



Application

17063 - 2022 Roadway Modernization

17492 - CSAH 26 (Lone Oak Road) Reconstruction, Trail and Lane Conversion Project

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 04/13/2022 9:17 PM

Primary Contact

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What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name: DAKOTA COUNTY

Jurisdictional Agency (if different):

Organization Type:

County Government

Organization Website:

Address:

TRANSPORTATION DEPT
14955 GALAXIE AVE

*

APPLE VALLEY Minnesota 55124
City State/Province Postal Code/Zip

County:

Dakota

Phone:*

952-891-7100

Ext.

Fax:

PeopleSoft Vendor Number

0000002621A15

Project Information

Project Name

CSAH 26 (Lone Oak Road) Reconstruction, Trail and Lane Conversion Project

Primary County where the Project is Located

Dakota

Cities or Townships where the Project is Located:

Eagan

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

The project includes the reconstruction of the CSAH 26 (Lone Oak Road) corridor from TH 13 to CSAH 31 (Pilot Knob) and a road diet from CSAH 31 to the I-35E interchange area within the City of Eagan. CSAH 26 is classified as an A-Minor Arterial that functions as a reliever and key cross-town route for residents and local industry serving up to 13,100 vehicles per day, 10,000 residents and 22,000 employees per day, including over 7,000 manufacturing and distribution jobs. Existing conditions and road characteristics (attachment 2) west of CSAH 31 exhibit a narrow roadway surface contributing to multiple run off the road crashes and include road, utility and steep ditches constructed in 1955 that are experiencing significant deterioration, erosion, and have trail gaps and missing pedestrian facilities. East of CSAH 31 is a Tier 1 Regional Truck Corridor with aging infrastructure from 1992 and excess lanes that lead to unsafe crossings, turning delays and conflicts due to numerous direct driveway access to CSAH 26. Now is the time to implement these improvements to serve all modes, while right sizing CSAH 26 to improve safety and operation of this highway based on current and anticipated 2040 traffic volumes.

The proposed improvements to fix these issues will include but are not limited to:

- Lane reduction; eliminating two travel lanes and adding a center two-way left-turn lane to reduce pedestrian crash risks and crossing distances, reduce vehicle speed differential, reduce the number and severity of vehicle-to-vehicle crashes, and improve CSAH 26 ingress and egress movements.

- Roadway improvements; such as new pavement, new curb and gutter, the replacement of

deteriorated and undersized storm water infrastructure, and improved intersection operations

- Safety improvements; traffic signal upgrades and signage to meet the new roadway design, new lighting, improved intersection sightlines, and road diet to reduce left-turn, rear-end, and sideswipe crashes

- School travel safety; new enhanced (RRFB or HAWK) mid-block crossing of CSAH 26 for Pilot Knob STEM School, new street lighting, speed zone evaluation, roadway geometric changes

- Pedestrian and bicycle improvements; ADA compliant ramps, resolving trail gaps in the Tier 1 RBTN with new connections to the Minnesota River Greenway trailhead, resolving ped/bike crossing barriers of CSAH 26, smaller curb radii and high-visibility crosswalk markings

- Stormwater; New and improved infrastructure to minimize current impacts and flash flooding events and treat and clean water prior to entering the Minnesota River and Minnesota Valley National Wildlife Refuge.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DESCRIPTION - will be used in TIP if the project is selected for funding. [See MnDOT's TIP description guidance.](#)

CSAH 26 (Lone Oak Road) from TH 13 to TH 35E Interchange Area

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles)

1.4

to the nearest one-tenth of a mile

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 \$4,740,000.00

Match Amount \$1,200,000.00

Minimum of 20% of project total

Project Total \$5,940,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 20.2%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds Dakota County and City of Eagan

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2026

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years: 2024, 2025

Select all years that are feasible if funding in an earlier year becomes available.

Project Information-Roadways

County, City, or Lead Agency Dakota County

Functional Class of Road A-Minor Reliever

Road System CSAH

TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET

Road/Route No. 26

i.e., 53 for CSAH 53

Name of Road Lone Oak Road

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55121

(Approximate) Begin Construction Date 06/09/2025

(Approximate) End Construction Date 06/26/2026

TERMINI:(Termini listed must be within 0.3 miles of any work)

From:
(Intersection or Address) TH 13

To:
(Intersection or Address) TH 35E SB Ramps

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Miles of Sidewalk (nearest 0.1 miles) 0.6

Miles of Trail (nearest 0.1 miles) 0.9

Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles) 0.3

Primary Types of Work

GRADE, AGG BASE, BIT BASE, BIT SURF, CURB AND GUTTER, STORMWATER BMP, TRAFFIC SIGNALS, LIGHTING, TRAIL, PED RAMPS, PAVEMENT MARKINGS, LANDSCAPING

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: N/A

New Bridge/Culvert No.: N/A

Structure is Over/Under (Bridge or culvert name): N/A

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.

The proposed modernization project relates primarily to these goals and corresponding objectives & strategies:

A. Transportation System Stewardship (p 2.6):
Goal A: Transportation System Stewardship:

Objective: Efficiently preserve and maintain the regional transportation system in a state of good repair.

Objective: Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations

Strategies: A1 and A2 (P 2.6)

B. Safety and Security (p 2.7):
Goal B: Safety and Security:

Objective: Reduce crashes and improve safety and security for all modes of passenger travel and freight transportation.

Objective: Reduce the transportation systems vulnerability to natural and man-made incidents and threats.

Strategies: B1, B2, B4, B5, and B6 (P 2.7)

C. Access to Destinations (p 2.8-2.11):
Objective: Increase the availability of multimodal

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

travel options, especially in congested highway corridors.

Objective: Increase travel time reliability and predictability for travel on highway and transit systems.

Objective: Ensure access to freight terminals such as river ports, airports, and intermodal rail yards.

Objective: Increase transit ridership and share of trips taken using transit bicycling and walking.

Objective: improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Strategies: C1, C2, C4, C7, C8, C9, C10, C15, C16 and C17 (P 2.8-2.10)

D. Competitive Economy (p 2.11 - 2.12):

Objective: Improve multimodal access to regional job concentrations identified in Thrive MSP 2040.

Objective: Invest in a multimodal transportation system to attract and retain businesses and residents.

Objective: Support the regions economic competitiveness through efficient movement of freight

Strategies: D1, D3 (P 2.11)

E. Healthy Environment (p 2.12 - 2.14):

Objective: Reduce impacts of transportation construction, operations, and use on the natural, cultural and developed environments.

Objective: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.

Objective: Provide a transportation system that promotes community cohesion and connectivity, particularly for historically under-represented populations.

Strategies: E1, E2, E3, E4, E5, E6, and E7 (P 2.12-2.13)

F. Leveraging Transportation Investments to Guide Land Use (p 2.14 - p 2.16):

Objective: Focus regional growth in areas that support the full range of multimodal travel.

Objective: Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.

Strategies: F1, F2, F3, F4, F5, F6, and F7 (P 2.14-2.15)

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.

The project is included in the Dakota County 2022-2026 Capital Improvement Program (CIP), which is found on this web page: www.co.dakota.mn.us/Government/BudgetFinance/2022/Pages/default.aspx. The project details are included on page Trans 50 and Trans 72 of the CIP and shown on attachment 5.

In 2020 and 2021, Dakota County partnered with MnDOT to proactively address safety for students traveling to and from schools next to county and state roads, with a focus on safety for those who walk and bike to school. The safety improvements this project will provide to the Pilot Knob STEM Elementary School include constructing trails on both sides of CSAH 26 from TH 13 and CSAH 31, new enhanced midblock crossing of CSAH 26 near the school entrance, high visibility signage and pavement markings, and roadway geometric changes. The study details are included on pages C-81 to C-84 of the report and can be seen in attachment 11.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

In 2011 Dakota County in partnership with Pilot Knob STEM Elementary School prepared a Safe Routes to School Comprehensive Plan. The plan discusses current conditions and recommendations for improvements along Lone Oak Road and the intersection of Lone Oak Road and Pilot Knob Road. See the document and additional details using this web page: https://edocs-public.dot.state.mn.us/edocs_public/DMResultSet/download?docId=3546541.

The project is included in the City of Eagan 2022-2026 Capital Improvement Program (CIP), which is found on this webpage: <https://www.cityofeagan.com/cip>. The project details are included on pdf pages 64-65 of the Regional Projects section and are shown in

attachment 6.

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 award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2022 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 the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes

(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: 06/01/2018

Link to plan:

<https://www.co.dakota.mn.us/Transportation/TransportationStudies/Past/Documents/ADATransitionPlan.pdf>

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:

Link to plan:

Upload plan or self-evaluation if there is no link

1648148293866_DakotayCounty_ADATransitionPlan.pdf

Upload 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, per FHWA direction established 8/27/2008 and updated 6/27/2017. 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. 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.

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

Roadways Including Multimodal Elements

1. All roadway and bridge 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.

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

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 are exclusively 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 bridge clear span must exceed 20 feet.

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

6. The bridge must have a National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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 Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) 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)	\$200,000.00
Removals (approx. 5% of total cost)	\$210,000.00
Roadway (grading, borrow, etc.)	\$110,000.00
Roadway (aggregates and paving)	\$1,400,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$870,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$240,000.00
Traffic Control	\$170,000.00
Striping	\$50,000.00
Signing	\$50,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$360,000.00
Bridge	\$0.00
Retaining Walls	\$860,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$400,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00

Roadway Contingencies	\$740,000.00
Other Roadway Elements	\$0.00
Totals	\$5,660,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$140,000.00
Sidewalk Construction	\$24,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$41,000.00
Pedestrian Curb Ramps (ADA)	\$75,000.00
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	\$280,000.00

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

Totals

Total Cost	\$5,940,000.00
Construction Cost Total	\$5,940,000.00
Transit Operating Cost Total	\$0.00

Measure B: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1 Mile:	21882
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	7087
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1649687411565_Regional Economy_1.pdf

Please upload attachment in PDF form.

Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the updated 2021 Regional Truck Corridor Study:

Along Tier 1:	Yes
Miles:	0.6
<i>(to the nearest 0.1 miles)</i>	
Along Tier 2:	
Miles:	0
<i>(to the nearest 0.1 miles)</i>	
Along Tier 3:	
Miles:	0
<i>(to the nearest 0.1 miles)</i>	
The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:	Yes
None of the tiers:	

Measure A: Current Daily Person Throughput

Location	SEQ#40408 .05 Miles east of Eagandale PI
Current AADT Volume	13100
Existing Transit Routes on the Project	446, 470, 480, 489
<i>For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).</i>	
Upload Transit Connections Map	1649690992896_Transit Connections_1.pdf
<i>Please upload attachment in PDF form.</i>	

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	17030.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume No

If checked, METC Staff will provide Forecast (2040) ADT volume

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume

Dakota County 2040 Transportation Plan Travel Demand Model Report - Dakota County Year 2040 Build Scenario Traffic Forecasts. See Attachment 4.

Forecast (2040) ADT volume 16200

Measure A: Engagement

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, low-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:

According to census tract information the project area does include households in poverty ranging from 0%-8% and low-moderate income status. The percent minority range from 0%-21% with White being the highest percentage, followed by Asian, Black and Hispanic.

The Dakota County 2040 Transportation Plan actively engaged with stakeholders to inform about upcoming projects and gather input for future improvements. January 10-March 31, 2020 an online survey was used to learn about how people travel in Dakota County and what improvements they would like to see. An online map was also provided to learn about where people would like to see improvements and document specific concerns. Finally, an online ideas board was used to learn about other ideas and suggestions for transportation improvements. In-person events were hosted at locations that were easily accessible for underrepresented communities, including an in-person listening session on February 7, 2020 with members of the Eagan Senior Board. See attachment 11 for the engagement activities, project corridor comments and key audiences including listening sessions with low-income communities, the Dakota County Somali community, and the Dakota County African American Community.

Response:

Two rounds of virtual engagement occurred for the School Safety Assessment Study and Pilot Knob STEM Elementary School adjacent to CSAH 26. One virtual open house was held from June 19-August 31, 2020 to gather input on safety concerns at schools next to county highways and a second virtual open house from November 20-December 18, 2020. Materials were translated in Somali and Spanish. Comments received had responses

related to CSAH 26 high speeds, barriers to walking and biking and the desire for new trail connections. See attachment 11 for open house data.

In March of 2022, property owners near the project area were sent a project letter as seen in attachment 11. The letter included project background and information to submit questions or comments. The public involvement plan will continue to communicate key project milestones, engagement opportunities through direct mailings, website updates and social media posts. There will be 10 focused meetings with property owners, four neighborhood meetings, three public open houses, a STEM Fair presentation on 6/8/22, School or PTA meeting, and agency stakeholder meetings.

Engagement efforts will continue through construction and the project team will coordinate with property owners, businesses, transit and the City of Eagan to determine anticipated impacts during construction, including temporary traffic control plans to ensure access to local businesses, parks and community resources along the corridor are maintained.

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

Measure B: Equity Population Benefits and Impacts

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

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations 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.

The project will reallocate space in the corridor to improve safety and reconstruct a roadway that has not had significant improvements in almost 70 years within a mostly residential segment of CSAH 26, which includes census tracts above the regional average for population in poverty or color. The benefits will coincide with improved functions of the roadway including safer signalized crossings, new facilities for people walking, biking, and using transit, and a new enhanced (RRFB or HAWK) mid-block crossing of CSAH 26 for Pilot Knob STEM School. The new roadway configurations will adhere to the MnDOT State Aid Urban requirements, MnDOT Bicycle Facility Design Manual and MnDOT Best Practice for Pedestrian and Bicycle Safety guidance while accommodating all modes and ensure safety for all users.

Response:

Safety: The multiple lanes that expose pedestrians to traffic will be mitigated by the lane reductions at Eagandale PI and CSAH 31 intersections. Converting to three lanes will also minimize the potential for multiple-threat crashes at all crossing locations. The road diet will also reduce crash severity, improve the flow of traffic and reduce the conflict points that contribute to rear-end, left-turn and sideswipe crashes. A new enhanced mid-block crossing near the Pilot Knob STEM Elementary School will increase safety and make it easier to cross the street while also increasing visibility and awareness of the crossing to approaching motorists. The proposed upgrades will provide a safe and uninterrupted connection to key employment centers, transit stops and the Pilot Knob STEM Elementary School.

Access: The project will improve connections to key recreation, employment, transit, restaurants and retail locations. The project will promote multimodal travel alternatives to single occupancy vehicles with connections to the Minnesota River Greenway

Trailhead, trails that connect to Eagan Central Park a half mile from the center of the project, and other sidewalks/trails and local amenities. New access will be created for equity populations via trails connecting to Pilot Knob Road and CSAH 26 to the Eagan Community Center, Express Employment Professionals; a staffing provider helping job seekers find work with a wide variety of local businesses, transit, places of worship and the M Health Fairview Clinic. (See attachment 7).

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 temporary require detours, but alternative routes will be developed to ensure access to transit, school, businesses and recreational destinations are maintained. The project elements are intended to enhance safety, mobility and environmental quality concerns.

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

Measure C: Affordable Housing Access

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

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.

The attached Socio-Economic Conditions Map reports 97 publicly subsidized rental housing units in census tracts within ½ mile of the project area. Online data sources are not consistent in displaying all locations, but according to HUD, and other online databases there are not any current or proposed affordable housing units within ½ mile of the proposed project. The closest HUD property is two miles away in Mendota Heights at the Dakota Adults Multifamily housing for low income, elderly, and special needs housing (2031 Victoria Rd S, Mendota Heights, MN 55118). The closest HUD property in Eagan is about 4 miles away at the Erin Place Townhomes (4551 Villa Pkwy, Eagan, MN 55122) which provides 34 units with two and three-bedroom units. The closest officially subsidized affordable housing units are located a mile away at the O'Leary Manor which also provides senior housing with 65 units (1220 Town Centre Drive, Eagan, MN 55123). Other property over a mile away is the Eagan Pointe Senior Living with 150 units (4232 Blackhawk Rd, Eagan, MN 55122). These two properties are part of the HUD Home Investments Partnerships Program which require at least 20% of these units must be occupied by families earning 50% or less of the area median income. The Dakota County Community Development Agency has an office within a mile of the project area (1228 Town Centre Drive, Eagan, MN 55123). The nearby properties are shown on attachment 8 and socio-economic destinations are identified on attachment 7.

Response:

Metro Transit 446 has transit stops at Eagandale PI and connects transit users with key employment centers, commercial nodes, medical clinics, places of worship, community resources, routes 489 and 445, and the following properties listed on attachment 8: Eagan Senior O'Leary Manor, Dakota County CDA, and the Lexington Hills Communities.

The project will include safety and access improvements for all modes, but most specifically for pedestrians and bicyclists. Trail gaps will be filled facilitating better movement along CSAH 26, and new and improved crossings and a road diet will significantly reduce the barrier of CSAH 26. Overall project benefits for those living in affordable or subsidized housing and many others along the corridor will include new and improved access to local destinations including the Pilot Knob STEM Elementary School, Eagan Community Center, Minnesota River Greenway Trailhead, Lone Oak Plaza, transit and the Eagandale business/industrial park.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Yes

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

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

1649691181849_Socio-Economic Conditions_1.pdf

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1955	0.8	1564.0	1117.143
1992	0.6	1195.2	853.714
	1	2759	1971

Total Project Length

Total Project Length (as entered in "Project Information" form) 1.4

Average Construction Year

Weighted Year 1970

Total Segment Length (Miles)

Total Segment Length 1.4

Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements: Yes

Response:

CSAH 26 is a tier one truck route from Pilot Knob to TH55 and connects to I-35E and a major truck terminal and business district with almost 22,000 jobs and over 7,000 of those jobs in the manufacturing and distribution industry. The new shoulders and center two-way left-turn lane created by road diet will reduce the amount of rearend and right-angle crashes, especially those involved with leftturn movements attempting to access businesses or residences and promote safety through minimized weaving of vehicles and slower moving trucks. The lane configuration will also accommodate deliveries and mail to commercial businesses and homes along CSAH 26 that don't have a dedicated shoulder today.

(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 corrections, curb and gutter, new shoulders and boulevard space. Crossing improvements like bump outs will be implemented on cross streets and along CSAH 26 where appropriate to improve the visibility of users at the intersections. The 3-lane section will improve sight distance for turning vehicles and minimize the potential for multiple-threat crashes involving people crossing. The evaluation of all access points, lighting, and existing infrastructure and vegetation that may be impacting clear zones or sight lines will also occur.

(Limit 700 characters; approximately 100 words)

Improved roadway geometrics:

Yes

The construction of curb and gutter and introduction of a new shoulder west of CSAH 31 will provide added safety for vehicles to recover and improve the stormwater needs. The 3-lane configuration east of CSAH 31 will improve access and turning safety along the corridor, optimize turning radii and lane widths to right size the corridor for current and future traffic volumes, and preserve existing automobile and freight movements while also creating new and safer crossings for pedestrians and bicyclists.

Response:

(Limit 700 characters; approximately 100 words)

Access management enhancements:

Yes

The new right-turn lanes and continuous left-turn lanes between Eagandale PI and CSAH 31 will improve the free flow speeds of traffic by eliminating turning vehicles from the traffic lanes and reduce congestion. The 3-lane configuration will also better accommodate turning movements; reduce the number of rear-end, sideswipe, and left-turn related crashes. Opportunities may exist between Eagandale PI and Pilot Knob STEM School to introduce access management strategies with raised concrete medians and removing a CSAH 26 entrance for Lemay Lake Apartments.

Response:

(Limit 700 characters; approximately 100 words)

Vertical/horizontal alignment improvements:

Yes

The horizontal alignment east of CSAH 31 is not expected to change much aside from the lane reduction and proposed addition of turn lanes at specific intersections. The project area west of CSAH 31 will see vertical and horizontal alignment improvements that include the introduction of new curb and gutter and stormwater infrastructure. West of Pine Ridge Dr the project includes a steep grade of 9% that will be analyzed for its feasibility to reduce. The project will be designed to meet all applicable State and Federal design standards and to optimize sight lines and stormwater management.

Response:

(Limit 700 characters; approximately 100 words)

Improved stormwater mitigation:

Yes

Bio-retention stormwater treatment facilities, water quality ponds and other sustainable landscaping practices will be installed to improve water quality and pollinator habitat in the current rural section west of CSAH 31. The introduction of curb and gutter with storm sewer will provide added drainage benefits by eliminating the long-term maintenance needs of the current asphalt armored ditches, capture and treat water before entering the Minnesota River basin and reduce the flood hazards along the corridor as identified in the Metropolitan Council's Localized Flood Map Screening Tool.

Response:

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades:

Yes

Response:

Modernized signal and lighting elements at each intersection will enhance safety and security. Revised traffic signal heads and signage centering over each lane approach at CSAH 31 and signal replacement at Eagandale PI. Signal and countdown phasing will be implemented and updated as needed to improve traffic flow and safety for all users. Roadway and pedestrian scale lighting improvements will be implemented near the school. A new enhanced (RRFB or HAWK) mid-block crossing of CSAH the Pilot Knob STEM Elementary School will improve user safety and comfort accessing the school or adjacent trails.

(Limit 700 characters; approximately 100 words)

Other Improvements

Yes

West of CSAH 31 the current roadway lacks a connected system of trails or sidewalks and where they do exist, they do not have adequate crossings of CSAH 26 creating a barrier. Similarly, the current conditions do not allow for the proper management of stormwater and existing facilities have required armoring the ditch with asphalt to manage the large volumes of water that rush down the 9% slope. The reconstruction and lane reduction of the roadway will provide a safer roadway, stormwater treatment for the critical habitat near the Minnesota River, boulevards, new and updated ADA compliant trails and sidewalks and sustainable landscaping.

Response:

(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 without the Project (Vehicles per hour)	Volume with the Project (Vehicles Per Hour):	Total Peak Hour Delay Reduced by the Project:	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
---	--	--	--	--	---	---	--	------------------------

Total Emissions Reduced: 0.06

Upload Synchro Report 1649779077963_Synchro Reports_packaged.pdf

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

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

Total (CO, NOX, and VOC)
Peak Hour Emissions
without the Project
(Kilograms):

0

Total (CO, NOX, and VOC)
Peak Hour Emissions with
the Project (Kilograms):

0

Total (CO, NOX, and VOC)
Peak Hour Emissions
Reduced by the Project
(Kilograms):

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:

CMFs used in the crash reduction associated with the proposed improvements include additional signal heads at the Pilot Knob and Egandale Blvd intersections (ID 1414, 1419), implementation of Flashing Yellow Arrow (ID 9669) at both signals, and addition of a two-way left turn lane (ID 2337) between Vince Trail and Woodlark Lane.

(Limit 700 Characters; approximately 100 words)

The intersections of CSAH 26 at Pilot Knob and Egandale Blvd. are the highest crash locations within the project area. Both signals only feature one overhead signal indication for all thru approaches and do not use flashing-yellow arrows. Dakota County standards for new signal systems requires one overhead signal indication per lane and flashing-yellow arrows for left turn approaches unless deemed unnecessary.

While the proposed geometry of CSAH 26 features one thru lane, meeting the one head per lane standard is rational for applying CMF IDs 1414 and 1419 as the signal design will then be appropriate for the approach geometry. The project proposes a two-way left turn lane in front of Pilot Knob Elementary to facilitate school and private driveway access. There are no turn lanes today and rear end collisions are historically common. The project also makes many desirable pedestrian improvements such as median refuge islands, curb extensions, APS signal components and enhanced mid-block crossings, as well as filling existing trail gaps with multi-use trail and boulevard separation. While no pedestrian/bike crashes have been reported in the last 3 years, they have occurred over a later history and the corridor is a barrier to pedestrian mobility.

Rationale for Crash Modification Selected:

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio	\$6,557,568.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	0
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	27
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:	4
Worksheet Attachment	1649779750426_BenefitCost Safety Analysis_package.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 A: 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) and does not provide safe and comfortable pedestrian facilities and crossings. No

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 doesnt also add pedestrian crossings and sidewalk or sidepath on one or both sides). No

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 roadways 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.

The project improvements for the corridor include a road diet of the four-lane roadway to a three-lane facility with center two-way left-turn lanes east CSAH 31 which will also include the modernization of the intersections and replacement of aging traffic signals. West of CSAH 31 will reconstruct CSAH 26 to the intersection with TH13 using context sensitive design and urban state aid standards, which will include a median or three-lane section adjacent to the school with a mid-block crossing, 10' multi-use trails on both sides that transition down to a two-lane section with 10' multi-use trails to the intersection with TH13 and the Minnesota River Greenway Trailhead. This improvement is consistent with FHWA's Proven Safety Countermeasures and MN Best Practices for Pedestrian & Bicycle Safety including crosswalk visibility enhancements, lighting, pedestrian refuge islands and a road diet.

The project will have the following safety benefits for people crossing the street:

Response:

- Road diet from 4-lanes to 3-lanes reducing the lanes required to cross and minimizing the potential for multiple-threat crashes
- Filling tier 1 RBTN trail gaps with multi-use bituminous trails
- Providing a complete street environment that will improve the safety, security and mobility for all users
- New and updated lighting to illuminate the front of the pedestrians and the crosswalk
- New Pedestrian refuge islands and enhanced crossings to help protect pedestrians crossing the road and provide a refuge if unable to cross in time

- Curb bump-outs, serving as traffic calming elements and will further shortening crossing distances as well as increase the visibility of people crossing the road and motorists
- Smaller curb radii where intersections allow it to help decrease vehicle turning speeds and shorten crossing distances of cross streets.
- ADA compliant pedestrian ramps, APS push buttons, countdown timers, high visibility crosswalk markings and a fully connected sidewalk and trail system parallel to CSAH 26
- School zone and corridor speed analysis to better fit this mainly residential segment of CSAH 26 and reduce noise, pollution and the rate and severity of accidents

(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:

The distance between signalized intersections will be decreasing with a new MnDOT installed signal at TH13 and a new enhanced mid-block crossing near Pilot Knob STEM Elementary School. Both of these pieces of infrastructure will provide protected crossing opportunities for pedestrians and provide access to key regional destinations like the Minnesota River Greenway Trailhead and the Pilot Knob STEM Elementary School along with connections to trails that will connect people with Pilot Knob Park, Central Park Pavilion and Eagan Central Park.

(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:

No

If yes,

How many intersections will likely be affected?

Response:

Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.)

Response:

(Limit 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)

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:

(Limit 1,400 characters; approximately 200 words)

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:

The opportunity to enhance safety and security of all users in the project area and managing future vehicle speeds will be achieved by retaining and implementing new narrow urban design elements and modernizing and enhancing crossings. The signal at CSAH 26 and Eagandale PI will be replaced along with enhanced crossing treatments. There are nine existing unsignalized intersections along the corridor that provide access to residential housing properties and neighborhoods that will be analyzed for smaller corner radii and bump outs to serve as traffic calming elements and shorten crossing distances. The anticipated road diet from CSAH 31 to Eagandale PI with a 3-lane section and continuous left-turn lanes and center medians will provide safety measures and traffic calming for all users, consistent speeds, improved mobility and access management to the local businesses and residential driveways in this section. Additionally, the high-visibility pavement markings, including stop bars and crosswalks blocks sized for sidewalks and multi-use trails will define crossing areas and protect pedestrians crossing roadways and visually narrow lanes. Smaller curb radii will be implemented where intersections allow it to help decrease vehicle turning speeds and shorten crossing distances of cross streets. They will also provide visual cues to motorists that encourage them to reduce speeds and be aware of pedestrians and bicyclists. The reconstruction section of CSAH 26 from TH13 to CSAH 31 will introduce curb and gutter along with a narrow shoulder that will provide visual cues in the driver's visual field of the multiple driveways and cross streets that are in this section. Right-turn lanes will be analyzed at locations that warrant them to alleviate peak hour congestion. The introduction of a 10' multi-use trail and landscaped boulevard on both sides of the road will improve sight lines for all users and provide the proper space for new signage, mailboxes, utilities and stormwater BMPs.

The enhanced mid-block crossing at the Pilot Knob STEM Elementary School will visually and physically narrow the roadway and provide a key buffer for students and pedestrians crossing CSAH 26 along with drastically reducing pedestrian delay and potential vehicle conflicts.

(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:

The design speed of CSAH 26 is 55 mph and the current posted speeds through the corridor from TH13 to I-35E are posted at 40 mph. There is a current school zone speed limit from Vince Trl to Pine Ridge Dr that is posted at 30 mph when children are present. The school speed zone will be analyzed with this project to determine the proper speed and length of the zone. Additional speed analysis will be done with the roadway section from TH13 to CSAH 31 to analyze future design and potential decreases in posted speeds that correlate with the new vertical and horizontal alignments, curb and gutter, clear zone and sight lines for driveways and cross streets.

(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 Yes

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 Yes

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

List the AADT 13100

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. If service was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 service for this item.)

Yes

Existing road has high-frequency transit running on or across it and 1+ high-frequency 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. If service frequency was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 frequency for this item.)

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

Yes

The existing road has transit with direct connection to the following transit routes as shown on the transit connections attachment, 446, 470, 480 and 489. Transit stops for the 446 are located directly at the intersection of Eagandale PI and CSAH 26. Another transit stop is located just east of the project area near Denmark Ave for the 446 and 489 routes.

If checked, please describe:

The Lone Oak Plaza is located in the SE quadrant of the CSAH 26 and Eagandale PI intersection and includes a Shell Gas Station, four restaurants including Farmer's Grandson Eatery, Burgers and Bottles, Volstead House Whiskey Bar and Speakeasy and Mean Miner's Tacos, Express Professional Employment Professionals and Eagan Montessori Academy and Childcare. This intersection also provides direct access to the Hampton Inn Minneapolis/Eagan, Sonesta ES Suites Minneapolis St. Paul and the Lone Oak Grill all within 500' of the roadway.

(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, regulatorily-designated affordable housing)

Yes

Pilot Knob STEM Elementary School has about 400 students in Kindergarten through 4th grade and is located less than a quarter mile from the intersection of CSAH 26 and CSAH 31.

Timberwood Village Condominiums is a 63-unit townhouse development in the southwest quadrant of the CSAH 26 and CSAH 31 intersection directly adjacent to Pilot Knob STEM Elementary School. The Lemay Lake Hills Townhomes are a 40-unit townhouse development in the SE quadrant of CSAH 26 and CSAH 31 intersection. The Lemay Lake Apartment Building has 282-units including studio, 1-bedroom and 2-bedroom units located at the SW quadrant of the CSAH 26 and Eagandale PI intersection. The SE quadrant of the intersection of CSAH 26 and Eagandale PI includes the Sonesta ES Suites which has 120 oversized units, and the Hampton Inn Minneapolis/Eagan which includes 122 guest rooms, 324 sq-ft of event space and 1 meeting room. The newly constructed Minnesota River Greenway Trailhead is located at the intersection of CSAH 26 and TH13 connecting users to Downtown St. Paul and Fort Snelling State Park trails.

If checked, please describe:

(Limit 1,400 characters; approximately 200 words)

Measure A: Multimodal Elements and Existing Connections

The project will have many positive impacts to the multimodal system along CSAH 26 (Lone Oak Rd) that respond directly to community and stakeholder engagement feedback related to corridor safety and connectivity concerns. Most significantly the project will construct new trails from TH 13 to CSAH 31 which represents a key gap in the RBTN Tier 1 Alignment today facilitating safe and continuous trips to local and regional destinations. The new off-street multi-use trails will connect users with the new Minnesota River Greenway Trailhead on the west and an existing RBTN Tier 2 alignment east of CSAH 31. These trails connect with existing job and commercial centers, transit stops for route 446, and a key north-south multi-use trail on the CSAH 31 RBTN Tier 1 Alignment that will connect users with Eagan Central Park, Community Center and Central Park Commons retail center.

Response:

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 CSAH 26 where appropriate to improve the visibility of users at the intersections. The 3-lane section east of CSAH 31 will improve sight distance for turning vehicles and minimize the potential for multiple-threat crashes involving people crossing. New and updated overhead lighting will be installed at key crossing locations to improve safety and security. New pedestrian refuge islands and curb extensions will serve as traffic calming elements, increase the visibility of people crossing the road and motorists and help shorten crossing distances.

A new enhanced mid-block school crossing as identified in the 2011 Safe Routes to School Plan and the 2019 School Travel Safety Assessment plan for the Pilot Knob STEM Elementary School will be installed between Woodlark Ln and Vince Trl

to provide a more direct route to the school and create a high visible safe crossing.

Although the corridor will have MnDOT and Dakota County signal projects in 2022 at TH13, CSAH 31, Eagandale PI, and the I-35E interchange area, the project corridor will continue to have a mix of new and non-compliant ADA infrastructure. Primarily pedestrian ramps, approaches and push buttons will be reconstructed with this project at both signalized and unsignalized crossings of CSAH 26 and cross-streets, along with a full the signal replacement at Eagandale PI.

(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.

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.

Yes

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.

The Dakota County 2040 Transportation Plan held an in-person listening session on February 7, 2020 with members of the Eagan Senior Board. January 10 to February 21, 2020 an online survey was posted. January 10 to March 31, 2020 an online map was posted. January 10 to March 31, 2020 an online ideas board was posted. In-person events were hosted at community events or activity centers that were easily accessible for underrepresented communities. 1,300 community interactions occurred with over 1,000 unique comments. Comments received specific to this project are included on attachment 11 and include concerns of high speed at the intersection of CSAH 26 and CSAH 31, winter trail maintenance, pavement condition of CSAH 26 and liking the new MN River Greenway Trailhead.

Response:

Two rounds of virtual engagement occurred for the Dakota County School Safety Assessment Study and Pilot Knob STEM Elementary School adjacent to CSAH 26 that provided recommendations and influenced the scope of work of this project. One virtual open house was held from June 19 to August 31, 2020 to gather input on safety concerns at schools next to county highways and a second virtual open house from November 20 to December 18, 2020. Comments received on the interactive map in addition to caregiver survey had responses related to CSAH 26 high speeds, barriers to walking and biking, requiring school crossing enhancements at the CSAH 26 and CSAH 31 signal, evaluation of the school speed zone and the desire for new trail connections. See attachment 11.

In March of 2022, property owners near the project area were sent an introduction letter shown in attachment 11. The letter included project background and information to submit questions or

comments. Classroom and STEM Fair outreach is planned at the Pilot Knob STEM School in May and June of 2022 to engage students, parents and staff about the project. The public involvement plan will continue to communicate key project milestones, engagement opportunities through direct mailings, website updates and social media posts. There will be 10 focused meetings with property owners, four neighborhood meetings, three public open houses, a School Board or PTA meeting, and agency stakeholder meetings.

Engagement efforts to date have influenced funding of fast-paced construction projects along the corridor and CIP projects like this one. Continued project specific engagement will use tools that focus on 3D visualizations and renderings will be used to show proposed improvements for people biking, driving, walking. A digital comment mapping tool will be utilized for users to provide comments using their phone or computer to share ideas, concerns, and propose where to place new facilities and influence the design.

(Limit 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 projects 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. Yes

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

1649878015744_CSAH_26 Regional Solicitation Layout Exhibit_2022-Sheets.pdf

Please upload attachment in PDF form.

Additional Attachments

1649878015735_13_Attachment_Eagan - Letter of Support Draft Layout.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 Yes

100%

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.

0%

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

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified Yes

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) Yes

100%

Signature Page

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

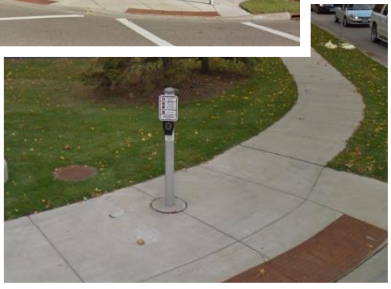
0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$5,940,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$5,940,000.00
Enter amount of any outside, competitive funding:	\$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
00_ListOfAttachments.pdf	Attachment 00 - List of Attachments	33 KB
00_MetropolitanCouncilMake-A-Maps.pdf	Attachment 00 - Metropolitan Council Generated Maps	501 KB
01_Attachment_Project Narrative.pdf	Attachment 1 - Project Narrative	462 KB
02_Attachment_ExistingConditions&RoadCharacteristics_8.5x11.pdf	Attachment 2 - Existing Conditions & Road Characteristics	2.9 MB
03_Attachment_CapacityDeficiencies.pdf	Attachment 3 - County Highway Capacity Deficiencies	4.4 MB
04_Attachment_Average Daily Traffic.pdf	Attachment 4 - Average Daily Traffic	7.2 MB
05_Attachment_DC-CIP.pdf	Attachment 5 - 2022-2026 Dakota County CIP	502 KB
06_Attachment 2022-2026 Eagan CIP.pdf	Attachment 6 - 2022-2026 Eagan CIP	4.7 MB
07_Attachment_SocioEconomicLocations.pdf	Attachment 7 - Socio-Economic Equity Map	256 KB
08_Attachment_AffordableHousing.pdf	Attachment 8 - Affordable Housing	203 KB
09_Crash Modification Factors.pdf	Attachment 9 - Crash Modification Factors	939 KB
10_Attachment_MultimodalElements&ExistingConditions.pdf	Attachment 10 - Multimodal Elements and Existing Connections	313 KB
11_Attachment_2040 DakotaCounty Transportation Plan Public Engagement.pdf	Attachment 11 - 2040 Dakota County Transportation Plan Public Engagement	562 KB
11_Attachment_CommentMaps.pdf	Attachment 11 - Public Involvement Comments	762 KB
11_Attachment_CP 26-66 26-67 OwnerIntroLetter.pdf	Attachment 11 - Public Involvement Project Intro Letter	2.6 MB
11_Attachment_SchoolSafetyComments & Recommendations.pdf	Attachment 11 - Public Involvement School Safety Comments & Recommendations	1.2 MB
12_Attachment_Draft Layout and Typical Sections.pdf	Attachment 12 - Draft Layout and Typical Sections	1.7 MB
13_Attachment_City of Eagan Support Letters.pdf	Attachment 13 - City of Eagan Support Letters	1.1 MB
14_Attachment_RS MnDOT Letter Dakota County_projects.pdf	Attachment 14 - MnDOT Support Letter	257 KB



Americans with Disabilities Act

Transition Plan

for County Highway Rights of Way

June 2018



Dakota County Draft Americans with Disabilities Act Transition Plan for County Highway Rights of Way

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Introduction

The Americans with Disabilities Act of 1990 is a civil rights statute that prohibits discrimination against people who have disabilities. Title II of the Act specifically addresses making public services and public transportation accessible to those with disabilities. Designing and constructing facilities for public use that are not accessible by people with disabilities constitutes discrimination. Government agencies and public entities are required to perform ADA self-evaluations of their current facilities. Agencies are then required to develop a Transition Plan to address any deficiencies and include the following:

- Identify physical obstacles that limit the accessibility of facilities to individuals with disabilities.
- Describe the methods to be used to make facilities accessible.
- Provide a schedule for taking the steps necessary to make access modifications.
- Identify public officials responsible for implementation of the transition plan.

The purpose of the *Dakota County American with Disabilities Act (ADA) Transition Plan for County Highway Rights of Way* is to address the above ADA requirements as they pertain to the County highway system, including roads, sidewalks, trails, curb ramps and traffic signals within county highway rights of way. In addressing the above ADA requirements, this Transition Plan will accomplish the following:

- Provide information for Dakota County as it continues its efforts to comply with ADA on its county highway system and within the county highway rights of way.
- Develop an inventory of progress on ADA on the county highway system and within the county highway rights of way including identification of physical obstacles and general condition of facilities.
- Develop an implementation schedule that identifies the time frames and methods to meet compliance.
- Inform the public of the county's ADA compliance efforts on the county highway system and within the county highway rights of way.
- Provide a Grievance Procedure for concerns on the county highway system and within county highway rights of way.
- Provide County Staff contact information for the public for issues related to accessibility and ADA along the county's roads, sidewalks and trails that are on the county highway system and within county highway rights of way.

This Transition Plan only applies to existing transportation facilities and is not intended to address other accessibility within the county. All new transportation construction projects will be ADA compliant. The County is conducting a comprehensive review of pedestrian and bicycle

facilities through the development of a Pedestrian and Bicycle Master Plan to address non-existent facilities.

Transition Plan Background, Need and Purpose

The Americans with Disabilities Act of 1990 (ADA), enacted on July 26, 1990, is a civil rights statute prohibiting discrimination against individuals on the basis of disability. ADA consists of five titles outlining protections in the following areas:

1. Employment
2. State and local government services
3. Public accommodations
4. Telecommunications
5. Miscellaneous Provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As a provider of public transportation services and programs, Dakota County must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA provides that, "...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." ([42 USC. Sec. 12132](#); [28 CFR. Sec. 35.130](#))

As required by Title II of [ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150](#), government agencies and public entities are required to perform ADA self-evaluations of their current facilities and then required to develop a Transition Plan to address any deficiencies.

The *Dakota County Americans with Disabilities Act Transition Plan for County Highway Rights of Way* is part of the county's compliance with the ADA for its county highway system and the county highway rights of way. It supports the Dakota County mission, "to provide efficient, effective, responsive government that achieves the Board of Commissioners' vision for Dakota County: a premier place in which to live and work."

ADA and its Relationship to Other Laws

Title II of ADA is companion legislation to two previous federal statutes and regulations: the [Architectural Barriers Acts of 1968](#) and [Section 504 of the Rehabilitation Act](#) of 1973.

Architectural Barriers Act of 1968 (ABA) – This is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 – This is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

The American with Disabilities Act (ADA) – The ADA was enacted in 1990 and was intended to address and provide remedies for disability discrimination by employers, public services, public and private transportation providers, public accommodations, and certain telecommunications providers. Most provisions of the ADA took effect in 1992. While the ADA has five separate titles, Title II is the section specifically applicable to “public entities” (state and local governments) and the programs, services and activities they deliver.

28 CFR 35 – This refers to Title 28 of the Code of Federal Regulations Part 35 which is the portion of the federal rules applying to the Department of Justice and purposed to effectuate Subtitle A of Title II of the ADA of 1990, which prohibits discrimination on the basis of disability by public entities.

Title II of ADA - Agency Requirements

Under Title II, Dakota County meets these general ADA requirements:

General Requirements

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities ([28 C.F.R. Sec. 35.150](#)).
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability ([28 C.F.R. Sec. 35.130 \(a\)](#)).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result ([28 C.F.R. Sec. 35.130\(b\) \(7\)](#)).
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective ([28 C.F.R. Sec. 35.130\(b\)\(iv\) & \(d\)](#)).

Dakota County has conducted a self-evaluation of its facilities within public rights of way and has developed this Transition Plan for County Highway Rights of Way. This document details how Dakota County will ensure that facilities within the County highway rights of way are accessible to all individuals. This document serves as a supplement to Dakota County’s existing Transition Plan covering buildings, services, programs and activities.

Communications

- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others [\(29 C.F.R. Sec. 35.160\(a\)\)](#).

ADA Coordinator

- Must designate at least one responsible employee to coordinate ADA compliance [\[28 CFR Sec. 35.107\(a\)\]](#). This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [\[28 CFR Sec. 35.107\(a\)\]](#).

The County has designated the Risk Management/Homeland Security Manager as the ADA Coordinator for the County.

- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [\[28 CFR Sec. 35.106\]](#). The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [\[28 CFR Sec. 104.8\(a\)\]](#).

Grievance Procedure

- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [\[28 CFR Sec. 35.107\(b\)\]](#). This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

This document has been created to specifically cover accessibility within the County highway public rights of way and does not include information on Dakota County programs, practices, or building facilities not related to County highway public rights of way.

Self-Evaluation

Overview

Dakota County, in accordance with Title II of the Americans with Disabilities Act (ADA) and 28 CFR 35.105, performed a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation identifies Dakota County Transportation Plan strategies and policies that have elements addressing accessibility. The purpose of the self-evaluation is to verify that, in implementing Dakota County's strategies, policies and practices, the Dakota County Transportation Department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also identifies barriers in the existing County highway infrastructure including sidewalks, curb ramps, bicycle/pedestrian trails and traffic control signals that are located within Dakota County rights of way. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in the practices and strategies of this plan.

Summary

In 2016, Dakota County conducted an inventory of pedestrian facilities and traffic signals within its public right of way. The inventory was conducted using the most current county Geographical Information System (GIS) data, latest aerial and street-level photography, and latest County Transportation Department database information. Locations that require a site visit based on recent roadway construction improvements or lack of current data is identified in the self-evaluation.

The inventory only includes existing transportation facilities. Non-existent facilities are not required to be identified or addressed under ADA Transition Plan guidelines. However, ADA stipulates that any project identified for construction or alteration that provides access to pedestrians must be made accessible to persons with disabilities.

The County will ensure that all new transportation facilities to be constructed will be ADA compliant. Future improvements or alterations to existing transportation facilities will also follow ADA guidance in meeting compliance. Details are identified under the Implementation Schedule section of this document.

The inventory included the following findings:

- Approximately **195 miles** of County highways that exists within County municipalities were surveyed. County highways located within rural townships were not surveyed because no pedestrian facilities exist on the County highways within the townships.

- Considering a pedestrian facility does or can exist on both sides of a highway, approximately **390 miles** of County highway right of way within municipalities is considered as available space for sidewalks or trails.
- The inventory includes **146 traffic** signals under County jurisdiction

Existing Sidewalks and Trails

- Approximately **191 miles**, or **49 percent** of County highway mileage within municipalities, **have concrete sidewalks or bituminous trails**. This is comprised of:
 - Approximately **52 miles**, or **13 percent** of County highway mileage within municipalities, with **concrete sidewalks**; and
 - Approximately **139 miles**, or **36 percent** of County highway mileage within municipalities, with **bituminous trail**.



Example of a good or compliant pedestrian ramp



Example of a poor or non-compliant pedestrian ramp

Pedestrian Ramps

- The inventory includes **3,165 pedestrian ramp locations** within the County highway right of way within municipalities.
- **2,376 pedestrian ramps**, or **75 percent**, appear substantially ADA compliant.
- **789 pedestrian ramps**, or **25 percent**, do not appear ADA compliant, require further evaluation or require installation.



Example of a good or compliant traffic signal



Example of a poor or non-compliant traffic signal

Traffic Signals

- The inventory includes **146 traffic signals** that the County is responsible for at county highway intersections.
- **25 traffic signals**, or **17 percent**, are ADA compliant with Accessible Pedestrian Signals.

A detailed evaluation of these facilities is found in the appendices.

Practices and Strategies

Compliance Efforts

Since the adoption of the ADA, Dakota County has striven to provide accessible pedestrian features as part of the County's capital improvement projects. As additional information becomes available as to the methods of providing accessible pedestrian features, the County updates its procedures to accommodate these methods.

Incorporation of ADA Guidance for Capital Improvement Projects

With the design of each capital improvement project as identified in Dakota County's Capital Improvement Program, the County uses current ADA-related guidance and best practices. The County also considers regional and local planning documents and input received during the public engagement process to ensure that facilities are planned well and fits within the needs of the local community. The County constructs its pedestrian facilities to assure consistency and compliancy with the ADA guidance and best practices.

Incorporation of ADA Guidance for Maintenance Projects

The County incorporates the most current ADA guidance to the maximum extent feasible, in accordance with applicable rules and regulations for maintenance projects. Similar to capital projects, the County also considers regional and local planning documents and input received during the public engagement process to ensure that facilities are planned well and fits within the needs of the local community. Due to the nature of maintenance projects, the ADA guidance and best practices correlate to the scope or context of the maintenance project.

Internal Coordination

County staff routinely evaluates existing policies and practices to ensure they do not limit full participation or present any barriers to accessibility for those with a disability.

Strategy

Dakota County includes accessibility compliance in its reconstruction and new infrastructure projects to ensure safe, accessible and convenient options for pedestrians that travel along or across the County highways. Typical improvements include projects to bring curb ramps into compliance with ADA standards; installation of accessible pedestrian signals; and pedestrian improvements such as crosswalks, trails, sidewalks and signals. Dakota County frequently coordinates these improvements with other highway construction and pavement rehabilitation projects.

Dakota County's strategy is to continue to provide accessible pedestrian design features as part of the County's capital improvement projects. The County uses ADA design standards and

procedures as listed in Appendix D. These standards and procedures will be kept up to date with nationwide and local best management practices.

The County will consider and respond to all accessibility improvement requests. The County will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the County's jurisdiction are ADA compliant to the maximum extent feasible.

All County transportation studies will incorporate the strategies identified within this document. Future updates of the County's Transportation Plan will also include the strategies identified within this document.

Implementation Schedule

Methodology

Dakota County will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are upgrading pedestrian facility in conjunction with scheduled Transportation CIP projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is the stand alone sidewalk and ADA accessibility improvement projects. These projects will be incorporated into the adopted Transportation Capital Improvement Program (CIP) on a case by case basis as adopted by the County Board. The County Transportation CIP, which includes a detailed schedule and budget for specific improvements, is located online at www.co.dakota.mn.us/Government/BudgetFinance/2016Budget/Documents/2016-2020CIPFinal.pdf

Prioritizing pedestrian facilities serving state and local government offices and facilities, transportation, places of public accommodation and employers will be a factor considered in the implementation of projects.

ADA Transition Plan Implementation

External Agency Coordination

Many other agencies are responsible for pedestrian facilities within the jurisdiction of Dakota County. The County will coordinate with those agencies, including local cities and the Minnesota Department of Transportation, to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

Targets

Dakota County has set the following targets for improving the accessibility of its pedestrian facilities within the County's jurisdiction.

Sidewalks and Trails

As of 2017, the County has 54.6 miles of sidewalk and 147.3 miles of trails located within the County rights of way. Of these, 51.7 miles, or 95 percent, of sidewalks and 139.2 miles, or 95 percent, of trails appear to be substantially compliant with ADA and in good condition. The targets for improving sidewalks and trails are:

- One hundred percent of sidewalks and trails within County highway rights of way are anticipated to be ADA compliant and in good condition by 2027.

Traffic Signals

As of 2017, the County has 146 County-owned traffic signals. Of these, 25 traffic signals, or 17 percent, currently have Accessible Pedestrian Signals (APS). The targets for improving traffic signals to include APS within the next ten and twenty years are:

- Ninety percent of County-owned traffic signals are to be equipped with APS by 2030.
- One hundred percent of County-owned traffic signals are to be equipped with APS by 2040.

County staff will continue to identify opportunities to increase these percentages through the priorities set forth in this plan and through future construction and maintenance activities.

Curb Ramps

As of 2017, the County has 3,165 curb ramp locations within the County rights-of-way. Of these, 2,376, or 75 percent, appear to be substantially compliant with ADA. The County currently replaces or installs curb ramps to meet ADA requirements at the time of roadway improvements. The targets for improving curb ramps within the next ten and twenty years are:

- Ninety percent of curb ramp locations are anticipated to be ADA compliant by 2030.
- One-hundred percent of curb ramp locations are anticipated to be ADA compliant by 2040.

ADA Coordinator

In accordance with 28 CFR 35.107(a), Dakota County has identified an ADA Title II Coordinator to oversee Dakota County's policies and procedures. Contact information is located in Appendix A.

Public Outreach

Dakota County recognizes that public participation is an important component in the development of this document. Input from the community has been gathered and used to help define priority areas for improvements within the jurisdiction of Dakota County.

Public outreach for the creation of this document included three ADA Transition Plan open houses to engage the public on accessibility and ADA compliance. Open houses were held in November 2016 in Apple Valley, Eagan and West Saint Paul. An estimated 20 people attended the three open houses. Stakeholders attending the open houses represented disability advocacy organizations, individuals with disabilities, local governments and interested residents. A summary of comments received and information regarding the public outreach activities are located in Appendix F.

Grievance Procedure

In accordance with 28 CFR 35.107(b), citizens may file a grievance alleging discrimination on the basis of disability with the ADA Coordinator. The grievance will be processed in accordance with the County's grievance procedure for a prompt and equitable resolution. In addition to the formal process, citizens may contact staff informally to discuss ADA issues without limiting a person's ability or right to file a formal grievance. Key Transportation Department Staff contact information is in Appendix A.

Monitor the Progress

This document will continue to be updated as conditions within the County evolve. The appendices in this document will be updated periodically, while the main body of the document will be integrated into the next County Transportation Plan update that is anticipated to be completed in 2019. The County Transportation Plan is updated approximately every five years. With each main body update, a public comment period will be established to continue the public outreach.

Appendices

A. Contact Information

B. Self-Evaluation Results

C. Glossary of Terms and Acronyms

D. ADA Design Standards and Procedures

E. Public Outreach

F. Sidewalk, Trail and Curb Ramp Inventories

Appendix A – Contact Information

ADA Coordinator

B.J. Battig
ADA Coordinator
1590 Highway 55
Hastings, MN 55033-2372
B.J.Battig@co.dakota.mn.us
651-438-4532

County Administration

Matt Smith
County Manager
1590 Highway 55
Hastings, MN 55033-2372
countyadmin@co.dakota.mn.us
651-438-4418

Transportation Department

Mark Krebsbach, PE
Transportation Director / County Engineer
14955 Galaxie Avenue
Apple Valley, MN 55124-8579
hwy@co.dakota.mn.us
952-891-7100

Community Services Administration

Kelly Harder
Community Services Director
1 Mendota Road West, Ste 500
West Saint Paul, MN 55118-4773
651-554-5742

Traffic Signals, Permits and Utility Issues

Kristi Sebastian, PE
Traffic Engineer
14955 Galaxie Avenue
Apple Valley, MN 55124-8579
Kristi.sebastian@co.dakota.mn.us
952-891-7178

Design Issues

Tom Anton, PE
Design Engineer
14955 Galaxie Avenue
Apple Valley, MN 55124-8579
Tom.anton@co.dakota.mn.us
952-891-7120

Trails, Sidewalks and Curb Ramps

Scott Peters
Senior Transportation Planner
14955 Galaxie Avenue
Apple Valley, MN 55124-8579
Scott.peters@co.dakota.mn.us
[952-891-7027](tel:952-891-7027)

Construction Issues (Temporary Pedestrian Access Route)

Scott Peters
Senior Transportation Planner
14955 Galaxie Avenue
Apple Valley, MN 55124-8579
Scott.peters@co.dakota.mn.us
[952-891-7027](tel:952-891-7027)

Traffic System Operations

Kristi Sebastian, PE
Traffic Engineer
14955 Galaxie Avenue
Apple Valley, MN 55124-8579
Kristi.sebastian@co.dakota.mn.us
952-891-7178

Maintenance Issues

Todd Howard, PE
Asst County Engineer
14955 Galaxie Avenue
Apple Valley, MN 55124-8579
Todd.howard@co.dakota.mn.us
952-891-7906

Appendix B – Self-Evaluation Results

Approximately 195 miles of County highways were surveyed. The surveyed mileage exists within County municipalities. County highways located within rural townships were not surveyed. Considering a pedestrian facility does or can exist on both sides of a highway, approximately 390 miles of County highway right of way is considered as available space for sidewalks or trails.

This initial self-evaluation of pedestrian facilities yielded the following results:

- 68% of areas that required concrete sidewalk were in place and appeared to meet accessibility criteria.
- 75% of areas that required curb ramps were in place and appeared to meet accessibility criteria.
- 15% of intersections did not have any compliant curb ramps (with truncated domes).
- 45% of areas that require bituminous trails were in place and appeared to meet accessibility criteria.
- 17% of traffic control signals had Accessible Pedestrian Signal systems.

Pedestrian Infrastructure Inventory

In 2016, Dakota County inventoried pedestrian ramps, sidewalks and trails within the county highway rights of way along county roadways. The County also identified which traffic signals on the county highway system have been constructed with Accessible Pedestrian Signals.

Pedestrian Ramps

All pedestrian ramps within county highway rights of way were identified as one of four categories or cases as follows:

Case 1

The pedestrian ramp has a truncated dome and has been checked for compliance.

Case 2

The pedestrian ramp has a truncated dome and has not been checked for compliance. However, the ramp appears substantially compliant from observation.

Case 3

The pedestrian ramp does not have a truncated dome. However, the pedestrian ramp does not appear to present a significant physical barrier for pedestrians.

Case 4

The pedestrian ramp is in need of construction, installation or modification based on the condition of the pedestrian ramp, or lack thereof, and its location relative to existing pedestrian facilities.

The inventory also identified locations where no pedestrian facilities existed.

Results

The results of the pedestrian ramp inventory completed within county highway rights of way were:

- Case 1 = 0 ramps (no ramps were physically reviewed for compliance check)
- Case 2 = 2,376 ramps
- Cases 3 & 4 = 789 ramps (Cases 3 & 4 were combined as construction costs to obtain compliance are the same for each category)

Pedestrian ramps that have been categorized as Case 3 or 4 scenarios will be identified as candidates for future projects. The timeline for construction, installation or modification of each of these pedestrian ramps will depend on its correlation to planned projects, and available funding.

A pedestrian ramp inventory was conducted for each County highway within a municipality. This inventory includes:

- The intersecting street or driveway location of the pedestrian ramp
- The case number and compliance results
- If the intersection is signalized
- Specific site notes
- Municipality

This inventory is located in Appendix G.

Sidewalks and Trails

All sidewalks and trails within county highway rights of way were inventoried and evaluated to determine existing lengths, adjacent land uses and to identify general condition.

The following categories were used to rate the condition of concrete sidewalks and bituminous trails:

Good

A facility that has recently been constructed, reconstructed or resurfaced and has no or few defects.

Fair

A facility that has a few defects, may require future maintenance, but remains fairly functional to pedestrians.

Poor

A facility that has numerous defects and/or requires maintenance to be safely functional for pedestrians. If a facility does not exist it was categorized as poor in the inventory.

Facility defects and obstructions were considered in rating the facility. These included defects or damage that could cause pedestrians to fall, that could impede wheelchair users or disabled pedestrians and common defects such as breaks, unevenness and projecting or settling sections. The defects and obstructions considered included the following:

- Pavement “heave” between sections or at the curb or street connection
- Uneven sloping
- Horizontal or vertical cracking
- Drainage issues consisting of low points that hold water or runoff
- Vegetation issues consisting of substantial vegetation growing within the pavement or adjacent to the pavement
- Significant wear or lack of maintenance

- Slope issues near streets, driveways or hills
- Obstructions such as fire hydrants, lighting poles, signal poles, utility poles, and utility hand holes.

Results

Results of the inventory are:

- 51.7 miles of good and fair sidewalks
- 139.2 miles of good and fair trails
- 2.9 miles of poor sidewalks
- 8.1 miles of poor trails
- 21.6 miles of missing sidewalk segment locations
- 165.0 miles of missing trail segment locations

Sidewalks and trails rated as poor will be identified as candidates for future projects. The timeline for construction, installation or modification of each of these sidewalks and trails will depend on its correlation to planned projects, and available funding.

The sidewalk and trail inventory conducted for each County highway within a municipality includes:

- The facility segment by intersection
- The type of facility
- Adjacent land use
- Segment length
- Segment rating
- Specific segment notes
- Municipality

This inventory is located in Appendix G.

Accessible Pedestrian Signals (APS)

All traffic signals within county highway rights of way were inventoried within the municipalities. There are 146 traffic signals on the county highways within the municipalities.

The *Dakota County 2030 Transportation Plan* provides guidance for the placement and operation of traffic control devices within the county (pages 7-23 through 7-27). This includes strategies and policies for intersection traffic control studies; city or state maintenance assistance for traffic control signals; transit priority for traffic control signals; traffic control signal operations, maintenance, and energy costs; traffic signal coordination; and intersection traffic control changes.

The County designs and installs new signals or signal replacements to be compliant with ADA. Accessible Pedestrian Signals (APS) are considered part of the design practice for new signals. The Minnesota Manual on Uniform Traffic Control Devices (MMUTCD) identifies an APS as a device that communicates information about pedestrian timing in nonvisual format such as audible tones, speech messages, and/or vibrating surfaces. Anywhere pedestrians would be permitted to cross APS is provided with new or replacement signals.

The APS or pedestrian push buttons installed or maintained are based upon the design standard at the time of installation. All new locations are designed to meet current standards. The County has installed a few APS systems based on assessment and requests. However, when retrofitting these devices, the devices are installed on existing poles and would not necessarily be designed the same as a newly designed system. The County designs all new signals with the ADA standards including APS and pedestrian ramps to meet requirements to the degree possible. Dakota County uses MnDOT standard design information that

includes information from the Public Right of Way Accessibility Guidelines (PROWAG).

Appendix C – Glossary of Terms and Acronyms

The following are terms and acronyms contained within this document or that are associated with accessibility in the public rights of way.

ABA: See Architectural Barriers Act.

ADA: See Americans with Disabilities Act.

ADA Transition Plan: The transportation system plan that identifies accessibility needs and the process to fully integrate accessibility improvements to ensure all transportation facilities, services, programs, and activities are accessible to all individuals.

ADAAG: See Americans with Disabilities Act Accessibility Guidelines.

Accessible: A facility that provides access to people with disabilities using the design requirements of the ADA.

Accessible Pedestrian Signal (APS): A device that communicates information about pedestrian timing in nonvisual format such as audible tones, speech messages, and/or vibrating surfaces. (Minnesota Manual on Uniform Traffic Control Devices, December 2011, Section 1A, page 14).

Alteration: A change to a facility in the public right-of-way that affects or could affect access, circulation, or use. An alteration must not decrease or have the effect of decreasing the accessibility of a

facility or an accessible connection to an adjacent building or site.

Americans with Disabilities Act (ADA): The Americans with Disabilities Act; Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities.

Americans with Disabilities Act Accessibility Guidelines (ADAAG): contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990.

APS: See Accessible Pedestrian Signal.

Architectural Barriers Act (ABA): Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Capital Improvement Program (CIP): The CIP for Dakota County includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the County's transportation system.

Code of Federal Regulations (CFR): The codification of the general and permanent rules and regulations (also known as administrative law) published in the Federal Register by the executive departments and agencies of the federal government of the

United States. A copy of the federal regulations pertaining to CFR PART 35 – NONDISCRIMINATION ON THE BASIS OF DISABILITY IN STATE AND LOCAL GOVERNMENT SERVICES can be found on page 29 of the following link: <http://www.ada regs2010/titlell 2010 regulations.pdf>.

County Highway Rights of Way: The property under jurisdiction and control of Dakota County for the purposes of operating, managing and maintaining the Dakota County transportation system.

Dakota County Highway System (county highway system): The highway, and any adjacent sidewalks, trails and other elements within the county highway rights of way, that is under the jurisdiction of Dakota County.

Detectable Warning: A surface feature of truncated domes built in or applied to the walking surface to indicate an upcoming change from pedestrian to vehicular way.

DOJ: See United States Department of Justice

Federal Highway Administration (FHWA): A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

FHWA: See Federal Highway Administration

MnDOT: Minnesota Department of Transportation

Pedestrian Access Route (PAR): A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

Pedestrian Circulation Route (PCR): A prepared exterior or interior way of passage provided for pedestrian travel.

PROWAG: An acronym for the *Guidelines for Accessible Public Rights-of-Way* issued in 2005 by the U. S. Access Board. This guidance addresses roadway design practices, slope, and terrain related to pedestrian access to walkways and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

Public Right of Way (PROW): The network of streets, sidewalks, and trails creating public pedestrian access within a public entity's jurisdictional limits.

Section 504: The section of the Rehabilitation Act that prohibits discrimination by any program or activity conducted by the federal government.

TPAR: Temporary Pedestrian Access Route

Uniform Accessibility Standards (UFAS): Accessibility standards that all federal agencies are required to meet; includes scoping and technical specifications.

United States Access Board: An independent federal agency that develops and maintains design criteria for buildings

and other improvements, transit vehicles, telecommunications equipment, and electronic and information technology. It also enforces accessibility standards that cover federally funded facilities.

United States Department of Justice (DOJ):

The United States Department of Justice (often referred to as the Justice Department or DOJ), is the United States federal executive department responsible for the enforcement of the law and administration of justice.

Appendix D – Agency ADA Design Standards and Procedures

Design Procedures

Intersection Corners

The County will attempt to construct or upgrade curb ramps and blended transitions within capital improvement projects to achieve compliance. Limitations may exist that make it technically infeasible for an intersection corner to achieve full accessibility within the scope of any project. Those limitations will be noted. As future projects or opportunities arise, those intersection corners shall continue to be incorporated into future work. If full compliance cannot be achieved, each intersection corner shall be made as compliant as possible in accordance with the judgment of County staff.

Sidewalks / Trails

The County will attempt to construct or upgrade sidewalks and trails within capital improvement projects to achieve compliance. Limitations may exist that make it technically infeasible for segments of sidewalks or trails to achieve full accessibility within the scope of any project. Those limitations will be noted. As future projects or opportunities arise, those segments shall continue to be incorporated into future work. If full compliance cannot be achieved, each sidewalk or trail shall be made as compliant as possible in

accordance with the judgment of County staff.

Traffic Control Signals

The County will attempt to construct or upgrade traffic control signals within capital improvement projects to achieve compliance. Limitations may exist that make it technically infeasible for individual traffic control signal locations to achieve full accessibility within the scope of any project. Those limitations will be noted. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. If full compliance cannot be achieved, each traffic signal control location shall be made as compliant as possible in accordance with the judgment of County staff.

Bus Stops

The County will attempt to construct or upgrade bus stops within capital improvement projects to achieve compliance. Limitations may exist that make it technically infeasible for individual bus stop locations to achieve full accessibility within the scope of any project. Those limitations will be noted. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. If full compliance cannot be achieved, each bus stop location shall be made as compliant as possible in accordance with the judgment of County staff.

Other Transit Facilities

Dakota County will work with Metro Transit and the Minnesota Valley Transit Authority to ensure that facilities within County highway rights-of-way meet all appropriate accessibility standards.

Other policies, practices and programs

Policies, practices and programs not identified in this document will follow the applicable ADA standards.

Design Standards

Dakota County uses the following design standards, latest applicable rules, design guidance and best practices related to ADA and accessibility.

Public Rights-of-Way Accessibility Guidelines (PROWAG)

Public Rights-of-Way Accessibility Guidelines (PROWAG) are draft guidelines that address accessibility in the public rights-of-way. Sidewalks, street crossings, and other elements of the public rights-of-way present unique challenges to accessibility for which specific guidance is considered essential. PROWAG guidelines can be found at <http://www.access-board.gov/prowac/draft.pdf>. In 2010, as a part of the development of MnDOT's Transition Plan, MnDOT issued *Technical Memorandum 10-02-TR-01 Adoption of Public Rights of Way Accessibility Guidance* to MnDOT staff, cities and counties. This memorandum makes the Public Rights-of-Way Accessibility Guidelines (PROWAG) the primary guidance for accessible facility design on MnDOT projects. This

memorandum can be found on MnDOT's website under Technical Memoranda from 2010 at <http://techmemos.dot.state.mn.us>.

Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Rights-of-Way

The Access Board (responsible for developing the Public Rights-of-Way Accessibility Guidelines (PROWAG)) proposes accessibility guidelines for the design, construction and alteration of pedestrian facilities in the public right-of-way. The guidelines ensure that sidewalks, pedestrian street crossings, pedestrian signals, and other facilities for pedestrian circulation and use constructed or altered in the public right-of-way by state and local governments are readily accessible for pedestrians with disabilities. These guidelines are to be adopted as accessibility standards in regulations issued by other federal agencies implementing the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, and the Architectural Barriers Act. These accessibility guidelines can be found at <http://www.access-board.gov> under Public Rights-of-Way or at <http://www.access-board.gov/prowac/nprm.htm>.

Minnesota Department of Transportation Information

MnDOT has developed additional planning, design and construction guidance building on the adoption of PROWAG as planning and design guidance for accessible pedestrian facilities. The following is

additional information provided through
MnDOT:

MnDOT Accessibility Webpage:

<http://www.dot.state.mn.us/ada/index.html>.

Curb Ramp Guidelines:

<http://www.dot.state.mn.us/ada/pdf/curbramp.pdf>.

ADA Project Design Guide Memo:

<http://www.dot.state.mn.us/ada/pdf/adaprojectdesignguidememo.pdf>.

ADA Project Design Guide:

<http://www.dot.state.mn.us/ada/pdf/adaprojectdesignguide.pdf>.

Pedestrian Curb Ramp Details Standard
Plans:

<http://standardplans.dot.state.mn.us/>

MnDOT's Standard Plates for curbs, gutters
and sidewalks:

<http://standardplates.dot.state.mn.us/stdplate.aspx>.

MnDOT's Road Design Manual:

<http://roaddesign.dot.state.mn.us/roaddesign.aspx>.

MnDOT's Temporary Pedestrian Access
Route (TPAR):

<http://www.dot.state.mn.us/trafficeng/workzone/tpar.html>.

**Appendix E – Public
Outreach**



Matt Smith
County Manager
www.dakotacounty.us

Mary Beth Schubert
Director of Communications
651-438-8179

Tyler Richardson
Communications Specialist
651-438-8396

News Release

FOR IMMEDIATE RELEASE

Contact: Mary Beth Schubert, marybeth.schubert@co.dakota.mn.us

October 25, 2016

Public input sought on highway system plan

Plan aims to make highway system more accessible to disabled residents

Dakota County is seeking public input to identify ways to make the county highway system more accessible to residents with disabilities.

Dakota County is currently developing a transition plan to ensure the highway system, including roads, sidewalks and adjacent trails, meets the requirements of the Americans with Disabilities Act. The plan will guide the county as it continues to provide accessibility to its transportation infrastructure.

In order to involve the public in the plan and receive feedback, several open houses will be held Nov. 3-14 at different locations throughout the county. The open houses will provide the public with information about the project and the work the county has already done. Comments gathered at the open houses will help identify priority areas of improvement to the highway system.

Open houses will be held on the following dates:

- Thursday, Nov. 3, 4:30 to 6:30 p.m. at the Dakota County Western Service Center Atrium, 14955 Galaxie Ave., Apple Valley
- Wednesday, Nov. 9, 3:30 to 5:30 p.m. at the Wentworth Library, 199 E Wentworth Ave., West St. Paul
- Monday, Nov. 14, 4:30 to 6:30 p.m. at the Dakota County Community Development Agency, 1228 Town Centre Dr., Eagan.

For more information about services offered to residents with disabilities, please visit www.co.dakota.mn.us and search *Aging & Disability Services*. Accommodations at the open houses can be made for residents with disabilities. For more information or questions, please contact Scott Peters, senior planner, at 952-891-7027 or scott.peters@co.dakota.mn.us

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Dakota County aims to make its highways accessible for people with disabilities

Public input will be taken at Nov. open houses.

By Emma Nelson (<http://www.startribune.com/emma-nelson/261800211/>) Star Tribune

OCTOBER 26, 2016 — 10:21PM

Dakota County is taking steps to make its highway system accessible for people with disabilities, bringing miles of roadways, sidewalks and trails into compliance with the Americans with Disabilities Act.

County officials have completed a six-month-long assessment of the county highway system, and will gather public input before putting together a draft plan to resolve deficiencies.

This is the first time that Dakota County has done an accessibility assessment of its county highway rights of way, said senior planner Scott Peters. Members of the public will have opportunities to comment on the county's accessibility plan at three open houses scheduled for November.

The ADA, which became law in 1990, requires public facilities and programs to meet accessibility requirements. Cities, counties and states must self-assess and develop individual plans to make public places accessible for people with special mobility issues.

Current federal guidelines for public rights of way — which, for the first time, include information on trails — were issued in 2011.

The Minnesota Department of Transportation assesses its system annually, tying updates to other pavement work, said Kristie Billiar, ADA implementation coordinator at MnDOT.

"We go back and take a look at what we did in our previous construction season," Billiar said. "It's always off by a year, but we're constantly updating it so you know what has been done."

Dakota County will upgrade its system in a similar way. The county is already updating noncompliant facilities in tandem with other projects, Peters said.

"If we go out and put new pavement on a roadway, at that time we'll also install new curb ramps at the intersections to replace old ones that are not compliant," he said.



BLOG

The Drive

(http://www.startribune.com/local/blogs/The_Drive/)

Open houses for Dakota County highway improvement plan set

By Tim Harlow NOVEMBER 8, 2016 — 6:21AM

Dakota County residents have two more opportunities to weigh in the plans to make county roads, sidewalks and trails more accessible to residents with disabilities.

The county is developing plans to ensure its transportation infrastructure meets the requirements set forth by the Americans with Disabilities Act.

At two open house, one this week and one next, residents can learn about the plan and give feedback. Comments will be used to shape plans and identify priorities, the county said.

Meetings will be held from 3:30 to 5:30 p.m. Wednesday at the Wentworth Library, 199 E Wentworth Ave., West St. Paul, and from 4:30 to 6:30 p.m. Nov. 14 at the Dakota County Community Development Agency, 1228 Town Centre Dr., Eagan

OLDER POST

([HTTP://WWW.STARTRIBUNE.COM/CARSHARING-RIDE-HAILING-SERVICES-OFFER-DEALS-DISCOUNTS-TO-GET-VOTERS-TO-THE-POLLS/400277251/](http://www.startribune.com/carsharing-ride-hailing-services-offer-deals-discounts-to-get-voters-to-the-polls/400277251/))

Carsharing, ride hailing services offer deals, discounts to get voters to the polls

(<http://www.startribune.com/carsharing-ride-hailing-services-offer-deals-discounts-to-get-voters-to-the-polls/400277251/>)



(http://www.startribune.com/local/blogs/The_Drive/)

The Drive will keep you up to speed with the latest on Twin Cities commuting.

Public Open House Notification List

The following agencies, organizations and individuals received direct notification of open houses and draft plan availability.

City of Apple Valley	ProAct
City of Burnsville	Dakota County Technical College
City of Coates	Living Well
City of Eagan	Vocational Support Services
City of Farmington	Advocating Change Together
City of Hampton	Arc Minnesota
City of Hastings	Association of Residential Resources in Minnesota
City of Inver Grove Heights	ADA Minnesota
City of Lakeville	ICI, University of Minnesota
City of Mendota Heights	Minnesota Consortium on Citizens with Disabilities
City of Miesville	Minnesota Brain Injury Alliance
City of New Trier	Minnesota State Council on Disability
City of Northfield	Dakota County Community Services
City of Randolph	Dakota County Community Development Agency
City of Rosemount	Dakota County Veterans Services
City of South St. Paul	Dakota County Community Living Services
City of Sunfish Lake	StarTribune
City of Vermillion	SunThisweek
City of West St. Paul	Pioneer Press
Metropolitan Council	Access Press
Minnesota Department of Transportation	Farmington Independent
Minnesota Department of Transportation-ADA Coordinator	Hastings Star Gazette
Minnesota Department of Transportation-Office of Transit	Rosemount Town Pages
Minnesota Valley Transit Authority	South-West Review
DARTS	Northfield News
Metro Transit	Dakota County Chamber of Commerce
Metro Mobility	Todd Kemery
Transit Link	Annie Young

Comments and Responses

The following include public open house and review comments with responses.

- There are many disabled people living in Emerald Hills Village Mobile Home Park. We are very grateful there is now a regular scheduled bus stop at the entrance. Unfortunately where the stop is there is a sharp drop off and no shoulder. Many of us walk the extra ¼ mile to wait at the YMCA stop on Opperman. I have pushed my client along Argenta to Opperman in his wheelchair. It isn't easy or safe. More people would use the bus if it was safer to wait for.

The issue described involves roads under the jurisdiction of the City of Inver Grove Heights. This concern has been forwarded to the appropriate staff at the City for consideration.

- I think the effort that is going into the assessment is great. I like the approach of prioritizing certain corridors. It may be useful to study where high pedestrian traffic areas are. Where are the gaps in access for pedestrians? Not sure that this element is factored in. A major concern for me is adequate maintenance and in particular snow removal. I want to note that good design is universal design that benefits everyone.

The County's self-evaluation efforts included examination of trail and sidewalk gaps by pedestrian demand. Demand was identified as higher, medium and lower. The demand was determined by population density, employment density, services and shopping proximity, density of persons in poverty, roadway traffic volumes, roadway posted speeds, roadway number of lanes, and transit routes. This examination of trail and sidewalk gaps was one of several tools used in determining corridor priorities for the County's ADA Transition Plan.

Dakota County has maintenance agreements with each city to maintain the sidewalks and trails within the County's rights-of-way. Each city is responsible for the upkeep, maintenance and snow removal under these agreements. The County will encourage the cities to continue to honor the terms of these agreements.

- The Target in Eagan at Cliff Lake Road is a problem. The entrance area at the traffic signal has no sidewalks once crossing Cliff Lake Road. People in wheelchairs and walking need to be in the travel lane to access this site.

This issue described involves roads under the jurisdiction of the City of Eagan. This concern has been forwarded to the appropriate staff at the City for consideration.

- I'm a Dakota County resident and I'd like to comment on the ADA plan. I think a sidewalk or trail really needs to be added along 80th Street in Inver Grove Heights, which I think is also County Road 28. The sidewalks along Amana basically end at Target and pick up around the Inver Grove Veterans Memorial Community Center. Pedestrian travel of any sort along 80th is dangerous as speeds are fast, there is no sidewalk/trail and there is poor lighting. For residents who live over by Amana Trail, many of whom have small children in strollers and some of whom also have disabilities, travel is hard if not impossible to the community center. The nearest park is also at the community center, making it inaccessible for people with disabilities and most other pedestrians. Nearly everyone has to drive, disabled or not. I think our community assets should be more accessible to everyone and in particular, to people with needs under ADA.

The area of 80th Street (County Highway 28) has no pedestrian facilities between South Robert Trail (State Highway 3) and Babcock Trail (County Highway 73). We understand that recent commercial and residential development west of South Robert Trail has resulted in a greater pedestrian demand to and from destinations to the east.

In 2008, the County and the City adopted plans for a new alignment of 80th Street that would re-align access to South Robert Trail to the current roundabout location on South Robert Trail. This new alignment will be constructed as new development occurs east of South Robert Trail. No specific time frame for this to occur has been identified.

Unfortunately, the current gap in facilities is a result of the timing of land development. The County will continue to work with the City of Inver Grove Heights regarding the timing of future land development in the area and potential for addition of pedestrian facilities.

Appendix F – Sidewalk, Trail and Curb Ramp Inventories

Regional Economy

Roadway Reconstruction/Modernization Project: CSAH 26 (Lone Oak Rd) Reconstruction, Trail and Lane Convers | M

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

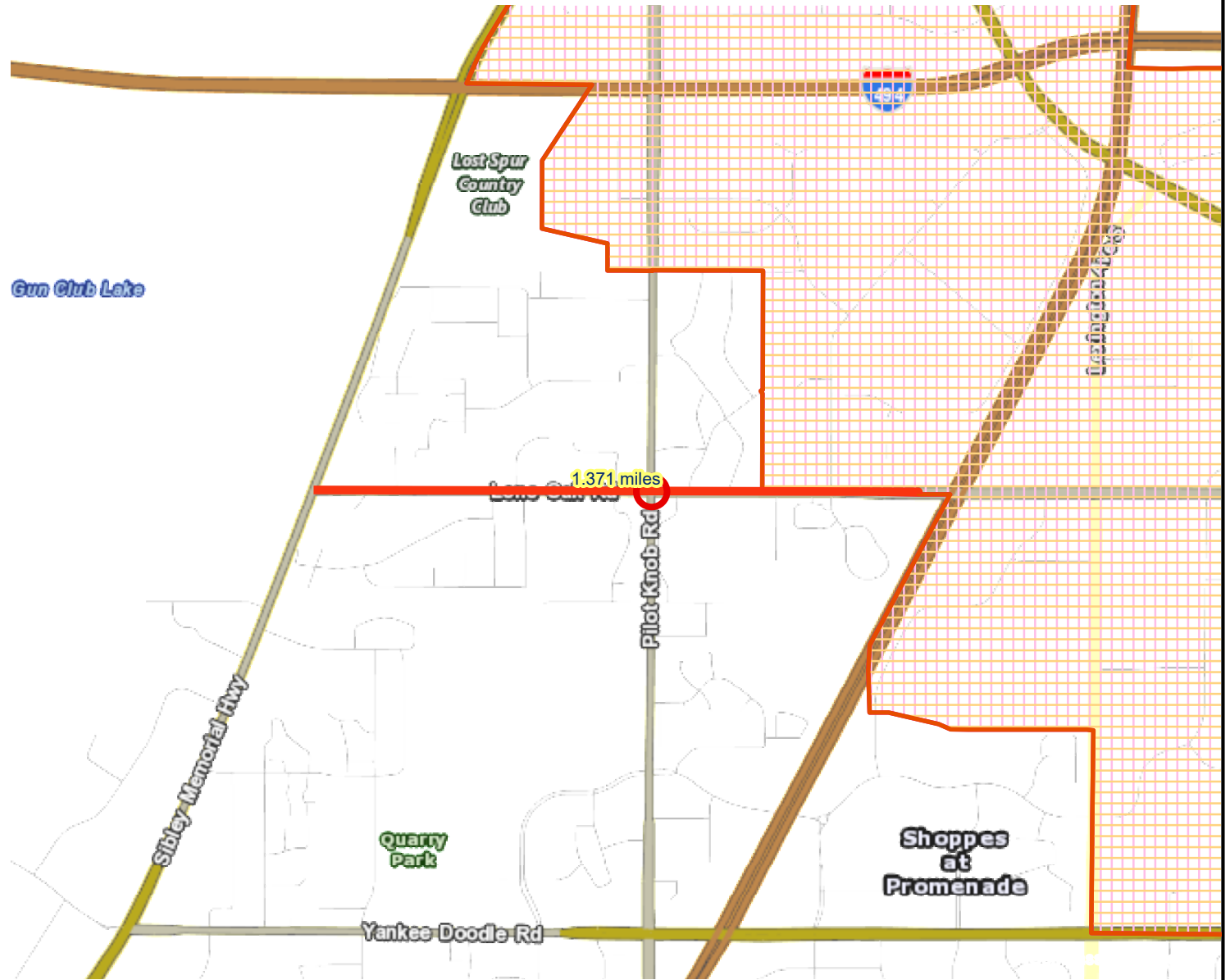
Totals by City:





Eagan

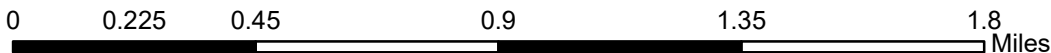
Population: 9387
Employment: 16147
Mfg and Dist Employment: 4905

Mendota Heights

Population: 1
Employment: 5735
Mfg and Dist Employment: 2182



-  Project Points
-  Project
-  Manufacturing/Distribution Centers
-  Job Concentration Centers



Created: 4/8/2022
LandscapeRSA5



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Transit Connections

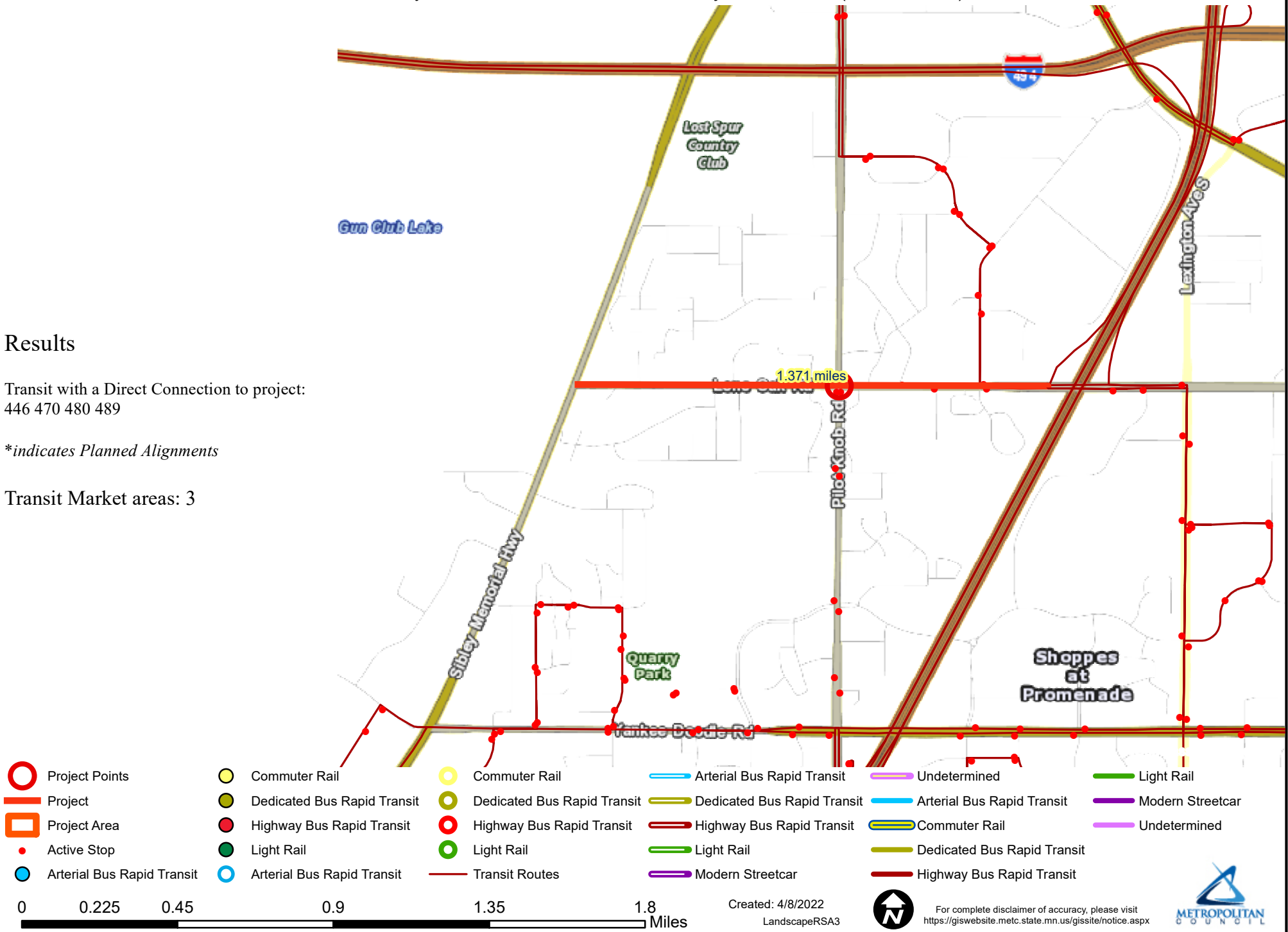
Roadway Reconstruction/Modernization Project: CSAH 26 (Lone Oak Rd) Reconstruction, Trail and Lane Convers | I

Results

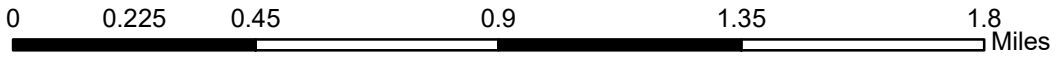
Transit with a Direct Connection to project:
446 470 480 489

*indicates Planned Alignments

Transit Market areas: 3



- | | | | | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
| | Project Points | | Commuter Rail | | Commuter Rail | | Arterial Bus Rapid Transit | | Undetermined | | Light Rail |
| | Project | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Arterial Bus Rapid Transit | | Modern Streetcar |
| | Project Area | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Commuter Rail | | Undetermined |
| | Active Stop | | Light Rail | | Light Rail | | Light Rail | | Dedicated Bus Rapid Transit | | Highway Bus Rapid Transit |
| | Arterial Bus Rapid Transit | | Arterial Bus Rapid Transit | | Transit Routes | | Modern Streetcar | | Highway Bus Rapid Transit | | |



Created: 4/8/2022
LandscapeRSA3



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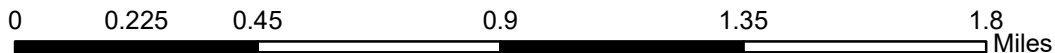
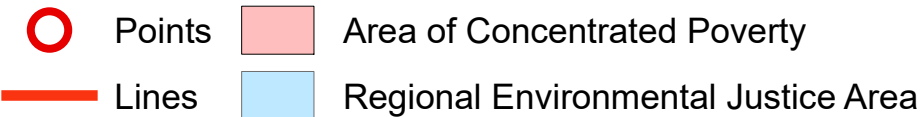
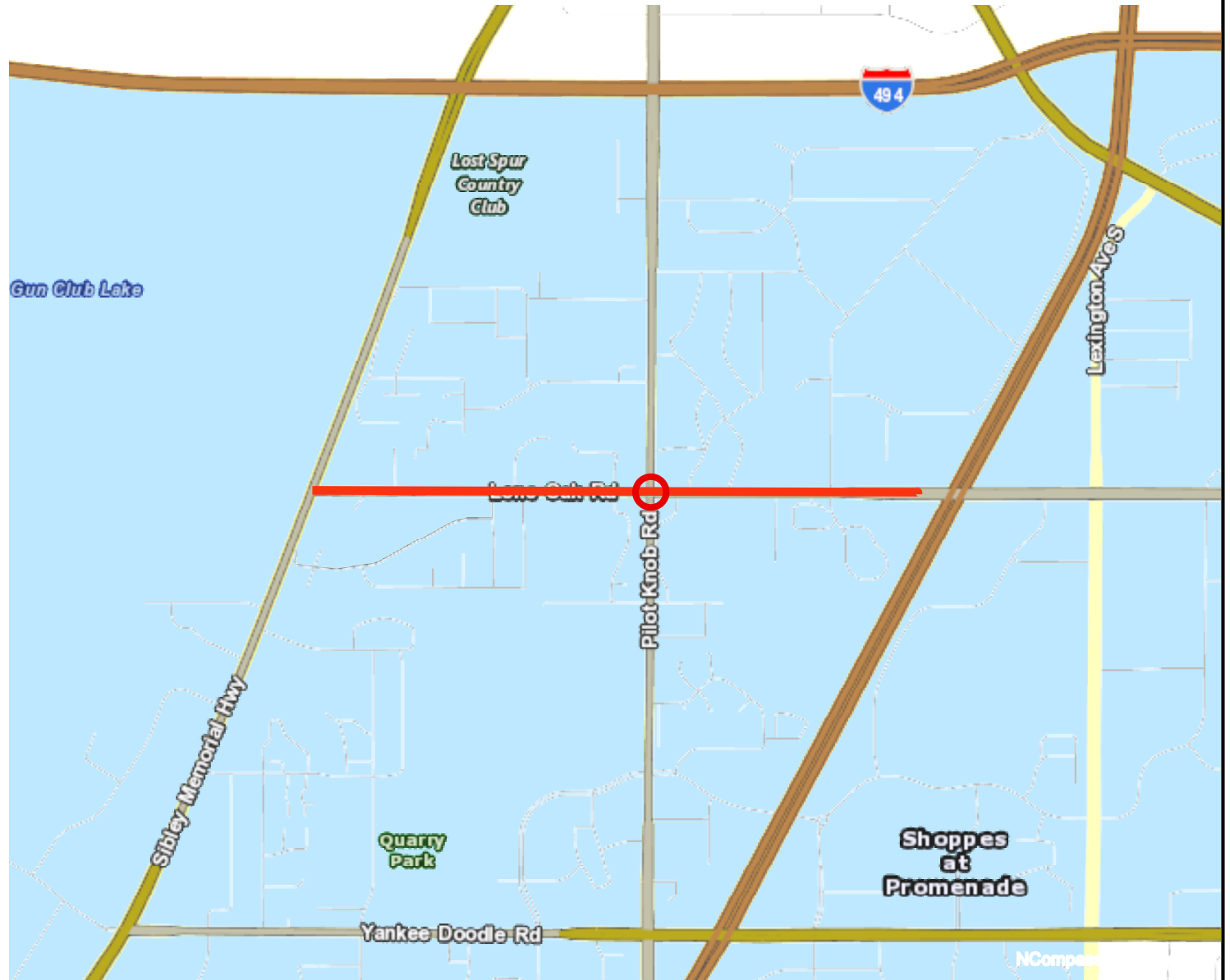


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 97

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



Created: 4/8/2022
LandscapeRSA2



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gisite/notice.aspx>



Timing Report, Sorted By Phase
6: CSAH 31 & CSAH 26

Timing Plan: PM Peak
04/05/2022

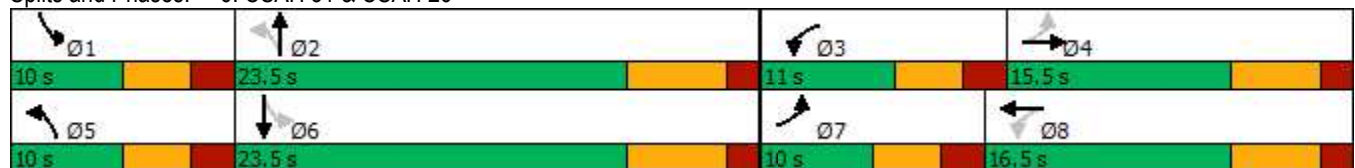


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize								
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	10	23.5	11	15.5	10	23.5	10	16.5
Maximum Split (%)	16.7%	39.2%	18.3%	25.8%	16.7%	39.2%	16.7%	27.5%
Minimum Split (s)	10	21	10	15.5	10	21	10	15.5
Yellow Time (s)	3	4.5	3	4	3	4.5	3	4
All-Red Time (s)	2	1.5	2	1.5	2	1.5	2	1.5
Minimum Initial (s)	5	15	5	10	5	15	5	10
Vehicle Extension (s)	2	4.5	2	2.5	2	4.5	2	2.5
Minimum Gap (s)	0.2	2	0.2	2	0.2	2	0.2	2
Time Before Reduce (s)	0	20	0	10	0	20	0	10
Time To Reduce (s)	0	15	0	10	0	15	0	10
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		21		17		20		18
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	10	33.5	44.5	0	10	33.5	43.5
End Time (s)	10	33.5	44.5	0	10	33.5	43.5	0
Yield/Force Off (s)	5	27.5	39.5	54.5	5	27.5	38.5	54.5
Yield/Force Off 170(s)	5	6.5	39.5	37.5	5	7.5	38.5	36.5
Local Start Time (s)	50	0	23.5	34.5	50	0	23.5	33.5
Local Yield (s)	55	17.5	29.5	44.5	55	17.5	28.5	44.5
Local Yield 170(s)	55	56.5	29.5	27.5	55	57.5	28.5	26.5

Intersection Summary

Cycle Length	60
Control Type	Actuated-Uncoordinated
Natural Cycle	60

Splits and Phases: 6: CSAH 31 & CSAH 26



Timing Report, Sorted By Phase
 11: Eagandale Pl/Eagandale Blvd & CSAH 26

Timing Plan: PM Peak
 04/05/2022

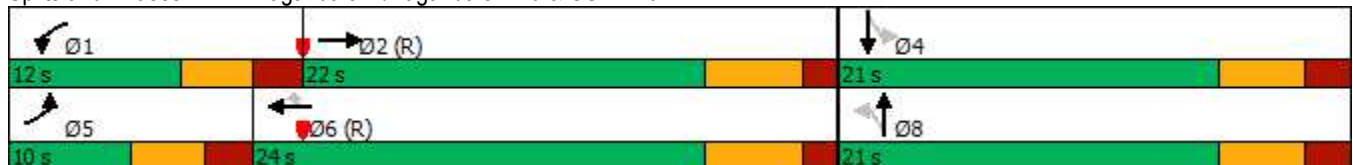


Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	12	22	21	10	24	21
Maximum Split (%)	21.8%	40.0%	38.2%	18.2%	43.6%	38.2%
Minimum Split (s)	10	20.5	15.5	10	20.5	15.5
Yellow Time (s)	3	4	3.5	3	4	3.5
All-Red Time (s)	2	1.5	2	2	1.5	2
Minimum Initial (s)	5	15	10	5	15	10
Vehicle Extension (s)	2	5	3	2	5	3
Minimum Gap (s)	0.2	2	0.2	0.2	2	0.2
Time Before Reduce (s)	0	20	0	0	20	0
Time To Reduce (s)	0	10	0	0	10	0
Walk Time (s)		4	7		4	7
Flash Dont Walk (s)		14	16		14	19
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	43	0	22	43	53	22
End Time (s)	0	22	43	53	22	43
Yield/Force Off (s)	50	16.5	37.5	48	16.5	37.5
Yield/Force Off 170(s)	50	2.5	21.5	48	2.5	18.5
Local Start Time (s)	43	0	22	43	53	22
Local Yield (s)	50	16.5	37.5	48	16.5	37.5
Local Yield 170(s)	50	2.5	21.5	48	2.5	18.5

Intersection Summary

Cycle Length	55
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	

Splits and Phases: 11: Eagandale Pl/Eagandale Blvd & CSAH 26



1: Pine Ridge Dr & CSAH 26

Direction	All
Future Volume (vph)	323
Total Delay / Veh (s/v)	1
CO Emissions (kg)	0.24
NOx Emissions (kg)	0.05
VOC Emissions (kg)	0.06

2: Woodlark Ln & CSAH 26

Direction	All
Future Volume (vph)	346
Total Delay / Veh (s/v)	1
CO Emissions (kg)	0.09
NOx Emissions (kg)	0.02
VOC Emissions (kg)	0.02

3: PNES W Access & CSAH 26

Direction	All
Future Volume (vph)	350
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.06
NOx Emissions (kg)	0.01
VOC Emissions (kg)	0.01

4: PNES E Access & CSAH 26

Direction	All
Future Volume (vph)	451
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.18
NOx Emissions (kg)	0.03
VOC Emissions (kg)	0.04

5: Timberwood Tr/Vince Tr & CSAH 26

Direction	All
Future Volume (vph)	430
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.10
NOx Emissions (kg)	0.02
VOC Emissions (kg)	0.02

6: CSAH 31 & CSAH 26

Direction	All
Future Volume (vph)	1770
Total Delay / Veh (s/v)	18
CO Emissions (kg)	2.17
NOx Emissions (kg)	0.42
VOC Emissions (kg)	0.50

7: Shields Dr & CSAH 26

Direction	All
Future Volume (vph)	580
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.08
NOx Emissions (kg)	0.01
VOC Emissions (kg)	0.02

8: CSAH 26 & Burnside Ave

Direction	All
Future Volume (vph)	573
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.10
NOx Emissions (kg)	0.02
VOC Emissions (kg)	0.02

9: CSAH 26 & Egan Ave

Direction	All
Future Volume (vph)	578
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.15
NOx Emissions (kg)	0.03
VOC Emissions (kg)	0.04

10: Poplar Ln & CSAH 26

Direction	All
Future Volume (vph)	578
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.18
NOx Emissions (kg)	0.04
VOC Emissions (kg)	0.04

11: Eagandale PI/Eagandale Blvd & CSAH 26

Direction	All
Future Volume (vph)	1199
Total Delay / Veh (s/v)	17
CO Emissions (kg)	1.31
NOx Emissions (kg)	0.25
VOC Emissions (kg)	0.30

Network Totals

Number of Intersections	11
Total Delay / Veh (s/v)	8
CO Emissions (kg)	4.66
NOx Emissions (kg)	0.91
VOC Emissions (kg)	1.08
Performance Index	21.2

Timing Report, Sorted By Phase
6: CSAH 31 & CSAH 26

Timing Plan: PM Peak
03/24/2022

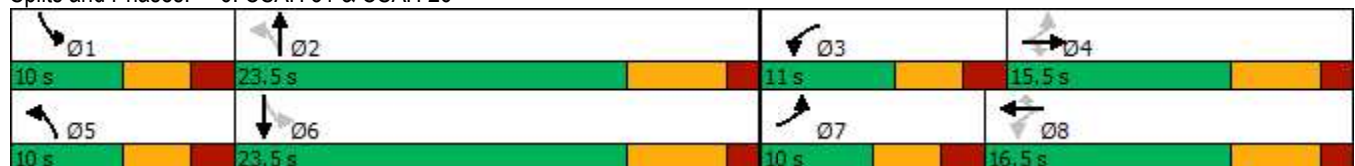


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize								
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	10	23.5	11	15.5	10	23.5	10	16.5
Maximum Split (%)	16.7%	39.2%	18.3%	25.8%	16.7%	39.2%	16.7%	27.5%
Minimum Split (s)	10	21	10	15.5	10	21	10	15.5
Yellow Time (s)	3	4.5	3	4	3	4.5	3	4
All-Red Time (s)	2	1.5	2	1.5	2	1.5	2	1.5
Minimum Initial (s)	5	15	5	10	5	15	5	10
Vehicle Extension (s)	2	4.5	2	2.5	2	4.5	2	2.5
Minimum Gap (s)	0.2	2	0.2	2	0.2	2	0.2	2
Time Before Reduce (s)	0	20	0	10	0	20	0	10
Time To Reduce (s)	0	15	0	10	0	15	0	10
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		21		17		20		18
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	10	33.5	44.5	0	10	33.5	43.5
End Time (s)	10	33.5	44.5	0	10	33.5	43.5	0
Yield/Force Off (s)	5	27.5	39.5	54.5	5	27.5	38.5	54.5
Yield/Force Off 170(s)	5	6.5	39.5	37.5	5	7.5	38.5	36.5
Local Start Time (s)	50	0	23.5	34.5	50	0	23.5	33.5
Local Yield (s)	55	17.5	29.5	44.5	55	17.5	28.5	44.5
Local Yield 170(s)	55	56.5	29.5	27.5	55	57.5	28.5	26.5

Intersection Summary

Cycle Length	60
Control Type	Actuated-Uncoordinated
Natural Cycle	60

Splits and Phases: 6: CSAH 31 & CSAH 26



Timing Report, Sorted By Phase
 11: Eagandale Pl/Eagandale Blvd & CSAH 26

Timing Plan: PM Peak
 03/24/2022

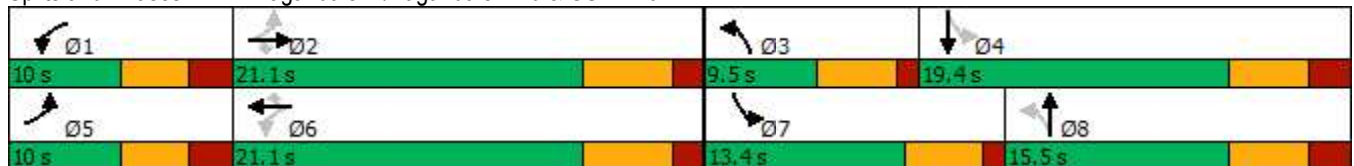


Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	NBL	SBTL	EBL	WBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize			Yes	Yes			Yes	Yes
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	10	21.1	9.5	19.4	10	21.1	13.4	15.5
Maximum Split (%)	16.7%	35.2%	15.8%	32.3%	16.7%	35.2%	22.3%	25.8%
Minimum Split (s)	10	20.5	9.5	15.5	10	20.5	9.5	15.5
Yellow Time (s)	3	4	3.5	3.5	3	4	3.5	3.5
All-Red Time (s)	2	1.5	1	2	2	1.5	1	2
Minimum Initial (s)	5	15	5	10	5	15	5	10
Vehicle Extension (s)	2	5	3	3	2	5	3	3
Minimum Gap (s)	0.2	2	3	0.2	0.2	2	3	0.2
Time Before Reduce (s)	0	20	0	0	0	20	0	0
Time To Reduce (s)	0	10	0	0	0	10	0	0
Walk Time (s)		4		7		4		7
Flash Dont Walk (s)		14		16		14		19
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	10	31.1	40.6	0	10	31.1	44.5
End Time (s)	10	31.1	40.6	0	10	31.1	44.5	0
Yield/Force Off (s)	5	25.6	36.1	54.5	5	25.6	40	54.5
Yield/Force Off 170(s)	5	11.6	36.1	38.5	5	11.6	40	35.5
Local Start Time (s)	50	0	21.1	30.6	50	0	21.1	34.5
Local Yield (s)	55	15.6	26.1	44.5	55	15.6	30	44.5
Local Yield 170(s)	55	1.6	26.1	28.5	55	1.6	30	25.5

Intersection Summary

Cycle Length	60
Control Type	Semi Act-Uncoord
Natural Cycle	60

Splits and Phases: 11: Eagandale Pl/Eagandale Blvd & CSAH 26



1: Pine Ridge Dr & CSAH 26

Direction	All
Future Volume (vph)	323
Total Delay / Veh (s/v)	1
CO Emissions (kg)	0.24
NOx Emissions (kg)	0.05
VOC Emissions (kg)	0.06

2: Woodlark Ln & CSAH 26

Direction	All
Future Volume (vph)	346
Total Delay / Veh (s/v)	1
CO Emissions (kg)	0.09
NOx Emissions (kg)	0.02
VOC Emissions (kg)	0.02

3: PNES W Access & CSAH 26

Direction	All
Future Volume (vph)	350
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.06
NOx Emissions (kg)	0.01
VOC Emissions (kg)	0.01

4: PNES E Access & CSAH 26

Direction	All
Future Volume (vph)	451
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.18
NOx Emissions (kg)	0.04
VOC Emissions (kg)	0.04

5: Timberwood Tr/Vince Tr & CSAH 26

Direction	All
Future Volume (vph)	430
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.10
NOx Emissions (kg)	0.02
VOC Emissions (kg)	0.02

6: CSAH 31 & CSAH 26

Direction	All
Future Volume (vph)	1770
Total Delay / Veh (s/v)	18
CO Emissions (kg)	2.18
NOx Emissions (kg)	0.42
VOC Emissions (kg)	0.51

7: Shields Dr & CSAH 26

Direction	All
Future Volume (vph)	580
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.07
NOx Emissions (kg)	0.01
VOC Emissions (kg)	0.02

8: CSAH 26 & Burnside Ave

Direction	All
Future Volume (vph)	573
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.10
NOx Emissions (kg)	0.02
VOC Emissions (kg)	0.02

9: CSAH 26 & Egan Ave

Direction	All
Future Volume (vph)	578
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.15
NOx Emissions (kg)	0.03
VOC Emissions (kg)	0.04

10: Poplar Ln & CSAH 26

Direction	All
Future Volume (vph)	578
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.18
NOx Emissions (kg)	0.03
VOC Emissions (kg)	0.04

11: Eagandale PI/Eagandale Blvd & CSAH 26

Direction	All
Future Volume (vph)	1199
Total Delay / Veh (s/v)	16
CO Emissions (kg)	1.26
NOx Emissions (kg)	0.24
VOC Emissions (kg)	0.29

Network Totals

Number of Intersections	11
Total Delay / Veh (s/v)	8
CO Emissions (kg)	4.62
NOx Emissions (kg)	0.90
VOC Emissions (kg)	1.07
Performance Index	20.9

Timing Report, Sorted By Phase
6: CSAH 31 & CSAH 26

Timing Plan: PM Peak
04/05/2022

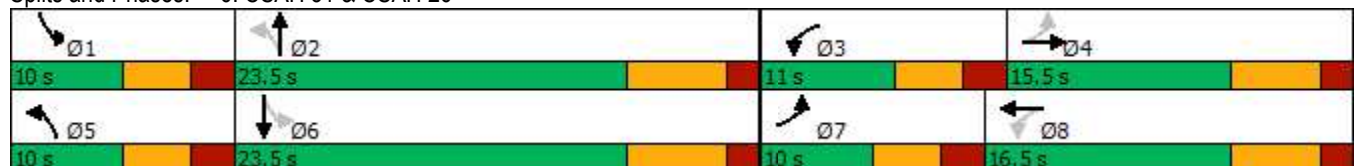


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize								
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	10	23.5	11	15.5	10	23.5	10	16.5
Maximum Split (%)	16.7%	39.2%	18.3%	25.8%	16.7%	39.2%	16.7%	27.5%
Minimum Split (s)	10	21	10	15.5	10	21	10	15.5
Yellow Time (s)	3	4.5	3	4	3	4.5	3	4
All-Red Time (s)	2	1.5	2	1.5	2	1.5	2	1.5
Minimum Initial (s)	5	15	5	10	5	15	5	10
Vehicle Extension (s)	2	4.5	2	2.5	2	4.5	2	2.5
Minimum Gap (s)	0.2	2	0.2	2	0.2	2	0.2	2
Time Before Reduce (s)	0	20	0	10	0	20	0	10
Time To Reduce (s)	0	15	0	10	0	15	0	10
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		21		17		20		18
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	10	33.5	44.5	0	10	33.5	43.5
End Time (s)	10	33.5	44.5	0	10	33.5	43.5	0
Yield/Force Off (s)	5	27.5	39.5	54.5	5	27.5	38.5	54.5
Yield/Force Off 170(s)	5	6.5	39.5	37.5	5	7.5	38.5	36.5
Local Start Time (s)	50	0	23.5	34.5	50	0	23.5	33.5
Local Yield (s)	55	17.5	29.5	44.5	55	17.5	28.5	44.5
Local Yield 170(s)	55	56.5	29.5	27.5	55	57.5	28.5	26.5

Intersection Summary

Cycle Length	60
Control Type	Actuated-Uncoordinated
Natural Cycle	60

Splits and Phases: 6: CSAH 31 & CSAH 26



Timing Report, Sorted By Phase
 11: Eagandale Pl/Eagandale Blvd & CSAH 26

Timing Plan: PM Peak
 04/05/2022

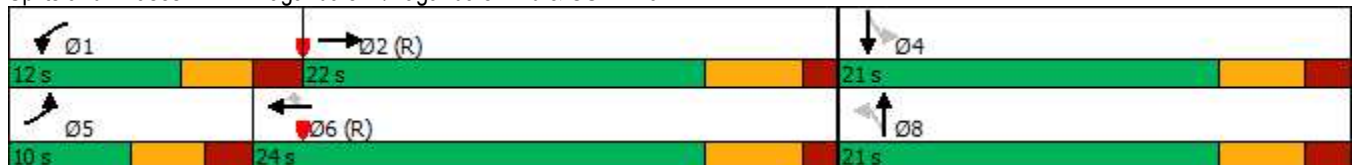


Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	12	22	21	10	24	21
Maximum Split (%)	21.8%	40.0%	38.2%	18.2%	43.6%	38.2%
Minimum Split (s)	10	20.5	15.5	10	20.5	15.5
Yellow Time (s)	3	4	3.5	3	4	3.5
All-Red Time (s)	2	1.5	2	2	1.5	2
Minimum Initial (s)	5	15	10	5	15	10
Vehicle Extension (s)	2	5	3	2	5	3
Minimum Gap (s)	0.2	2	0.2	0.2	2	0.2
Time Before Reduce (s)	0	20	0	0	20	0
Time To Reduce (s)	0	10	0	0	10	0
Walk Time (s)		4	7		4	7
Flash Dont Walk (s)		14	16		14	19
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	43	0	22	43	53	22
End Time (s)	0	22	43	53	22	43
Yield/Force Off (s)	50	16.5	37.5	48	16.5	37.5
Yield/Force Off 170(s)	50	2.5	21.5	48	2.5	18.5
Local Start Time (s)	43	0	22	43	53	22
Local Yield (s)	50	16.5	37.5	48	16.5	37.5
Local Yield 170(s)	50	2.5	21.5	48	2.5	18.5

Intersection Summary

Cycle Length	55
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	

Splits and Phases: 11: Eagandale Pl/Eagandale Blvd & CSAH 26



1: Pine Ridge Dr & CSAH 26

Direction	All
Future Volume (vph)	323
Total Delay / Veh (s/v)	1
CO Emissions (kg)	0.24
NOx Emissions (kg)	0.05
VOC Emissions (kg)	0.06

2: Woodlark Ln & CSAH 26

Direction	All
Future Volume (vph)	346
Total Delay / Veh (s/v)	1
CO Emissions (kg)	0.09
NOx Emissions (kg)	0.02
VOC Emissions (kg)	0.02

3: PNES W Access & CSAH 26

Direction	All
Future Volume (vph)	350
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.06
NOx Emissions (kg)	0.01
VOC Emissions (kg)	0.01

4: PNES E Access & CSAH 26

Direction	All
Future Volume (vph)	451
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.18
NOx Emissions (kg)	0.03
VOC Emissions (kg)	0.04

5: Timberwood Tr/Vince Tr & CSAH 26

Direction	All
Future Volume (vph)	430
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.10
NOx Emissions (kg)	0.02
VOC Emissions (kg)	0.02

6: CSAH 31 & CSAH 26

Direction	All
Future Volume (vph)	1770
Total Delay / Veh (s/v)	18
CO Emissions (kg)	2.17
NOx Emissions (kg)	0.42
VOC Emissions (kg)	0.50

7: Shields Dr & CSAH 26

Direction	All
Future Volume (vph)	580
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.08
NOx Emissions (kg)	0.01
VOC Emissions (kg)	0.02

8: CSAH 26 & Burnside Ave

Direction	All
Future Volume (vph)	573
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.10
NOx Emissions (kg)	0.02
VOC Emissions (kg)	0.02

9: CSAH 26 & Egan Ave

Direction	All
Future Volume (vph)	578
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.15
NOx Emissions (kg)	0.03
VOC Emissions (kg)	0.04

10: Poplar Ln & CSAH 26

Direction	All
Future Volume (vph)	578
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.18
NOx Emissions (kg)	0.04
VOC Emissions (kg)	0.04

11: Eagandale PI/Eagandale Blvd & CSAH 26

Direction	All
Future Volume (vph)	1199
Total Delay / Veh (s/v)	17
CO Emissions (kg)	1.31
NOx Emissions (kg)	0.25
VOC Emissions (kg)	0.30

Network Totals

Number of Intersections	11
Total Delay / Veh (s/v)	8
CO Emissions (kg)	4.66
NOx Emissions (kg)	0.91
VOC Emissions (kg)	1.08
Performance Index	21.2

Timing Report, Sorted By Phase
6: CSAH 31 & CSAH 26

Timing Plan: PM Peak
03/24/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize								
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	10	23.5	11	15.5	10	23.5	10	16.5
Maximum Split (%)	16.7%	39.2%	18.3%	25.8%	16.7%	39.2%	16.7%	27.5%
Minimum Split (s)	10	21	10	15.5	10	21	10	15.5
Yellow Time (s)	3	4.5	3	4	3	4.5	3	4
All-Red Time (s)	2	1.5	2	1.5	2	1.5	2	1.5
Minimum Initial (s)	5	15	5	10	5	15	5	10
Vehicle Extension (s)	2	4.5	2	2.5	2	4.5	2	2.5
Minimum Gap (s)	0.2	2	0.2	2	0.2	2	0.2	2
Time Before Reduce (s)	0	20	0	10	0	20	0	10
Time To Reduce (s)	0	15	0	10	0	15	0	10
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		21		17		20		18
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	10	33.5	44.5	0	10	33.5	43.5
End Time (s)	10	33.5	44.5	0	10	33.5	43.5	0
Yield/Force Off (s)	5	27.5	39.5	54.5	5	27.5	38.5	54.5
Yield/Force Off 170(s)	5	6.5	39.5	37.5	5	7.5	38.5	36.5
Local Start Time (s)	50	0	23.5	34.5	50	0	23.5	33.5
Local Yield (s)	55	17.5	29.5	44.5	55	17.5	28.5	44.5
Local Yield 170(s)	55	56.5	29.5	27.5	55	57.5	28.5	26.5

Intersection Summary

Cycle Length	60
Control Type	Actuated-Uncoordinated
Natural Cycle	60

Splits and Phases: 6: CSAH 31 & CSAH 26



Timing Report, Sorted By Phase
 11: Eagandale Pl/Eagandale Blvd & CSAH 26

Timing Plan: PM Peak
 03/24/2022

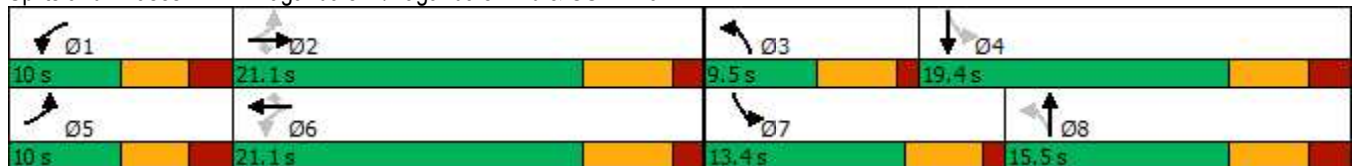


Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	NBL	SBTL	EBL	WBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize			Yes	Yes			Yes	Yes
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	10	21.1	9.5	19.4	10	21.1	13.4	15.5
Maximum Split (%)	16.7%	35.2%	15.8%	32.3%	16.7%	35.2%	22.3%	25.8%
Minimum Split (s)	10	20.5	9.5	15.5	10	20.5	9.5	15.5
Yellow Time (s)	3	4	3.5	3.5	3	4	3.5	3.5
All-Red Time (s)	2	1.5	1	2	2	1.5	1	2
Minimum Initial (s)	5	15	5	10	5	15	5	10
Vehicle Extension (s)	2	5	3	3	2	5	3	3
Minimum Gap (s)	0.2	2	3	0.2	0.2	2	3	0.2
Time Before Reduce (s)	0	20	0	0	0	20	0	0
Time To Reduce (s)	0	10	0	0	0	10	0	0
Walk Time (s)		4		7		4		7
Flash Dont Walk (s)		14		16		14		19
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	10	31.1	40.6	0	10	31.1	44.5
End Time (s)	10	31.1	40.6	0	10	31.1	44.5	0
Yield/Force Off (s)	5	25.6	36.1	54.5	5	25.6	40	54.5
Yield/Force Off 170(s)	5	11.6	36.1	38.5	5	11.6	40	35.5
Local Start Time (s)	50	0	21.1	30.6	50	0	21.1	34.5
Local Yield (s)	55	15.6	26.1	44.5	55	15.6	30	44.5
Local Yield 170(s)	55	1.6	26.1	28.5	55	1.6	30	25.5

Intersection Summary

Cycle Length	60
Control Type	Semi Act-Uncoord
Natural Cycle	60

Splits and Phases: 11: Eagandale Pl/Eagandale Blvd & CSAH 26



1: Pine Ridge Dr & CSAH 26

Direction	All
Future Volume (vph)	323
Total Delay / Veh (s/v)	1
CO Emissions (kg)	0.24
NOx Emissions (kg)	0.05
VOC Emissions (kg)	0.06

2: Woodlark Ln & CSAH 26

Direction	All
Future Volume (vph)	346
Total Delay / Veh (s/v)	1
CO Emissions (kg)	0.09
NOx Emissions (kg)	0.02
VOC Emissions (kg)	0.02

3: PNES W Access & CSAH 26

Direction	All
Future Volume (vph)	350
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.06
NOx Emissions (kg)	0.01
VOC Emissions (kg)	0.01

4: PNES E Access & CSAH 26

Direction	All
Future Volume (vph)	451
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.18
NOx Emissions (kg)	0.04
VOC Emissions (kg)	0.04

5: Timberwood Tr/Vince Tr & CSAH 26

Direction	All
Future Volume (vph)	430
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.10
NOx Emissions (kg)	0.02
VOC Emissions (kg)	0.02

6: CSAH 31 & CSAH 26

Direction	All
Future Volume (vph)	1770
Total Delay / Veh (s/v)	18
CO Emissions (kg)	2.18
NOx Emissions (kg)	0.42
VOC Emissions (kg)	0.51

7: Shields Dr & CSAH 26

Direction	All
Future Volume (vph)	580
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.07
NOx Emissions (kg)	0.01
VOC Emissions (kg)	0.02

8: CSAH 26 & Burnside Ave

Direction	All
Future Volume (vph)	573
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.10
NOx Emissions (kg)	0.02
VOC Emissions (kg)	0.02

9: CSAH 26 & Egan Ave

Direction	All
Future Volume (vph)	578
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.15
NOx Emissions (kg)	0.03
VOC Emissions (kg)	0.04

10: Poplar Ln & CSAH 26

Direction	All
Future Volume (vph)	578
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.18
NOx Emissions (kg)	0.03
VOC Emissions (kg)	0.04

11: Eagandale PI/Eagandale Blvd & CSAH 26

Direction	All
Future Volume (vph)	1199
Total Delay / Veh (s/v)	16
CO Emissions (kg)	1.26
NOx Emissions (kg)	0.24
VOC Emissions (kg)	0.29

Network Totals

Number of Intersections	11
Total Delay / Veh (s/v)	8
CO Emissions (kg)	4.62
NOx Emissions (kg)	0.90
VOC Emissions (kg)	1.07
Performance Index	20.9

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description

Route	CSAH 26 (Lone Oak Rd)	District	Metro	County	Dakota
Begin RP		End RP		Miles	1.370
Location	TH 13 to I35E, Eagan				

B. Project Description

Proposed Work	4-3 lane conversion, rural to urban section conversion, signal impts, trail				
Project Cost*	\$5,940,000	Installation Year	2026		
Project Service Life	20 years	Traffic Growth Factor	1.3%		

* exclude Right of Way from Project Cost

C. Crash Modification Factor

Fatal (K) Crashes	Reference	SEE ADDITIONAL WORKSHEETS
Serious Injury (A) Crashes		
Moderate Injury (B) Crashes	Crash Type	SEE ADDITIONAL WORKSHEETS
Possible Injury (C) Crashes		
Property Damage Only Crashes		www.CMFClearinghouse.org

D. Crash Modification Factor (optional second CMF)

Fatal (K) Crashes	Reference	SEE ADDITIONAL WORKSHEETS
Serious Injury (A) Crashes		
Moderate Injury (B) Crashes	Crash Type	SEE ADDITIONAL WORKSHEETS
Possible Injury (C) Crashes		
Property Damage Only Crashes		www.CMFClearinghouse.org

E. Crash Data

Begin Date	1/1/2019	End Date	12/31/2021	3 years
Data Source	MnCMAT2			
Crash Severity	SEE ADDITIONAL WORKSHEETS	SEE ADDITIONAL WORKSHEETS		
K crashes				
A crashes				
B crashes				
C crashes				
PDO crashes				

F. Benefit-Cost Calculation

\$6,557,568	Benefit (present value)	B/C Ratio = 1.11
\$5,940,000	Cost	

Proposed project expected to reduce 0 crashes annually, 0 of which involving fatality or serious injury.

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description					
Route	CSAH 26 (Lone Oak Rd)	District	Metro	County	Dakota
Begin RP		End RP		Miles	1.370
Location	TH 13 to I35E, Eagan				

B. Project Description			
Proposed Work			
Project Cost*		Installation Year	2026
Project Service Life	20 years	Traffic Growth Factor	1.3%

* exclude Right of Way from Project Cost

C. Crash Modification Factor			
0.78	Fatal (K) Crashes	Reference	CMF ID 2337 - TWLTL
0.78	Serious Injury (A) Crashes		
0.78	Moderate Injury (B) Crashes	Crash Type	All
0.78	Possible Injury (C) Crashes		
0.78	Property Damage Only Crashes		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)			
0.70	Fatal (K) Crashes	Reference	CMF ID 9669 - Pmt+Perm to FYA
0.70	Serious Injury (A) Crashes		
0.70	Moderate Injury (B) Crashes	Crash Type	Angle
0.70	Possible Injury (C) Crashes		
0.70	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data				
Begin Date	1/1/2019	End Date	12/31/2021	3 years
Data Source	MnCMAT2			
Crash Severity	All	Angle		
K crashes	0			
A crashes	0			
B crashes	0	2		
C crashes	0	3		
PDO crashes	3	2		

F. Benefit-Cost Calculation		
\$1,853,219	Benefit (present value)	B/C Ratio = N/A
\$0	Cost	
Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.		

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

**A. Roadway Description**

Route	CSAH 26 (Lone Oak Rd)	District	Metro	County	Dakota
Begin RP		End RP		Miles	1.370
Location	TH 13 to I35E, Eagan				

B. Project Description

Proposed Work			
Project Cost*		Installation Year	2026
Project Service Life	20 years	Traffic Growth Factor	1.3%

* exclude Right of Way from Project Cost

C. Crash Modification Factor

0.72	Fatal (K) Crashes	Reference	CMF ID 1414 - Add Signal
0.72	Serious Injury (A) Crashes		
0.72	Moderate Injury (B) Crashes	Crash Type	All
0.72	Possible Injury (C) Crashes		
0.72	Property Damage Only Crashes		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

0.65	Fatal (K) Crashes	Reference	CMF ID 1419 - Add Signal
0.65	Serious Injury (A) Crashes		
0.65	Moderate Injury (B) Crashes	Crash Type	Angle
0.65	Possible Injury (C) Crashes		
0.65	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2019	End Date	12/31/2021	3 years
Data Source	MnCMAT2			
Crash Severity	All	Angle		
K crashes	0			
A crashes	0			
B crashes	2	2		
C crashes	6	3		
PDO crashes	11	2		

F. Benefit-Cost Calculation

\$4,704,349	Benefit (present value)	B/C Ratio = N/A
\$0	Cost	

Proposed project expected to reduce 3 crashes annually, 0 of which involving fatality or serious injury.



CMF / CRF Details

CMF ID: 1414

Add signal (additional primary head)

Description:

Prior Condition: Intersection has one primary signal head per approach

Category: Intersection traffic control

Study: [Safety Benefits of Additional Primary Signal Heads, Felipe et al., 1998](#)

Star Quality Rating:	

Crash Modification Factor (CMF)

Value:	0.72
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)

Value:	28 (This value indicates a decrease in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	



CMF / CRF Details

CMF ID: 1419

Add signal (additional primary head)

Description:

Prior Condition: Intersection has one primary signal head per approach

Category: Intersection traffic control

Study: [Safety Benefits of Additional Primary Signal Heads, Felipe et al., 1998](#)

Star Quality Rating:	

Crash Modification Factor (CMF)

Value:	0.65
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)

Value:	35 (This value indicates a decrease in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	



CMF / CRF Details

CMF ID: 2337

Install TWLTL (two-way left turn lane) on two lane road

Description:

Prior Condition: *No Prior Condition(s)*

Category: Roadway

Study: [Safety Evaluation of Installing Center Two-Way Left-Turn Lanes on Two-Lane Roads, Lyon et al., 2008](#)

Star Quality Rating:



Crash Modification Factor (CMF)

Value: 0.775

Adjusted Standard Error:

Unadjusted Standard Error: 0.058

Crash Reduction Factor (CRF)

Value: 22.5 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:



CMF / CRF Details

CMF ID: 9669

Changing left turn phasing from protected-permissive to flashing yellow arrow (FYA)

Description: CMFs are calculated the intersection level and not the treated approach(es) level.

Prior Condition: Protected-permissive operation with circular green indication for the permissive

Category: Intersection traffic control

Study: [*Safety Effects of Flashing Yellow Arrows Used in Protected Permitted Phasing: Comparison of Full Bayes And Empirical Bayes Results, Appiah et al., 2018*](#)

Star Quality Rating:



[\[View score details\]](#)

Crash Modification Factor (CMF)

Value: 0.7

Adjusted Standard Error:

Unadjusted Standard Error: 0.066

Crash Reduction Factor (CRF)



Crash Case Listing

CSAH 26 - TH 13 to I35E

Report Version 1.0
February 2020

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time	Day of Week	Basic Type	Num Veh	Sev
04-CSAH	26	0.078	19	Eagan	00893487	02/28/21	1235	SUN	SVROR	1	N
04-CSAH	26	0.122	19	Eagan	00848608	10/20/20	1312	TUE	Other	2	N
04-CSAH	26	0.344	19	Eagan	00930253	07/25/21	0725	SUN	SVROR	1	C
04-CSAH	26	0.365	19	Eagan	00678238	01/23/19	0819	WED	SVROR	1	N
04-CSAH	26	0.387	19	Eagan	00940168	09/11/21	2110	SAT	Other	1	C
04-CSAH	26	0.507	19	Eagan	00735024	07/20/19	1035	SAT	Other	1	N
04-CSAH	26	0.637	19	Eagan	00864013	11/17/20	1341	TUE	Rear End	2	N
04-CSAH	26	0.739	19	Eagan	00737919	08/02/19	1207	FRI	Rear End	2	N
04-CSAH	26	0.762	19	Eagan	00726612	06/13/19	1640	THU	Rear End	3	N
04-CSAH	26	0.764	19	Eagan	00763422	11/18/19	1536	MON	Head On	2	C
04-CSAH	26	0.763	19	Eagan	00767689	12/03/19	1018	TUE	Angle	2	C
04-CSAH	26	0.765	19	Eagan	00686538	02/10/19	1833	SUN	Head On	2	N
04-CSAH	26	0.765	19	Eagan	00943002	09/26/21	0855	SUN	Angle	2	B
04-CSAH	26	0.783	19	Eagan	00744987	09/04/19	1626	WED	Rear End	2	C
04-CSAH	26	0.783	19	Eagan	00771821	12/16/19	0822	MON	Rear End	2	N
04-CSAH	26	1.171	19	Eagan	00678836	01/24/19	1633	THU	Angle	2	C
04-CSAH	31	16.469	19	Eagan	00782368	01/22/20	1735	WED	Head On	2	N
04-CSAH	31	16.471	19	Eagan	00805159	03/20/20	1912	FRI	Angle	2	B
04-CSAH	31	16.475	19	Eagan	00697773	03/14/19	1350	THU	Left Turn	2	N
04-CSAH	31	16.481	19	Eagan	00752035	10/04/19	0601	FRI	Angle	2	C
04-CSAH	31	16.486	19	Eagan	00821227	07/23/20	1205	THU	Rear End	3	N
04-CSAH	31	16.487	19	Eagan	00980594	12/15/21	0740	WED	SVROR	1	N
04-CSAH	31	16.491	19	Eagan	00718429	05/07/19	1837	TUE	SSS	3	N
05-MSAS	133	0.007	19	Eagan	00839371	09/03/20	1925	THU	Rear End	2	C
10-MUN	609	0.433	19	Eagan	00813857	06/10/20	2021	WED	Angle	2	N
10-MUN	609	0.446	19	Eagan	00754891	10/16/19	0649	WED	SSS	2	N
21-PRIV	390	0.274	19	Eagan	00690395	02/21/19	1215	THU	Angle	2	N



Crash Case Listing

CSAH 26 - TH 13 to I35E

Report Version 1.0
February 2020

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time Day of Week	Basic Type	Num Veh	Sev
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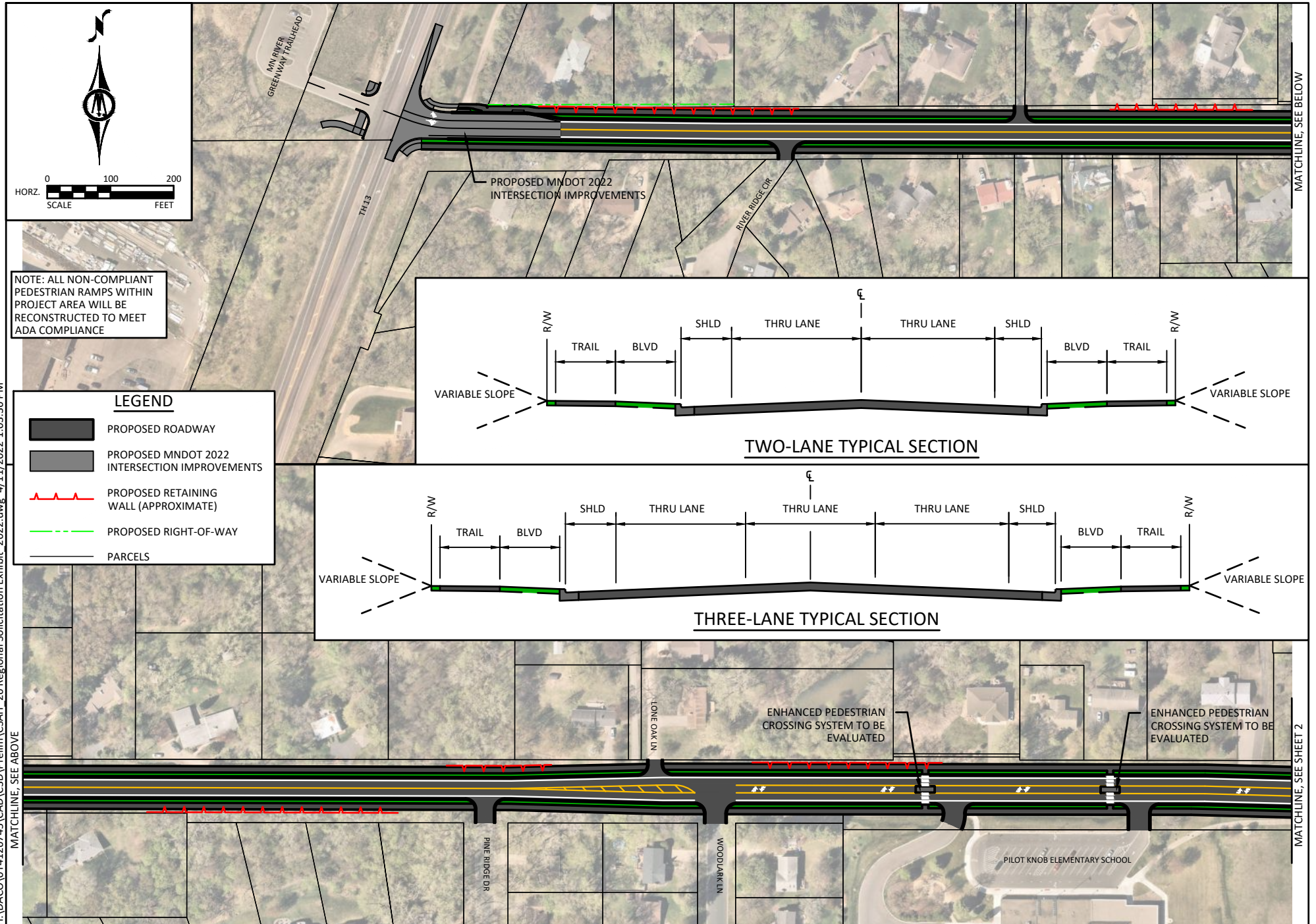
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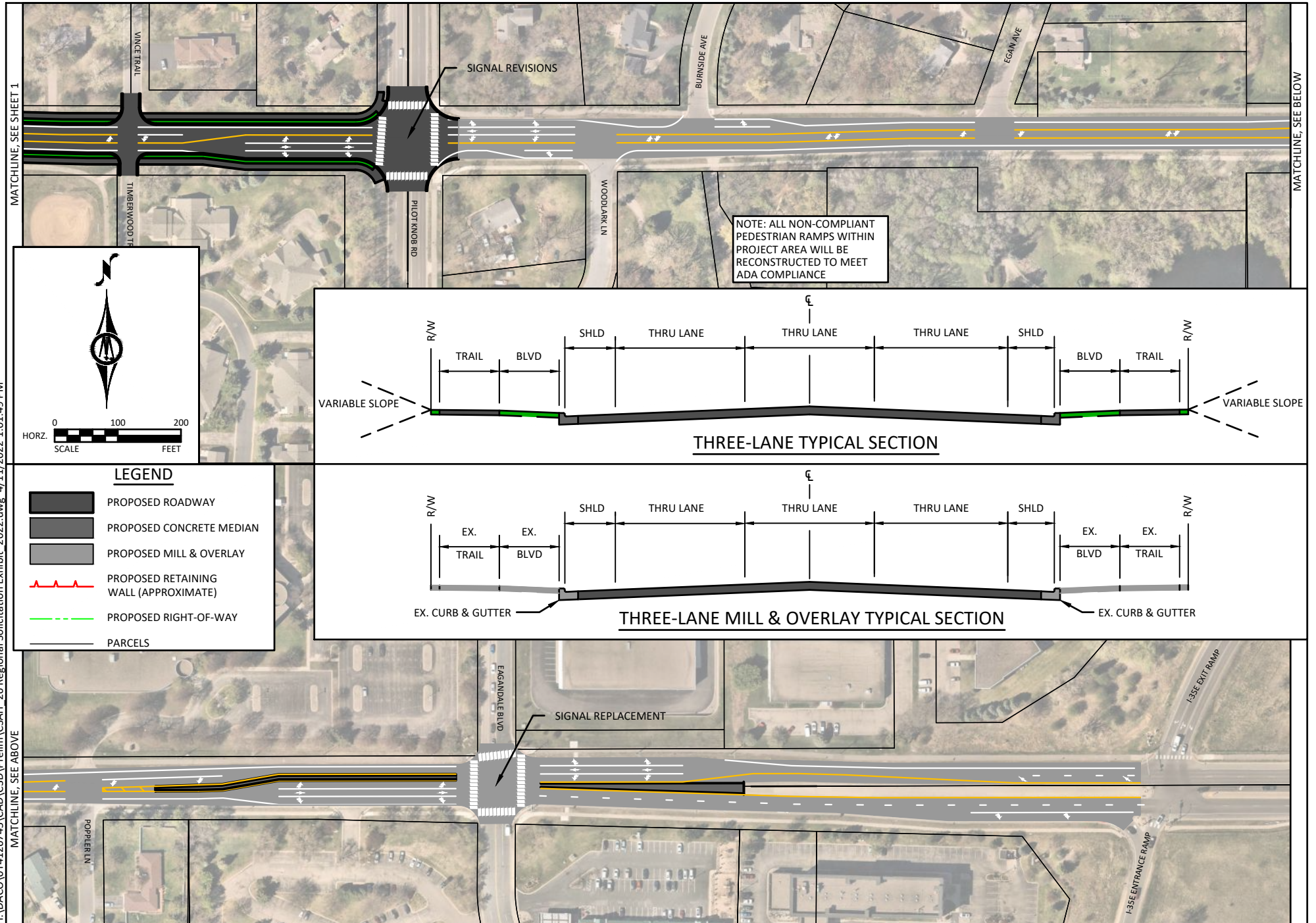
Analyst:

Notes:

Jacob Bongard



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April 4, 2022

Metropolitan Council
Transportation Advisory Board (TAB)
Attn: Elaine Koutsoukos, TAB Coordinator
390 Robert Street North
Saint Paul, MN 55101

**RE: 2022 Regional Solicitation Letter of Support for Dakota County CP 26-66 & 26-67
Lone Oak Road (CSAH 26) Draft Layout**

Dear Ms. Koutsoukos:

The City of Eagan is writing to express our support for Dakota County's grant application for Federal Funding for the reconstruction, trail and lane conversion project of CSAH 26 (Lone Oak Road, from Highway 13 to I-35E) in Eagan.

The improvement of the Lone Oak Road is a priority for the city as portions of the road segment have aging infrastructure from 1955 and represent a crucial east-west gap in the local and regional trail system. In addition to improved safety the project will provide with new lane configurations, a new school crossing and ADA upgrades, it will also increase the multi-modal corridor efficiency and improve water quality management.

Dakota County has prepared a draft layout in which the City of Eagan concurs. The project is a joint effort with Dakota County and the City of Eagan and is included in Eagan's 2022-2026 Capital Improvement Plan to participate in its share of the costs pursuant to Dakota County's cost share policy.

The City supports this proposed project and Dakota County for their Regional Solicitation application.

Sincerely,

John Gorder, P.E.
City Engineer

CSAH 26 (Lone Oak) Reconstruction, Trail and Lane Conversion Project



List of Attachments

- 1. Project Narrative**
- 2. Existing Conditions & Road Characteristics**
- 3. County Highway Capacity Deficiencies**
- 4. Average Daily Traffic**
- 5. 2022 -2026 Dakota County CIP**
- 6. 2022-2026 Eagan CIP**
- 7. Socio-Economic Equity Map**
- 8. Affordable Housing**
- 9. Crash Modification Factors**
- 10. Multimodal Elements and Existing Connections**
- 11. Public Involvement Comments**
- 12. Draft Layout and Typical Sections**
- 13. City of Eagan Support Letters**
- 14. MnDOT Support Letter**

Regional Economy

Roadway Reconstruction/Modernization Project: CSAH 26 (Lone Oak Rd) Reconstruction, Trail and Lane Convers | M

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

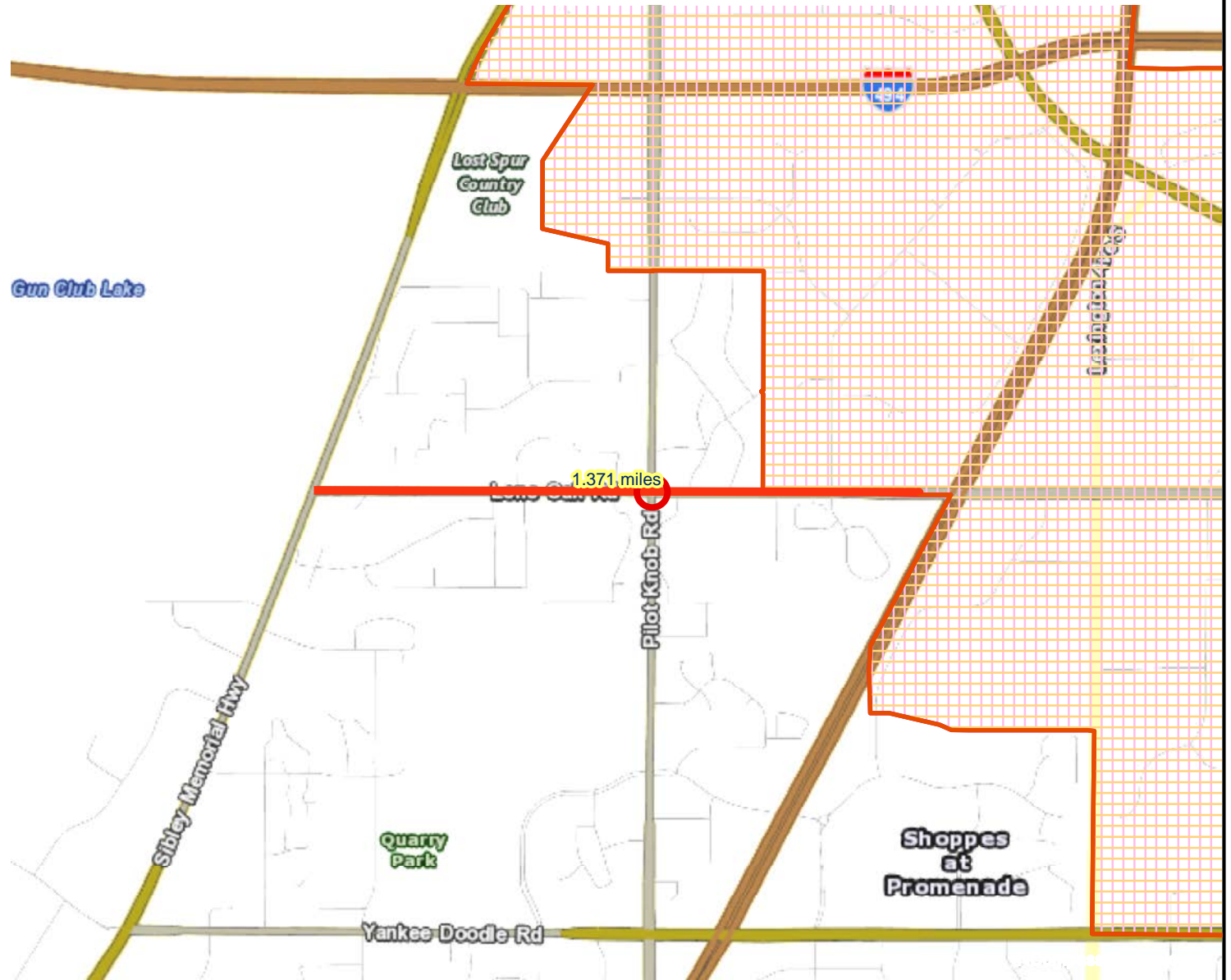
Totals by City:





Eagan

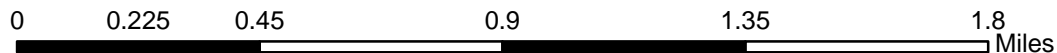
Population: 9387
Employment: 16147
Mfg and Dist Employment: 4905

Mendota Heights

Population: 1
Employment: 5735
Mfg and Dist Employment: 2182



-  Project Points
-  Manufacturing/Distribution Centers
-  Project
-  Job Concentration Centers



Created: 4/8/2022
LandscapeRSA5



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Transit Connections

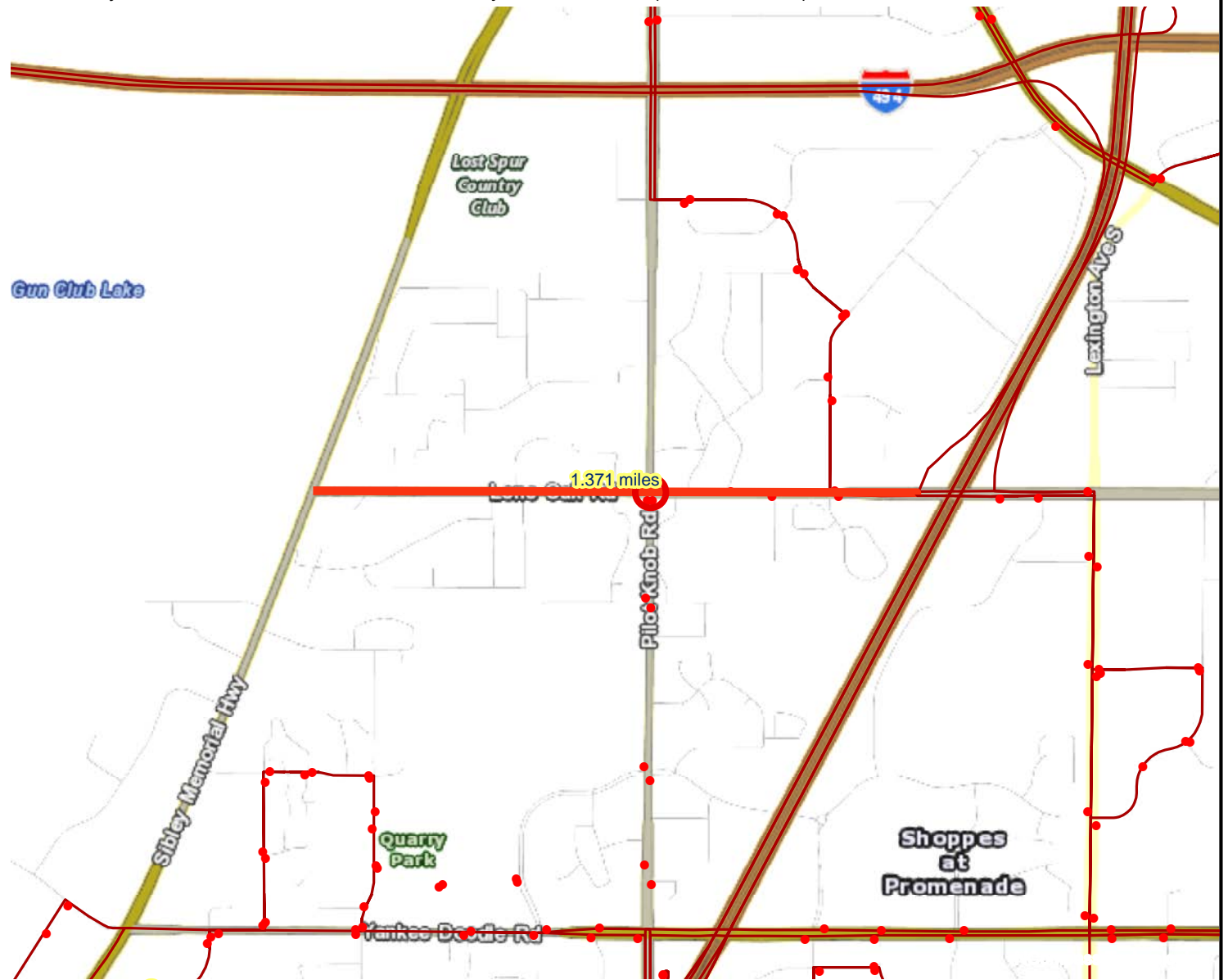
Roadway Reconstruction/Modernization Project: CSAH 26 (Lone Oak Rd) Reconstruction, Trail and Lane Conversions | I

Results

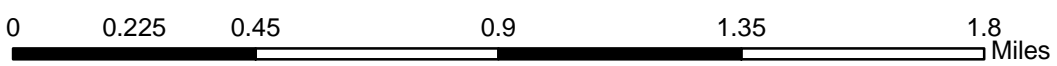
Transit with a Direct Connection to project:
446 470 480 489

**indicates Planned Alignments*

Transit Market areas: 3



- | | | | | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
| | Project Points | | Commuter Rail | | Commuter Rail | | Arterial Bus Rapid Transit | | Undetermined | | Light Rail |
| | Project | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Arterial Bus Rapid Transit | | Modern Streetcar |
| | Project Area | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Commuter Rail | | Undetermined |
| | Active Stop | | Light Rail | | Light Rail | | Light Rail | | Dedicated Bus Rapid Transit | | Highway Bus Rapid Transit |
| | Arterial Bus Rapid Transit | | Arterial Bus Rapid Transit | | Transit Routes | | Modern Streetcar | | Highway Bus Rapid Transit | | |



Created: 4/8/2022
LandscapeRSA3



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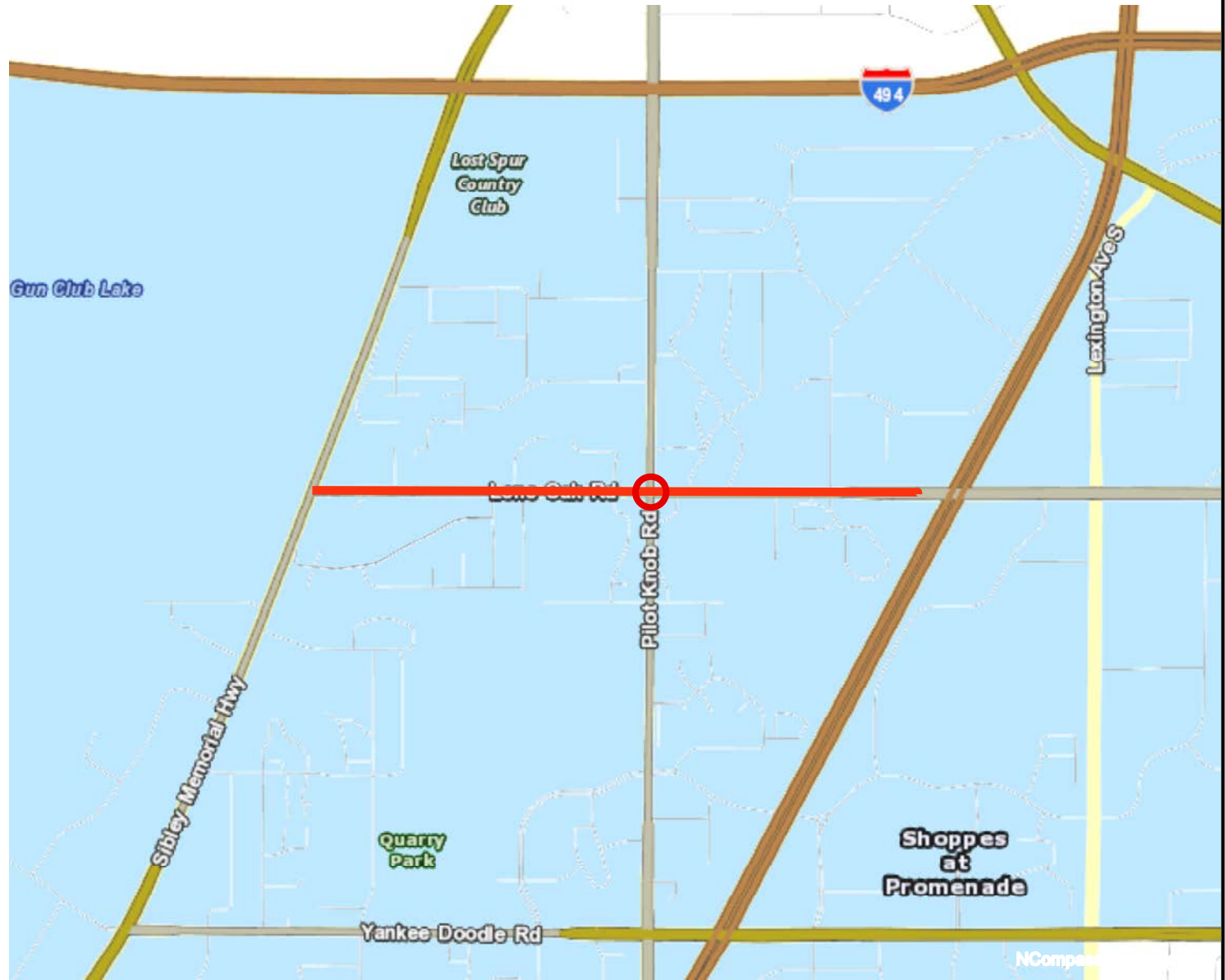






Socio-Economic Conditions

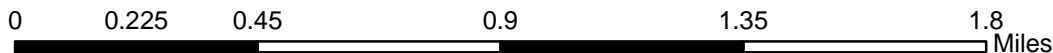
Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 97

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



-  Points
-  Lines
-  Area of Concentrated Poverty
-  Regional Environmental Justice Area



Created: 4/8/2022
LandscapeRSA2

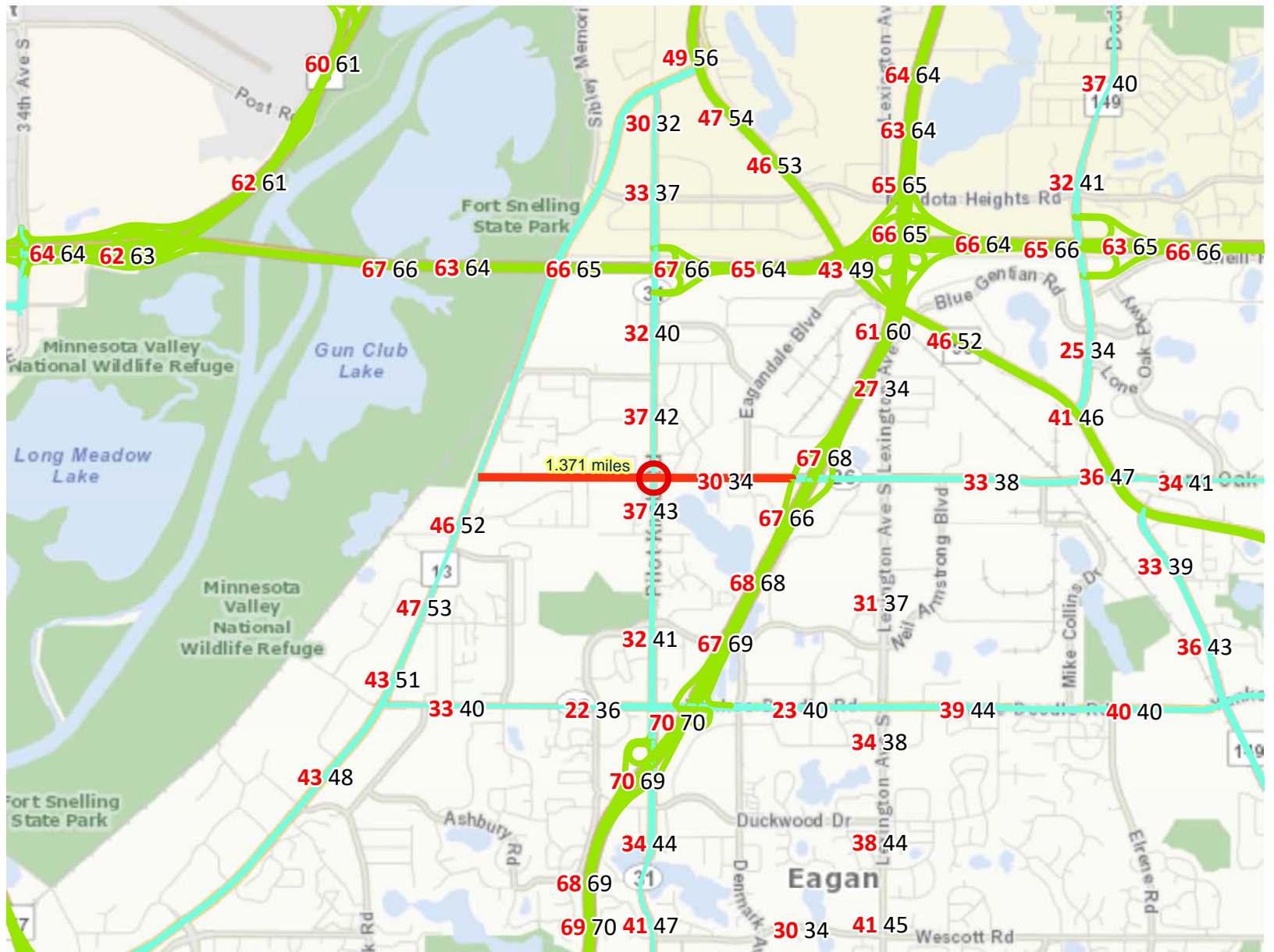


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gisite/notice.aspx>

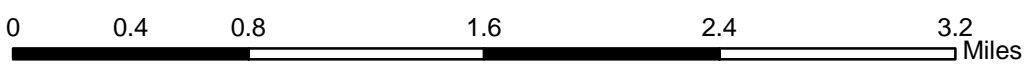


Level of Congestion

Roadway Reconstruction/Modernization Project: CSAH 26 (Lone Oak Rd) Reconstruction, Trail and Lane Convers | Map ID: 16494494252



- Project Points
- Principal Arterials
- Principal Arterials Planned
- Project
- A Minor Arterials
- A Minor Arterials Planned



Created: 4/8/2022
LandscapeRSA1



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CSAH 26 (Lone Oak) Reconstruction, Trail and Lane Conversion Project



Attachment 1 | Project Narrative

Project Name

CSAH 26 (Lone Oak Rd) Reconstruction, Trail and Lane Conversion Project

City

Eagan

Commissioner District

3 - Halverson

County Project Number

26-66 & 26-67

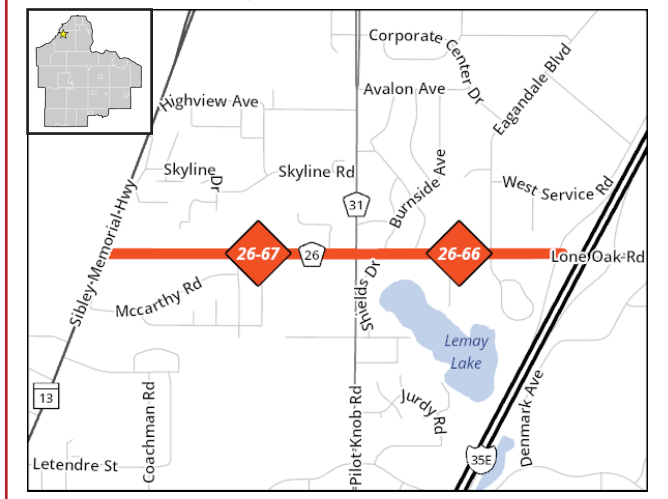
City Project Number

22-220052

Construction Year

2025/2026

Project Location



West Section



East Section

Project Summary

Reconstruction of the CSAH 26 (Lone Oak Road) corridor from TH 13 to CSAH 31 (Pilot Knob) and a four to three lane conversion from CSAH 31 to the TH 35E interchange area in the City of Eagan.

Project Benefits

- ◆ Preservation and modernization of existing transportation, stormwater and pedestrian and bicycle infrastructure
- ◆ Lane reduction to reduce crash risks, crossing distances, speed differential and improved access
- ◆ School travel safety including new trails and an enhanced mid-block crossing
- ◆ Resolving a Tier 1 RBTN gap with new trail connections to the MN River Greenway Trailhead and school

Roadway History

The existing roadway from TH13 to CSAH 31 was last **reconstructed in 1955** and nearing the end of its service life and **does not include continuous bike or pedestrian facilities**. The existing roadway east of CSAH 31 was reconstructed in 1992, but is **overbuilt** for the current and future traffic volumes and includes a signal at Eagandale approaching the end of its service life.

Funding Request

Requested Federal Dollar:	\$4,740,000
Local Match:	\$1,200,000
Total Project Cost	\$5,940,000

Corridor Characteristics:

- 40 mph posted speed limit | A-minor arterial
- Numerous direct driveway access to CSAH 26
- Narrow roadway doesn't allow safe space for pedestrians or bicycles
- Steep ditches with erosion issues
- Infrastructure from 1955 and 1992

TH13 to Shields Drive Existing Conditions

- 2-lane section/varying right-of-way section
- Limited sight distance (vertical)
- Challenging grades along and adjacent to CSAH 26 up to 9%
- Steep slopes and highly erodable ditches
- Numerous full access points
- Pedestrian demands to/from MN River Greenway, Pilot Knob STEM School, and other local generators
- No marked crossings of CSAH 26 until CSAH 31

Shields Drive to I-35E Existing Conditions

- 4-lane undivided, 4-lane divided, 5-lane undivided section
- Wide Pavement section creates safety concerns with additional pedestrian/bike exposure and unnecessary weaving/merging for drivers
- Aging signal at Eagandale Blvd
Date of Reconstruct 1992
- No dedicated right-turn lanes west of Eagandale PI



Legend

- Steep Ditch Grades
- Existing Trail/Sidewalk
- Traffic Signal
- XXXX Average Daily Traffic (AADT)
- XXXX Future (2040) AADT
- NWI
- XX 5-Year Crash History (2016-2020)



Pedestrian/Bike Conditions

- 1 TH 13 acts as a significant barrier to the Minnesota River Greenway Trailhead. A 2022 signal improvement will close this gap and is expected to increase users and trail demand for CSAH 26.
- 2 Trails and sidewalks line both sides of the corridor north, east and west of the Pilot Knob intersection. Steep ditch grades, narrow right-of-way, private driveways, and challenging drainage have contributed to the existing trail gap resent between TH13 and Pilot Knob road.
- 3 Enhancements are needed to notify drivers of pedestrians crossing CSAH 26 near the Pilot Knob STEM School.
- 4 The wide typical section east of Pilot Knob road is overbuilt for existing and future capacity. A lane reduction will reduce exposure for crossing pedestrians and reduce the likelihood of a multiple threat crash.

Stormwater Conditions

- 1 Existing driveway culverts, surface ditch treatments, and washout areas highlight the challenges developed with the steep grades east of TH13. Capturing the water, treating it, and managing flow will contribute to improved water quality prior to entering the Minnesota River and minimize impacts to surrounding neighborhoods.
- 2 Opportunities exist to retrofit existing BMPs and construct new BMPs where feasible, while providing potential educational opportunities for school STEM programs.

Infrastructure and Roadway Conditions

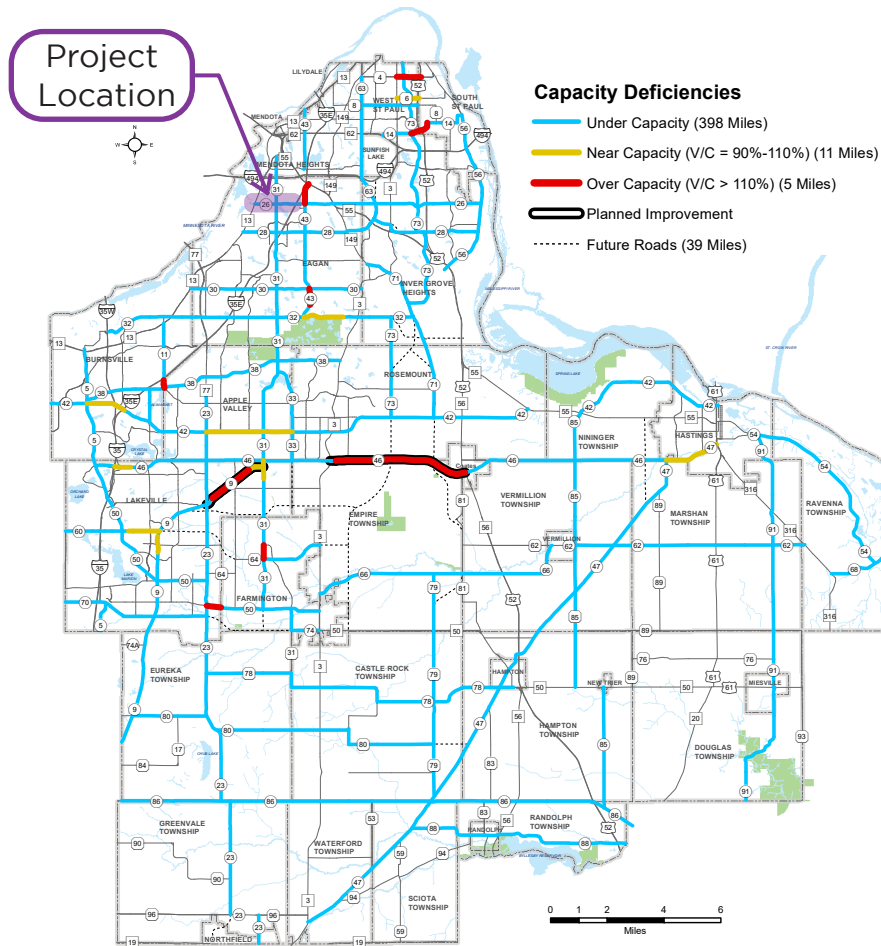
- Two-lane undivided roadway at TH13 and expands to a four-lane undivided roadway at CSAH 31. East of CSAH 31, the roadway has intermittent turn lanes and then becomes a four-lane divided highway.
- AADT of 4,200 on the west end to 13,100 at the interchange with growth rates projected between 10-20 percent from current volumes.
- Signal Age at CSAH 26 and Eagandale Boulevard is 30 years (1992)
- Signal Age at CSAH 26 and CSAH 31 is 16 years (2006)
- Roadway age of CSAH 26 from TH13 to CSAH 31 is 67 years (1955)
- Roadway age of CSAH 26 from CSAH 31 to I-35E is 30 years (1992)

CSAH 26 (Lone Oak) Reconstruction, Trail and Lane Conversion Project

Attachment 3 | County Highway Capacity Deficiencies
Dakota County 2040 Transportation Plan

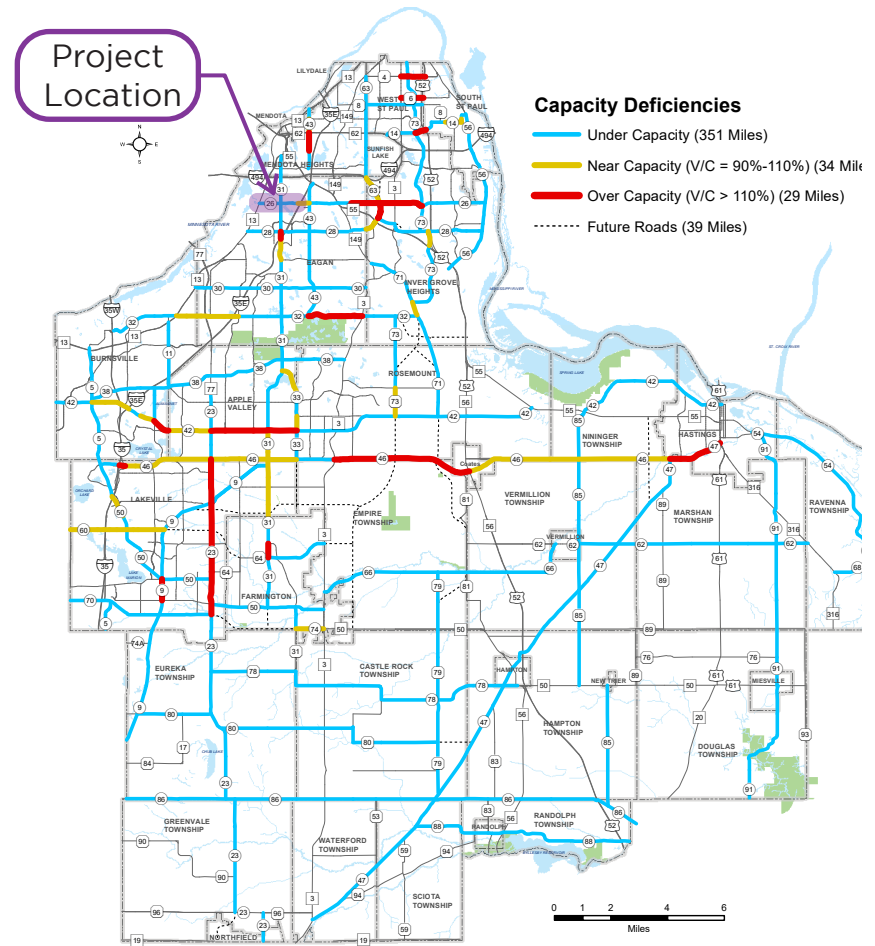


Dakota County Highway Capacity Deficiencies, 2019



Prepared by:
Dakota County Office of GIS, 2/2021.

Dakota County Highway Capacity Deficiencies, 2040



Prepared by:
Dakota County Office of GIS, 2/2021.

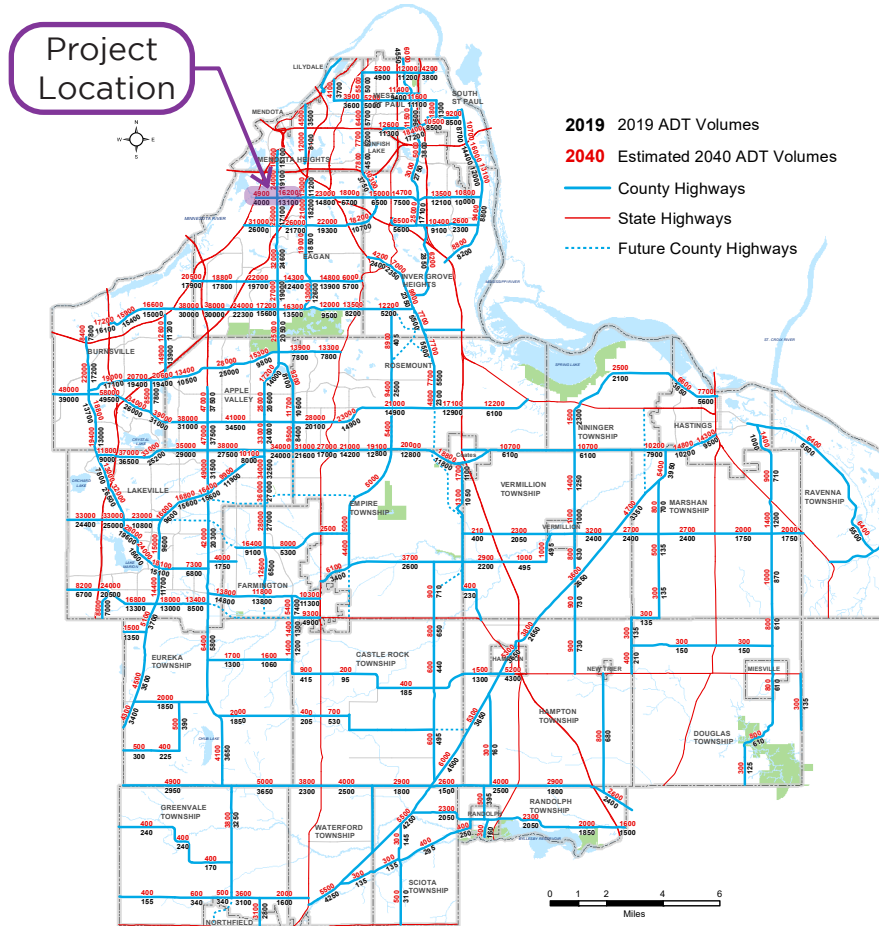
CSAH 26 (Lone Oak Road) from Trunk Highway 13 to CSAH 31 (Pilot Knob) and CSAH 31 to I-35E

CSAH 26 (Lone Oak) Reconstruction, Trail and Lane Conversion Project

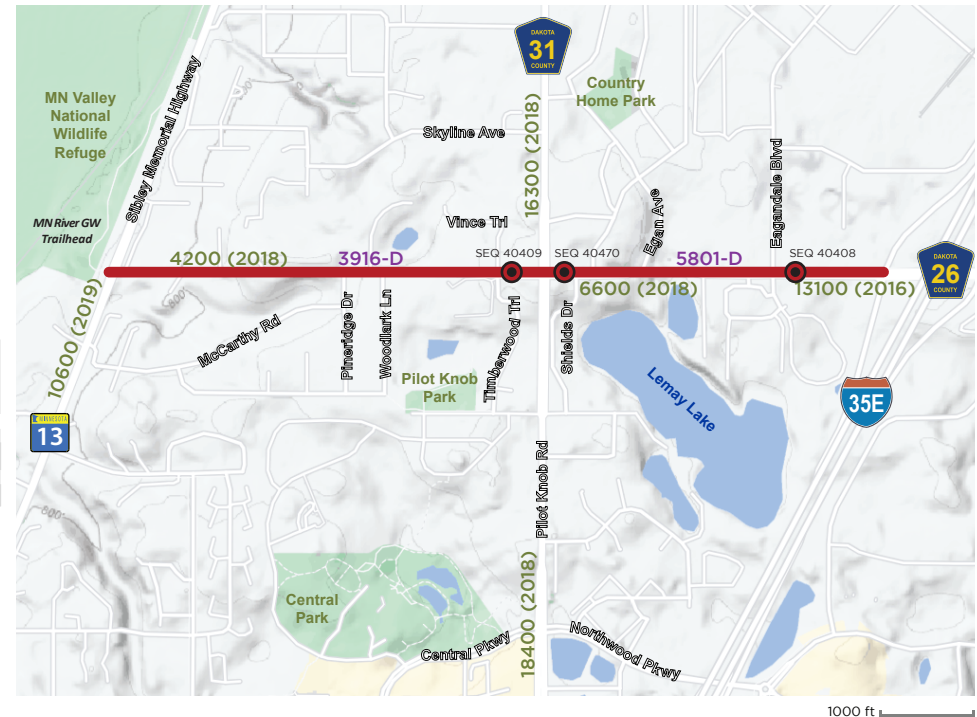
Attachment 4 | Average Daily Traffic
Dakota County 2040 Transportation Plan



Average Daily Traffic - County Highways, 2019/2040



MnDOT Traffic Mapping Application AADT



Prepared by:
Dakota County Office of GIS, 2/2021.

CSAH 26 (Lone Oak) Reconstruction, Trail and Lane Conversion Project

Attachment 5 | 2022-2026 Dakota County CIP



2022 CAPITAL BUDGET and 2022 - 2026 TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM											
Project Title: Roadway Study CSAH 26 (Lone Oak Road) from CSAH 31 (Pilot Knob Road) to I-35E in Eagan			Project Graphic 								
Project Number(s): 26-66 Year of Board Authorization: 2023 Target Completion: Future Project Type: Replacement JL Key: T26066 Project Location: City of Eagan			Project Description: RESOURCES: Design (Roadway Reduction to 3-lane) REPLACEMENT/MODERNIZATION: Roadway Lane Reduction from 4 to 3 lanes. CSAH 26 (Lone Oak Road) from CSAH 31 (Pilot Knob Road) to I-35E in Eagan. Design is planned in 2022 and construction in 2025 to coincide with 26-67 from TH 13 to CSAH 31 (Pilot Knob Rd). This project will improve CSAH 26 roadway operations, make safety improvements and include pedestrian amenities.								
Project and Fiscal History:											
Project Revenues	Original Project Estimate	Approved Budget	2022 Budget	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	Beyond 2026	Total Revised Project Revenues Estimate	2022 Project Revenues Estimate Change	
Local	-	-	15,000	-	-	60,000	-	-	75,000	75,000	
CSAH	-	-	85,000	-	-	340,000	-	-	425,000	425,000	
Total	-	-	100,000	-	-	400,000	-	-	500,000	500,000	
Project Expenditures	Original Project Estimate	Approved Budget	2022 Budget	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	Beyond 2026	Total Revised Project Expenditures Estimate	2022 Project Expenditures Estimate Change	
Consulting Services	-	-	100,000	-	-	-	-	-	100,000	100,000	
Total	-	-	100,000	-	-	400,000	-	-	500,000	500,000	

2022 CAPITAL BUDGET and 2022 - 2026 TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM											
Project Title: CSAH 26 (Lone Oak Road) from Trunk Highway 13 to CSAH 31 (Pilot Knob Road) in Eagan			Project Graphic 								
Project Number(s): 26-67 Year of Board Authorization: 2022 Target Completion: 2025 Project Type: Replacement JL Key: T26067 Project Location: City of Eagan			Project Description: RESOURCES: Preliminary Engineering - Consultant REPLACEMENT/MODERNIZATION: Roadway Reconstruction Reconstruct CSAH 26 (Lone Oak Road) from Trunk Highway 13 to CSAH 31 (Pilot Knob Road) in Eagan. Preliminary Engineering in 2022 will evaluate roadway design alternatives a develop a preferred alternative for roadway reconstruction. Includes a trail as part of the School Area Safety Assessment recommendations for Pilot Knob Stem School. This project will improve CSAH 26 roadway operations, make safety improvements and include pedestrian amenities.								
Project and Fiscal History:											
Project Revenues	Original Project Estimate	Approved Budget	2022 Budget	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	Beyond 2026	Total Revised Project Revenues Estimate	2022 Project Revenues Estimate Change	
Local	-	-	37,500	60,000	300,000	690,000	-	-	1,087,500	1,087,500	
CSAH	-	-	212,500	340,000	1,700,000	3,510,000	-	-	5,762,500	5,762,500	
County Funds	-	-	-	-	-	400,000	-	-	400,000	400,000	
Total	-	-	250,000	400,000	2,000,000	4,600,000	-	-	7,250,000	7,250,000	
Project Expenditures	Original Project Estimate	Approved Budget	2022 Budget	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	Beyond 2026	Total Revised Project Expenditures Estimate	2022 Project Expenditures Estimate Change	
Land Acquisition	-	-	-	-	2,000,000	-	-	-	2,000,000	2,000,000	
Consulting Services	-	-	250,000	400,000	-	-	-	-	650,000	650,000	
New Construction	-	-	-	-	-	4,600,000	-	-	4,600,000	4,600,000	
Total	-	-	250,000	400,000	2,000,000	4,600,000	-	-	7,250,000	7,250,000	

**CSAH 26 (Lone Oak)
Reconstruction, Trail and Lane
Conversion Project**
Attachment 6 | 2022-2026 Eagan CIP



October 20, 2021

Ms. Liz Hansen
Dakota County - Western Service Center
14955 Galaxie Avenue West, 3rd Floor
Apple Valley, Minnesota 55124 -8579

RE: DAKOTA COUNTY - 2022-2026 CIP

Dear Ms. Hansen:

Enclosed for your file please find one original Resolution document signed by the City of Eagan. This Resolution notes that the City of Eagan supports the projects included in the Dakota County Transportation CIP (2022-2026).

Sincerely,

John Gorder
City Engineer

Enclosures: Resolution
County-City CIP Comparison

**CSAH 26 (Lone Oak)
Reconstruction, Trail and Lane
Conversion Project**

Attachment 6 | 2022-2026 Eagan CIP

**DAKOTA COUNTY
TRANSPORTATION DEPARTMENT
CAPITAL IMPROVEMENT PROGRAM (CIP)
2022-2026**

WHEREAS, Dakota County has asked cities and townships for letters of support for the Dakota County Transportation Department's Capital Improvement Program (CIP) for 2022 to 2026; and

WHEREAS, the Dakota County Transportation and Transportation Sales and Use Tax projects within the City of Eagan, as listed in the City's 5-Year CIP, are deemed important to the City of Eagan; and

WHEREAS, on October 19, 2021, the Eagan City Council considered Dakota County Transportation Department's draft 5-Year CIP (2022-2026) incorporating the County Transportation and Transportation Sales and Use Tax projects; and,

WHEREAS, all other County Highway segments included in the approved City of Eagan Public Works Department's 5-year CIP (2022-2026) have been included in the draft Dakota County Transportation Department's CIP (2022-2026); and,

WHEREAS, the City of Eagan intends to participate in costs associated with these projects in accordance with applicable County cost-sharing policies.

NOW, THEREFORE, BE IT RESOLVED that the City of Eagan hereby supports the projects included in the Dakota County Transportation Department's CIP (2022-2026) for construction in the years designated.

DATED this 19th day of October 2021


Cyndee Fields, Acting Mayor

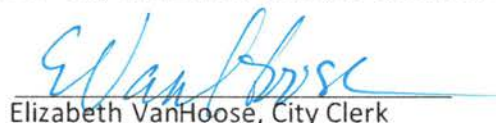
ATTEST:


Elizabeth VanHoose, City Clerk

CERTIFICATION

State of Minnesota
County of Dakota
City of Eagan

I hereby certify that the foregoing Resolution is a true and correct copy of a Resolution presented to and adopted by the City Council of Eagan at a duly authorized meeting thereof held in the City of Eagan, Minnesota, on the 19th day of October 2021, as disclosed by the records of said City in my possession.


Elizabeth VanHoose, City Clerk

**5-Year Capital Improvement Plan (CIP)
Eagan Draft (2022-2026) comparison with County Draft (2022-2026)**

10/12/2021

<u>IMPROVEMENTS - Construction Year</u>	<u>Eagan Approved (2022-26 CIP)</u>	<u>County Draft (2022-2026 CIP)</u>	<u>Cost Estimate</u>	<u>Cost Participation</u>	<u>Remarks</u>
<u>ROADS</u>					
1 CSAH 32 (Lexington Ave to Dodd Rd) Corridor ROW Acquisition/ Construction	2022	2022	\$14,500,000	\$12,100,000 County \$2,400,000 City	
2 TH 3 Corridor Study (County/ Eagan/ IGH/ Rosemount)	2023	2022	\$500,000	\$500,000 County/State \$0 Eagan/IGH/Rosemount	
3 TH 77 Capacity Improvements (AV, Eagan) Preliminary Engineering	NA	2022	\$1,000,000	\$1,000,000 State \$0 County/Eagan/ AV	
4 TH 77 Capacity Improvements (AV,Eagan)	2025	NA	\$48,000,000	\$46,000,000 County/State \$2,000,000 Eagan/ AV	
5 CSAH 26 Corridor Study (TH 13 to CSAH 31)	2022	2022	\$250,000	\$137,500 County \$112,500 City	
6 CSAH 26 (Pilot Knob Rd to I-35E) Prelim Design - (3 Lane Reduction)	NA	2022-2023	\$400,000	\$340,000 County \$60,000 City	City to address - 2023-2027 CIP
7 CSAH 26 (TH 13 to CSAH 31) School Safety - PE, ROW, Const	NA	2022-2025	\$6,600,000	\$5,610,000 County \$990,000 City	City to address - 2023-2027 CIP
<u>SIGNALS / INTERSECTIONS</u>					
1 CSAH 31, Pilot Road at CSAH 32, Cliff Road Intersection & Traffic Control Modifications	2022	2022	\$750,000	\$710,000 County \$40,000 City	
2 CSAH 31, Pilot Road at Corporate Center Drive Intersection & Traffic Control Modifications - ROW/Const	2022	2022	\$775,000	\$500,000 County \$275,000 City	
3 CSAH 28, Yankee Doodle Road at Elrene Rd/ Mike Collins Dr Elrene - New Traffic Signal Installation, Mike Collins - 3/4 Int	2023	2022-2023	\$480,000	\$375,000 County \$375,000 City	
4 CSAH 32/Cliff Rd at Slater Road, CSAH 32 Replace Ex Traffic Signal/ Intersection Improvements	2023	2022-2023	\$750,000	\$337,500 County \$337,500 City	
5 CSAH 32, Cliff Rd at Beacon Hill/Thomas Center Dr Relocate Traffic Signal	2022	2023	\$750,000	\$525,000 County \$225,000 City	
6 CSAH 26 (Lone Oak Rd)/ TH 13 Traffic Signal	2022	2022	\$250,000	\$210,000 State/County \$40,000 City	
<u>TRAILS</u>					
1 Adjacent to CSAH 26, 32 Trail Overlays	2022	NA	\$100,000	\$100,000 County \$0 City	
2 Adjacent to CSAH 31, 32 Trail Overlays	2023	NA	\$100,000	\$100,000 County \$0 City	
3 Adjacent to CSAH 43 Trail Overlays	2024	NA	\$50,000	\$50,000 County \$0 City	
4 Adjacent to CSAH 28,30, 43 Trail Overlays	2025	NA	\$100,000	\$100,000 County \$0 City	
5 Adjacent to CSAH 28,32 Trail Overlays	2026	NA	\$100,000	\$100,000 County \$0 City	
5 Year Total			\$75,455,000		

NA=Not Addressed

CSAH 26 (Lone Oak) Reconstruction, Trail and Lane Conversion Project



Attachment 6 | 2022-2026 Eagan CIP

City of Eagan, Minnesota

Regional Projects

2022 thru 2026

PROJECTS & FUNDING SOURCES BY DEPARTMENT

Department	Project #	2022	2023	2024	2025	2026	Total
22 PW: Streets							
Lone Oak Road Study (TH 13 to Pilot Knob Road)	22-220052	100,000					100,000
<i>9375 Major Street Fund</i>		45,000					45,000
<i>County/State participation</i>		55,000					55,000
Cliff Road (Lexington Ave to TH 3)	22-223232	16,200,000					16,200,000
<i>9375 Major Street Fund</i>		2,600,000					2,600,000
<i>County/State participation</i>		13,600,000					13,600,000
TH 3 Corridor Study	22-230010		300,000				300,000
<i>9375 Major Street Fund</i>			22,500				22,500
<i>County/State participation</i>			255,000				255,000
<i>Rosemount</i>			22,500				22,500
Nicols Road Resurface/County Driveway Transition	22-230051		635,000				635,000
<i>9375 Major Street Fund</i>			75,000				75,000
<i>State Grant</i>			560,000				560,000
TH 77 Managed Lanes (I-35E to Diffley Road)	22-260051				48,000,000		48,000,000
<i>9375 Major Street Fund</i>					1,000,000		1,000,000
<i>Apple Valley</i>					1,000,000		1,000,000
<i>County/State participation</i>					46,000,000		46,000,000
22 PW: Streets Total		16,300,000	935,000			48,000,000	65,235,000
GRAND TOTAL		16,300,000	935,000			48,000,000	65,235,000

Project # 22-220052
 Project Name Lone Oak Road Study (TH 13 to Pilot Knob Road)
 PSI Project #
 Facility Contract

Department 22 PW: Streets
 Contact Public Works Director
 Type PW Infrastructure Improvement
 Useful Life 10 years
 Category Regional Projects
 Status Active

Description Corridor study of Lone Oak Road
 Total Project Cost: \$100,000

Justification Safety improvements and capacity expansion, Dakota County planned project.

CSAH 26 (Lone Oak) Reconstruction, Trail and Lane Conversion Project

Attachment 7 | Socio-Economic Equity Map



LEGEND

- Community Resource
- School/Daycare
- Place of Worship
- Nonprofit/Social
- + Medical
- Project Location

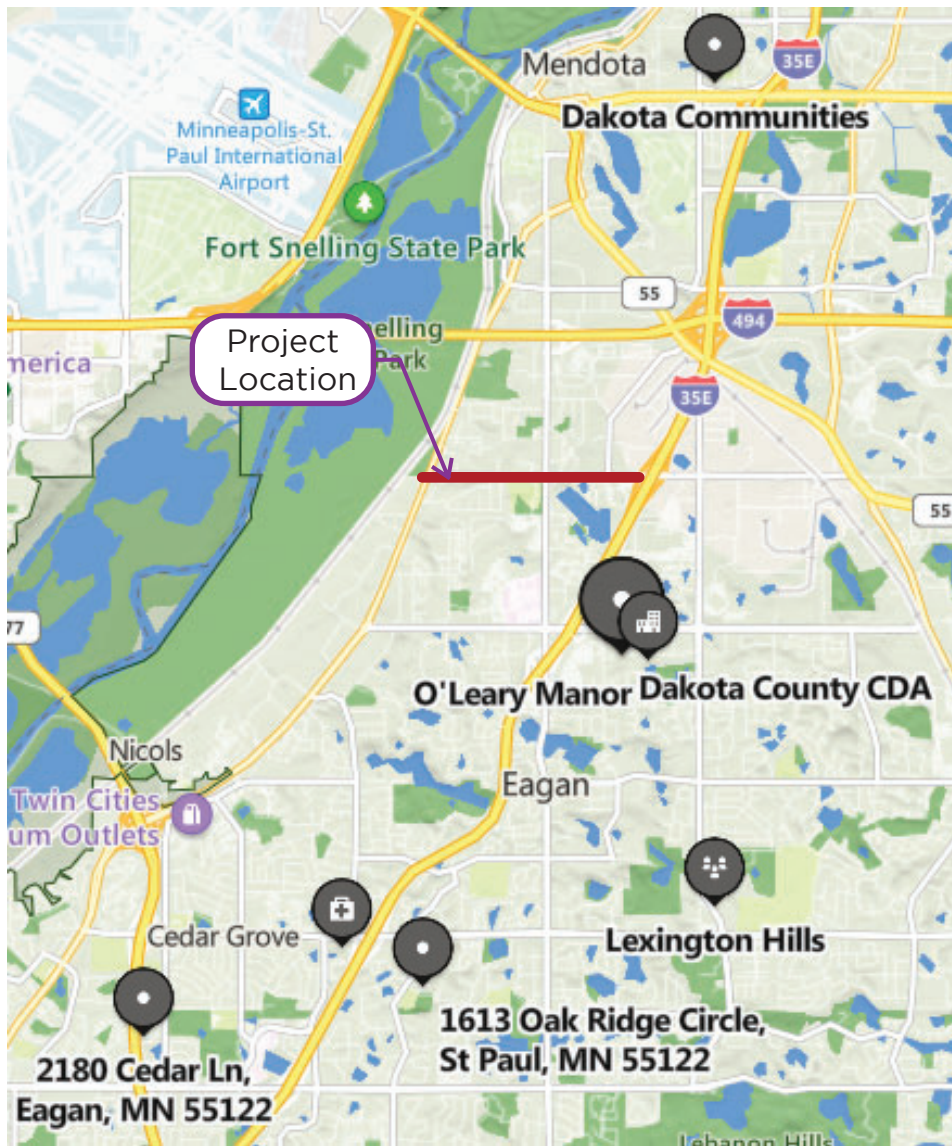
1000 ft

DAKOTA

CSAH 26 (Lone Oak Road) from Trunk Highway 13 to CSAH 31 (Pilot Knob) and CSAH 31 to I-35E

CSAH 26 (Lone Oak) Reconstruction, Trail and Lane Conversion Project

Attachment 8 | Affordable Housing



Eagan Senior - O'leary Manor

1220 Town Centre Dr, Eagan, MN 55123
65 Bedroom Units - 1 and 2 Bedroom - HUD HOME
Located 1 mile from project area

Dakota County CDA

1228 Town Centre Dr, Eagan, MN 55123
Located 1 mile from project area

Dakota Adult Communities, HUD Property

2031 Victoria Rd S, Mendota Heights, MN 55118
Located 2 miles from project area

Eagan Family House - Oak Ridge

1613 Oak Ridge Cir, Eagan, MN 55122
42 Bedroom Units - HUD HOME
Located 3 miles from project area

Eagan Pointe Senior Living

4232 Blackhawk Rd, Eagan, MN 55122
150 units - HUD HOME
Located 3 miles from project area

Erin Place Townhomes - HUD Property

4551 Villa Pkwy, Eagan, MN 55122
34 Bedroom Units - 2 and 3 Bedroom - LIHTC
Located 4 miles from project area

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description

Route	CSAH 26 (Lone Oak Rd)	District	Metro	County	Dakota
Begin RP		End RP		Miles	1.370
Location	TH 13 to I35E, Eagan				

B. Project Description

Proposed Work	4-3 lane conversion, rural to urban section conversion, signal impts, trail				
Project Cost*	\$5,940,000	Installation Year	2026		
Project Service Life	20 years	Traffic Growth Factor	1.3%		

* exclude Right of Way from Project Cost

C. Crash Modification Factor

Fatal (K) Crashes	Reference	SEE ADDITIONAL WORKSHEETS
Serious Injury (A) Crashes		
Moderate Injury (B) Crashes	Crash Type	SEE ADDITIONAL WORKSHEETS
Possible Injury (C) Crashes		
Property Damage Only Crashes		www.CMFClearinghouse.org

D. Crash Modification Factor (optional second CMF)

Fatal (K) Crashes	Reference	SEE ADDITIONAL WORKSHEETS
Serious Injury (A) Crashes		
Moderate Injury (B) Crashes	Crash Type	SEE ADDITIONAL WORKSHEETS
Possible Injury (C) Crashes		
Property Damage Only Crashes		www.CMFClearinghouse.org

E. Crash Data

Begin Date	1/1/2019	End Date	12/31/2021	3 years
Data Source	MnCMAT2			
Crash Severity	SEE ADDITIONAL WORKSHEETS	SEE ADDITIONAL WORKSHEETS		
K crashes				
A crashes				
B crashes				
C crashes				
PDO crashes				

F. Benefit-Cost Calculation

\$6,557,568	Benefit (present value)	B/C Ratio = 1.11
\$5,940,000	Cost	

Proposed project expected to reduce 0 crashes annually, 0 of which involving fatality or serious injury.

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description					
Route	CSAH 26 (Lone Oak Rd)	District	Metro	County	Dakota
Begin RP		End RP		Miles	1.370
Location	TH 13 to I35E, Eagan				

B. Project Description			
Proposed Work			
Project Cost*		Installation Year	2026
Project Service Life	20 years	Traffic Growth Factor	1.3%

* exclude Right of Way from Project Cost

C. Crash Modification Factor			
0.78	Fatal (K) Crashes	Reference	CMF ID 2337 - TWLTL
0.78	Serious Injury (A) Crashes		
0.78	Moderate Injury (B) Crashes	Crash Type	All
0.78	Possible Injury (C) Crashes		
0.78	Property Damage Only Crashes		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)			
0.70	Fatal (K) Crashes	Reference	CMF ID 9669 - Pmt+Perm to FYA
0.70	Serious Injury (A) Crashes		
0.70	Moderate Injury (B) Crashes	Crash Type	Angle
0.70	Possible Injury (C) Crashes		
0.70	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data				
Begin Date	1/1/2019	End Date	12/31/2021	3 years
Data Source	MnCMAT2			
Crash Severity	All	Angle		
K crashes	0			
A crashes	0			
B crashes	0	2		
C crashes	0	3		
PDO crashes	3	2		

F. Benefit-Cost Calculation		
\$1,853,219	Benefit (present value)	B/C Ratio = N/A
\$0	Cost	
Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.		

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description

Route	CSAH 26 (Lone Oak Rd)	District	Metro	County	Dakota
Begin RP		End RP		Miles	1.370
Location	TH 13 to I35E, Eagan				

B. Project Description

Proposed Work			
Project Cost*		Installation Year	2026
Project Service Life	20 years	Traffic Growth Factor	1.3%

* exclude Right of Way from Project Cost

C. Crash Modification Factor

0.72	Fatal (K) Crashes	Reference	CMF ID 1414 - Add Signal
0.72	Serious Injury (A) Crashes		
0.72	Moderate Injury (B) Crashes	Crash Type	All
0.72	Possible Injury (C) Crashes		
0.72	Property Damage Only Crashes		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

0.65	Fatal (K) Crashes	Reference	CMF ID 1419 - Add Signal
0.65	Serious Injury (A) Crashes		
0.65	Moderate Injury (B) Crashes	Crash Type	Angle
0.65	Possible Injury (C) Crashes		
0.65	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2019	End Date	12/31/2021	3 years
Data Source	MnCMAT2			
Crash Severity	All	Angle		
K crashes	0			
A crashes	0			
B crashes	2	2		
C crashes	6	3		
PDO crashes	11	2		

F. Benefit-Cost Calculation

\$4,704,349	Benefit (present value)	B/C Ratio = N/A
\$0	Cost	

Proposed project expected to reduce 3 crashes annually, 0 of which involving fatality or serious injury.



CMF / CRF Details

CMF ID: 1414

Add signal (additional primary head)

Description:

Prior Condition: Intersection has one primary signal head per approach

Category: Intersection traffic control

Study: [Safety Benefits of Additional Primary Signal Heads, Felipe et al., 1998](#)

Star Quality Rating:	

Crash Modification Factor (CMF)

Value:	0.72
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)

Value:	28 (This value indicates a decrease in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	



CMF / CRF Details

CMF ID: 1419

Add signal (additional primary head)

Description:

Prior Condition: Intersection has one primary signal head per approach

Category: Intersection traffic control

Study: [Safety Benefits of Additional Primary Signal Heads, Felipe et al., 1998](#)

Star Quality Rating:	

Crash Modification Factor (CMF)

Value:	0.65
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)

Value:	35 (This value indicates a decrease in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	



CMF / CRF Details

CMF ID: 2337

Install TWLTL (two-way left turn lane) on two lane road

Description:

Prior Condition: *No Prior Condition(s)*

Category: Roadway

Study: [*Safety Evaluation of Installing Center Two-Way Left-Turn Lanes on Two-Lane Roads, Lyon et al., 2008*](#)

Star Quality Rating:



Crash Modification Factor (CMF)

Value: 0.775

Adjusted Standard Error:

Unadjusted Standard Error: 0.058

Crash Reduction Factor (CRF)

Value: 22.5 (*This value indicates a **decrease** in crashes*)

Adjusted Standard Error:



CMF / CRF Details

CMF ID: 9669

Changing left turn phasing from protected-permissive to flashing yellow arrow (FYA)

Description: CMFs are calculated the intersection level and not the treated approach(es) level.

Prior Condition: Protected-permissive operation with circular green indication for the permissive

Category: Intersection traffic control

Study: [*Safety Effects of Flashing Yellow Arrows Used in Protected Permitted Phasing: Comparison of Full Bayes And Empirical Bayes Results, Appiah et al., 2018*](#)

Star Quality Rating:



[\[View score details\]](#)

Crash Modification Factor (CMF)

Value: 0.7

Adjusted Standard Error:

Unadjusted Standard Error: 0.066

Crash Reduction Factor (CRF)



Crash Case Listing

CSAH 26 - TH 13 to I35E

Report Version 1.0
February 2020

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time	Day of Week	Basic Type	Num Veh	Sev
04-CSAH	26	0.078	19	Eagan	00893487	02/28/21	1235	SUN	SVROR	1	N
04-CSAH	26	0.122	19	Eagan	00848608	10/20/20	1312	TUE	Other	2	N
04-CSAH	26	0.344	19	Eagan	00930253	07/25/21	0725	SUN	SVROR	1	C
04-CSAH	26	0.365	19	Eagan	00678238	01/23/19	0819	WED	SVROR	1	N
04-CSAH	26	0.387	19	Eagan	00940168	09/11/21	2110	SAT	Other	1	C
04-CSAH	26	0.507	19	Eagan	00735024	07/20/19	1035	SAT	Other	1	N
04-CSAH	26	0.637	19	Eagan	00864013	11/17/20	1341	TUE	Rear End	2	N
04-CSAH	26	0.739	19	Eagan	00737919	08/02/19	1207	FRI	Rear End	2	N
04-CSAH	26	0.762	19	Eagan	00726612	06/13/19	1640	THU	Rear End	3	N
04-CSAH	26	0.764	19	Eagan	00763422	11/18/19	1536	MON	Head On	2	C
04-CSAH	26	0.763	19	Eagan	00767689	12/03/19	1018	TUE	Angle	2	C
04-CSAH	26	0.765	19	Eagan	00686538	02/10/19	1833	SUN	Head On	2	N
04-CSAH	26	0.765	19	Eagan	00943002	09/26/21	0855	SUN	Angle	2	B
04-CSAH	26	0.783	19	Eagan	00744987	09/04/19	1626	WED	Rear End	2	C
04-CSAH	26	0.783	19	Eagan	00771821	12/16/19	0822	MON	Rear End	2	N
04-CSAH	26	1.171	19	Eagan	00678836	01/24/19	1633	THU	Angle	2	C
04-CSAH	31	16.469	19	Eagan	00782368	01/22/20	1735	WED	Head On	2	N
04-CSAH	31	16.471	19	Eagan	00805159	03/20/20	1912	FRI	Angle	2	B
04-CSAH	31	16.475	19	Eagan	00697773	03/14/19	1350	THU	Left Turn	2	N
04-CSAH	31	16.481	19	Eagan	00752035	10/04/19	0601	FRI	Angle	2	C
04-CSAH	31	16.486	19	Eagan	00821227	07/23/20	1205	THU	Rear End	3	N
04-CSAH	31	16.487	19	Eagan	00980594	12/15/21	0740	WED	SVROR	1	N
04-CSAH	31	16.491	19	Eagan	00718429	05/07/19	1837	TUE	SSS	3	N
05-MSAS	133	0.007	19	Eagan	00839371	09/03/20	1925	THU	Rear End	2	C
10-MUN	609	0.433	19	Eagan	00813857	06/10/20	2021	WED	Angle	2	N
10-MUN	609	0.446	19	Eagan	00754891	10/16/19	0649	WED	SSS	2	N
21-PRIV	390	0.274	19	Eagan	00690395	02/21/19	1215	THU	Angle	2	N



Crash Case Listing

CSAH 26 - TH 13 to I35E

Report Version 1.0
February 2020

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time Day of Week	Basic Type	Num Veh	Sev
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Selection Filter:

WORK AREA: County('659464') - FILTER: Year('2019','2020','2021') - SPATIAL FILTER APPLIED

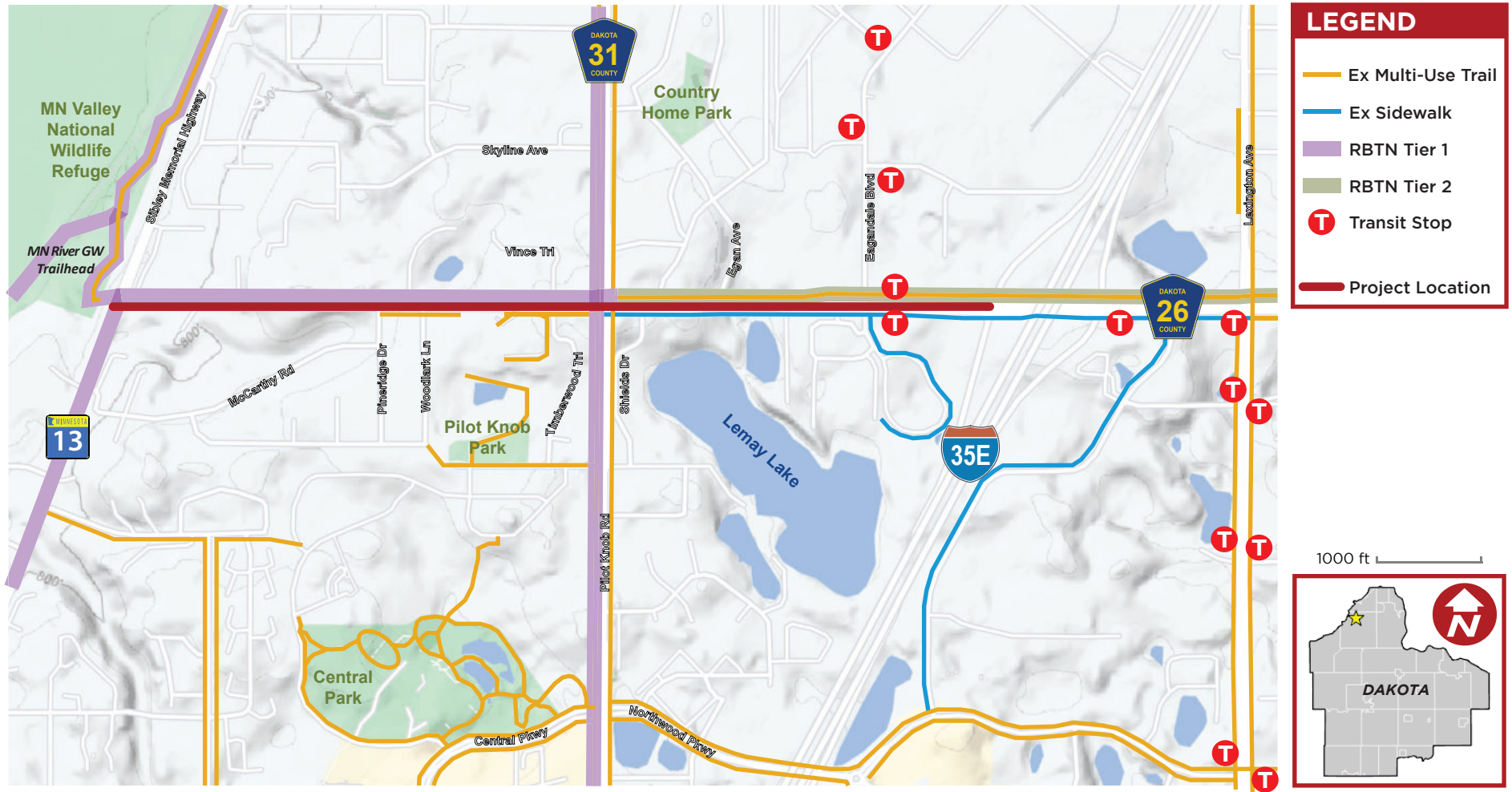
Analyst:

Notes:

Jacob Bongard

CSAH 26 (Lone Oak) Reconstruction, Trail and Lane Conversion Project

Attachment 10 | Multimodal Elements and Existing Connections



CSAH 26 (Lone Oak Road) from Trunk Highway 13 to CSAH 31 (Pilot Knob) and CSAH 31 to I-35E

CSAH 26 (Lone Oak) Reconstruction, Trail and Lane Conversion Project

Attachment 11 | Risk Assessment: Public Involvement
Dakota County 2040 Transportation Plan Summary



Dakota County 2040 Transportation Plan Public Engagement Executive Summary

April 2020

OVERVIEW

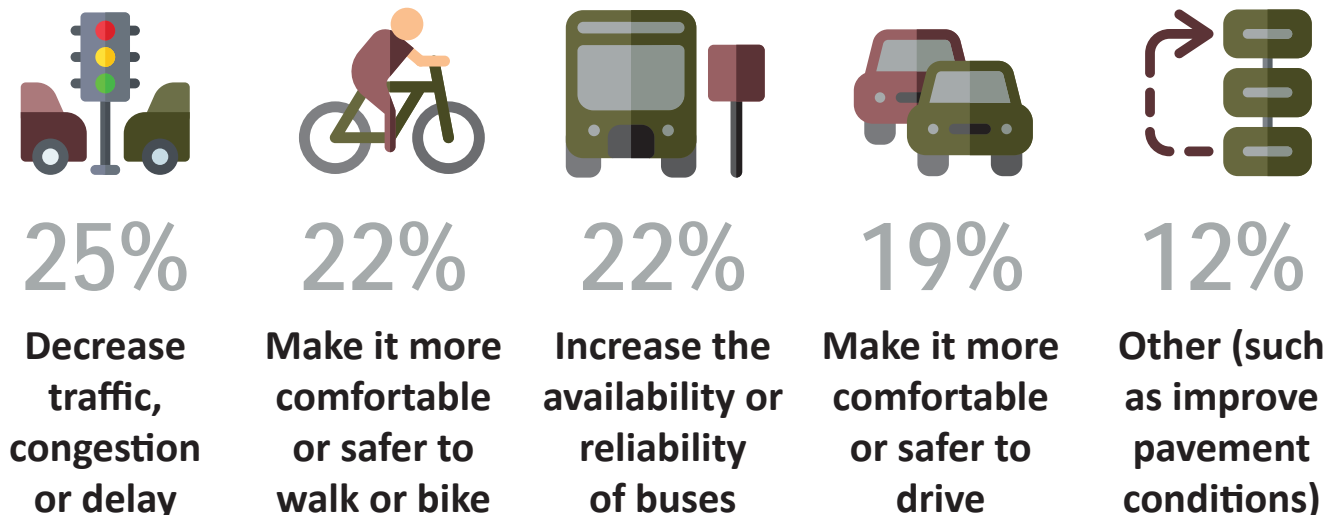
WHAT'S A TRANSPORTATION PLAN?

Dakota County is updating its transportation plan. The 2040 Transportation Plan will identify policies, programs and investment priorities for the next 20 years. The plan covers county roads and highways, adjacent sidewalks and trails, and county public transportation services. The Plan:

- + Sets the vision for the future transportation system
- + Presents county transportation policies and strategies
- + Prioritizes the transportation system needs
- + Supports land use goals and objectives
- + Identifies major transportation investment
- + Guides the county's transportation system through 2040

COMMUNITY PRIORITIES

Community members were asked how we can improve the transportation system in Dakota County. Here's what they prioritized:



PUBLIC ENGAGEMENT

To help inform the plan, community members were asked what's working well, what needs to improve and what should be prioritized in the county's transportation system.



In-person events
 Pop-up events hosted at community events or activity centers
 Listening sessions held at familiar locations that are easily accessible for underrepresented communities

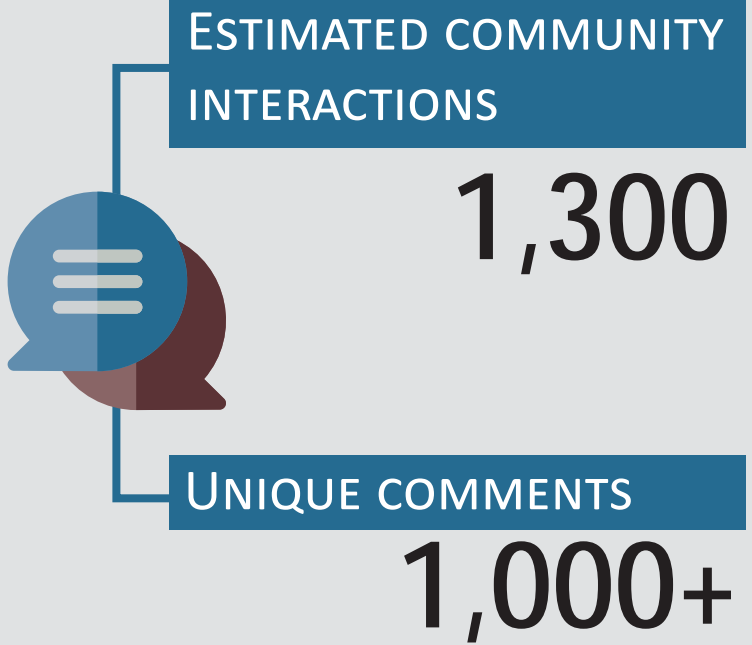


Online engagement website
 Online survey
 Interactive comment map
 Ideas board

Check out the website results here (accessible until November 2020):
zan.mysocialpinpoint.com/dakotacountytransportation



Spreading the word
 Social media
 Emails to cities and townships
 Posters at Dakota County libraries



ENGAGEMENT ACTIVITIES

In-person and online engagement activities took place between December 2019 and March 2020.



HEROES AND HELPERS HOLIDAY CELEBRATION West Saint Paul, MN

Dec. 8, 2019 Staff hosted a table at the Heroes and Helpers Holiday Celebration and talked with families, members of the West St. Paul Police Department, and emergency service providers. People said they wanted more sidewalks and bus service options in West St. Paul.



SECOND HARVEST FOOD SHELF South Saint Paul, MN

Dec. 12, 2019 Staff hosted a table at the Second Harvest Food Shelf and heard about the people's desires for more bus options and sidewalks in South St. Paul.



FAMILY SERVICES HOLIDAY FOOD SHELF Hastings, MN

Dec. 13, 2019 Staff hosted a table at Hastings Family Services during their holiday food shelf and talked to people about transportation needs. They said it is difficult to get to important destinations because there is no bus service in Hastings.



FARMINGTON COMMUNITY EXPO Farmington, MN

Jan. 25, 2020 Staff hosted a table at the Farmington Community Expo at Farmington High School. People talked about safety concerns crossing busy roads in Farmington such as CR 50 and Hwy 3.



BURNSVILLE MOSQUE Burnsville, MN

Jan. 31, 2020 Staff hosted a table at the Burnsville Mosque before and after prayer time and heard about the difficulties of getting to important destinations like school and jobs. People said they wish there was less traffic congestion on Burnsville roads.



APPLE VALLEY MID-WINTER FEST Apple Valley, MN

Feb. 1, 2020 Staff hosted a table at the Apple Valley Mid-Winter Fest at Apple Valley Community Center. People talked about issues such as speeding and traffic congestion in Apple Valley.



EAGAN SENIOR BOARD Eagan, MN

Feb. 7, 2020 Staff led a listening session with members of the Eagan Senior Board during their monthly meeting. People talked about difficulties getting around without access to a vehicle and said they wish there were more bus service options in Eagan.



SOMALI LISTENING SESSION Dakota County, MN

Mar. 2, 2020 Staff led a listening session with people from the Dakota County Somali community. People talked about decreasing traffic congestion in the county and increasing safety for all users, especially for walkers.



AFRICAN AMERICAN LISTENING SESSION Hastings, MN

Mar. 4, 2020 Staff led a listening session with people from the Dakota County African American community and heard they would like the county to have better ways to share information on services offered in the county. People also talked about decreasing traffic congestion and increasing bus service.



SURVEY Online

Jan. 10 – Feb. 21, 2020 Staff used an online survey to learn about how people travel in Dakota County and what improvements they would like to see for the county's transportation system. People talked about increasing safety for all users and increasing options for travel in the county.



INTERACTIVE MAP Online

Jan. 10 – Mar. 31, 2020 Staff used an online map to learn about where people would like to see improvements on the county's transportation system. People talked about concerns and ideas on specific roads and locations and want to see safety improvements for all users.



IDEAS BOARD Online

Jan. 10 – Mar. 31, 2020 Staff used an online ideas board to learn about other ideas and suggestions for transportation improvements. People talked about having more options to get around in the future and creating land uses that allow for more sustainable development, among other ideas.

KEY TAKEAWAYS

People in Dakota County had a lot to say about the county transportation system. The following are some of the key themes.



A LOT TO LIKE

It's wonderful to have easy bike access to the river trail systems and to both St. Paul and Minneapolis. This is a great resource and I have used it for commuting as well as fun.

- + **Dakota County's walking and biking trails are well liked.** Many like walking and biking in county parks and on the trails and greenways.
- + **Roundabouts are well liked in Dakota County.** Respondents said that the existing roundabouts work well and they support the construction of more.
- + **Those who take transit in Dakota County like the service.** However, many people also suggested improvements to increase frequency or extend service to more parts of the county.



ACCESS FOR EVERYONE

There aren't many transit options and people sometimes struggle getting to the food shelf, especially when the weather is bad.

- + **Create more frequent and affordable public transportation options for people with low income, people with disabilities and older adults.** People are also looking for better walking and biking accommodations for people who use mobility devices.



SAFETY ISSUES

Speed limit enforcement on all county roads to ensure safety for everyone.

- + **Enhance safety at Dakota County intersections.** People reported unsafe crossings for walkers, bikers and drivers near important destinations such as schools and housing.
- + **Crossing high traffic roads is unsafe.** Many people reported they are concerned about getting into a crash at roads without intersection control to aid cross traffic.
- + **Improve the transportation system now rather than being reactive.** Some people are frustrated because they don't think existing safety issues will be addressed in a timely manner.
- + **Decrease speeding.** People reported the speed limits in some areas are too high.
- + **Improve pedestrian and bicyclist safety.** Many people reported their main safety concerns are the lack of pedestrian and bicyclist infrastructure on roads and drivers not stopping for pedestrians at crosswalks.



PAVEMENT CONDITION

Potholes. As always. I know it's hard in MN. But that is my only complaint. All the roads/paths we travel are safe. Lucky to live in a good neighborhood.

- + **Fix potholes and faded pavement markings.** Some roads showed up multiple times indicating a critical need for rehabilitation.
- + **Improve snow removal on roads, sidewalks and trails.** People reported that roads, sidewalks and trails need to be plowed more regularly.



WALKING

“ The county roads do often present intimidating barriers to walking and biking since many of them are 50 mph four lane roads which are inherently unsafe to cross at-grade. I think the county could do a better job of creating intersections with pedestrians in mind like curb bump outs, pedestrian leading lights and such. I generally refuse to cross county roads with my children due to the unsafe nature. This basically prevents me from actually using the expanding greenway network which is unfortunate. ”

- + **Create safe walking environments near schools and areas with housing and retail.** Many people said that the county should make it more comfortable to walk and bike. Sidewalks or trails were commonly suggested near schools.
- + **Improve pedestrian safety with more sidewalks and better pedestrian crossings on Dakota County roads.** Most comments about walking expressed safety concerns due to the lack of pedestrian infrastructure. Many people are looking for pedestrian facilities that provide a physical buffer between walkers and vehicle traffic.



TRANSIT

“ I would love better access to public transportation in the burbs. This is not just a transportation issue, we need to be designing and developing our communities with walkability, bikeability and public transportation in the forefront of planning. ”

- + **Make new transit routes and expand existing travel options.** More than half of survey respondents said they would like to see more investments in bus service. People want to add more bus routes that connect to key destinations and want more flexible dial-a-ride and curb-to-curb services.
- + **Establish more frequent service on existing bus lines in Dakota County.** The lack of regularly scheduled bus service except during weekday rush hours makes it challenging for people to use transit.
- + **There is a mix of support and opposition to light rail in Dakota County.** People who support light rail say they would prefer the service over taking the bus, and people who are opposed to light rail said it is not worth the investment.



BIKING

“ Please maintain the road shoulders for the safety of those who ride bicycles on their commute to work or simply for exercise. Only place rumble strips under or immediately outside the fog line rather than destroying the limited space for cyclists on the road shoulder. ”

- + **Improve bicyclist safety by constructing wider shoulders and more bike lanes or paths along Dakota County roads.** Many people want bicycle facilities that provide a physical buffer from vehicle traffic.
- + **Prioritize bicycle connections to the existing off-road bike trails and greenways.** People want to bike on the Dakota County trails and greenways, but don't feel safe accessing them on bike.



SUSTAINABILITY

“ Climate change is real and happening. Focus on transportation methods that are not cars. Electric cars are not good enough. We must act now and form our cities in a way that encourages biking, walking, and public transportation. ”


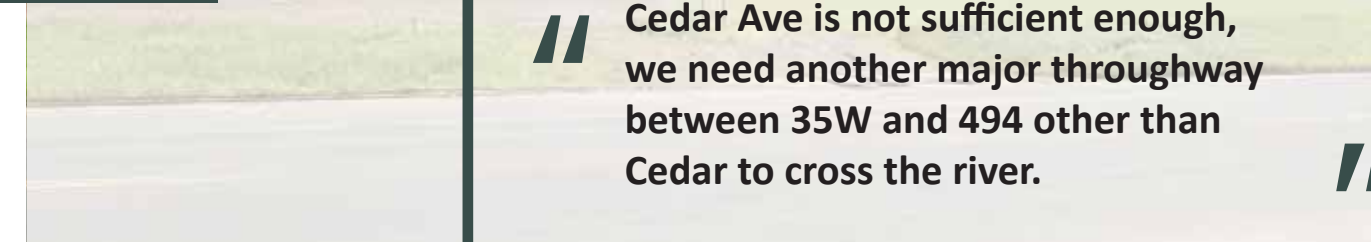
- + **Invest in creating viable, environmentally sustainable transportation options in Dakota County.** People said Dakota County should be studying, planning for, and promoting transportation options like electric vehicles and multimodal transportation.
- + **Increase mixed-use development and density in Dakota County to lessen the need for car ownership.** People said they would like to be located closer to jobs, shopping and entertainment so that they can walk, bike or take public transportation to get to where they need to go.




TRAFFIC CONGESTION

“ We have a terrible traffic problem and they are building close to 2,000 more homes and apartments in the next few years. ”

- + **Traffic congestion is a concern, especially as Dakota County continues to grow and develop.** A number of people expressed concerns that traffic will only get worse as Dakota County continues to grow.
- + **Decrease congestion on Dakota County roads since it is a safety issue for all users, including pedestrians and bicyclists.** People said that congestion results in frustrated drivers that impact other users.

FUTURE ROUTES

“ Cedar Ave is not sufficient enough, we need another major thoroughway between 35W and 494 other than Cedar to cross the river. ”

- + **Establish more driving and transit routes in Dakota County.** People want more options when driving and taking the bus.
- + **Create new and safe pedestrian and bicyclist connections.** Many recommendations for future routes were for new trails or sidewalks for pedestrians and bicyclists.




TRANSPORTATION IN 2040

“ I also would love to see higher density housing developments close by to transit hubs and other services like restaurants, grocery stores, and gyms. Young professionals like me aren't encouraged to rent in Dakota County because lack of services and connection to the rest of the metro except by driving with lots of traffic. Increased bus services and eventual light rail would bring lots of young people and development. ”

- + **Create more transportation options in the future.** When asked which methods of travel they would prefer, people said they would like to walk, bike, take light rail, and/or take more frequently scheduled buses.
- + **Anticipate travel to be less car-centric in the future.** People said the county should plan for more density and more interest in walking, biking and transit to travel to jobs, shopping and entertainment in Dakota County.
- + **Plan for innovative, emerging technology in transportation.** People suggested studying and planning for autonomous vehicles as well as bike-sharing and ride-hailing services.




OTHER IDEAS

“ An education campaign sounds like it's in order. People do not know how to use roundabouts properly. Signage and a blast on a HOW TO would be good for all of Eagan/Dakota County. ”

- + **Generate accessible information about existing transportation services and projects.** People said information can be shared with their communities through community leaders, by posting information in community spaces and by attending community events.
- + **Produce more education opportunities for drivers.** People said specific topics could cover how to use roundabouts and how to watch out for pedestrians and bicyclists.

MOST MENTIONED CORRIDORS

People are concerned about safety along county roads for all users. Most comments about specific roads expressed concerns for walkers, bikers and drivers who travel along and try to cross busy roads. Walkers and bikers want more protection from vehicles, including for people who are traveling to and from bus stops. Many people want to see poor driver behavior and speeding decrease, especially near schools, residential neighborhoods, parks and other important destinations. The map below shows the corridors most frequently mentioned as a problem.

LEXINGTON AVE

People said Lexington Ave has unsafe crossings and that the speed limit is too high in residential areas.

YANKEE DOODLE RD

Comments about Yankee Doodle Rd said people drive too fast, there is too much traffic congestion, and/or traffic flow needs to improve.

CO RD 42

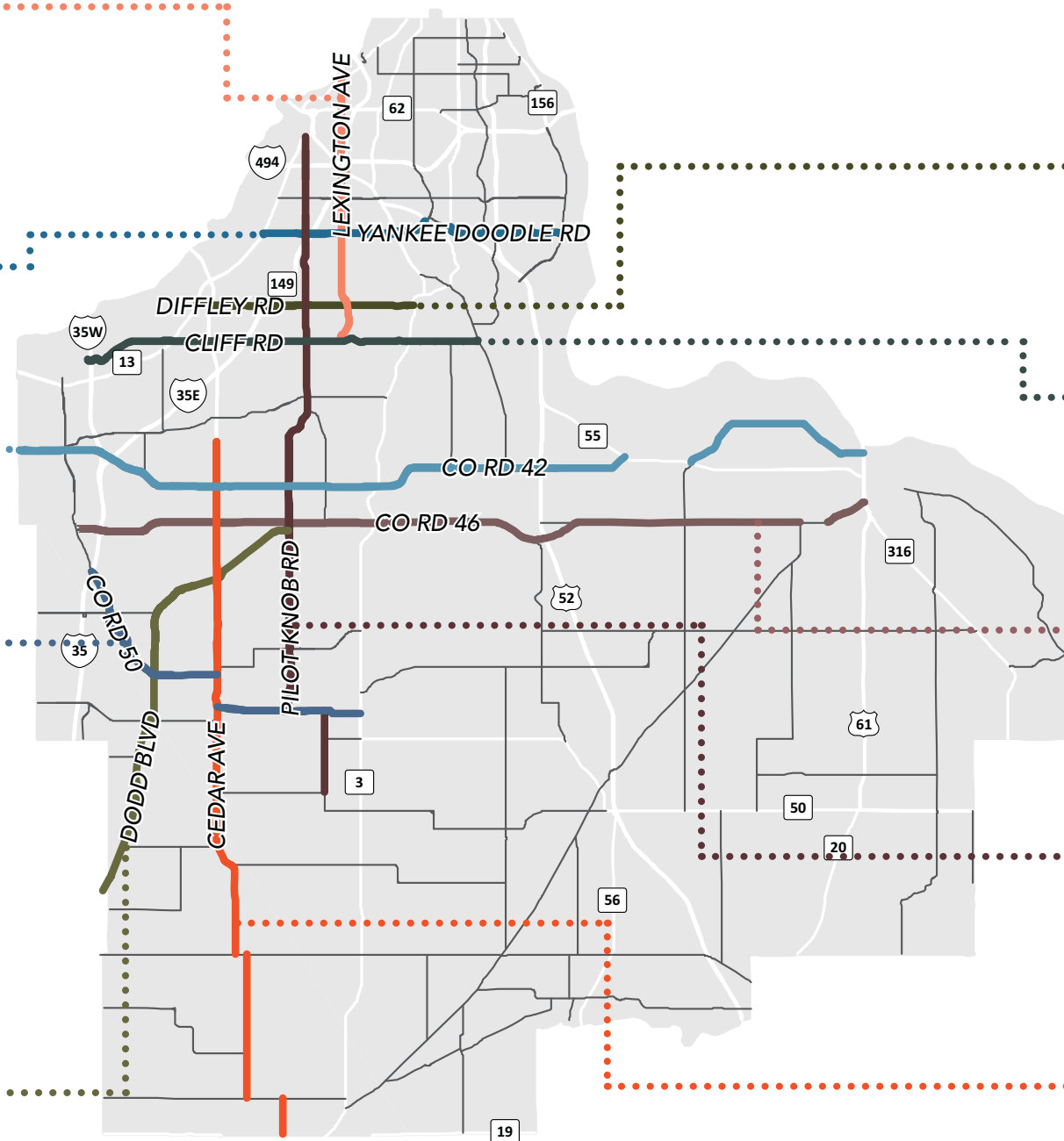
Many people reported dangerous intersections at I-35, Pilot Knob Rd, and Cedar Ave. A number of people are also concerned about traffic congestion and pedestrian and bicyclist safety.

CO RD 50

People are concerned about crossing Co Rd 50, especially at the CR 50 and Flagstaff Ave intersection. Some people suggested lowering the speed limit or adding more enforcement.

DODD BLVD

Most comments about Dodd Blvd described either traffic congestion or safety concerns for pedestrians and bicyclists. Some people suggested more sidewalks, wider shoulders, and safer crossings.



DIFFLEY RD

Most comments about Diffley Rd recounted safety concerns at intersections for pedestrians, bicyclists, and drivers and said that traffic congestion is a big issue.

CLIFF RD

Most comments about Cliff Rd described pedestrian and bicyclist safety issues. People suggested adding sidewalks and safer crossings.

Co Rd 46

People said crossing Co Rd 46 is unsafe and recommended adding sidewalks, bike lanes, and crosswalks.

PILOT KNOB RD

Most people reported speeding as an issue on Pilot Knob Rd and suggested lowering speed limits near residential areas. Many also stated pedestrian and bicyclist conditions are unsafe.

CEDAR AVE

People said there is growing traffic congestion on Cedar Ave and recommended improving traffic flow. There were also a number of comments about unsafe conditions on Cedar Ave for pedestrians and bicyclists.

MOST MENTIONED INTERSECTIONS

People said safer crossings are needed at intersections on county roads for all users. People want to prioritize intersection improvements to make it easier for pedestrians, bicyclists and drivers to cross busy roads, especially those located near important destinations like schools. These are the intersections on county roads that people talked about most often.

PILOT KNOB RD & I-35E

A number of people reported that there have been many crashes at the intersection of Pilot Knob Rd and I-35 and that it is dangerous to cross.

DIFFLEY RD & DANIEL DR

People said the intersection at Diffley Rd and Daniel Dr needs to be safer to cross for students walking and biking to Northview Elementary School.

DIFFLEY RD & LEXINGTON AVE

People expressed concern for pedestrians and bicyclists using this intersection to get to and from the park, the shopping center, and Northview Elementary. They reported drivers run red lights and encroach on crosswalks.

CEDAR AVE & 140TH ST

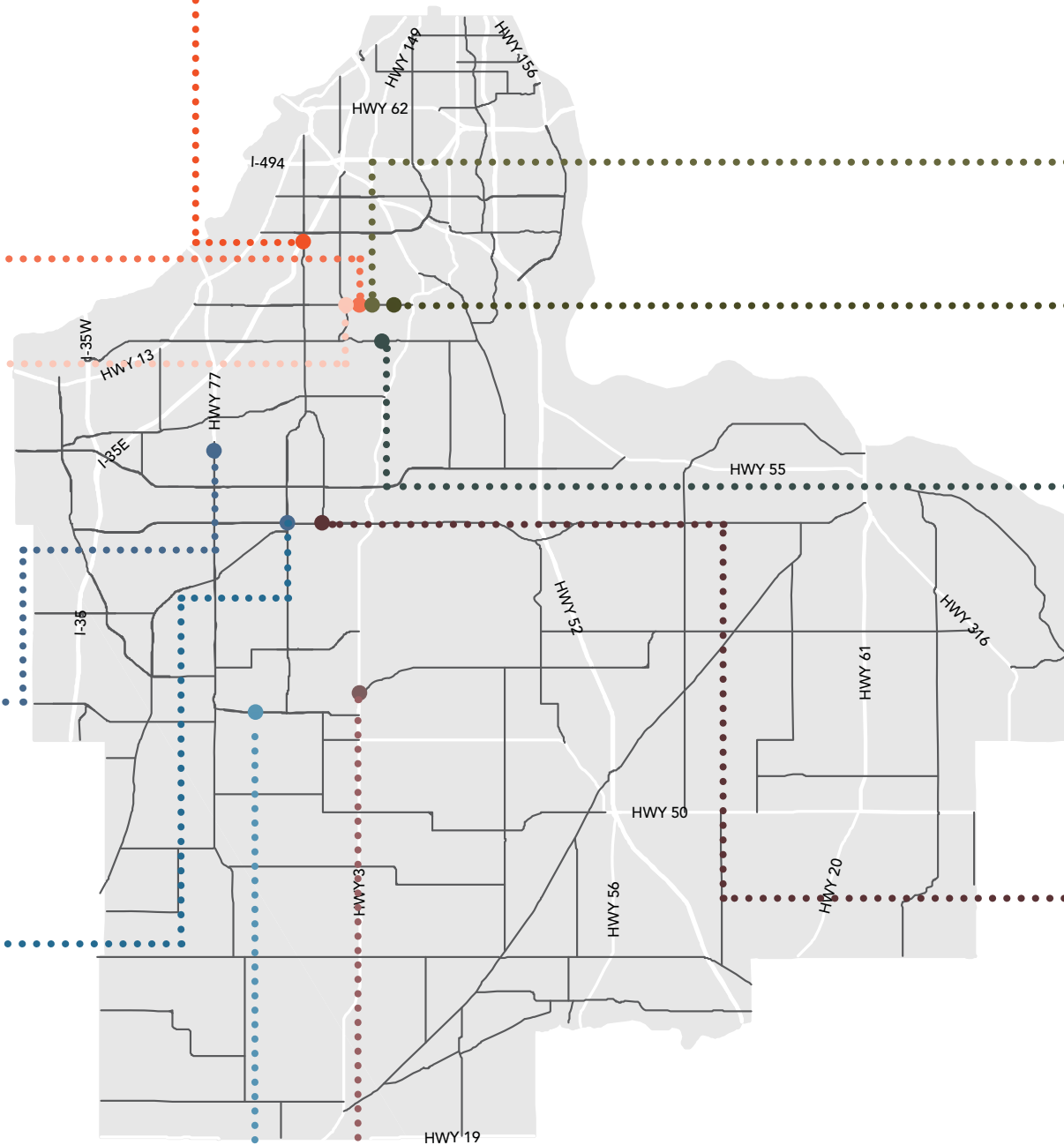
People reported that it is unsafe to cross the intersection at Cedar Ave and 140th St. They said that drivers run the red light and that a "no turn on red" sign is needed.

PILOT KNOB RD & CO RD 46

Many people reported crashes at the Pilot Knob Rd and Co Rd 46 intersection. They said that the right turn lanes from northbound Pilot Knob Rd to eastbound Co Rd 46 and eastbound Co Rd 46 to southbound Pilot Knob Rd get backed up.

CO RD 50 & FLAGSTAFF AVE

Many people said the intersection at Co Rd 50 and Flagstaff Ave is dangerous, especially with traffic from Farmington High School before and after the school day.



DIFFLEY RD & BRADDOCK TRL

People reported drivers run through red lights or don't yield for pedestrians at the Diffley Rd and Braddock Trl intersection.

DIFFLEY RD & DODD BLVD

People said that drivers regularly run through stop signs and don't yield to pedestrians and bicyclists in the crosswalks at Diffley Rd and Dodd Rd. People recommended more enforcement.

CLIFF RD & DODD BLVD

Many people reported the intersection at Cliff Rd and Dodd Rd is unsafe due to poor sightlines for drivers.

CO RD 46 & DIAMOND PATH

Many people reported it is difficult to make a left turn or cross Co Rd 46 at Diamond Path due to the speed of traffic on Co Rd 46. Some people recommended increased traffic control.

CO RD 66 & HWY 3

A number of people reported that the intersection at Co Rd 66 and Hwy 3 is unsafe to cross due to the amount of traffic on Hwy 3.

For more information, visit:
www.dakotacounty.us
and search 2040 transportation plan

Prepared for:



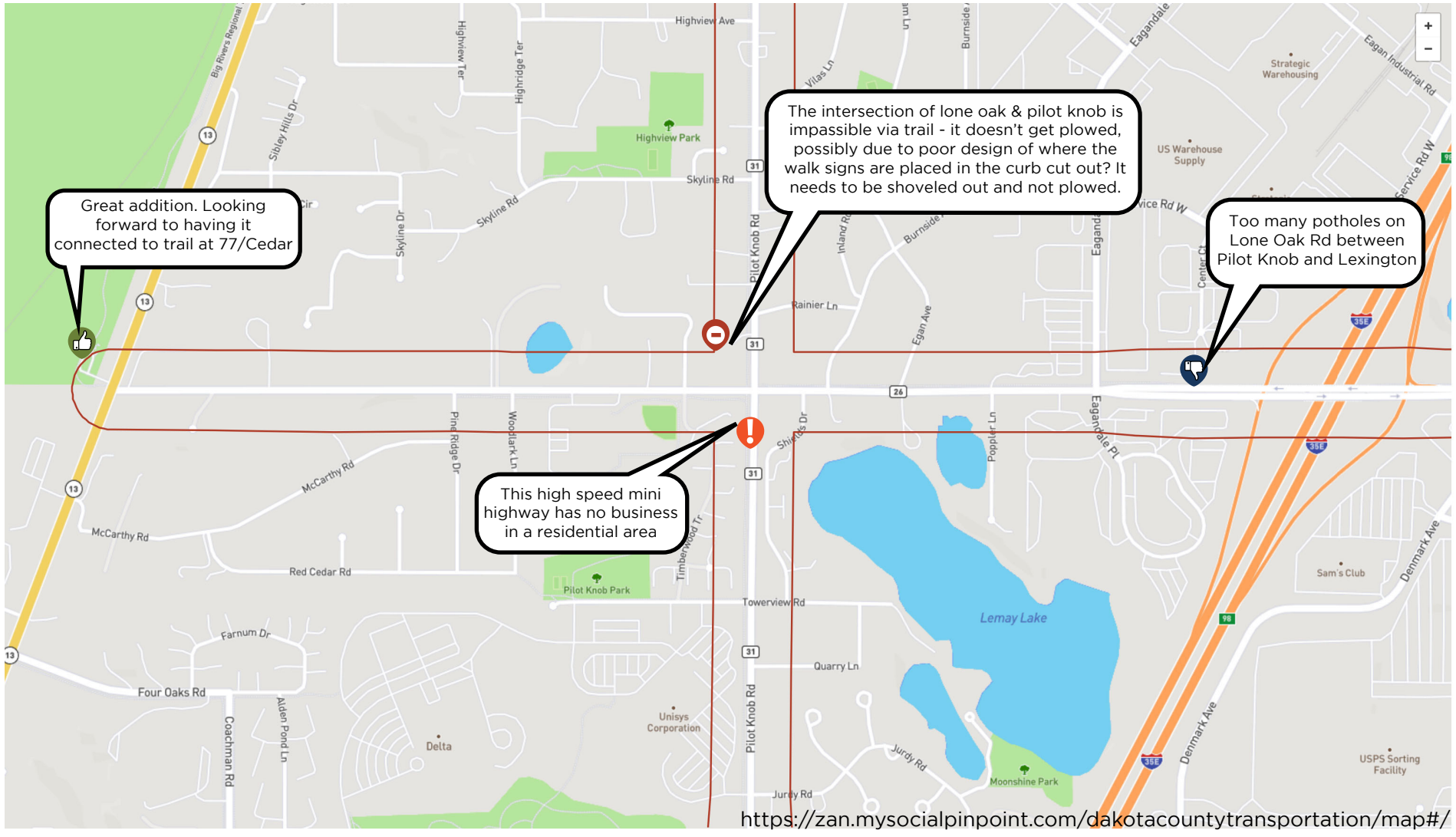
Prepared by:



CSAH 26 (Lone Oak) Reconstruction, Trail and Lane Conversion Project



Attachment 11 | Risk Assessment: Public Involvement
Dakota County 2040 Transportation Plan Comments



CSAH 26 (Lone Oak) Reconstruction, Trail and Lane Conversion Project

Attachment 11 | Risk Assessment: Public Involvement
 Dakota County School Travel Safety Assessment Comments



<https://wikimapping.com/Dakota-County-School-Travel-Safety-Assessment.html>

CSAH 26 (Lone Oak) Reconstruction, Trail and Lane Conversion Project

Attachment 11 | Risk Assessment: Public Involvement
Dakota County School Travel Safety Social Media Posts



Dakota We're teaming up with MnDOT to proactively address safety for students traveling to and from schools tha...
Published by Rachelle Baillon · July 9, 2020 ·

Post Impressions	Post Reach	Post Engagement
2,254	1,923	90

Interactions

Like	Love	Haha	Wow	Crying	Angry
10	1	0	0	0	0

Reactions	11
Comments	1
Link Clicks	25
Shares	2
Other Clicks	51

Dakota County @DakotaCountyMN · Jul 9, 2020
We're teaming up with @MnDOT to proactively address safety for students traveling to and from schools that are next to county and state roads. This includes a focus on safety for those who walk and bike to school.
[Show this thread](#)

Heart	Retweet	Reply
2	0	1

Impressions	Engagements	Detail expands
834	21	16

https://twitter.com/dakotacountymn/status/1281261864194899970?s=27&t=5CtSirLDp4kMCYH0HT_Gaw

<https://www.facebook.com/1257738117630634/posts/3961015693969516/?d=n>



CSAH 26 (Lone Oak) Reconstruction, Trail and Lane Conversion Project

Attachment 11 | Project Introduction Letter

March 24, 2022

County Road 26 (Lone Oak Road)

Dear Resident/Property Owner:

Your property is located on or near the County Road 26 (Lone Oak Road) corridor that Dakota County and the City of Eagan are planning on improving. Engineering consultant Bolton & Menk may be performing land survey work along your front yard and side yard. You may see utility locators, survey trucks and project surveyors on your street soon. The survey work is planned to begin the week of March 28 and will continue periodically over the next several months.

What can I expect? Wooden stakes, flags, and spray paint on the ground, which will be used to map and locate underground utilities (cable TV, electric, natural gas, telephone, etc.) in the boulevard and street for use in engineering. Please do not disturb or remove the wooden stakes as they will be used by the surveyors on an ongoing basis. You may remove and discard the small colored flags after two weeks.

What is the project? Dakota County is working with the City of Eagan to create a safer corridor for vehicles, pedestrians and bicyclists. There will be roadway and trail improvements to Lone Oak Road (County Road 26) between Highway 13 and Interstate 35E in Eagan.

- **Resurface and modify the roadway from four and five lanes to three lanes between Pilot Knob Road (County Road 31) and I-35E.**
- **Include a corridor study and preliminary design that will inform a future reconstruction project of Lone Oak Road from Highway 13 (Sibley Memorial Highway) and Pilot Knob Road (County Road 31).**

This corridor is a critical component of the regional trail and transportation network, providing an east-west connection to the Minnesota River Greenway trailhead, Pilot Knob Road and I-35E. A multi-use trail alignment will be evaluated as part of the corridor study along with improvements to drainage, intersection, lighting, pavement, storm sewer, water main and landscaping.

What are the next steps? All residents and property owners in the project area will be notified by mail of any upcoming opportunities to provide input on the project including open houses and other public meetings. Construction is proposed in 2025. Design development and agency and public involvement will occur regularly over the next three years.

For more information and to provide feedback, visit www.dakotacounty.us, search *county road 26*.

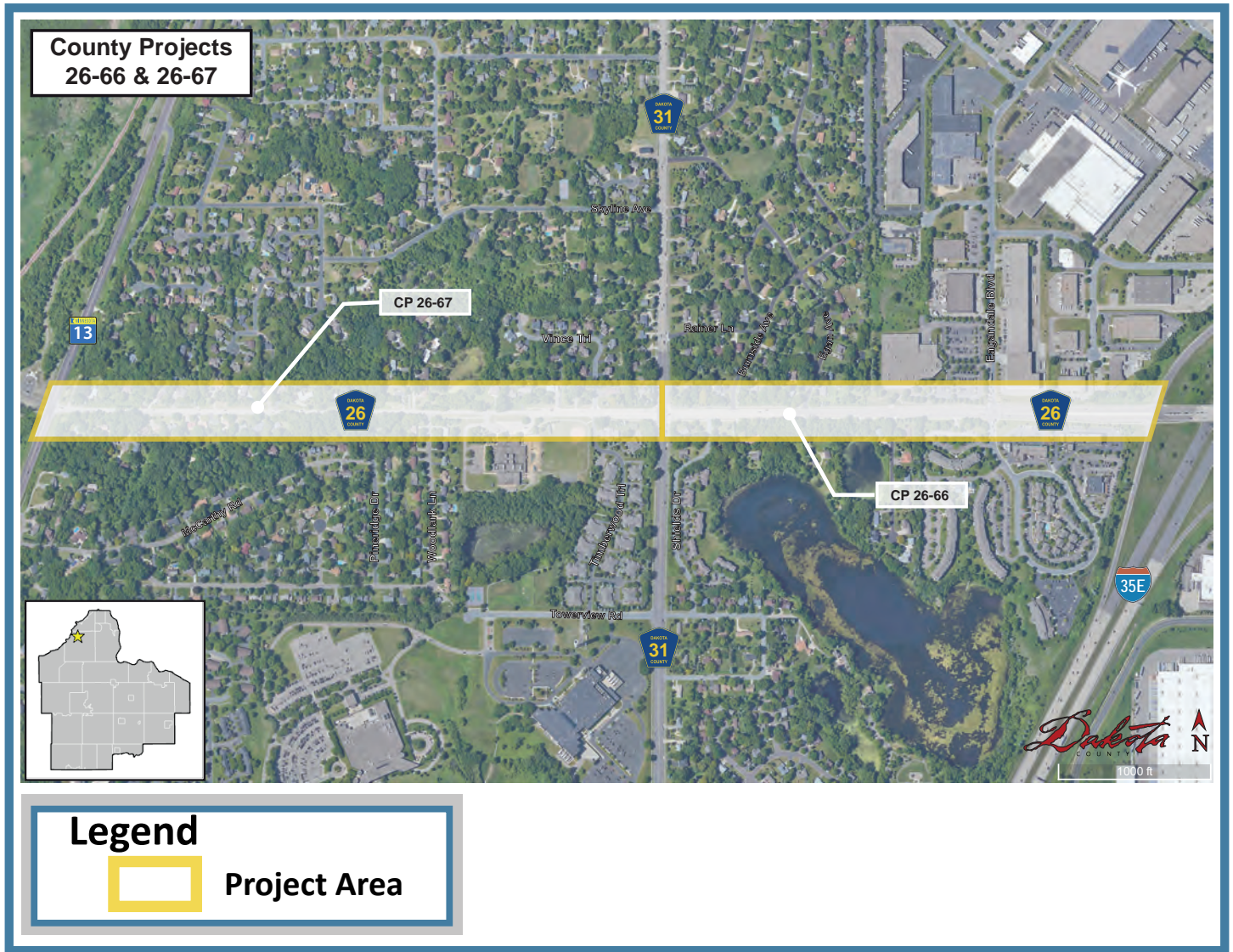
Thank you for your cooperation. We look forward to coordinating with you to make this project a success.

Sincerely,

Tony Wotzka
Senior Project Manager
952-891-7966 - Tony.Wotzka@co.dakota.mn.us

Transportation

Proposed Project Timeline



**Get involved in the planning process for County Road 26
(Lone Oak Road)**

Stay current and connect with Dakota County to help shape the proposed project. We want to hear from you.

Visit www.dakotacounty.us , search **county road 26**



VIRTUAL OPEN HOUSE RESULTS

Current as of Sept 9, 2020

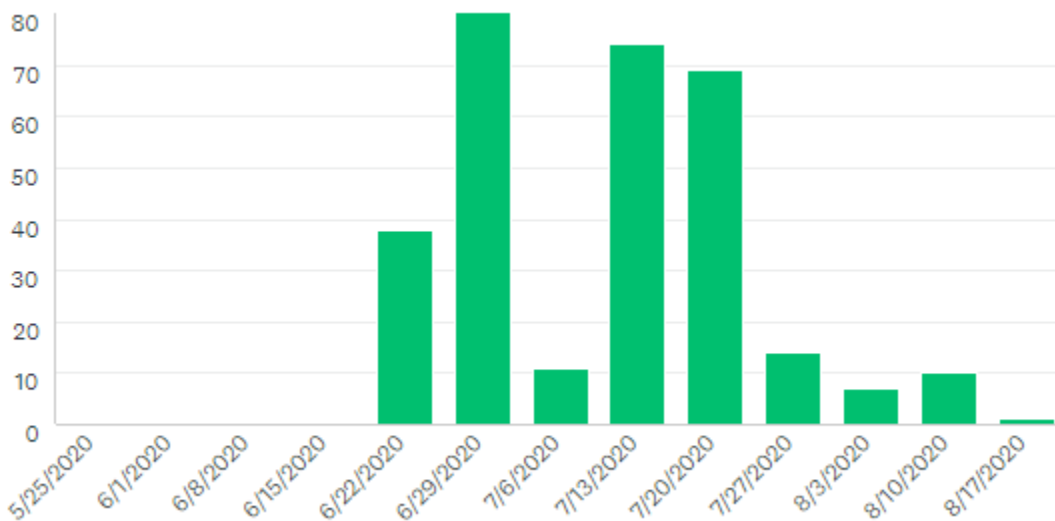
<https://www.co.dakota.mn.us/Transportation/TransportationStudies/Current/Pages/school-safety-assessment.aspx>

Survey Results

All materials (including survey) are now available in Spanish and in English

RESPONSES OVER TIME

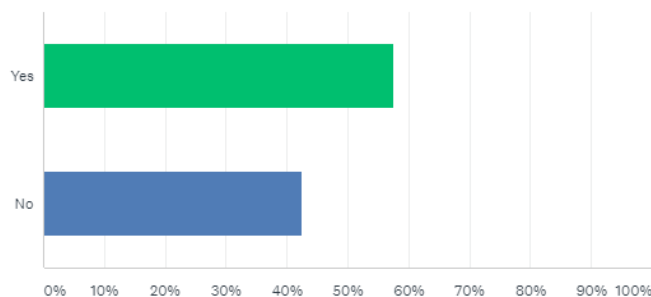
304 total surveys filled out, with peaks on June 29, July 13, July 20 corresponding to major communication distributions.



RESPONSES TO KEY QUESTIONS

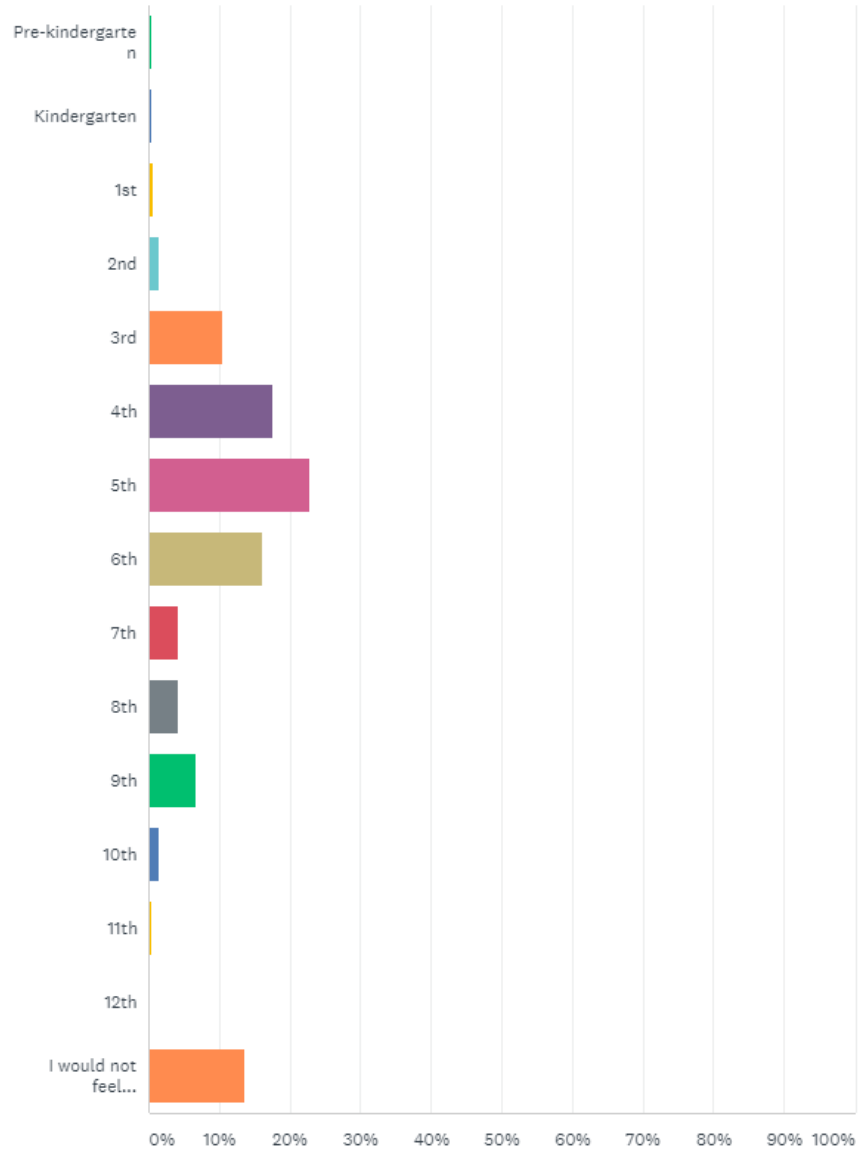
Has/have your child/children asked for permission to walk or bike to/from school in the last year?

Answered: 287 Skipped: 17



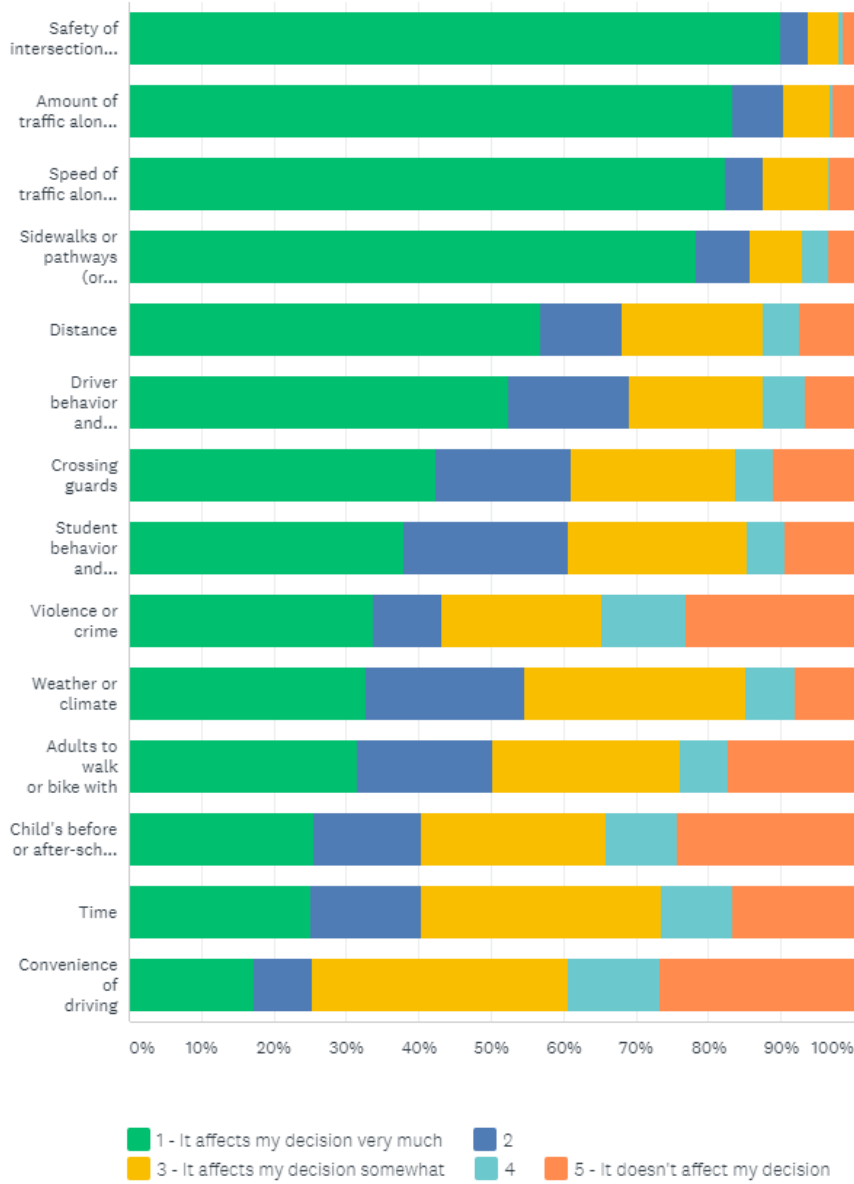
At what grade would you allow your child/children to walk or bike to/from school without an adult?

Answered: 286 Skipped: 18



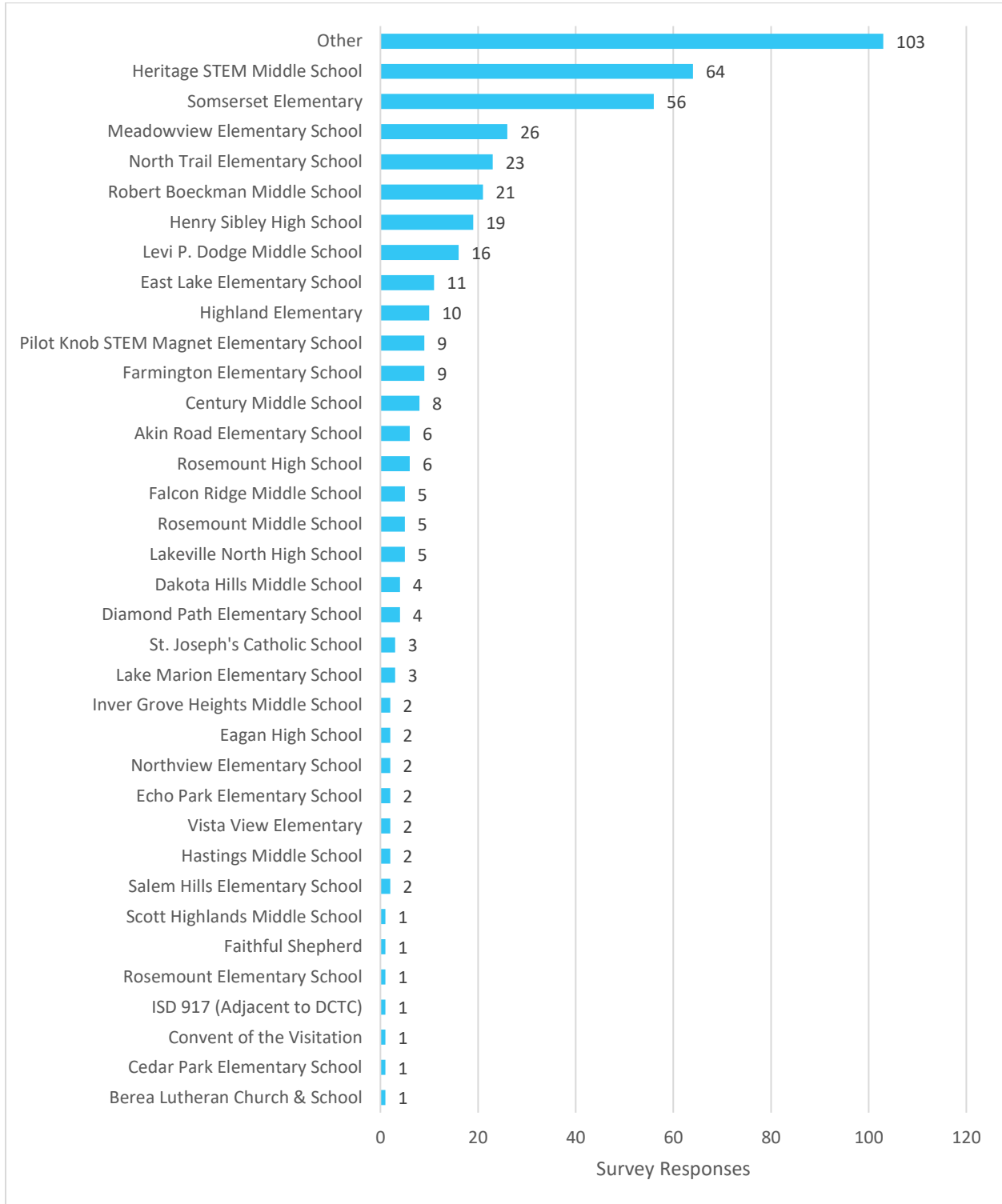
How much do the following issues affect your decision to allow or not allow your child/children to walk or bike to/from school?

Answered: 288 Skipped: 16

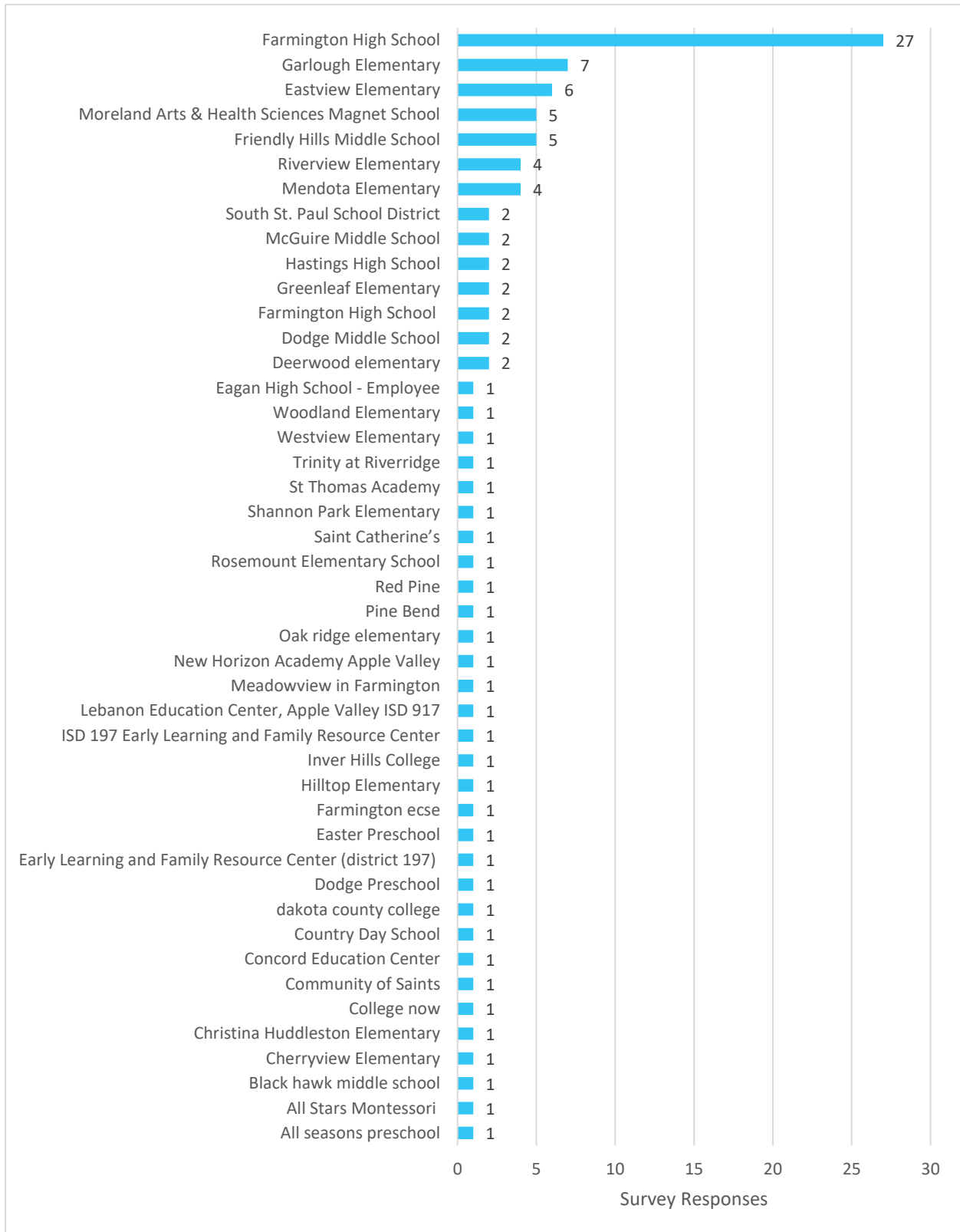


SURVEY RESPONSES BY SCHOOL

“Other” are the write-in responses. For the most part these are schools not included in the study. See the next page for specifics.



Write-in Schools:



THEMES IN SURVEY RESPONSES

The following themes were common in the open-ended survey comments:

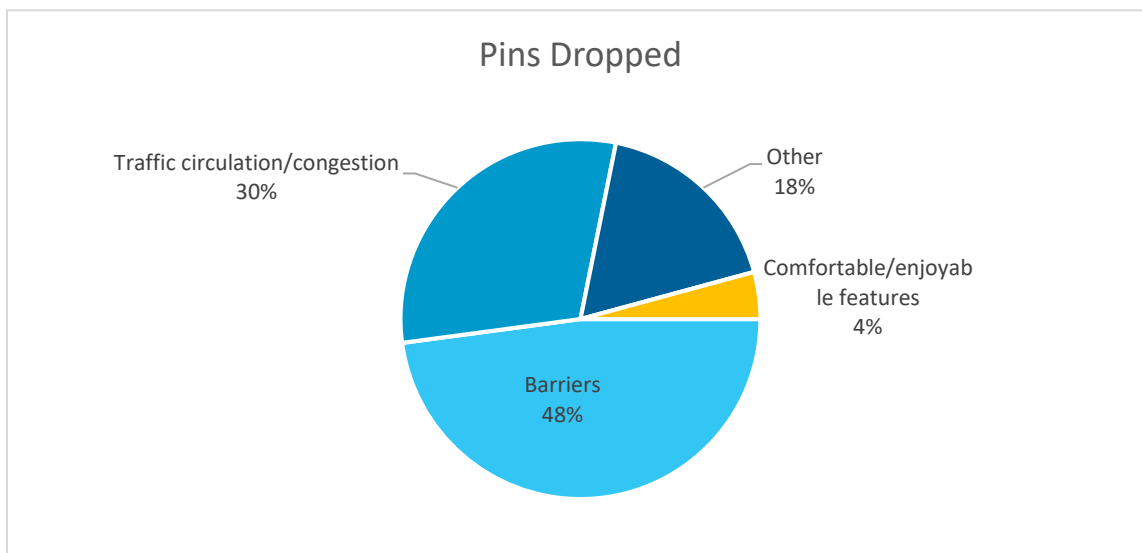
- Top three – *very common*:
 - **Infrastructure** – requests for specific or general infrastructure to overcome a specific walking/biking barrier (ie. “need pedestrian paths along all major roads” or “need a path to the west side of the neighborhood”)
 - **Traffic safety** – identified locations where there is some specific vehicle operational concerns (perceived or real). For instance, speeding, making illegal U-turns, failing to yield, etc.
 - **Concerning intersections** – identified intersections that pose specific crossing challenges
- Other notable themes – *less common overall but more specific to the transportation/school context in Dakota County specifically*:
 - **Crossing safety** – calls for crossing guards or better crossing infrastructure, identified specific roadways that pose a crossing barrier
 - **Equity** – concerns about fee for transportation service and trip choice implications
 - **Trip choice** – comments regarding factors that influenced a parent’s mode choice for their child’s trip to school
 - **Student training** – discussed the value of teaching their child how to bike/walk to school safely

Interactive Map Results

<https://wikimapping.com/Dakota-County-School-Travel-Safety-Assessment.html>

VOLUME OF FEEDBACK

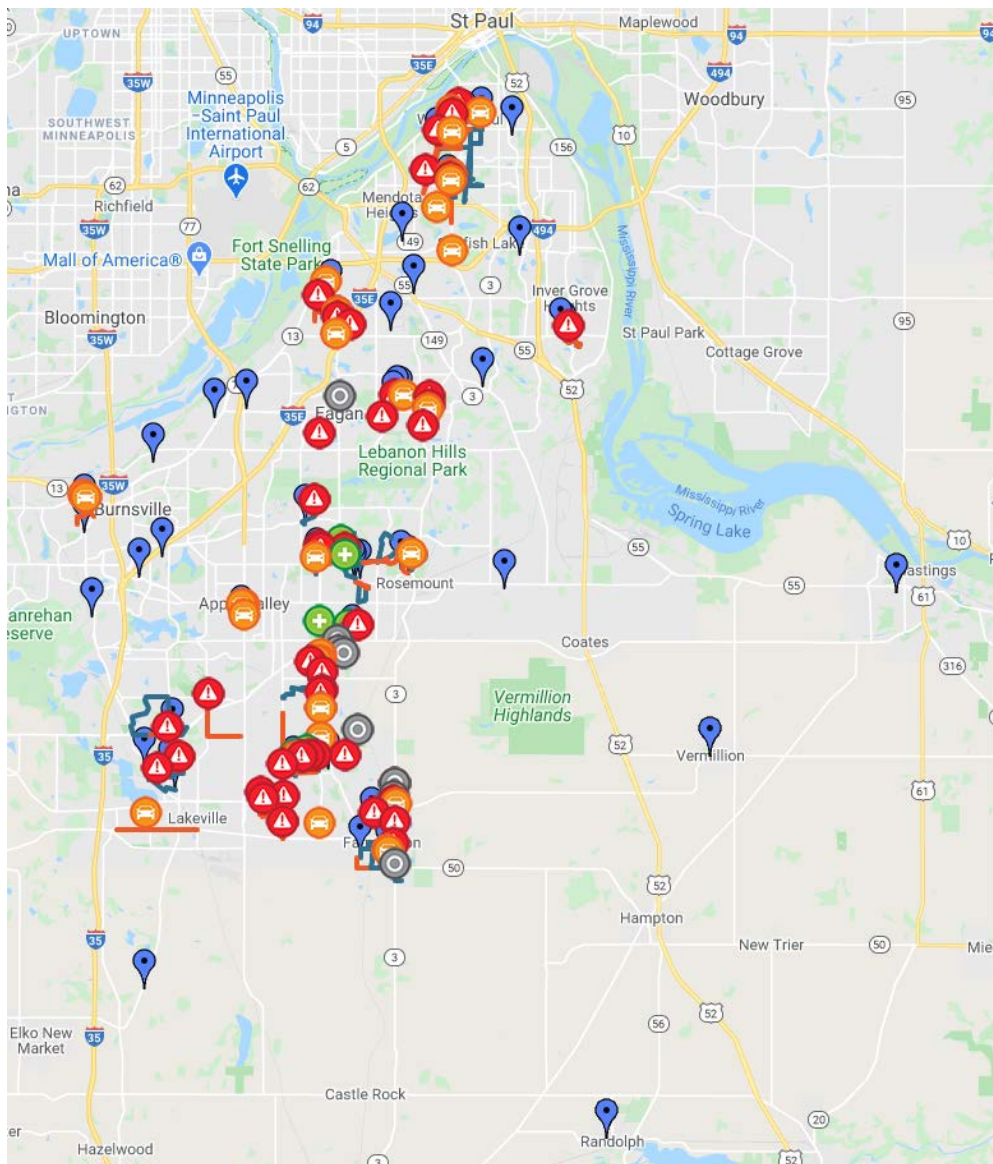
- 74 Routes have been drawn
- 142 Pins have been dropped



THEMES IN MAP COMMENTS

- **Barriers and Routes you wish you could take:** lack of safe infrastructure along high speed roadways, dangerous intersections with insufficient pedestrian infrastructure (crosswalks, lights, pedestrian push buttons, etc.), lack of pedestrian infrastructure on school grounds or unsafe location alongside cars, lack of ADA accessibility
- **Traffic circulation/congestion:** dangerous turning movements around schools, areas with poor visibility, areas where driver behavior poses a risk to students (specifically speeding)
- **Routes you currently take:** often include sidewalk or path access as the main contributing factor in their choice; some comments cited crossing barriers or sidewalk inconsistency that still makes them uncomfortable although they still take this route today

MAP SCREENSHOT



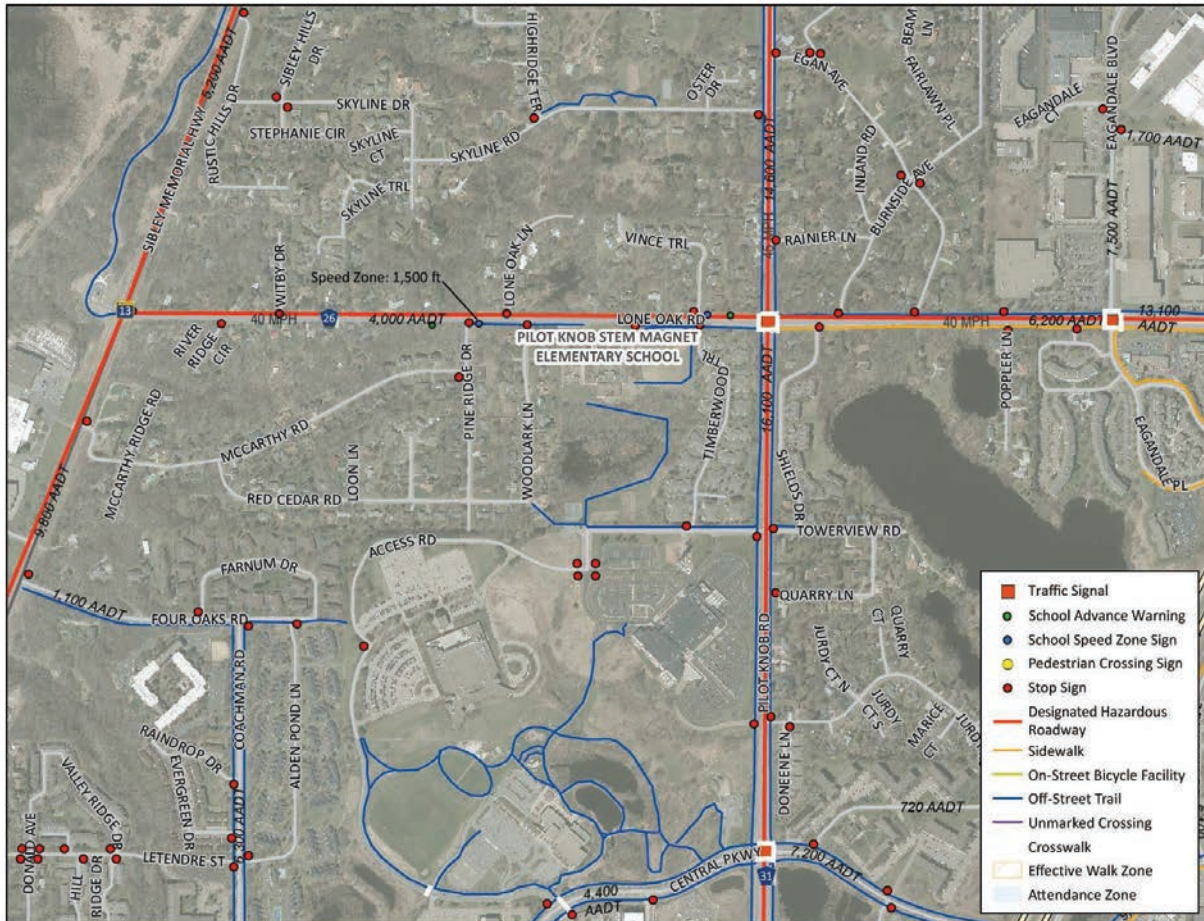


PILOT KNOB STEM MAGNET ELEMENTARY SCHOOL

West St. Paul-Mendota Heights-Eagan Area Schools, ISD 197

County or State Road: CR 26 (Lone Oak Road)

Eagan, MN



Note: This map includes additional data and details because this school site was evaluated as a sample school.

Background Information

- School Travel Safety Assessment Group: High Speed, 2-3 Lanes
- Enrollment: about 400 students in kindergarten through 4th grade.
- The school site and access are on CR 26 (Lone Oak Road).
- Hazardous roadways around the school, as identified by ISD 197, are CR 26 (Lone Oak Road) and CR 31 (Pilot Knob Road).
- A Safe Routes to School plan was completed in 2011.
- There are no existing school crossings.
- There is an existing school speed zone on CR 26 (Lone Oak Road).
- The CR 31 (Pilot Knob Road)/CR 26 (Lone Oak Road) intersection ranked #151 for crashes at county road intersections for 2017-2019.



- CR 26 (Lone Oak Road) is planned for a multimodal corridor study in 2024.
- CR 26 (Lone Oak Road) between CR 31 (Pilot Knob Road) and I-35E is identified in the Dakota County 2040 Transportation Plan as a potential roadway segment for through lane reduction based on the existing and future traffic volumes. This would also influence the number of lanes on CR 26 (Lone Oak Road) west of CR 31 (Pilot Knob Road) in front of the school.

Public Input

VIRTUAL ENGAGEMENT #1

Interactive Map

The following feedback was provided on the interactive map as part of the first virtual engagement in summer 2020. The pin type and any comments provided are summarized.

- CR 26 (Lone Oak Road)
 - Barriers to walking and biking: *High vehicle speeds on CR 26 (Lone Oak Road) (2 comments)*
 - Walking/biking route you wish you could take: *Desire for crossing of CR 26 (Lone Oak Road)*
- Trail Connection
 - Walking/biking route you wish you could take: *Desire for trail connection from Four Oaks Road to Towerview Road*

Parent/Caregiver Survey

9 survey responses were received for Pilot Knob Elementary School. No comments were provided.

VIRTUAL ENGAGEMENT #2

Interactive Map

The following comments were provided on the interactive map as part of the second virtual engagement in winter 2020. The draft recommendation and the comments provided are summarized.

- Sidewalk/trail on CR 26 (Lone Oak Road)
 - One comment agreed with the recommendation
- School crossing enhancements at the CR 26 (Lone Oak Road)/CR 31 (Pilot Knob Road) traffic signal
 - One comment suggested a school crossing on CR 26 (Lone Oak Road) at the school
 - One comment agreed with the recommendation and noted there are 22 elementary students that currently live on Vince Trail
- Evaluation of the school speed zone on CR 26 (Lone Oak Road)
 - Three comments noted that speeding is an issue
 - One comment disagreed with potentially removing the school speed zone
- Instructing students to only cross CR 26 (Lone Oak Road) at the traffic signal at CR 31 (Pilot Knob Road)



- Two comments disagreed with the recommendation

Recommendations

- **Sidewalk and Trail Infrastructure:**

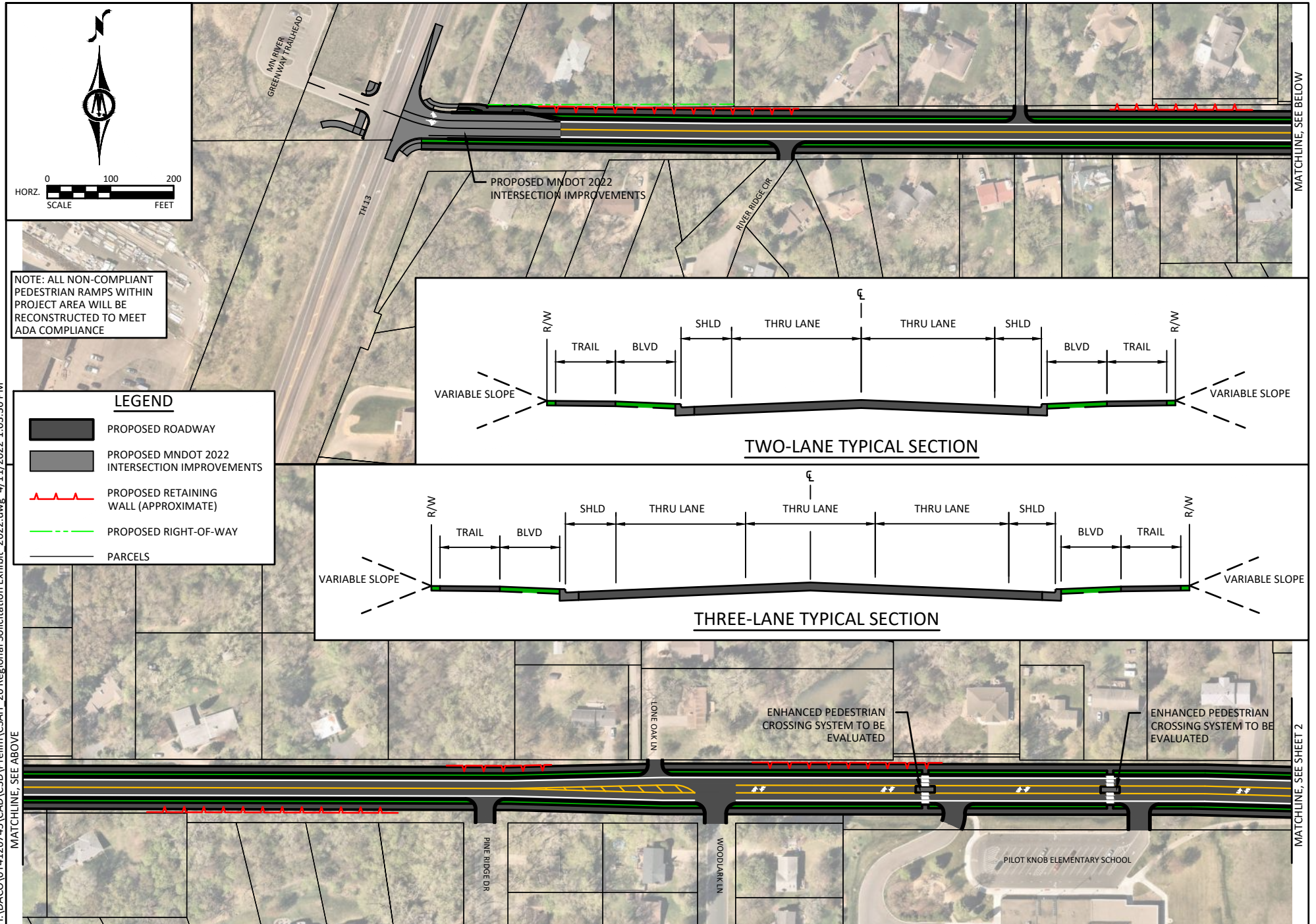
- County construct sidewalk and install street lighting on the north side of CR 26 (Lone Oak Road) between Vince Trail and CR 31 (Pilot Knob Road) so that students can cross CR 26 (Lone Oak Road) to school.
 - This is a short-term recommendation that is lower cost and does not have right-of-way or drainage impacts. It provides students a facility to walk to the CR 26 (Lone Oak Road)/CR 31 (Pilot Knob Road) intersection and cross at the traffic signal.
- County construct sidewalk or trail along both sides of CR 26 (Lone Oak Road) between TH 13 and CR 31 (Pilot Knob Road).
 - This is a long-term recommendation that would provide a more direct route to the school, especially for students that live on the north side of CR 26 (Lone Oak Road). However, additional investments would be needed to implement the segment of sidewalk/trail on the north side of CR 26 (Lone Oak Road) west of Vince Trail due to the existing topography and drainage.

- **School Crossings:**

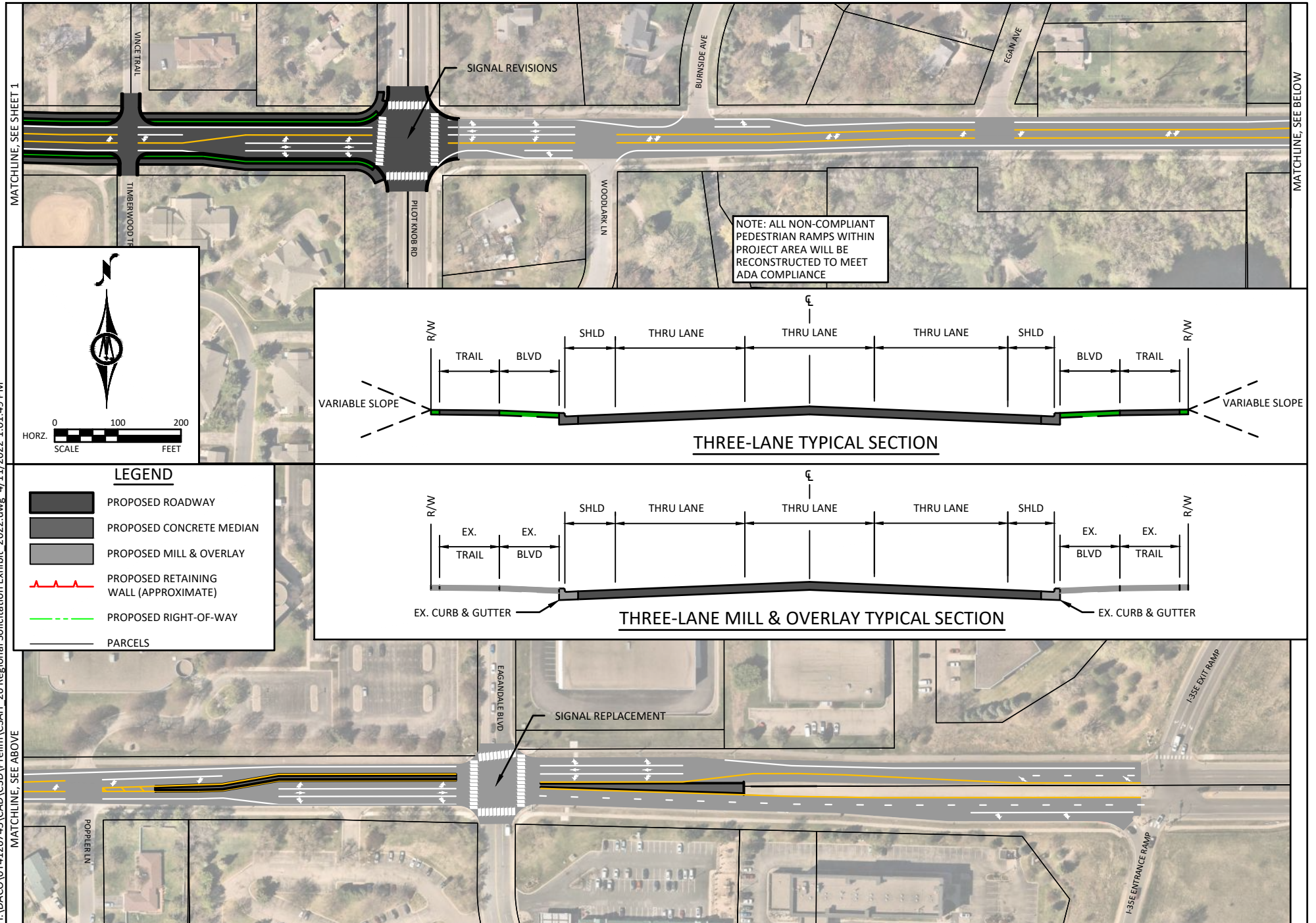
- School and District develop a school route plan that supports the need for a crossing on CR 26 (Lone Oak Road).
- County implement improvements at the CR 26 (Lone Oak Road)/CR 31 (Pilot Knob Road) traffic signal. This intersection is expected to be part of the school's route plan when the sidewalk is constructed on the north side of CR 26 (Lone Oak Road) between Vince Trail and CR 31 (Pilot Knob Road). This is a short-term recommendation that can be made to improve the safety of crossing CR 26 (Lone Oak Road) until other treatments can be implemented.
 - Install high visibility (continental) crosswalks
 - Install accessible pedestrian signals
 - Update left-turn indications to flashing yellow arrow (FYA) and operate left-turn phasing as protected only when pedestrian push buttons are activated
- County evaluate a midblock school crossing on CR 26 (Lone Oak Road), between Vince Trail and Woodlark Lane. This would provide a more direct route to the school, a crossing with fewer conflicts than at CR 31 (Pilot Knob Road), and additional students that live on the north side of CR 26 (Lone Oak Road) would have the opportunity to walk or bike to school.
 - This is a long-term recommendation that is dependent on the following improvements also being implemented:
 - Sidewalk or trail constructed on the north side of CR 26 (Lone Oak Road) between Vince Trail and Lone Oak Lane.
 - Through lane reduction implemented on CR 26 (Lone Oak Road) east of CR 31 (Pilot Knob Road), which would reduce the number of lanes and eliminate the lane transition on CR 26 (Lone Oak Road) west of CR 31 (Pilot Knob Road).



- In addition to the improvements noted above, a midblock school crossing would necessitate high visibility (continental/zebra) crosswalks, active devices (RRFB), street lighting, a school crossing guard, and a median refuge.
- **Evaluate School Speed Zone:**
 - County evaluate the school speed zone on CR 26 (Lone Oak Road) for potential modifications including shortening the zone, revising the speed limit, or removing the zone. This is a short-term recommendation.
 - Research indicates that the speed zone is likely to be less effective in the current conditions because there are no school crossings on CR 26 (Lone Oak Road). The speed zone could be considered for removal based on no school crossing of CR 26 (Lone Oak Road); however, the school transportation activity (vehicle) is focused on CR 26 (Lone Oak Road).
 - If the speed zone is determined to be retained, the appropriate speed limit should be revised as recommended and the existing signing should be updated to include flashing beacons.
 - If a midblock school crossing is implemented on CR 26 (Lone Oak Road) as a long-term improvement, the school speed zone should be re-evaluated. The combination of the reduced cross section, sidewalk and trail along the roadway, and a school crossing would be expected to improve driver compliance with a school speed zone.
- **Roadway Geometric Changes:**
 - County consider the segment of CR 26 (Lone Oak Road) west of CR 31 (Pilot Knob Road) when evaluating the through lane reduction between CR 31 (Pilot Knob Road) and I-35E. This is a long-term recommendation.
 - If the number of through lanes is reduced east of CR 31 (Pilot Knob Road), then the number of lanes could also be reduced west of CR 31 (Pilot Knob Road) and the lane transition between Vince Trail and CR 31 (Pilot Knob Road) could be eliminated.
 - This is a necessary improvement to consider a midblock school crossing on CR 26 (Lone Oak Road).
- **Education:**
 - School and District should instruct students to only cross CR 26 (Lone Oak Road) with an adult or at the school crossing at CR 31 (Pilot Knob Road) with an adult crossing guard.
- **School and District Considerations:**
 - School and District update the 2011 Safe Routes to School Plan for Pilot Knob STEM Magnet Elementary School.
 - School and District provide walking and biking safety education.



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MATCHLINE, SEE ABOVE

MATCHLINE, SEE SHEET 1

MATCHLINE, SEE BELOW

CONSENT AGENDA

J. Lone Oak Road (CSAH 26) Corridor Study

Action To Be Considered:

Approve a regional solicitation letter of support for Dakota County's Corridor Study of CSAH 26 (Lone Oak Road), from State Highway 13 to Interstate 35-E.

Facts:

- A study of the proposed reconstruction of County State Aid Highway 26 (Lone Oak Road), from State Highway 13 to County State Aid Highway 31 (Pilot Knob Road), and also the study of the reconfiguration of Lone Oak Road, from Pilot Knob Road to Interstate 35-E, is programmed in both Dakota County Transportation Department's and the City of Eagan Public Works Department's Capital Improvement Plans (2022-2026 CIP). The City's 2022-2026 CIP was approved by the City Council on June 1, 2021.
- The proposed reconstruction and reconfiguration of these segments of Lone Oak Road would provide for improved safety, an improved multimodal transportation network, and an increase in corridor efficiency. It would also improve a critical cross-town route for the residents and local industry.
- The study is a joint effort between Dakota County and the City of Eagan. The City's planned participation in the corridor study and any resulting preliminary design would establish improvements for the Lone Oak Road reconstruction and reconfiguration project. The preliminary design would result in the production of a geometric layout that would encompass the results of the joint effort. City staff concurrence with the improvements shown in the geometric layout would be anticipated as well as City support of the implementation of the project.
- Completion of the study, which would be addressed by the funding application and is indicated on the attached exhibit, is scheduled for 2022. The City's CIP includes \$100,000 for the City's cost share (Major Street Fund) designated for 2022.
- Dakota County Transportation is requesting a letter of support from the City of Eagan to include with its funding application.

Attachments (1)

- CJ-1 Letter of Support
- CJ-2 Location Map



March 1, 2022

Ms. Erin Laberee
Dakota County Transportation Assistant County Engineer
14955 Galaxie Avenue
Apple Valley, MN 55124

**RE: 2022 Regional Solicitation Letter of Support
for Dakota County CP 26-66 & 26-67
Lone Oak Road (CSAH 26)
Corridor Study**

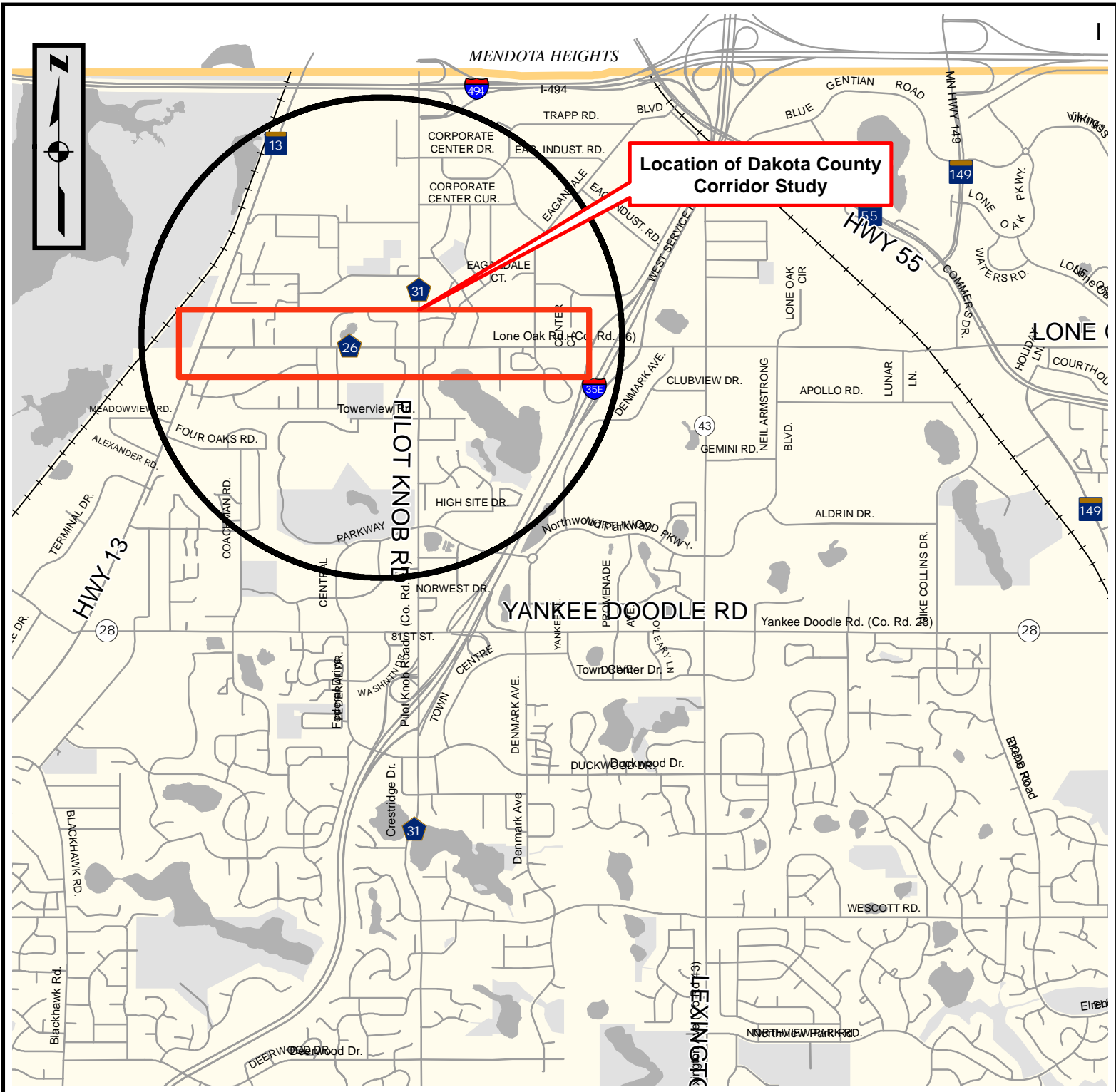
Dear Ms. Laberee:

The City of Eagan is supportive of Dakota County's request for a Corridor Study of CSAH 26 (Lone Oak Road, from Highway 13 to I-35E) in Eagan. The improvement of the CSAH 26 segment of the County highway system is a priority for the city. In addition to improved safety the project will provide, the multimodal transportation network and the increase in corridor efficiency will enhance a critical cross-town route for the residents and local industry.

The project is a joint effort with Dakota County and the City of Eagan. The City is participating in the corridor study and preliminary design that will establish the improvements for the CSAH 26 reconstruction project. The City supports this proposed project for federal funding and agrees to provide a financial commitment for the improvements directly related to the CSAH 26 study and reconstruction in Eagan.

Sincerely,

John Gorder, P.E.
City Engineer



EAGAN

Location Map
 Dakota County Corridor Study
 Lone Oak Road (CSAH 26)



April 4, 2022

Metropolitan Council
Transportation Advisory Board (TAB)
Attn: Elaine Koutsoukos, TAB Coordinator
390 Robert Street North
Saint Paul, MN 55101

**RE: 2022 Regional Solicitation Letter of Support for Dakota County CP 26-66 & 26-67
Lone Oak Road (CSAH 26) Draft Layout**

Dear Ms. Koutsoukos:

The City of Eagan is writing to express our support for Dakota County's grant application for Federal Funding for the reconstruction, trail and lane conversion project of CSAH 26 (Lone Oak Road, from Highway 13 to I-35E) in Eagan.

The improvement of the Lone Oak Road is a priority for the city as portions of the road segment have aging infrastructure from 1955 and represent a crucial east-west gap in the local and regional trail system. In addition to improved safety the project will provide with new lane configurations, a new school crossing and ADA upgrades, it will also increase the multi-modal corridor efficiency and improve water quality management.

Dakota County has prepared a draft layout in which the City of Eagan concurs. The project is a joint effort with Dakota County and the City of Eagan and is included in Eagan's 2022-2026 Capital Improvement Plan to participate in its share of the costs pursuant to Dakota County's cost share policy.

The City supports this proposed project and Dakota County for their Regional Solicitation application.

Sincerely,

John Gorder, P.E.
City Engineer



**MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113**

April 11, 2022

Gina Mitteco, Regional and Multimodal Transportation Manager
Dakota County

Re: MnDOT Letter for Dakota County's Metropolitan Council/Transportation Advisory Board 2022 Regional Solicitation funding request for projects

Gina,

This letter documents MnDOT Metro District's recognition for Dakota County to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2022 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 proposed in the applications. Details of any future maintenance agreement with the County will need to be determined during project development to define how the improvements will be maintained for the project's useful life if the project receives funding.

County State Aid Highway (CSAH) 46 from TH 3 to TH 52 in Coates, Empire Township and Rosemount. Project includes the reconstruction of CSAH 46 from an undivided 2-lane roadway to a divided 4-lane roadway, a trail along the north side from Trunk Highway (TH) 3, a grade separated crossing for the Vermillion Highlands Greenway, modifying the CSAH 46/TH 52 interchange bridge into 4-lane roadway, constructing roundabouts at both TH 52 ramps, pavement preservation work, and implementing access management strategies along the corridor.

CSAH 46 (160th Street) from 1,300 feet west of 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 divided 2-lane roadway with turn lanes, constructing multi-use trail along the north side of CSAH 46 from General Sieben Drive to TH 61, constructing multi-use trail along the south side of CSAH 46 from Pleasant Drive to the Vermillion River Bridge (east of 31st Street), constructing single lane roundabouts at both Pleasant Drive and Pine Street, implementing access management strategies, and replacing the existing bridge over the Vermillion River (east of 31st Street).

CSAH 26 (Lone Oak Road) from TH 13 to Interstate 35E in Eagan The project will reconstruct CSAH 26 between TH 13 and Pilot Knob Road and include bicycle and pedestrian facilities and drainage improvements. The project will tie into the planned signal improvements at TH 13 and CSAH 26. The section between Pilot Knob Road and I-35E will include a mill and overlay and a 4 to 3 lane conversion.

CSAH 63 (Delaware Avenue) Trail from Marie Avenue to TH 149 (Dodd Road) in Mendota Heights and West St. Paul This project will construct a multiuse trail and sidewalk along CSAH 63 between TH 149 and Marie Avenue.

The trail and sidewalk will be included in a larger roadway reconstruction project. The project's new pedestrian and bicycle facilities will tie into the ADA facilities on TH 149.

River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights—This project will construct an underpass of TH 149 north of TH 62.

Mendota to Lebanon Hills Greenway - TH 149 South in Mendota Heights—Project will construct a multiuse trail along TH 149 ROW connecting an existing trail along Mendota Heights Road to the existing Mendota to Lebanon Hills Greenway trail south of TH 62.

Veterans Memorial Greenway from TH 3 to CSAH 32 (Cliff Road) in Eagan and Inver Grove Heights – The project will create a grade separated pedestrian/bicycle bridge over TH 3 north of CSAH 32.

CSAH 63 (Delaware Avenue) Trail from TH 62 to Marie Avenue in Mendota Heights and West St. Paul – This project will construct a multi-use trail on the east side of Delaware between TH 62 and Marie Avenue to provide a safe pedestrian route and enhanced crossing of Delaware for students accessing Two Rivers High School. The trail will tie-in to MnDOT's ADA facilities at the intersection of TH 62 and Delaware.

There is no funding from MnDOT currently planned or programmed for these improvements. If your project receives funding, continue to work with MnDOT Area staff to coordinate needs and opportunities for cooperation.

If you have questions or require additional information at this time, please reach out to South Area Manager Ryan Wilson at ryan.wilson@state.mn.us or 651-234-4216.

Sincerely,

Michael Barnes, PE
Metro District Engineer

CC: Ryan Wilson, Metro District Area Manager; Dan Erickson, Metro State Aid Engineer; Molly McCartney, Metro Program Director