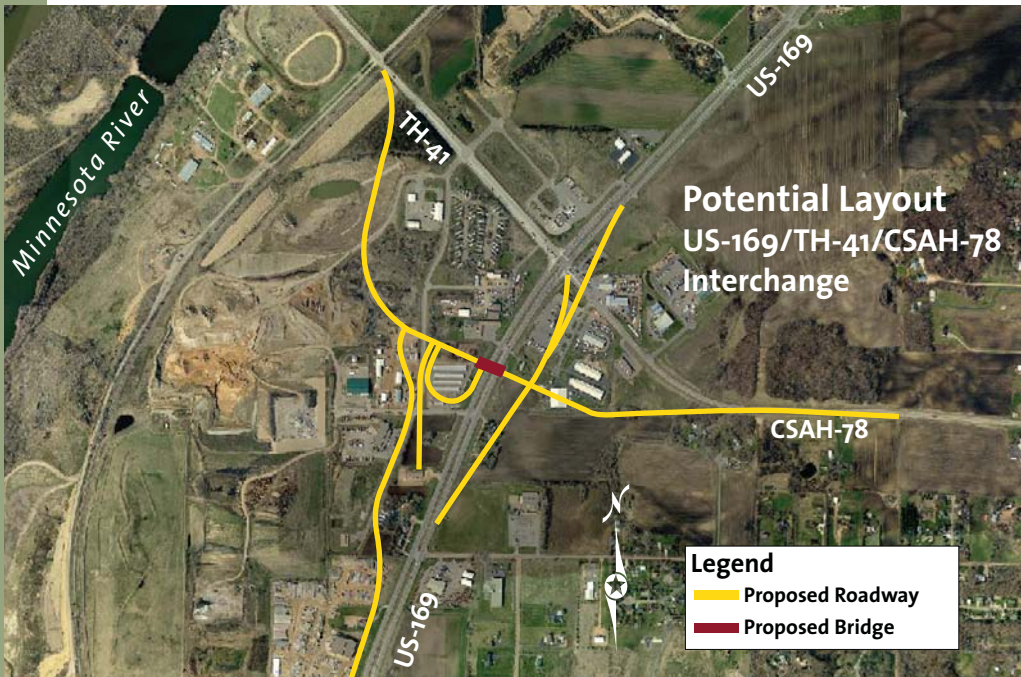
The design and construction of the interchange should be coordinated with the preferred alignment of the regional river crossing project so that implementation of the future freeway connection will be achieved without the need for costly reconstruction of infrastructure.

COMMUNITY BENEFITS

- The design, environmental documentation and an interchange management plan will guide development in the interchange area and assist with further right-of-way preservation for the future interchange and needed supporting road network.
- Construction of an interchange would improve safety on the corridor by removing an at-grade signalized intersection.
- The mobility of the US-169 Corridor will improve.
- The interchange will serve a planned employment center in Scott County.
- This interchange will provide an important connection to US-169 for the CSAH-42 corridor via CSAH-78. CSAH-42 is a major arterial serving the east/west mobility needs

QUESTIONS

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of the south Metro area connecting I-35W, TH-77, US-52 and US-61.

FUNDING

Estimated design/study cost: \$600,000.
Estimated construction/ rights-of-way cost: \$45 million.

An approved geometric layout, environmental documentation, right-of-way preservation and interchange management should be planned and developed through coordinated efforts. Official mapping by MnDOT should be required.