

Lakeville

Dodd Boulevard (CSAH 9) Modernization
Regional Solicitation - Roadways Including
Multimodal Elements

ID: R-2026-04931

Jon Nelson

Requested: \$8,530,720

Status

Initial Review

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What application category are you applying for.*

Roadway Modernization

General Information

Organization Name: Lakeville

▼ Organization Information

Organization Name	Lakeville
Legal Name	Lakeville
Street Address	20195 Holyoke Ave
Street Address 2	
City	Lakeville
County	Dakota
State	Minnesota
Country	United States of America
ZIP Code	55044

▼ Contact Information

Contact	Full Name	Email	Phone
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▼ Project Information

Project Name* Dodd Boulevard (CSAH 9) Modernization

Select Primary county where project is located* Dakota

Cities or Townships where the Project is located* Lakeville

Jurisdictional Agency (if different than applicant): Dakota County

Brief project description*

Dodd Boulevard (CSAH 9), designated a Minor Expander, plays a critical role in the local and regional transportation network in Lakeville. The corridor provides connectivity and access for multiple modes to commercial districts, schools, residential districts, community parks, greenway trail corridors, and other local and regional highways. The existing roadway serves approximately 9,400 vehicles per day and the infrastructure is aging and no longer adequately meets today's safety and mobility needs. The City of Lakeville and Dakota County are working together to upgrade the corridor. Their respective Capital Improvement Plans identify modernization of Dodd Boulevard between Kenwood Trail/202nd Street (CSAH 50) and 210th Street to proceed to construction in 2027. This multimodal corridor project will improve roadway operations, enhance safety and comfort, and provide for increasing traffic levels as nearby development and growth are expected to continue.

Key project components include:

- Upgrading the corridor cross section to divided, urban roadway standards, including curb and gutter and supporting stormwater and floodplain management facilities.
- Adding a multi-use trail to the full length of the corridor on the east side of the road.
- Modification to intersection configurations and access along the corridor, including two roundabouts and right-in-right out only at several locations
- Providing a tunnel under Dodd Boulevard to facilitate safer pedestrian / bicycle crossing as part of the Lake Marion Greenway Trail at Marion Fields Park

Transportation Improvement Program (TIP) Description*

LAKEVILLE, CSAH 9 (DODD BOULEVARD) FROM 210TH ST W TO CSAH 50 (202ND ST W), 0.7 MILES, RECONSTRUCT ROADWAY TO TWO-LANE URBAN, DIVIDED CROSS SECTION, ADDITION OF MULTI-USE TRAIL ON EAST SIDE OF ROADWAY, TWO ROUNDABOUTS, AND GRADE-SEPARATED TRAIL CROSSING UNDER CSAH 9 AT MARION FIELDS PARK.

Provide the project length to the nearest one-tenth of a mile* 0.7

Lead Agency*	City of Lakeville
ZIP Code where majority of work is being performed*	55044
Functional Class of Road*	Minor Expander
Road System*	CSAH
Road/Route No. (i.e., 53 for CSAH 53)*	9
Name of Road (Example: 1st st., Main Ave)*	Dodd Boulevard
Approximate begin construction date (mo/yr)*	5/1/2027
Approximate end construction date (mo/yr)*	11/30/2027
Name or description of trail/ped facility (i.e., Cedar Lake Trail, University Avenue Sidewalk)	Marion Lake Greenway Trail, Dodd Boulevard Multi-use Trail
Termini (Termini listed must be within 0.3 miles of any work) (Do not include legal description; include name of roadway if majority of facility runs adjacent to a single corridor)	
Roadway Name*	Dodd Boulevard
From Cross-Street*	202nd Street W (CSAH 50)
To Cross-Street*	210th Street W
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	0.7
Multiuse trail*	0.7
Separated bicycle facility*	0
On-street bicycle facility*	0
Sidewalk*	0
Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles)*	0.1
Miles of new RBTN facilities*	0
Miles of improved existing RBTN facilities*	0.1
Miles of facility on the regional trail network (nearest 0.1 miles)*	0.1
Miles of new Regional Trail facilities*	0
Miles of improved existing Regional Trail facilities*	0.1
Miles of Facility along Updated Regional Truck Corridors:	0
Miles along Tier 1 facilities:	0
Miles along Tier 2 facilities:	0

Miles along Tier 3 facilities: 0

Number of improved ADA ramps* 27

Number of intersection improvements* 7

Primary types of work (Examples: Grade, AGG Base, BIT Base, BIT Surf, Sidewalk, Signals, Lighting, Guardrail, Bike path, Ped Ramps, Bridge, Parek and ride, etc.)*

Aggregate Base, Bituminous pavement replacement, Curb & Gutter, Grading, Roundabout, Storm Sewer, Multi-use Trail, Multi-use trail underpass, Signing, Striping, curb ramps, retaining wall, street lighting.

Bridge/culvert projects (if applicable)

Current Bridge/Culvert No.

New Bridge/Culvert No.

Structure is over/under (Bridge or Culvert Name):

The greenway underpass has not yet been assigned a bridge number by MnDOT.

If the project constructs new left-turn lanes: Yes

Peak hour direction 1 travel time savings: 0

Off peak direction 1 travel time savings:

Peak hour direction 2 travel time savings:

Off peak direction 2 travel time savings:

If the project synchronizes traffic signals to reduce delay time: No

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?*

No

Grant Request Amount, US\$* \$8,530,720.00

Project Total: \$* \$10,663,400.00

Match Amount: \$ (Minimum of 20% of the project total for federally funded projects)

Match Amount: \$2,132,680.00

Match Percentage (Minimum of 20% for federally funded projects)

Match percentage: 20%

Source of Match Funds (For federally funded projects, 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)

Source of Match Funds* City of Lakeville capital budget, Dakota County capital budget

Please check the years that are feasible for your program.* 2027 (Federal and Active Transportation Sales Tax Projects)

To provide the required budget information, complete the [Total Project Cost Worksheet](#) and then upload into the Documents section. Refer to the [Total Project Cost Instructions](#) for instructions on what to submit in Fluxx.

Roadway Costs* \$8,138,400.00

Bicycle/Pedestrian Costs*	\$2,525,000.00
Transit/TDM Capital Costs*	\$0.00
Transit/TDM Operating Costs*	\$0.00

One of the federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds.

N/A

As part of this application process, you must enter your project location(s) information into our Geographic Information System (GIS) via the link below.

The GIS link is not generated until a project name has been added to the question "Project Name" above and the application has been saved. For multiple locations, you will refresh the window to add additional locations. If you make a mistake, please refresh and add the correct location and add a comment describing the error and correction. The project location(s) are used to determine some of the outcomes below. Please note that it may take several minutes for the GIS data to be populated in the application below.

Please click the following link which opens in a new window: Draw Project Location

I acknowledge that I clicked the GIS link Yes and entered the required information.

▼ Document Requirements

Instructions

Upload a PDF for the applicable project elements listed below. Multiple files can be uploaded with the attachment link below. Each individual attachment must be saved as an 8.5"X11"pdf and cannot be more than 15 pages in length to be considered. Only pdf files that meet the size and length limits will be accepted. Please do not submit entire plans or studies.

Summary

1. Applicants are required to submit a one-page project summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.
2. A photograph from within the past year showing the existing conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant agrees to allow the Council to use this photograph. Applicants should not use copyrighted images from other sources.

Maps

1. All infrastructure projects must include a map or concept drawing of the proposed improvements that clearly labels the beginning and end of the project, all roadways in the project area and any bicycle, pedestrian, and transit components anticipated upon completion of the project.

Coordination

1. The applicant must include a letter of support from the agency that owns/operates the facility, will operate the transit service, or will be expected to maintain the project (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
2. Transit applicants that propose a project that begins or ends within another agency's service area must include a letter of support from the other transit agency.
3. If the applicant expects any other agency or competitive grant program to provide part of the local match, the applicant must include a staff-level letter from the other agency agreeing to financially participate/documentation of the competitive award.

To add a document, select the green plus sign on the far right of the screen in the row below. A new screen will appear. Upload files by selecting Add files on the bottom left of the screen. After all files have been added, select Start Upload. (Note: if you need to add more files to the same group of attachments, use the green + button in the "Documents" section at the bottom.)

▼ Documents

To add other documents, click the green + sign, then click "Add Files." Then select the document category from the dropdown and click "Start Upload"

APPLICATION DOCUMENTS

Filter by Type All document types (13)



5A - City of Lakeville Engineer LOS for Dodd Blvd
Modernization.pdf



Year-Round Maintenance Commitment

Added by Andrea Trabelsi at 4:49 AM on June 23, 2026



5C - Dakota County Commissioners LOS Resolution and CIP_Dodd
Blvd.pdf



Year-Round Maintenance Commitment

Added by Andrea Trabelsi at 4:48 AM on June 23, 2026



5C - Dakota County Commissioners LOS Resolution and CIP_Dodd
Blvd.pdf



Resolution of Support

Added by Andrea Trabelsi at 4:47 AM on June 23, 2026



5A - City of Lakeville Engineer LOS for Dodd Blvd
Modernization.pdf



Resolution of Support

Added by Andrea Trabelsi at 4:42 AM on June 23, 2026



Additional Attachment 3_City of Lakeville CS Policy_signed 15June2026.pdf



Optional Attachments

Added by Andrea Trabelsi at 5:26 AM on June 22, 2026

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Jump to Page

▼ Qualifying Requirements

The applicant must show that the project meets all the qualifying requirements to be eligible to be scored and ranked against other projects. All qualifying requirements must be met before completing an application.

By selecting each checkbox, the applicant confirms compliance with the following project requirements:

The project will follow all applicable federal and state design standards, including state statutes such as **State Aid Rule 8820** as required.

Check the box to indicate that the project meets the requirement above.* Yes

The project is consistent with the goals, objectives, policies, and actions of the 2050 Transportation Policy Plan. Briefly list the applicable 2050 TPP objectives and policies.

Briefly list the applicable 2050 TPP objectives and policies*

Dynamic and Resilient Region Goal – Objectives:

- People and businesses trust that transportation infrastructure and services will withstand and recover quickly from natural and human-caused disruptions.
- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People have more predictable travel times when traveling on highways, with a focus on reducing excessive delays.
- People and businesses can rely on predictable and cost-effective movement of freight and goods.
- o Policy 15 – Bicycle network
- o Policy 16 – Eliminate bicycle / pedestrian gaps and barriers
- o Policy 17 - Pedestrian network
- o Policy 23 – Complete Streets approach

Healthy and Safe Communities Goal—Objectives:

- People do not die or face life-changing injuries when using any form of transportation.
- People feel safer, more comfortable, and more welcome when using any form of transportation.
- People are better connected to community and cultural resources that support their physical, emotional, and mental well-being.
- People can increase physical activity with more opportunities to walk, roll, or bike.
- o Policy 9 – Quality transportation facilities
- o Policy 10 – Eliminate traffic deaths and serious injuries
- o Policy 11 – Bicycle and pedestrian safety
- o Policy 13 – Reduce negative health impacts

Natural Systems Goal – Objectives:

- The region's transportation system protects, restores, and enhances natural systems (for example, air, water, soil, vegetation, and habitat quality).
- o Policy 33 – protect natural systems

Check the box to indicate that the project meets the requirement above.* Yes

The project or the specific transportation problem/need that the project addresses must be in a local planning or programming document completed within the last 10 years. Reference the name of the comprehensive plan, regional/statewide plan, capital improvement program, corridor study, Safe Routes to School Plan, Bicycle System Plan, or other approved/adopted plan or program of the applicant agency. The Active Transportation Planning application category (whose projects will be creating the plan itself) is exempt from this requirement.

Check the box to indicate that the project meets the requirement above.* Yes

List the applicable document(s) and pages*

1. City of Lakeville Capital Improvement Plan: ADOPTED CIP 2026-2030.pdf, page 85
(<https://www.lakevillemn.gov/ArchiveCenter/ViewFile/Item/1856>)
2. Dakota County Capital Improvement Plan: 2026-2030CIP.pdf, page 63
(<https://www.co.dakota.mn.us/Government/BudgetFinance/2026/Documents/2026-2030CIP.pdf>)
3. Dakota County Road Safety Plan, pages 10 and 20 (available by request)

The project complies with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets the requirement above.* Yes

The project must be accessible and open to the general public.

Check the box to indicate that the project meets the requirement above.* Yes

The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle and pedestrian facilities per FHWA direction established 9/27/2008 and updated 4/15/2019. Project sponsors of standalone bicycle and pedestrian projects or bicycle and pedestrian facilities that are part of a roadway project must include information on how the requirement to maintain facilities for year-round use will be met. This information may include:

- A local ordinance or policy that requires abutting property owners to maintain pedestrian or bicycle facilities, or that directs agency staff to maintain pedestrian and bicycle facilities.
- A letter or resolution that confirms the proposed local facility will be maintained by agency staff or abutting private property owners.
- A cross-jurisdictional agreement with another agency to maintain the proposed local pedestrian or bicycle facility.

Check the box to indicate that the project meets the requirement above.* Yes

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 other construction elements to be delivered for the proposed project to be achieved.

Check the box to indicate that the project meets the requirement above.* Yes

The infrastructure 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. 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 the requirement above.* Yes

The project applicant has sent written notification regarding the proposed project to all affected units of government prior to submitting the application. Staff-level letters of support are required if another agency owns the roadway, will deliver the transit service, will contribute financially to the project, will be expected to sponsor the project, or will be expected to maintain the project. Transit projects proposing a project that crosses into another agency's service area must include a letter of support from all relevant transit agencies.

Check the box to indicate that the project meets the requirement above.* Yes

The Metropolitan Council and the Transportation Advisory Board (TAB) get the first opportunity to utilize a share of the greenhouse gas and vehicle miles traveled offsets of any awarded federal or active transportation regional sales tax projects proportionate to the share of the total project cost funded by TAB to fulfill state requirements for the Greenhouse Gas Impact Assessment (MN Statute 161.178) enacted in 2023. Each offset can only be used one time. If the projects are not needed by the Metropolitan Council and TAB as offsets to other awarded Regional Solicitation highway projects, ownership of them will revert, in whole or in part, to the original project sponsor. Based on inputs provided in the application, Met Council staff will calculate the magnitude of the offsets.

Check the box to indicate that the project meets the requirement above.* Yes

The applicant agrees to provide Metropolitan Council staff with post-construction data, as requested, in order to perform before-and-after analyses.

Check the box to indicate that the project meets the requirement above.* Yes

Federally funded projects must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way acquisition 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 that is otherwise eligible.

Check the box to indicate that the project meets the requirement above.* Yes

Applicant is a public entity (e.g., county, city, tribal government, transit provider, etc.), or non-profit organization in the TDM category only. Applicants for federal funds that are not State Aid cities 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. Applicants for the three application categories funded with Active Transportation Regional Sales Tax funds do not need to be a State Aid city or a county to apply.

Check the box to indicate that the project meets the requirement above.* Yes

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 transition plan must be completed by the local agency before the Regional Solicitation application deadline.

Choose one* 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.

Date plan completed by governing body* 8/5/2019

Link to plan* <https://www.lakevillemn.gov/DocumentCenter/View/6492/ADA-Transition-Plan>

All projects that are located within right-of-way occupied by an active railroad must confirm that the railroad has been engaged in project planning.

Check the box to indicate that the project meets the requirement above.* Yes

The roadway project is identified as a principal arterial (non-freeway facilities only) or minor arterial as shown on the latest **functional classification map**. Bridge Connections, Proactive Safety and Reactive Safety projects have broader eligibility and can be located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas.

Check the box to indicate that the project meets the requirement above.* Yes

The project must be designed to meet 10-ton load limit standards.

Check the box to indicate that the project meets the requirement above.* Yes

This project involves the construction of a new/expanded interchange or new interchange ramps.* No

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

Category Definition: The Roadway Modernization application category seeks to fund projects that implement a complete streets approach in policy, planning, operations and maintenance of roads; emphasize and prioritize the safety of people outside vehicles in the transportation right-of-way; and plan for and invest in first/last mile freight connections between major freight generators and the regional highway system.

This application contributes to these 2050 TPP Objectives or Policies:

- People do not die or face life-changing injuries when using any form of transportation.
- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People and businesses can rely on predictable and cost-effective movement of freight and goods.
- The region's transportation system protects, restores, and enhances natural systems (air, water, vegetation, and habitat quality).

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- Roadway reconstructions that add new or upgrade existing multimodal elements, such as bicycle facilities, new or improved sidewalks, and transit facilities
- Roadway reconstructions that add raised medians, frontage roads, shoulders, access modifications, or other safety improvements
- Roadway reconstructions that reduce the likelihood of flooding, reduce impervious surface areas, and increase the existing tree canopy
- Roadway reallocation or lane conversions, such as four- to three-lane conversions
- Existing interchange reconstructions/modernizations
- New alignments that maintain the same number of lanes as the previous alignment

▼ Evaluative Criteria

1. Multimodal/Complete Streets Connections

This criterion measures how the project improves travel experience, safety, and security for other modes of transportation and addresses the safe integration of these modes. The Transportation Policy Plan requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of projects.

Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)

Describe the new or improved multimodal connections (transit, bicycle, pedestrian, etc.) along, across or underneath the project and/or TDM elements (400 words or less).*

Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- How does the project reduce the level of traffic stress (reference the Oregon Department of Transportation level of traffic stress analysis procedure or another similar methodology) for all users of multimodal facilities?
- How will the project improve the comfort and quality of the travel experience for bicyclists, pedestrians, and transit users of all ages and abilities?
- How will the project reduce delays for these users?
- How will the project improve access or expand connections for these users?
- How will the project use TDM to encourage the use of other modes?
- Does the project provide a high-quality connection based on the surrounding land use and/or community context?

CSAH 9 is owned/maintained by Dakota County. The County's adopted 2040 Transportation Plan includes Complete Streets principles that commit the County to do project planning, development, operation, and maintenance activities in accordance with Minnesota Statute §174.75. The City recently adopted Complete Streets policy. Accordingly, this project will reduce level of traffic stress, improve safety, and increase connectivity for bicyclists and pedestrians of all ages and abilities via:

A multi-use trail along the eastern side of the corridor, complementing the trail on the west side. Bicyclists and pedestrians with origin and destination on the east side need not cross the road to travel separated from traffic. An underpass to serve the Lake Marion Greenway crossing, replacing the current at-grade crossing and at-grade crossings incorporated into intersections at CSAH 50, Impatiens Way/205th Street, and 207th Street. Separation of vulnerable road users (VRUs) from vehicle traffic along the Greenway--a segment of the RBTN Tier 2 facility--creates a critical low-stress link in the regional Tier 2 Alignment and adds new trail in the RBTN Tier 2 Corridor. These crossing enhancements reduce delay for VRUs by increasing opportunities for safe crossing and reducing the need to wait for breaks in traffic.

Roundabouts will replace 4-way intersections at CSAH 50 and 207th Street, reducing conflict potential for all users, calming traffic, and reducing vehicle speed. From the CSAH 9 intersection at CSAH 50 south to 202nd Street, there are several segments identified by Met Council's Crash Risk Index, which this project is expected to reduce.

Predominantly residential land uses surround the corridor with a commercial cluster at the northern end, Marion Fields Park on the west side, and other community destinations nearby. With development and growth

expected to continue, corridor modernization will ensure safe and comfortable facilities for VRUs are in place for increasing demand.

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria. The project rating will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed.

- **High:** The highest rated projects in this measure will significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology. Projects that are on the Regional Bicycle Transportation Network (RBTN) AND provide new or improved bicycle facilities designed to cater to uses of all ages and abilities will receive a high score.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project but without quantitative or qualitative data or using a less established methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement to the multimodal experience.
- **Medium-Low**
- **Low:** Low rated projects in this measure will not include quantitative or qualitative data and may not provide clear information to create confidence that the project will provide benefits.
- **Non-responsive/Not relevant:** Projects that do not improve the multimodal travel experience, safety and security should receive zero points in this measure.

2. Safety

This criterion measures the project's ability to promote safety for all users, including how the project responds to existing risks and makes use of proven safety countermeasures.

Measure A - Connection to Existing Safety Planning Efforts

Project Location (or part of the location) is listed in the Regional Safety Action Plan on any of the following lists (note an online map is being developed and a link will be provided in final application)

Crash Risk Index >15

Project location is not listed in a regional or local safety plan but provides a parallel or alternative route that will improve safety for people walking or biking.* No

Location is listed in another safety plan that prioritizes reducing fatal and serious injury crashes. Yes

Please describe and provide reference or link to the plan*

Dakota County's Road Safety Plan identifies the Intersection of Dodd Boulevard and Kenwood Trail (CSAH 50) as a priority location both in the bicycle/pedestrian and roadway sections of the plan, on pages 10 and 20 respectively (included with this application as an optional attachment). This plan is available by request.

Measure A Scoring Guidance

The project will be scored based on the scorer's discretion, using the following guidance:

- **High:** Project is identified in the regional safety action plan on either the regional top 25 or county top 10 lists or project provides a viable parallel or alternative route to a location listed.
- **Medium-High**
- **Medium:** Project location is identified in a regional safety action plan on High Injury Streets or Crash Risk Index, or project provides a viable parallel or alternative route to a location listed.
- **Medium-Low**
- **Low:** Project location is identified in a local (e.g. county or city) safety action plan, local or district Safe Routes

to School plan, or project has a completed targeted study (e.g., NEPA document, corridor study, intersection study, ICE report, etc.) that identifies the specific safety measures needed to improve safety and those safety measures have been incorporated into the proposed project or project provides a viable parallel or alternative route to a location listed or project provides a viable parallel or alternative route to a location listed.

- Non-responsive/Not relevant: Projects that are not identified in the Regional Safety Action Plan or any local safety plan. This could also include projects that also have not completed a targeted study that defines an existing safety issue (e.g., NEPA document, corridor study, intersection study, ICE report, etc.)

Measure B - Safety Improvements for People Outside of Vehicles

Please provide a written response that explains how the project will mitigate existing risk factors noted above and any other steps taken to ensure the project promotes safety for all users. Please cite any specific proven safety countermeasures that will be part of the project's design or methods the project will use to promote safety for people outside of vehicles (600 words or less).*

Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- Will crossing distances or times between protected crossings for people outside of vehicles be increasing or decreasing? If so, how many locations will be affected? If increasing, what measures will be considered to recognize the increase in distance between crossing opportunities?
- Describe what measures are being used to reduce exposure and delay for people outside of vehicles.
- If grade separated pedestrian crossings are being added and increasing crossing times, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option.
- 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.
- Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements. Note any strategies or treatments being considered that are intended to help motorists drive slower or protect pedestrians and bicyclists if motorist speeds will increase.
- Consider these resources for safety improvements: Regional Safety Action Plan's Programmatic Recommendations, FHWA's Safe System Roadway Design Hierarchy, and MnDOT's Traffic Engineering Countermeasures

The County's and City's adopted Complete Streets and context-sensitive design approaches apply to this corridor. The project design carefully balances achieving acceptable levels of delay and reducing safety risk throughout the corridor, especially for vulnerable road users (VRUs).

Today, the corridor is an undivided, two-lane rural typical section with speed limit of 45 mph. Turn/bypass lanes are provided in some locations. Traffic control is primarily through-stop control for side streets, except at CSAH 50 (signalized) and 210th Street (single-lane roundabout). A multi-use trail runs along the west side of Dodd Boulevard through the project limits, with only an at-grade, designated crossing at Lake Marion Greenway Trail south of 207th Street (other than at project termini, CSAH 50 and 210th Street).

Multimodal safety issues stem from numerous access points, limited sightlines, and lack of dedicated turn lanes. Speed and lack of separation from motor vehicles pose risk to VRUs. The corridor's northern end is identified in the highest category for Crash Risk Index (Regional Solicitation Data Atlas). The following improvements support long-term traffic needs and yield multimodal safety benefits (associated Safe System Tiers per the MnDOT Big Book of Ideas, 2024, noted in parentheses):

The corridor will become an urban, divided two-lane roadway with improved shoulders and clear zones. A divided roadway removes severe conflicts (Tier 1, with a crash reduction factor of 39% for KABC crashes for all crash types) and the center median reduces speeds (Tier 2).

A multi-use trail will be added along the east side for the full corridor length, enabling separation and removing severe conflicts (Tier 1).

Roundabouts, center medians, and pedestrian refuge islands installed at 207th Street and at CSAH 50 mitigate serious/fatal crashes for all modes, especially VRUs (Tier 1). The CSAH 50 roundabout serves as a gateway to visually cue reduced speeds (Tier 2). The crash reduction factor is 51% (injury crashes, all crash types) for a roundabout and 86% (fatal vehicle/bike and vehicle/ped crashes) for pedestrian refuge islands.

Four-way unsignalized intersections at 205th Street and 202nd Street will convert to right-in-right-out access, mitigating severe conflicts (Tier 1).

The 208th Street intersection will convert to a $\frac{3}{4}$ intersection, removing severe and angle conflicts (Tier 1) with a crash reduction factor of 64% (all severities, angle crashes).

People outside vehicles will benefit from shorter crossing distances, improved safety, and increased comfort. Project crossing enhancements noted previously remove severe conflicts (Tier 1) and reduce spacing between protected crossings from ~0.4 mile to ~0.25 mile. Crossing features also include a rectangular rapid flashing beacon at CSAH 50 (Tier 3 with 69% crash reduction factor for all crash severities, vehicle/ped crashes) and

crosswalk visibility enhancements at multiple locations (Tier 4).

Measure B Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide frequent, safe, at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less frequent at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- **Medium-Low**
- **Low:** Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.
- **Non-responsive/Not relevant:** Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

Measure C - Safe System Approach

Please describe how the project aligns with the Safe System Approach where the transportation system is designed to minimize the consequences of human errors by implementing multiple layers of protection (400 words or less).*

Consider the following when developing your response. Note that not all considerations need to be addressed, but please respond to those that are applicable.

- Are safety improvements focused on reducing fatal and serious injury crashes?
- Does the project utilize proven safety countermeasures?
- Consider these resources for safety improvements: Regional Safety Action Plan's Programmatic Recommendations or MnDOT's Traffic Engineering Countermeasures

The Dodd Boulevard Modernization project has been designed using the Safe System Approach. The corridor design aims to minimize consequences of human error and minimize crashes, especially fatal and serious injury crashes, by using the following layers of protection:

- Increasing separation between road users, especially vulnerable road users (pedestrians and bicyclists) traveling along and across the corridor;
- Reducing conflict points; and
- Reducing vehicle speeds through physical roadway design

The specific design elements and proven countermeasures are explained in detail in the previous section (B).

Measure C Scoring Guidance

The project will be scored based on the scorer's discretion, using the following guidance: Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria. Consider the information and narrative provided by the applicant and score projects based on the benchmarks provided below.

- **High:** The highest scoring projects in this criterion will align with the Safe System Approach and significantly improve safety for all users and cites specific safety best practices or countermeasures that will be included in

the project. Scorer is confident the project sponsor will design the project to prioritize safety for people outside of vehicles. The response will include quantitative metrics showing a high level of improvement using a sound methodology.

- Medium-High
 - Medium: Mid-range projects in this criterion may align with the Safe System Approach and improve safety for all users but without quantitative data or using a less solid methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement to the multimodal experience.
 - Medium-Low
 - Low: Low scoring projects may not provide quantitative data to assess the claim of adherence to the Safe Systems approach.
 - Non-responsive/Not relevant: Projects that do not align with the Safe System Approach or improve the travel experience, safety and security for people outside of vehicles should receive zero points in this criterion.
-

3. Freight

Tying regional policy in the 2050 Transportation Policy Plan to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how it aligns with the Regional Truck Corridor Study.

Measure A – Regional Truck Corridor Study Tiers

This measure relies on the results on the Truck Highway Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: 2021 Updated Regional Truck Corridors.

Select the highest one for your project, based on the 2021 updated Regional Truck Corridors*

Not applicable

Measure A Scoring Guidance

Applicants will be awarded points as assigned in the above tiers: (for new alignments, use the tier of the existing alignment or parallel alignment that the new connection is replacing):

- 10 points: Projects along Tier 1
 - 8 points: Projects along Tier 2
 - 6 points: Projects along Tier 3
 - 4 points: Projects that provide a direct and immediate connection to a corridor
 - 0 points: None of the tiers
-

4. Natural Systems Protection and Restoration

This criterion measures the project's ability to protect and preserve the region's natural systems and build more resilient infrastructure.

Measure A - Flood mitigation, stormwater treatment, other environmental benefits

Describe how the project protects and restores natural systems through flood mitigation, stormwater treatment, etc. (600 words or less)*

Consider the following when developing your response. Note that not all considerations need to be addressed, but please respond to those that are applicable.

- Does the project increase or decrease impervious surface area?
- Does the project use alternative construction methods (e.g., recycling pavement materials or using surfaces more friendly to freeze/thaw cycles)?
- Does the project use landscaping or streetscaping appropriate for the area/climate?
- Does the project preserve existing mature trees or plan new trees with associated establishment period?
- Does the project use soil amendments to improve environmental performance (e.g., biochar food-derived compost)?
- Is the project designed to industry standard flood events (e.g., 100-year flood events)?
- Does the project manage stormwater more efficiently or mitigate an existing stormwater runoff concern?
- Does the project add new infrastructure that is more resilient to wetter and warmer conditions?

- Does the project improve habitat connectivity?

The project upgrades the roadway to include curb and gutter and enclosed drainage systems. The storm sewer and stormwater management practices meet State Aid and city stormwater management ordinance requirements, which align with industry standards to mitigate against 100-year flood events. Floodplain mitigation is included in this project (see noted locations in the project plan attached), which will offset filling of existing floodplain. This project is expected to maintain effective management of stormwater and be resilient to wetter and warmer conditions.

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** Projects in this range will significantly improve, protect, and restore natural systems over the existing condition. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- **Medium-High**
- **Medium:** Projects in this range will somewhat improve, protect, and restore natural systems over the existing condition. The response will include qualitative or quantitative metrics showing a smaller level of improvement using an established methodology.
- **Medium-Low**
- **Low:** These projects make a case as to how the project somewhat improves, protects, and restores natural systems without qualitative or quantitative data or using a less solid methodology. Projects in this range have smaller improvements to natural systems.
- **Non-responsive/Not relevant:** Projects that do not improve, protect or restore natural systems or do not provide adequate information should receive zero points for this measure.

Community Considerations

The Regional Solicitation Community Considerations criterion draws on multiple Metropolitan Council and Transportation Advisory Board (TAB) policies, including:

Imagine 2050 and Transportation Policy Plan (TPP) Goal: Our region is equitable and inclusive. Racial inequities and injustices experienced by historically marginalized communities have been eliminated and all people feel welcome, included, and empowered.

Imagine 2050 Equity Statement: Equity means that historically excluded communities – especially communities of color – have measurably improved outcomes through an intentional and consistent practice of adapting policies, systems, services, and spending so that they contribute to the repair of both historic and ongoing injustice.

Imagine 2050 contains an Equity and Environmental Justice Framework, which is a people-centered approach that should guide regional processes and actions to work toward a more equitable region. A description of the framework is linked here [Imagine 2050: Regional Vision, Values, Goals - Revised for Adoption](#). The three components of the framework include:

- A people-centered, data-driven decision-making approach
- Prioritized engagement with overburdened communities
- Provision of benefits to the communities that go beyond harm mitigation

TPP Policies or Objectives: TPP Policies and Objectives related to achieving the regional equitable and inclusive goal include:

- Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.
- Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.
- Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.
- Implement strategies against gentrification and displacement caused by transportation investments.

TAB Communities to Consider: Beginning with the Regional Solicitation redesign in 2014, the Transportation Advisory Board has identified “specific communities” that should be prioritized in transportation decision-making processes: people of color, Indigenous people, low-income, disabled, youth and older adult

populations. These specific communities should be engaged and empowered in transportation decision-making processes, and projects should be developed to specifically address their transportation needs.

Metropolitan Council staff have provided an interactive map that can be used to understand the composition of the communities of consideration within your project area. This map can serve as a basis for your response to each measure but applicants are encouraged to provide additional detail and understanding of community.

Other Key Concepts

Community Definition: For the Community Considerations scoring criterion, “community” is defined as people and groups of people who are adjacent to and/or impacted by the proposed project. This includes those who live, work, attend school, or access essential destinations (such as healthcare, shopping, or services) within the project area. Prioritized consideration is given to communities of color, Indigenous communities, low-income, disabled, youth, and older adult populations. The term “community” does not include transportation system users who only travel through the area without connecting to destinations within it. Transit users and others outside personal vehicles may be considered part of the community if their trips begin, end, or include stops within the project area.

Scoring: Three qualitative measures are used for the Community Considerations criterion as described below. Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures: (1) Community Data and Context, (2) Community Needs and Future Engagement, and (3) Community Benefits.

Funding Priority: Projects receiving a high score on each of the three measures, if any, will be considered for funding priority. Up to one (1) project from each solicitation round that was not otherwise selected for funding will be recommended for full funding in either the Roadway, Bike/Ped, Transit, or Environment categories.

Applicant Training Opportunities: The Met Council will provide optional yearly trainings for local agency staff to build their understanding of the Community Considerations criterion and measures. This training will also be centered around best practices set forth by the Council’s Equity Evaluation of Regional Transportation Investment Processes study.

Community Considerations Scoring: Scorers for the Community Considerations criterion will be selected based upon their experience and knowledge in community work, will have completed the Community Considerations training, and will meet multiple times as a group of scorers to discuss and agree upon scoring expectations. Projects recognized as a funding priority will be reviewed and agreed upon by all Community Considerations scorers. 2-3 Community Considerations scorers will be assigned to each project application.

This criterion measures the project’s ability to ensure the needs of specific populations are considered and prioritized in transportation decisions.

A. Community Data and Context

Describe the project area’s community data and context* including locations of specific communities and important regional and local destinations those community members access regularly. Relate the community data to the project purpose. Supplement widely available demographic data with community-specific information via additional maps or descriptions. Include any transportation history impacting the communities and intentional or unintentional past and ongoing harms caused by the transportation system (600 words or less).*

*Examples of detailed community data: demographics (race, ethnicity, age, low income, disabled), affordable housing locations, essential services, employers/job centers, schools, cultural resources, places of worship and social destinations.

(Maps referenced in this response are included as an ‘Optional Attachment’ with file name Additional Attachment 1_Community Considerations Maps.pdf)

Dodd Boulevard is a critical minor expander route in the City of Lakeville and Dakota County, connecting residential neighborhoods, commercial districts, schools, parks, community destinations and regional trail systems. Map 1 shows a view of the corridor and the many destinations surrounding it within roughly ½ mile, which includes three schools, a half dozen parks, a grocery store, public library, and Lakeville’s traditional main street commercial corridor. The Lake Marion Greenway currently crosses the corridor at an at-grade crossing adjacent to Marion Fields Park, providing an important connection for residents traveling between destinations on either side of the corridor.

This corridor plays a critical role in the local and regional transportation network, serving residents, businesses, freight movement, and connections to key county and state highways. Traffic levels are projected to rise based on expected growth in the area. The project has been designed to enhance the road to meet the safety and mobility needs now and in the future with the local community in mind.

This project exists within census tracts with greater share of population under 18 years of age than the countywide share of 28%, shown in Map 2. The presence of this TAB-identified “specific community” has been considered throughout project development and engagement (described further in the next section).

The census tracts on the east and southeast side of the project corridor have a higher share of Hispanic/Latino people than the city overall and the county according to ACS 2024 5-year estimates (shown in Map 3). The share of Lakeville’s population that is Hispanic/Latino is about 6 %, compared to 9% for Dakota County, according to 2024 US Census estimates. The non- Hispanic White population represents approximately 78% of both city and county populations.

Shown in map 4, census tracts on the east side of the corridor have a higher share of households with no access to a vehicle than the city and county averages, which are 4-5% (per 2020-2024 ACS data).

Although the share of persons in poverty in Lakeville overall is around 3%, compared to 7% for Dakota County, census tracts at the southeast end of the corridor have an estimated 16% of residents living at or below the 185% of the federal poverty threshold, shown in Map 5.

The elevated share of residents in this area under age 18 and households without vehicles on the eastern side of the corridor, along with presence of schools, parks, and concentration of other community destinations nearby underscore the importance of including separated bicycle and pedestrian facilities in corridor design. The grade-separated bicycle and pedestrian underpass component of this project serves as a critical link between neighborhoods, schools, parks, and commercial areas, encouraging mode shift while improving comfort and accessibility for users of all ages and abilities. This investment aligns strongly with county and regional goals for active transportation, safety, and equitable access.

Both the share of persons with a disability and share of people over age 65 are slightly lower in Lakeville than Dakota County. These special populations do not have a notable presence in the immediate vicinity of the project, however, both populations can benefit from the project’s enhancements to safety and connectivity of pedestrian and bicycle facilities.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:

- has granular, neighborhood-scale data and context on specific communities
- identifies cultural assets & significant sites validated by the communities (e.g., this community of low-income residents expressed a need to be able to walk to a health care destination)
- Describes any past and present transportation harms to community
- Has data on cultural history of communities

Medium: The project application:

- Has local maps and/or description beyond census data
- Has granular data or maps (e.g., knowledge of a concentration of a large youth population in this neighborhood or location)
- Identifies affordable housing locations and areas of low-income
- Links data to project purpose
- Identifies past system burdens.

Low: The project application:

- Include general census data on “specific communities,” (e.g. “community has x% low-income population, versus the regional average of y%”)
- Has a basic list of important destinations without demonstrating local knowledge
- Has a project area community description but lacks community insight or context

B. Community Needs and Future Engagement

Describe how the project was identified, and how it addresses a community need. Community needs may be identified through long-range or strategic planning, community surveys, formal or informal meetings and conversations with community members or neighborhood groups, outreach, and other means. Describe any discussion with specific communities, and how it contributed to identifying the project need. Describe how community engagement will occur throughout the project. Reference the engagement spectrum on page 55 of the Imagine 2050 Regional Vision, Values, and Goals chapter of the Regional Development Guide. Describe and link (if possible) documented organizational structures that support future engagement on the project; these structures could include policies, procedures, financial or staff resources, or other documents (600 words or less).*

This segment of Dodd Boulevard was identified for improvement by the City and County as it approached the need for major maintenance and infrastructure upgrades identified through the agencies' capital improvement programs. The bicycle and pedestrian underpass component of this project is part of the Regional Bike Trail Network Tier 2 Alignment and the corridor falls within the Tier 2 Corridor network. This plan was adopted in the Met Council's 2040 Transportation Policy Plan and identified the Regional Bike System Study in 2013 and associated public planning processes. The CSAH 9/CSAH 50 intersection is also identified in the County's Road Safety Plan.

In the interest of meeting engineering standards and best practices and to meet community needs now and in the future, the Project Management Team developed a public involvement plan to support planning and design phases, which began in 2025. The plan was developed to right-size and tailor engagement of the community and includes the following components:

- Two in-person public open houses were held near the corridor area at project kickoff and mid-way through the project for two-way communication with the public and stakeholders about the project. The first public open house focused on introducing the project purpose, process, and identified needs, while gathering initial community input on transportation challenges, concerns, and priorities. The second public workshop focused on sharing updated designs and visualizations and collecting feedback to help refine project design.

- An online public survey was conducted in alignment with each open house to garner feedback in addition to that which was received by the project team at the events.

- Several meetings were held with property owners and stakeholders to discuss project impacts, opportunities and design considerations.

- Engagement of Lakeville North High School students occurred in fall 2025 and spring 2026, through which students learned about and discussed the corridor project with project team members in the context of engineering and related studies. An evaluation matrix for the corridor was discussed, which helped students understand needs and tradeoffs of potential solutions including safety benefits of roundabouts. This engagement reached a secondary audience of students' families and other members of the school community.

- The project website was initiated at the start of the preliminary engineering phase to provide project information and periodic updates. The website will be updated through project construction. Full workshop results and other engagement resources can be viewed on the website.

The recent interaction with the community in corridor planning and design occurred at the 'Involve' level of the engagement spectrum (on page 55 of the Imagine 2050 Regional Vision, Values, and Goals chapter of the Regional Development Guide)—right-sized for this project where previous planning and asset management policies were already in place but there were opportunities to tailor design and resources to best meet needs of the local community.

Community and stakeholder feedback showed strong support for the grade-separated Lake Marion Greenway crossing, trails on both sides of the road, and other enhancements for non-motorized travelers, which informed project design. Dodd Boulevard intersections with 202nd, 205th, and 207th were commonly mentioned as being hard to turn left, especially during peak travel times. The project design addresses access management to alleviate those issues, including the inclusion of median, roundabouts, and limiting movements at several corridor intersections.

As is standard with City projects, this project has city staff regularly involved in stakeholder and community engagement through the process, including Jonathan Nelson, Zach Johnson, Tierney Helmers (Communications Manager), and Lara Pederson (Communications Specialist). They will continue to support engagement moving forward. The public involvement plan will continue to guide community engagement through corridor construction. Additionally, Dakota County is prepared to hold a post-construction community feedback session to support continued two-way communication.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:

- References documented organizational structures that support future engagement on the project, e.g. Policy, procedure, and/or budget to compensate engagement participants; Formal, approved engagement plan; Anti-displacement policy, strategy, or funding; Reparative project goals shaped by community; Commitment to financial opportunity for local businesses and contractors; Advisory committee charter; Dedicated project engagement staff; Other governing board or council action demonstrating a commitment to community considerations.

Medium: The project application:

- Describes how the project need was identified through planning and information-gathering work with communities
- Describes how input from engagement with “specific communities” helped identify the project need and purpose
- References Imagine 2050 Engagement Spectrum (engagement and power sharing levels) and identifies future community engagement activities
- Describes how specific communities will be included and prioritized in future engagement efforts

Low: The project application:

- Does not link past planning and information-gathering work with communities to identify project need
- References planning work that is too broad to practically influence project need
- Does not include description of input and interactions with “specific communities” that helped identify the project need
- Does not include description or commitment to future engagement efforts with communities

C. Community Benefits

Provide a description of the anticipated project benefits and how these benefits address the needs of the identified communities. Describe any past or ongoing burdens the project will mitigate and how any potential new impacts or burdens will be addressed (600 words or less).*

CSAH 9 is owned and maintained by Dakota County. As the jurisdictional authority over this facility, Dakota County's transportation policies and design standards govern how the roadway and trail project along the CSAH 9 corridor is planned and built.

Complete Streets is an adopted principle within the Dakota County 2040 Transportation Plan, which commits the County to implementing a Complete Streets approach during transportation project planning, development, operation, and maintenance activities in accordance with Minnesota Statute §174.75. The City of Lakeville also recently adopted a Complete Streets policy (submitted as an additional attachment with this application). This approach evaluates and balances the safety, accessibility, and mobility needs of all users while recognizing that transportation solutions should be sensitive to local context. Complete Streets implementation is guided by factors including community context, road function, traffic volumes and speeds, transit service, freight activity, and pedestrian and bicyclist demand.

Dakota County further applies context-sensitive design principles to transportation projects, seeking to balance transportation needs with economic, social, environmental, and community objectives. The County's Pedestrian and Bicycle Study institutionalizes this approach by identifying and prioritizing pedestrian and bicycle network gaps along County highways and establishing shared-use trails as the preferred facility type in most urban and suburban contexts.

Guided by these approaches and the public planning process, the project has been designed to balance stakeholder and community needs and desires, including:

- 1) Mobility and flow of traffic
- 2) Minimizing environmental and adjacent property impact
- 3) Transportation safety, especially for vulnerable road users
- 4) Accessibility, connectivity, and safety for vulnerable road users, especially children

Primary project benefits anticipated are: enhanced safety, especially for children and travelers on foot or bike; enhanced safety for motorists on the corridor including reduction of more severe crashes at intersections; and maintenance of mobility amidst increase in traffic.

These benefits enhance safety and mobility for the local community especially for children who reside in the surrounding neighborhoods, students of local schools, residents without access to a vehicle, travelers access from side roads and access points along Dodd Boulevard.

Impacts from the project include:

- Minor access limitations related to a few parcels where travelers will need to use roundabouts as turnarounds. However, any resulting travel delay due to indirect routing is expected to be minimal.
- Changes to the natural environment, including modifications to the park and vegetation adjacent to the corridor
- Increased impervious surface and volume of runoff. Incorporation of curb and gutter, stormwater management structures and floodplain protection are designed to meet state and local design standards, resulting in an overall improvement in stormwater management in this area.

Intersection and crossing improvements, new trail segments and connectivity, multi-pronged approach and

connectivity with recent Lake Marion Greenway enhancements, and grade separation and corridor wide safety improvements are all subjects that have received positive feedback through direct community engagement efforts.

A third open house will occur in fall 2026 / spring 2027 to provide more information on phasing and construction logistics so that residents and corridor users are aware well in advance of closures.

Construction-related closures and detours impacting local residents and travelers will be mitigated by:

- Ongoing communications via the project website
- Posted detours
- The City has and will continue to communicate with the school district and their bus company with project timing and impacts to bus operations.

Individual property accessibility is a requirement in the project contracts during construction for properties that require access along the corridor. Weekly construction updates and initial correspondence prior to project kickoff help to minimize impacts. Detours will be posted for all modes of travel.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:

- Describes how project repairs past burdens and barriers
- Describes how project improves safe access to priority destinations
- Describes how project adds context-sensitive features beyond transportation needs (e.g. art, greenspace, other community-influenced elements).

Medium: The project application:

- Describes benefits for specific communities
- Ties benefits directly to community-identified needs
- Describe how benefits were identified through engagement
- Includes early mitigation plans for project burdens.

Low: The project application:

- Does not describe project benefits for specific communities
- Describe benefits in general terms for all users
- Does not acknowledge potential project burdens, despite high potential for them to arise.

▼ Funds & Payments - Internal

Current Amount Recommended:

▼ Funding Sources

Funding Sources

No Funding Sources available

▼ Payments and Refunds

Payments and Refunds

Add Payment

No transactions available

▼ Grant Requirements - Internal

Progress Reports

No Progress Reports available

▼ ArcGIS - Internal

gis_taz_population:

gis_taz_jobs:

gis_regional_destinations:

gis_project_location_description:

▼ Review & Feedback - Internal

Program: Regional Solicitation

Sub Program: Regional Solicitation - Roadways Including Multimodal Elements

Assigned Council Program Contact:

Finance Unit Reviewer:

External Reviewers

Reviewers

▼ Internal Reviewers

Comments Returned to
Applicant:

Program
Feedback:

▼ Evaluative Criteria

**Measure A – Multimodal/Complete
Streets Connections:**

**Measure A – Connection to existing
safety planning efforts:**

**Measure B – Safety improvements for
people outside of vehicles:**

Measure C – Safe system approach:

**Measure A – Regional Truck Corridor
Study Tiers:**

**Measure A – Flood mitigation,
stormwater treatment, other
environmental benefits:**

Evaluative Criteria Total: 0

Save to update the total.

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested:

\$8,530,720.00

Total Project Budget:

▼ **Communications & Relationships** - Internal

Relationships

Interactions

► Signals (0 Signals)

► Internal Notifications (0 internal notifications)

OUTLOOK EMAIL COMPONENT

SYSTEM GENERATED EMAIL ALERTS

▼ **Notes & History** - Internal

Status

Initial Review

NOTES

Draft → Initial Review

Created by Jon Nelson at 2:31 AM on June 24, 2026

HISTORY

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Andrea Trabelsi

Updated At:

6/24/2026

