# ACTION TRANSMITTAL

| | |
|---|---|
| **DATE:** | September 13, 2013 |
| **TO:** | TAC Funding and Programming Committee |
| **PREPARED BY:** | Heidi Schallberg, Senior Planner (651-602-1721) |
| **SUBJECT:** | Scope Change Request for CSAHs 60 (185th St) & 50 (Kenwood Trail) Roundabout Project |
| **REQUESTED ACTION:** | Dakota County requests a scope change to modify the scope of SP#188-020-021, CSAHs 60 (185th St) & 50 (Kenwood Trail) Roundabout project to add expansion to a 4-lane divided highway CSAH 50 north from CSAH 60 to Jurel Way and CSAH 60 west from CSAH 50 to Orchard Trail. The change would also increase the budget to a total of $6,870,000 with $1,632,000 in STP funds and an increased local amount of $5,238,000. |
| **RECOMMENDED MOTION:** | Recommend approval of the request to modify the scope for SP#188-020-021, CSAHs 60 (185th St) & 50 (Kenwood Trail) Roundabout project to add expansion to a 4-lane divided highway CSAH 50 north from CSAH 60 to Jurel Way and CSAH 60 west from CSAH 50 to Orchard Trail. The change would also increase the budget to a total of $6,870,000 with $1,632,000 in STP funds and an increased local amount of $5,238,000. |

**BACKGROUND AND PURPOSE OF ACTION**: In the 2009 solicitation, the City of Lakeville received $1,632,000 in Surface Transportation Program funding for the CSAH 60 and CSAH 50 roundabout project. The county is now the lead agency on the project. After further study and design work, the cost of the roundabout increased to approximately $4 million in total cost. This scope change request includes the expansion elements of: CSAH 50 north from CSAH 60 to Jurel Way and CSAH 60 west from CSAH 50 to Orchard Trail to full 4-lane divided highways. The two 4-lane extensions extend 1,763 feet north and 920 feet west of the multi-lane roundabout project. Adding this locally-funded work to the project scope would increase the project's total cost to $6,780,000, with the increase paid with local funding from the City of Lakeville and Dakota County. The scope change request and supporting information are attached.

**RELATIONSHIP TO REGIONAL POLICY:** Projects that receive funding through the regional solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, federal rules require that any federally-funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost changes substantially. The scope change policy and process allow project sponsors to make adjustments to their projects as needed while still providing substantially the same benefits described in their original project applications.

**STAFF ANALYSIS:** Staff reviewed the submitted scope change request after an initial consultation with staff from the county, Federal Highway Administration, MnDOT State Aid, and Metropolitan Council. No elements would be eliminated from the original project, and the Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project scope changes are exempt from air quality conformity analysis. The roundabout project originally scored 799 points out of 1,200 and was ranked 4 out of 5 selected A Minor Expander projects and 16 applications. The project may have scored lower in cost effectiveness areas based on the increased cost of the roundabout alone, which doubled in cost. Cost effectiveness scores are done in relation to other application scores. The evaluation committee discussed the need for guidance on roundabouts for the congestion reduction scoring element. Based on the information provided, staff recommends approval of the requested scope change.

**ROUTING**

| TO | ACTION REQUESTED | DATE COMPLETED |
|---|---|---|
| TAC Funding & Programming Committee | Review & Recommend | |
| Technical Advisory Committee | Review & Recommend | |
| Transportation Advisory Board | Review & Adopt | |
| Metropolitan Council Transportation Committee | Concurrence | |
| Metropolitan Council | Concurrence | |

August 27, 2013

**Physical Development Division**
Brandt Richardson
County Administrator
Acting Director

Dakota County
Western Service Center
14955 Galaxie Avenue
Apple Valley, MN 55124-8579
952-891-7000
Fax 952-891-7031
www.dakotacounty.us

Environmental Mgmt Dept
Office of GIS
Parks & Open Space Department
Surveyor's Office
Transit Office
Transportation Department
*Water Resources Department*

Mr. Karl Keel P.E.
Chair, TAC Funding and Programming Committee
1700 west 98th Street
Bloomington, Minnesota 55431-2501

RE: Scope Change and TIP Amendment Request S.P. 188-020-021 : Dakota CSAH 60 (185th Street) & Dakota CSAH 50 (Kenwood Trail) in City of Lakeville-CONSTRUCT ROUNDABOUT (AE-09-03).

Dear Mr. Keel;

Thank you for the opportunity to provide material to support our scope change and TIP Amendment requests for S.P. 188-020-021. We feel this project will provide great value to the City, County, and the region based on the benefit it provides.

The City of Lakeville successfully applied for federal funding to construct a multi-lane roundabout at the intersection of Dakota County State Aid Highway (CSAH) 50 (Kenwood Trail) and CSAH 60 (185th Street) through the Metropolitan Council Transportation Advisory Board's regional solicitation process. Dakota County is now the lead agency and the State Project number will change from S.P. 188-020-021 to S.P. 019-650-014.

The proposed multi-lane roundabout at CSAH 60 and CSAH 50, Project Number S.P. 188-020-021, is listed in the Draft TIP for program year 2014 AC (advance construct) with 2017 payback (was moved from 2013). The project funding is listed as Total $2,040,000, FHWA $1,632,000, Other $408,000; and the Lead Agency is the City of Lakeville.

Updated Project Explanation: Construction of a multi-lane roundabout at CSAH 50 and CSAH 60, plus the expansion projects of: CSAH 50 north from CSAH 60 to Jurel Way and CSAH 60 west from CSAH 50 to Orchard Trail to full 4-lane divided highways. Construction letting: spring 2014. Project cost: $6,870,000 FHWA $1,632,000, Other $5,238,000, and Lead Agency: Dakota County.

Following consultation with Dan Erickson and other key staff at Mn/DOT Metro State Aid, Heidi Schallberg at Met Council, and pursuant to the recommended scope change consultation process guidelines to evaluate scope change requests for regionally-selected projects, Dakota County and the City of Lakeville respectfully request that the Metropolitan Council TAC Funding and Programming Committee consider the attached Scope Change request for the above referenced project at the September 19, 2013 meeting.

## ORIGINAL SOLICITATION

The city of Lakeville was awarded $1,632,000 in STP-UG funds (adjusted 2% for inflation) in the 2009 regional solicitation (Expander) for a reconstruction project located in City of Lakeville. "*The existing signalized intersection will be reconstructed as a urban multi-lane roundabout with four (4) approaches with eight (8) approach lanes, two (2) circulatory lanes, inscribed diameter of 180 feet, and pedestrian/bike accommodations."*

## FORMAL SCOPE CHANGE

The City of Lakeville and Dakota County request a scope change and TIP amendment for S.P. 188-020-021. The City of Lakeville has been involved in the proposed re-scoping of the project and has provided a letter of support. The County is advancing a portion of the City's share of the project costs (engineering and right-of-way acquisition). A formal scope change and a formal TIP amendment is required for the following reasons:

1. A formal TIP amendment is required for multi-lane roundabout cost increase from $2,040,000 in STIP to $4.03 million, the original construction cost was underestimated. $2 million was an acceptable multi-lane roundabout estimate but detailed final design SEQ estimates have increased the estimated cost to $4.03 million.

2. The City and County are adding locally-funded projects to the federally-funded project by adding two 4-lane extensions which extend 1,763 feet north and 920 feet west of the multi-lane roundabout. The cost increase of adding to the north (along CSAH 50) is $1.84 million and $1.00 million to the west (along CSAH 60) for a total project cost of $6.87 million.

3. City submitted the original application and is listed in the TIP as the lead agency. The County will be the lead agency for these projects, and the State Project number will be 019-650-014.

## BACKGROUND

The signalized intersection of CSAH 50 and CSAH 60 is experiencing operational challenges. Expected area growth will increase the operation and safety issues at this intersection. Recognizing the need for improvements and limited funds, the City submitted an application for federal funding in 2009 and received $1,632,000 for construction of a multi-lane roundabout.

Due to the significance of this intersection the County preformed a subsequent detailed intersection evaluation study was conducted to assess signal and multi-lane roundabout alternatives for the intersection. The study recommended a multi-lane roundabout as the most effective improvement as submitted in the 2009 STP application. The Lakeville City Council adopted the multi-lane roundabout study recommendation on July 18, 2011 and the Dakota County Board of Commissioners adopted the same study recommendation on August 2, 2011 (Resolution No. 11-370). A preliminary/final design contract was awarded November 15, 2011 (Resolution No. 11-564) which included the Federal project and the expansion projects. The following is a summary of project chronology:

*HWY 50 & 60 STUDY (DECEMBER 2010-JULY 2011):*

After receiving federal funds for the multi-lane roundabout project, the County, in collaboration with the City, undertook an intersection study to reevaluate the intersection to ensure the safest and most cost-effective traffic control and to develop a more definitive concept.

Based on the study, the multi-lane roundabout termini and costs changed slightly from the original project submittal. The project roundabout was shown to have a large benefit compared to cost. The original solicitation was 4,418 feet total length and a cost of $2 Million. The study estimated a project total length of 4,725 feet and a cost of $2.84 million (LWD estimate with 12.5% of risk). See study executive summary -- http://www.co.dakota.mn.us/Transportation/RoadStudies/Documents/CR50-CR60ExecutiveSummary.pdf).

While the long-term vision is 4-lane divided highway along both CSAH 50 and CSAH 60 in the area of the project, the City and County 5-year CIP's did not include 4-lane divided extensions from the multi-lane roundabout. The study's recommended design shows the necessary tapers to transition from the 2-lane multi-lane roundabout to the 2-lane roadway sections in each direction. Based on the study recommendations, the proposed improvements were very similar to the project as submitted in the 2009 solicitation. While the intersection study confirmed the intersection was the highest priority issue for the area, the study also recognized there are other challenges in the area. Therefore, the study provided guidance on time lines and priorities for future projects following the intersection project.

*HWY 50 & 60 DESIGN (NOVEMBER 2011-PRESENT):*
After completion of the study, City and County reviewed the study findings to move into design. The 4-lane sections north and west of the intersection together with just a roundabout project would leave a small transition area along both CSAH 50 and CSAH 60. Based on City and County review costs, operation, staging complexities of leaving short transition segments and public comment, the preliminary engineering included the alternative to extend the 4-lane section to the north and west in place of tapers along these approaches. The county's transportation plan included a policy to allow the county to consider advance fund project costs for the city which made it possible to move forward with these additional projects concurrently with the roundabout project.

In order to attain consensus, all responsible agencies and the public have been represented in the study and design. This has included providing a clear understanding of the nature of the problem, the positive and negative impacts of proposed improvements, an explanation of how these improvements were evaluated, and why certain alternatives evolved as preferred solutions. Based on community coordination and public input, a number of refinements were made to the initial multi-lane roundabout project that considered avoidance of existing properties, environmental resources, business, and construction corridor impacts.

Detailed engineering work slightly increased the project limits again as follows:

- CSAH 50 to the north - Extended north limit into the existing 4-lane section in order to avoid significant impacts to a home on the west.
- CSAH 60 to the east past Jamacia Path - Ensure the roadway to the east will be built to allow 4 lane expansion in the future without significantly reconstructing the roundabout approach or the roundabout itself with future construction (see attached project sheet with breakdown of segment length and scope changes).

The project now includes expanding the CSAH 50 roadway (CP 50-17) to a 4-lane divided section from Jurel Way to CSAH 50/CSAH 60 multi-lane roundabout for 3,145 feet. The CSAH 60 roadway (CP 60-21) will be expanded to a 4-lane divided segment from Orchard Trail to CSAH 50/CSAH 60 multi-lane roundabout for 2,100 feet. The construction of a multi-lane roundabout will improve intersection operations, make safety improvements, and provide for increased traffic levels.

These additional project elements came out of detailed design and NEPA development. The timing of these additional projects is now running concurrent with the multi-lane roundabout. The two expansion areas and lengthening the limits of transition section to the east are being combined with the federal multi-lane roundabout project to provide less impact to the traveling public due to difficulty staging the various elements separately.

Table 1.0 – Details the iterations of project length along each approach and cost of adding the additional extension projects with the roundabout:

| Approach legs | 2009 RA submittal (length to nearest cross street) | CP 50-17 Study (2011) | CP 50-17 Study extension w/ CSAH funds | RA project plus lane extension project (north and west) | CP 50-17 Final Design 2012/2013 |
|---|---|---|---|---|---|
| CSAH 50 N | 1,382 | 1,382 | 1,285 | 2,665 | 3,145 |
| CSAH 60 E | 842 | 1,580 | | 1,580 | 2,100 |
| CSAH 50 S | 1,289 | 860 | | 860 | 700 |
| CSAH 60 W | 905 | 905 | 920 | 1,825 | 1,825 |
| **Total** | **4,418** | **4,725** | **.** | **6,930** | **7,770** |
| Cost | $ 2 million | $ 2.84 million | $ 2.54 million | $5.3 million | $6.87 million |

The multi-lane roundabout, considering current project estimates at $4.03 million, remains a beneficial project regardless of the timing of the expansion project or other area projects that will occur over time. Constructing the expansion areas and more developed transition section together, based on the various work that occurred through the project development process, is the most beneficial option to the public. Going back to the original standalone multi-lane roundabout project would increase overall costs due to construction and removal of transition sections, and due to additional construction delays to the traveling public.

The current estimated construction costs are about $6.87 million, with the following breakdown:

| | |
|---|---|
| HWY 50/60 Intersection (includes construction to east and south) | $4.03 million |
| HWY 50 4 lane extension to north | $1.84 million |
| HWY 60 4 lane extension to west | $1.0 million |
| Total | $6.87 million |

**Costs include construction -- R/W and Engineering are additional costs.*

Additional construction item cost from $ 2.84 million (LWD) to $4.03 million (SEQ) included the following major elements:

| | |
|---|---|
| Intersection watermain replacement | $0.40 million |
| Intersection excavation and borrow | $0.37 million |
| Larger storm sewer | $0.28 million |
| Mobilization | $0.06 million |
| Retaining walls | $0.05 million |
| Removals | $0.03 million |

The County and City decided to move forward with the expansion projects from preliminary design to final design concurrently with the multi-lane roundabout because:

- Transitioning from a 4-lane section to 2-lane back to 4-lane in a short distance will create additional bottleneck for the traveling public,
- Additional cost and staging complications of building short roadway sections separately in the future,
- Required closure of intersection to lower profile 3 feet for a roundabout,
- Required closure of intersection to lower 20 inch watermain for 400 feet on all four legs,
- Public input requesting minimal corridor construction interference
- Offshoot study recommendations to expand CSAH 50 to the south

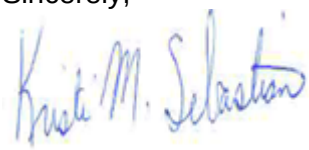
**IMPACTS ON PRIORITIZING CRITERIA**

The project scope does not reduce the project's benefits and value to the public, especially the addition of the 4 lane extensions west (CSAH 60) and north (CSAH 50) which eliminate future construction and public investments on these routes. No elements are being removed from the project, and the project significantly improves access management.

This project supports the vision and adopted policies of the roadway systems planning within the twin cities metropolitan area in reaction to proposed land uses in the next twenty years in coordination with Metropolitan Council, MnDOT, Scott County, and the City of Lakeville.

We look forward to the opportunity to discuss our scope change and TIP Amendment requests with the TAC Funding and Programming Committee on September 19th.

Sincerely,



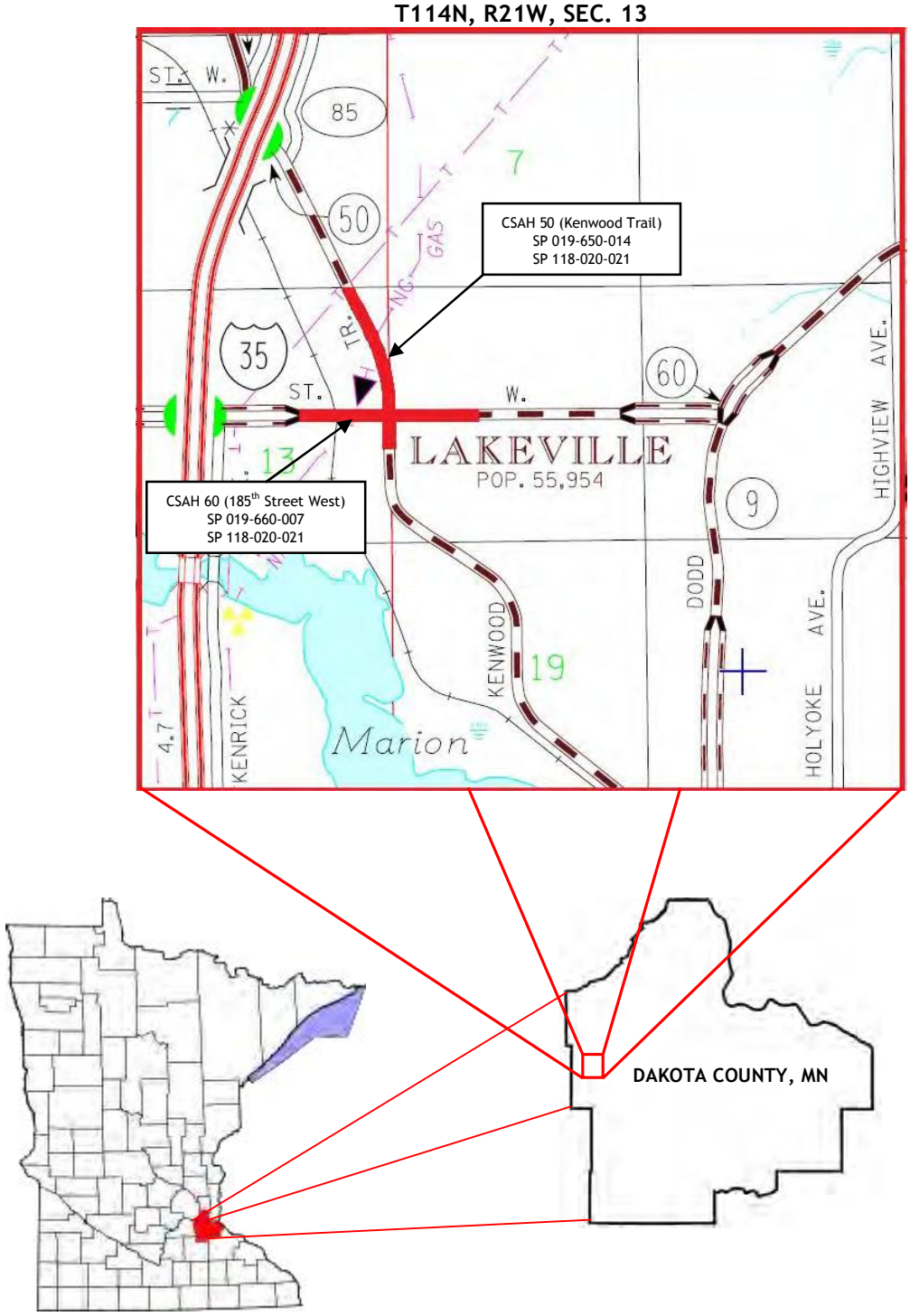
Kristi Sebastian, PE, PTOE
Dakota County Traffic Engineer
kristi.sebastian@co.dakota.mn.us
(952) 891-7178

Dakota COUNTY transportation we get you there

Attachments:

1. Location Map
2. Study Layout
3. Projects Added
4. Study Cost Estimates LWD

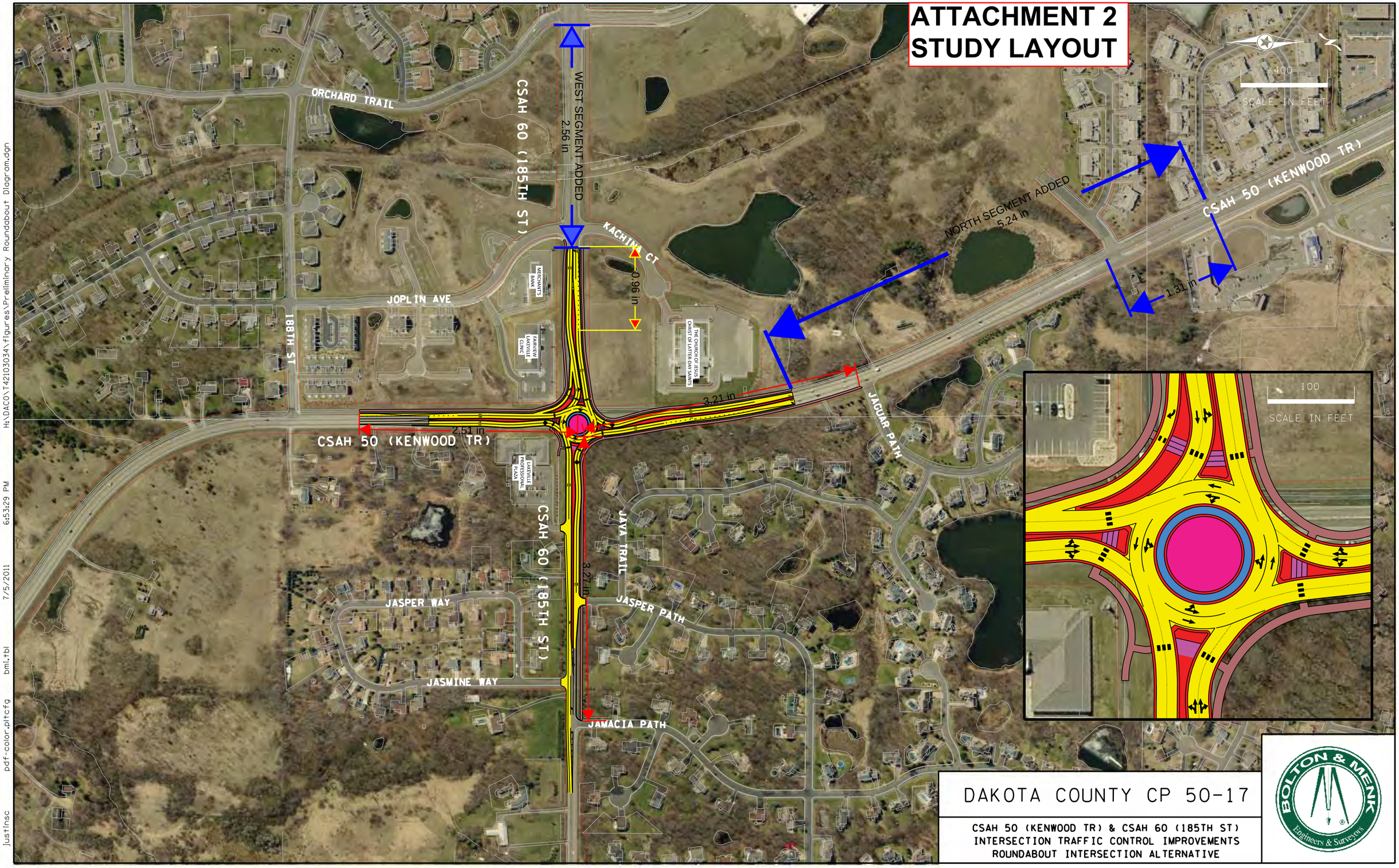
**T114N, R20W, SEC. 18**
**T114N, R21W, SEC. 13**




| | | |
|---|---|---|
| CSAH 50/60 Roundabout Scope Change and TIP Amendment Request | **Project Location Map** | |

SP 019-650-014, 019-660-007, 188-020-021

# ATTACHMENT 2
# STUDY LAYOUT




DAKOTA COUNTY CP 50-17

CSAH 50 (KENWOOD TR) & CSAH 60 (185TH ST)
INTERSECTION TRAFFIC CONTROL IMPROVEMENTS
ROUNDABOUT INTERSECTION ALTERNATIVE

BOLTON & MENK
Engineers & Surveyors

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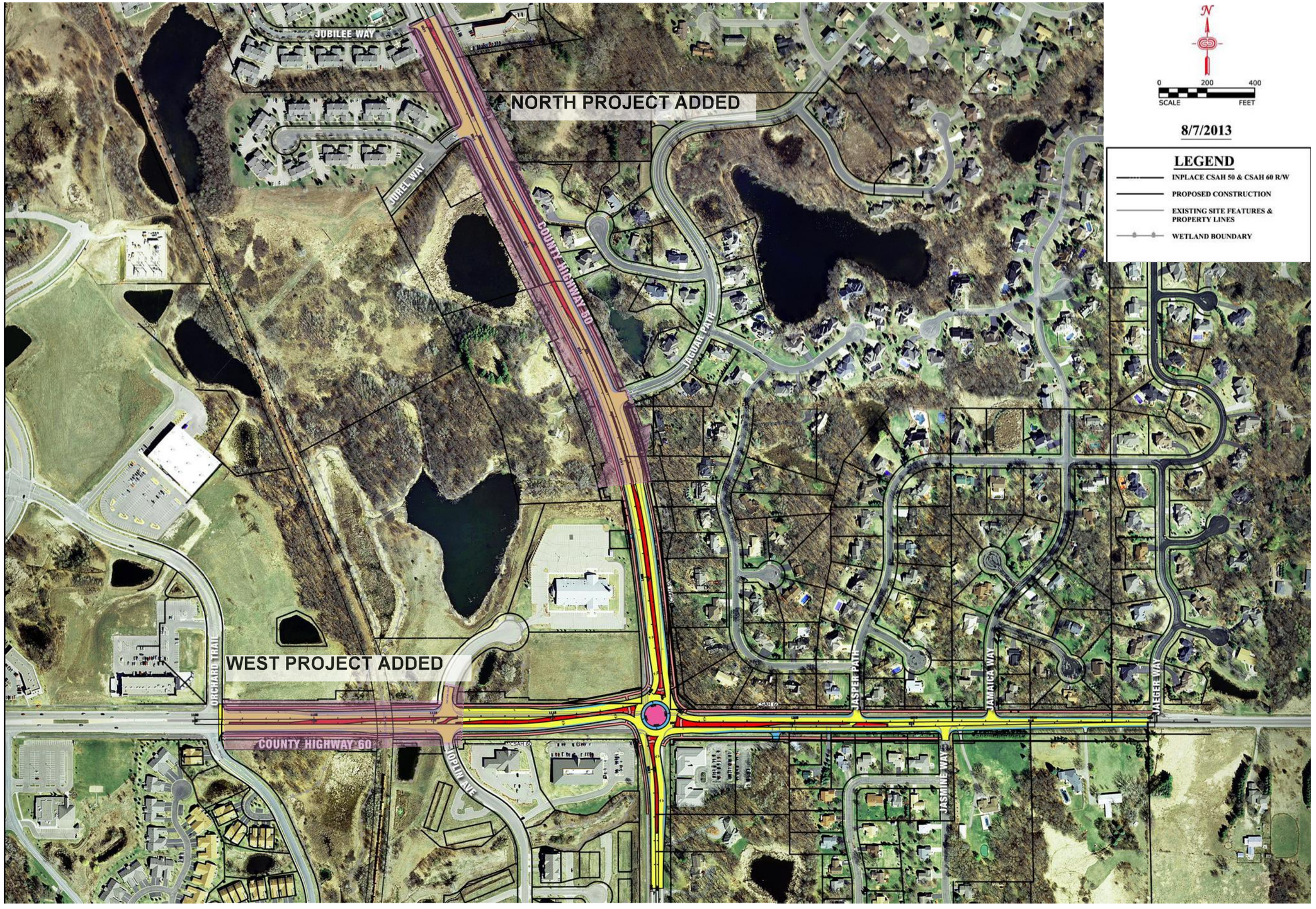
# FINAL DESIGN LAYOUT

## ATTACHMENT 3
## PROJECTS ADDED



**ESTIMATE FOR: Roundabout Intersection**

**VALIDATED ESTIMATE DATE**

ESTIMATE

**ESTIMATE DATE** 05/18/11

**MSD PROJ. ID: XXX**

GRADING, SURFACING, DRAINAGE, UTILITIES, NOISE WALLS, RETAINING WALLS, TMC, AND LIGHTING , SIGNAL SYSTEM, TRAILS, AND BRIDGES.

**SP XXXX-XX TH XXX, LETTING DATE / YEAR: XX/XX/XX**

**Located in Lakeville, Minnesota**

**ESTIMATE COMPLETED BY :**

**Bolton & Menk, Inc.**

**LINKS TO SUPPORTING DOCUMENTS**

| PROJECT SCOPING REPORT | Concept/Layout (Cost Estimate) | Cost Risk Evaluation | |
|---|---|---|---|
| XXXXXX | XXXXXX | XXXXXX | |

**PROJECT SCOPE**

HIGHWAY MAINLINE IMPROVEMENTS DESCRIPTION:

-

-

SIDE STREET IMPROVEMENT DESCRIPTION:

-

-

INTERSECTION IMPROVEMENTS DESCRIPTION (SIGNALS, GEOMETRIC, INTERCHANGES)

-

-

4053.645833

**PROJECT ROADWAY COST CALCULATIONS** — IN INCHES

| ROADWAY | LOCATION (FROM/TO) | AREA (square feet) | DEPTH (inch) | LWD FACTOR | LWD COST MULTIPLIER | CONST. COST |
|---|---|---|---|---|---|---|
| Mainline Pavement | ORIGINAL B&M | 194,575 | 8.0 | 24.56 | $80,000 | $1,964,800 |
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| | | | | | | |
| | | **194,575** | | **24.56** | | **$1,964,800** |

**PROJECT BRIDGE COST CALCULATIONS**

| LOCATION | BRIDGE NUMBER | LENGTH (FEET) | WIDTH (FEET) | SQUARE FEET | $ / SQ FT | COST |
|---|---|---|---|---|---|---|
| | | | | | $120 | $0 |
| | | | | | $150 | $0 |
| | | | | | **BRIDGE COST TOTALS** | **$0** |

**PROJECT COST TOTALS**

| CONSTRUCTION SUB-ITEM | DETAILS | % OF RISK | CONST. COST | CONST + RISK |
|---|---|---|---|---|
| ROADWAY COST **(PAVEMENT)** | | 13% | $1,964,800 | $2,210,400 |
| BRIDGE COST | | 13% | $0 | $0 |
| SIGNAL SYSTEM COST | | 13% | $0 | $0 |
| LIGHTING | | 13% | $80,000 | $90,000 |
| TRAIL | 2.14 Miles at $150,000/Mile **Should have been 1.15 miles | 13% | $321,000 | $361,125 |
| LANDSCAPING | | 13% | $10,000 | $11,250 |
| TEMPORARY WIDENING / STAGING | | 13% | $150,000 | $168,750 |
| RETAINING WALL COST | WALL INFO: CAST-IN-PLACE CR 21 (0 sq ft @ $80/sq ft) | 13% | $0 | $0 |

| | |
|---|---|
| **PVMT. $ / SQ FT** | $10.10 |

| **LWD** PORTION COST | **OTHER** COSTS |
|---|---|
| 77.8% | 22.2% |

| | | |
|---|---|---|
| **ROADWAY ONLY** | PVMT. $ / MILE | $2,305,365 |
| | $ / LANE MILE | $576,341 |
| **TOTAL PROJECT** | PROJ. $ / MILE | $3,334,056 |
| | $ / LANE MILE | $833,514 |

| | |
|---|---|
| **TOTAL PROJECT MILES** | 0.85 |
| **TOTAL PROJECT LANE MILES** | 3.41 |
| **TOTAL PROJECT AUX. LANE MILES** | 0 |

**PROJECT DEVELOPMENT / DELIVERY COST**

(17% OF CONSTRUCTION COST) **$483,059**

**ESTIMATED CONSTRUCTION COST** **$2,525,800**

**SUB-TOTAL (CONSTRUCTION + RISK) >>>** **$2,841,525**

**OVERALL PROJECT RISK** 12.50%

| | | | |
|---|---|---|---|
| **RIGHT-OF-WAY COST** | 0% | **$0** | $0 |
| **RAILROAD AGREEMENT COST** | 0% | **$0** | $0 |
| **MAJOR UTILITY RELOCATION COST** | 0% | **$0** | $0 |
| **OTHER EXTERNAL PROJECT COST** | 0% | **$0** | $0 |
| **ESTIMATED PROJECT LANDSCAPE COST** | 0% | **$0** | $0 |

(LANDSCAPING NOT INCLUDED IN TOTAL COST BUT IS A REMINDER FOR FUTURE PROGRAMMING NEEDS)

**TOTAL COST OF CONSTRUCTION, RISK , R-O-W, RAILROAD AGREEMENTS AND UTILITIES >>>** **$2,841,525**

**DATE**

**5/18/2011**

**CURRENT PROJECT COST TOTAL (CONSTRUCTION + RISK + OTHER EXTERNAL COSTS ) >>** **$2,800,000**

## 2009 STP Solicitation: A Minor Expander Category Applications and Scores

| project no. | applicant | project name | federal $ | match $ | prioritizing criteria | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | A.1. 0-100 | B.1. 0-150 | B.2. 0-50 | B.3. 0-100 | C.1. 0-125 | C.2. 0-75 | C.3. 0-75 | D.1 0-65 | D.2 0-45 | D.3. 0-30 | D.4. 0-70 | D.5. 0-70 | D.6. 0-70 | D.7. 0-75 | E.1. 0-100 | Total Points |
| AE-09-11 | Scott County | CSAH 17 Reconstruction | $6,960,000 | $1,740,000 | 84 | 150 | 38 | 85 | 112 | 54 | 17 | 65 | 39 | 18 | 65 | 60 | 56 | 64 | 85 | **992** |
| AE-09-01 | Anoka County | CSAH 11 Reconstruction | $2,332,000 | $583,000 | 34 | 134 | 42 | 47 | 125 | 75 | 26 | 41 | 39 | 30 | 70 | 60 | 40 | 56 | 54 | **873** |
| AE-09-08 | Carver County | CSAH 18 Reconstruction | $4,880,000 | $1,220,000 | 55 | 102 | 31 | 76 | 111 | 52 | 24 | 47 | 39 | 24 | 45 | 50 | 60 | 45 | 100 | **861** |
| AE-09-03 | Lakeville | CSAH 60 (185th St)/CSAH 50 (Kenwood Trail) Intersection Reconstruction | $1,600,000 | $400,000 | 41 | 16 | 29 | 43 | 88 | 68 | 74 | 42 | 39 | 18 | 65 | 70 | 56 | 65 | 85 | **799** |
| AE-09-10 | Chanhassen | TH 101 Reconstruction | $5,320,000 | $1,330,000 | 43 | 75 | 29 | 42 | 101 | 32 | 13 | 44 | 39 | 24 | 65 | 60 | 65 | 56 | 77 | **765** |
| AE-09-07 | Plymouth | Vicksburg Lane Reconstruction | $5,520,338 | $1,380,085 | 43 | 54 | 35 | 100 | 87 | 57 | 17 | 42 | 36 | 24 | 50 | 50 | 56 | 63 | 49 | **763** |
| AE-09-13 | Bloomington | CSAH 34 Reconstruction | $5,580,000 | $1,395,000 | 70 | 59 | 50 | 33 | 91 | 70 | 6 | 42 | 36 | 18 | 50 | 50 | 57 | 59 | 69 | **760** |
| AE-09-02 | Mn/DOT | TH 97/TH 61 Intersection Reconstruction | $6,000,000 | $1,500,000 | 50 | 96 | 45 | 4 | 105 | 60 | 20 | 46 | 30 | 12 | 60 | 30 | 53 | 56 | 92 | **759** |
| AE-09-04 | Farmington | CSAH 31 and CR 64 Intersection Reconstruction | $1,632,000 | $408,000 | 78 | 21 | 15 | 40 | 99 | 41 | 42 | 47 | 36 | 18 | 60 | 60 | 57 | 38 | 77 | **729** |
| AE-09-05 | Dakota County | CSAH 9 Reconstruction | $7,000,000 | $1,750,000 | 27 | 54 | 25 | 0 | 75 | 10 | 21 | 50 | 45 | 18 | 65 | 70 | 52 | 60 | 95 | **667** |
| AE-09-06 | Hennepin County | CSAH 24 Reconstruction | $1,360,000 | $340,000 | 57 | 5 | 16 | 61 | 20 | 47 | 75 | 39 | 9 | 24 | 65 | 60 | 19 | 71 | 92 | **660** |
| AE-09-15 | Washington County | CSAH 15 Reconstruction | $5,257,560 | $1,314,390 | 27 | 59 | 43 | 54 | 93 | 65 | 18 | 30 | 39 | 24 | 45 | 40 | 46 | 27 | 42 | **652** |
| AE-09-16 | Washington County | CSAH 19 Reconstruction | $7,000,000 | $2,676,450 | 33 | 59 | 33 | 26 | 74 | 39 | 9 | 45 | 39 | 30 | 45 | 40 | 53 | 34 | 42 | **601** |
| AE-09-12 | Bloomington | CSAH 34 and W 84th St Intersection Improvements | $7,000,000 | $12,300,000 | 75 | 27 | 25 | 27 | 0 | 49 | 4 | 64 | 36 | 18 | 50 | 50 | 20 | 75 | 66 | **586** |
| AE-09-09 | Carver County | Pioneer Trail (CSAH 14) Realignment and Reconstruction | $6,400,000 | $1,600,000 | 21 | 86 | 27 | 22 | 100 | 21 | 12 | 32 | 39 | 24 | 45 | 50 | 16 | 42 | 31 | **568** |
| AE-09-14 | Washington County | CSAH 13 Reconstruction | $5,360,000 | $1,340,000 | 33 | 11 | 40 | 37 | 0 | 62 | 18 | 26 | 28 | 30 | 45 | 40 | 44 | 34 | 85 | **533** |
| | | **TOTAL FEDERAL FUNDS** | **$79,201,898** | **$31,276,925** | | | | | | | | | | | | | | | |

| | |
|---|---|
| **A.1.** | Relative Importance of Route |
| **B.1.** | Crash Reduction |
| **B.2.** | Air Quality |
| **B.3.** | Congestion Reduction |
| **C.1.** | Crash Reduction Cost Effectiveness |
| **C.2.** | Air Quality Cost Effectiveness |
| **C.3.** | Congestion Reduction Cost Effectiveness |
| **D.1** | Development Framework Planning Area Objectives |
| **D.2** | Natural Resources |
| **D.3.** | Progress Toward Affordable Housing Goals |
| **D.4.** | Land Use And Access Mgmt Planning |
| **D.5.** | Land Use And Access Mgmt Regulatory Framework |
| **D.6.** | Access Management Improvements |
| **D.7.** | Integration of Modes |
| **E.1.** | Maturity of Project Concept |

# Federal STP Funding Application (Form 1)

| **INSTRUCTIONS:** Complete and return completed application to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, 390 North Robert St., St. Paul, Minnesota 55101. (651) 602-1728. Form 1 needs to be filled out electronically. Please go to Metropolitan Council's website for instructions. **Applications must be received by 5:00 PM or postmarked on June 15, 2009. *Be sure to complete and attach the Project Information form.** (Form 2) | Office Use Only |
|---|---|

## I. GENERAL INFORMATION

1. APPLICANT: **City of Lakeville**

2. JURISDICTIONAL AGENCY (IF DIFFERENT): **Dakota County**

3. MAILING ADDRESS: **City of Lakeville 20195 Holyoke Avenue**

| CITY: **Lakeville** | STATE: **MN** | ZIP CODE: **55044** | 4. COUNTY: **Dakota** |
|---|---|---|---|
| 5. CONTACT PERSON: **Keith H. Nelson, P.E.,** | TITLE: **City Engineer** | | PHONE NO. **(952)985-4501** |

CONTACT E-MAIL ADDRESS: **knelson@ci.lakeville.mn.us**

## II. PROJECT INFORMATION

6. PROJECT NAME: **CSAH 60 (185th Street) and CSAH 50 (Kenwood Trail) Roundabout**

7. BRIEF PROJECT DESCRIPTION

**Reconstruction project is located in City of Lakeville, Dakota County at CSAH 60 (185th Street) and CSAH 50 (Kenwood Trail). The existing signalized intersection will be reconstructed as a urban multilane roundabout with four (4) approaches with eight (8) approach lanes, two (2) circulatory lanes, inscribed diameter of 180 feet, and pedestrian/bike accommodations. The current intersection is deficient and does not meet current standards for this area that provides Interstate access to Downtown Lakeville, a large industrial park, a developing retail area, and medium to long suburb-to-suburb trips. The intersection is deficient in traffic capacity and in adequate sight distance.**

8. STP PROJECT CATEGORY - Check only one project grouping in which you wish your project to be scored.

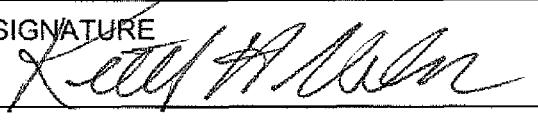
"A" Minor Arterials:

| | | |
|---|---|---|
| ☐ Reliever | ☒ **Expander** | ☐ Non-Fwy. Principal Arterial |
| ☐ Connector | ☐ Augmenter | ☐ Bikeway/Walkway |

## III. PROJECT FUNDING

9. Are you applying or have you applied for funds from another source(s) to implement this project? Yes ☐ **No** ☒

If yes, please identify the source(s):

| | |
|---|---|
| 10. FEDERAL AMOUNT: **$1,600,000** | 13. MATCH % OF PROJECT TOTAL: **20%** |
| 11. MATCH AMOUNT: **$400,000** | 14. SOURCE OF MATCH FUNDS: **Local Funding** |
| 12. PROJECT TOTAL: **$2,000,000** | 15. REQUESTED PROGRAM YEAR (CIRCLE): ☒ **2013** ☐ 2014 |
| 16. SIGNATURE  | 17. TITLE: **City of Lakeville City Engineer** |

# PROJECT INFORMATION (Form 2)

(To be used to assign State Aid Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A. **Do not send this form to the State Aid Office. For project solicitation package only.**

COUNTY, CITY, OR LEAD AGENCY: **City of Lakeville** COUNTY OR CITY NO.: **188**

FUNCTIONAL CLASS OF ROAD: **"A" Minor Arterial - Expander**

ROAD SYSTEM: **CSAH**

ROAD NO.: **60 and 50**

NAME OF ROAD: **Intersection of 185th Street and Kenwood Trail**

LOCATION: From: **185th Street** **&** **Kenwood Trail**

To: **Kenwood Trail** **185th Street**

SECTION-TOWNSHIP-RANGE OF ONE END OF PROJECT: **Sec 13, T114N, R21W**

TYPE OF WORK: **Grade, Agg Base, Bit Surf, Sidewalk, Curb & Gutter, Storm Sewer, Roundabout, Bike Path, Ped Ramps, Lighting,**

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

**BRIDGE/CULVERT PROJECTS**

OLD BRIDGE /CULVERT NO._____ NEW BRIDGE/CULVERT NO._____

STRUCTURE IS OVER _____

NAME OF TWP.: _____

**STP Funding Application**
**CSAH 60 (185th Street) and CSAH 50 (Kenwood Avenue) Reconstruction Expander**

## Project Description:

The proposed project is being submitted for federal funding under the Surface Transportation Program in the "A" Minor Arterial -Expander category. The proposed project includes upgrading the existing signalized intersection of 185th Street (CSAH 60) and Kenrick Avenue (CSAH 50) in City of Lakeville to a urban multilane roundabout with four (4) approaches with eight (8) approach lanes, two (2) circulatory lanes, inscribed diameter of 180 feet, and pedestrian/bike accommodations. The current intersection is deficient and does not meet current standards for this area that provides interstate access to Downtown Lakeville, a large industrial park, a developing retail area, and medium to long suburb-to-suburb trips. The intersection is deficient in traffic capacity and in adequate sight distance.

The city of Lakeville and Dakota County reexamined the major expansion project of CSAH 50 and CSAH 60 (Figure 5 page 56 shows existing number of lanes) included in previous Capital Improvement Program (CIP) in an attempt to reduce our scope and cost to make this needed project more affordable and cost effective while preserving the critical elements of the more costly expansion project. This multilane roundabout project addresses preservation and management needs, mitigates congestion at the bottle neck, improves safety and optimizes the roadway arterial performance of both CSAH 50 and CSAH 60. Future capacity expansion may be necessary in order to mitigate congestion, at the intersection of these two “A” minor arterial roadways the multi roundabout will accommodate the future needs and address the current needs.

## Current Condition:

A Dakota County “A” minor arterial, CSAH 60 and CSAH 50 provides access to the metropolitan highway system and important locations outside Lakeville. In Dakota County, the roads classified as “A” minor arterial expanders are expected to ultimately be built as four-lane divided roadways.

I-35 is a principal arterial that runs north/south across the United States. In Minnesota it passes through Albert Lea, the Twin Cities metropolitan area and ends in Duluth. In the project area, I-35 is a four-lane divided highway with limited access. I-35 is the only principal arterial in the western part of Lakeville; and, therefore, serves as an important north/south route, linking Lakeville to the rest of the region. Interchanges in Lakeville (from south to north) are at CSAH 70 (reconstruction to be completed in 2009), CSAH 60 (recently converted to full access 2005), CSAH 5/50 (full access with recent interim modifications under I-35) and County Road 46 (full access).

CSAH 60 and CSAH 50 carry trips entering or leaving Lakeville, as well as other longer-distance trips through the city. It provides access to I-35 for Lakeville and Farmington to the east and several townships and smaller communities in Scott County to the west; thus it provides a critical east-west connection for the southern region of the Twin Cities metropolitan area.

Presently, CSAH 60 in the project area is an east/west two-lane segment “A” minor arterial expander. It should be noted; CSAH 60 is four-lane facilities from the I-35 interchange east to the intersection of CSAH 60 and Orchard Trail. Dakota (CSAH 60) and Scott (CSAH 21) counties recently (2005) reconstructed 4.4 miles of this corridor west of the I-35 to a four lane divided segment. From the east termini of CSAH 60 (185th Street) and CSAH 50 (Kenwood Avenue), reconstruction project, CSAH 60 was recently (2006) reconstructed to four lanes divided segment between (Ipava Avenue) to Dodd Boulevard (CSAH 9).

Presently, CSAH 50 is a north/south “A” minor arterial expander. CSAH 50 was recently (2005) reconstructed to a four lane divided segment from I-35 south for 0.7 miles. The segment 0.5 miles of CSAH 50 between Jurel Way and CSAH 60 is a three-lane segment.

## Project Objective - Conditions Following Completion of the Project:

The goal of CSAH 60 (185th Street) and CSAH 50 (Kenwood Avenue) intersection reconstruction is to define a long-range multimodal transportation corridor that will address current and future transportation problems in the area.

Reconstruction of the existing traffic signal at CSAH 60 and CSAH 50 is intended to accommodate two through lanes in each direction. Improvements will improve traffic flow and mobility at this roundabout project and address preservation and management needs, mitigate congestion at the bottle neck, improves safety and optimizes the roadway arterial performance of both CSAH 50 and CSAH 60.

# III. SURFACE TRANSPORTATION PROGRAM

PURPOSE: To provide a source of flexible federal funds to states and local governments to build highways, bridges, and pedestrian and bicycle facilities, improve transit systems and construct intermodal projects. The Surface Transportation Program also includes 10 percent setasides for safety construction projects and Transportation Enhancements.

## GENERAL INFORMATION AND RESTRICTIONS

The SAFETEA LU was passed in 2005. The Act provides a record level of federal investment while reaffirming the priorities and funding flexibility established in the Intermodal Surface Transportation Efficiency Act (ISTEA). Title I, Federal Aid Highways, addresses highway funding (as opposed to Title III, Federal Transit Act Amendments that focus on transit). Title I includes, among others, the Surface Transportation Program (STP), which provides federal funds on a reimbursable basis. Transit capital projects and travel demand and system management programs and projects are also eligible under this program, however in this solicitation all applications for those types of projects should be submitted using the appropriate CMAQ forms and criteria. Under the federal program, STP funds can be used to accommodate other modes, and transportation planning, research and development are eligible activities. SAFETEA-LU expands and clarifies STP eligibility, such as environmental provisions (natural habitat mitigation, stormwater retrofit, and anti-icing and de-icing), programs to reduce extreme cold starts, modification of sidewalks to meet Americans with Disabilities Act (ADA) requirements, infrastructure-based intelligent transportation systems capital improvements, and privately owned intercity bus terminals and facilities. Regional policies, outlined beginning page 8, may limit the use of STP funds more strictly than federal guidelines.

The Twin Cities Metropolitan Area is allocated the urban area guaranteed portion of the STP funds described here. The region has programmed approximately $445 million in STP Urban Guarantee funds for projects since the ISTEA was passed in December of 1991. Through this solicitation, the region will program approximately $93 million (subject to adjustment depending on amounts authorized) in STP Urban Guarantee funds in Federal Fiscal Years 2013 and 2014.

Applicants need to be aware of the time required to process projects using STP funds through MN/DOT's Office of State Aid for Local Transportation (SALT) process. Please review Appendix C before requesting a program year on the STP application form. Applicants may suggest a program year, but the final decision is up to the Transportation Advisory Board. The TAB intends to accommodate applicants' program year requests to the extent possible, but the decision will depend upon the amount of funds available for programming and the total amount requested.

The Transportation Advisory Board is responsible for the selection of projects that are to be financed in part with STP funds made available to the seven-county region. To implement this responsibility, the TAB has developed policies to define eligibility and prioritize eligible projects. The region solicits for projects in six different STP categories: "A" Minor Arterial Relievers, Expanders, Augmenters and Connectors, Non-Freeway Principal Arterials, and Bikeway/Walkway. Transit Capital Expansion projects also may be funded by TAB through the STP program, but must be submitted under the appropriate CMAQ program criteria. The solicitation package contains separate qualifying and prioritizing criteria for each of these categories. Applicants may not submit the same project in more than one STP category.

The TAB has requested that the Technical Advisory Committee develop recommendations for defining project eligibility for STP Urban Guarantee funding and establish a process to prioritize the eligible projects. The overall guidance for this process is provided by the following policies adopted by the TAB.

## GENERAL POLICIES – FOR ALL STP CATEGORIES

1. The regional solicitation process is open to all seven metro area counties and all cities and townships within the seven metro area counties, all Minnesota state agencies, the Metropolitan Council, other transit providers, Indian tribal governments, and the ten Regional Park System implementation agencies. Other local nonprofit agencies or parties and special governmental agencies may also apply for funding.

   Although many organizations may apply for STP funds through the regional solicitation, only certain ones can enter into an Agency Agreement with and set up an account to spend the STP funds to implement the project. The seven metro area counties, cities with population over 5,000 and state agencies can enter into an Agency Agreement directly with MN/DOT. All other applicants must find an eligible public agency sponsor.

   The public agency sponsor is the local unit of government of record and is responsible for working with the applicant to ensure that all project requirements are met. An Agency Agreement is written between MN/DOT and the local unit of government of record. The local unit of government will administer the project using the SALT Delegated Contract Process (DCP) for federal aid projects.

2. STP funds are available for roadway construction and reconstruction on new alignments or within existing right-of-way, including associated construction and excavation, or installation of traffic signals, signs, utilities, bikeway or walkway components and public transit components. The cost of constructing a new bridge deck or reconstructing an existing bridge deck is eligible but the remainder of the superstructure and all elements of the substructure are not eligible.

3. STP funds cannot be used for studies, preliminary engineering, design, construction engineering, or other similar costs. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for STP funding unless included as part of a larger project which is otherwise eligible or specifically defined as eligible under an individual funding category. Right-of-way costs are eligible only for transit hubs, transit terminals, park-and-ride or pool-and-ride lots, and bicycle and walkway projects.

4. A construction project must be a permanent improvement having 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. Traffic management projects as part of a construction project are exempt from this policy. Temporary construction is defined as work that must be essentially replaced in the immediate future (within 5 years). Staged construction is considered permanent rather than temporary so long as future stages build on, rather than replace, previous work.

5. Although the TAB may award STP funds to transit expansion and transportation system management capital projects, the TAB does not solicit for those projects within the STP funding program. Those projects should be submitted under the CMAQ criteria in this solicitation package. All projects must comply with the requirements of the Americans with Disabilities Act.

6. A roadway improvement project, including staged projects, must be structurally capable of handling all applicable legal load limits; roadway projects must meet statutory load limits. The applicants must design the project to permit operation for all types of vehicles, except multiple trailer types (i.e., a 10-ton road under all conditions is required).

7. Highway projects on principal arterials that are of freeway design are not eligible for STP funds. Projects on non-freeway type principal arterials are eligible for funding, including projects that upgrade the facility to freeway design.

8. Projects will be added to the TIP only as a result of the TAB approval.

9. The construction cost of projects listed in the region's draft or adopted TIP is assumed to be fully-funded and to have independent utility from other projects. TAB will not consider projects already listed in the draft or adopted TIP, nor the payback of Advanced Construction funds for those projects, for funding through the solicitation process. Projects submitted that are related to projects listed in the draft or adopted TIP but that have independent utility from those projects are eligible for consideration.

10. In the 2009 regional solicitation, the TAB will not fund more than one project in each of the four "A" Minor Arterial categories that are within 3.5 miles of one another on a highway route as defined in Criterion A1 or within 7 miles of one another on a non-freeway principal arterial category route as defined in Criterion A1.

11. The Technical Advisory Committee shall prepare an annual report on the implementation of regionally solicited STP projects for the review and approval of the TAB. This report, the Annual Implementation Report, shall include updated program, system and project information. The TAC shall include such findings, recommendations and additional information, as it deems appropriate.

12. The fundable amount of a project is based on the original submittal. TAB must approve any significant change in the scope of an approved project.

13. The STP federal fund participation for each project will be updated and reported in the Annual Implementation Report on the STP/CMAQ/TE Programs as the federal cost cap. Projects selected to receive federal funding through this solicitation will be programmed in the regional Transportation Improvement Program (TIP) in years 2013 or 2014. When the selected projects are programmed, the TAB will add a small percentage extra to both the federal award and the non-federal match amount to account for anticipated inflation. The inflated amount in the TIP will not be adjusted further.

14. If a project is added to the STP program, the entire project is included even though a portion of that work may extend beyond the period for which submittals were requested, provided that a significant portion of the work is scheduled for letting within the request period.

15. Projects in the STP element of the TIP are specifically limited to the federal funding caps identified in the Metropolitan Council's Annual Implementation Report on regionally solicited and federally funded transportation improvement projects and programs. The federal funding will be capped as follows: federal funds shall not exceed 80% of the project costs. The federal amount listed for each project may be used to fund 80% of any identifiable useable element of the project and is the total that shall be authorized as plan specification and estimate approval for all advertisements of the project described. All eligible extra work and supplemental agreements will be federally funded if the total project costs remain under the cost cap. Any proposed change by the local agency to the federal cost cap will have to be presented to SALT and the Transportation Advisory Board. If the project exceeds

the federal cost cap, the agency will be responsible to fund all additional work regardless if it is justifiable as an eligible expense. Any federal fund amounts authorized at PS&E approval in years prior to the current year shall be deducted from the amount identified in the annual report at the time of approval.

16. Applicants can request up to a cap of $7,000,000 in STP funds for a specific "A" Minor Arterial Reliever, Expander, Augmenter project and for Non-Freeway Principal Arterial projects. Applicants can request up to a cap of $5,500,000 in STP funds for a specific "A" Minor Arterial Connector project or a Bikeway/Walkway project. Other federal funds may be combined with the requested STP funds, but the source(s) must be identified in the application. The cost of preparing a project for funding authorization can be substantial. For that reason, the minimum federal amount for highway projects is $1,000,000 and $250,000 for bikeway/walkway projects. The applicant must show the requested federal amount, the non-federal match and total project cost on the cover page.

17. A STP project will be eliminated from the program if it does not meet its sunset date. The sunset date for projects is March 31 of the year following the program as established by the TAB. Meeting the established sunset date shall be governed by the TAB adopted Criteria for Meeting Sunset Date requirements, attached as Appendix D.

    If a project has met the Criteria for Meeting Sunset Date requirements but STP funds are not presently available, that particular project will be placed on a waiting list for funds, in order of date of approval.

    If a project has met the sunset date requirements, the project contract should be let as soon as possible since the project will not be included in the next revision of the Transportation Improvement Program (TIP) and, therefore, will not be able to access federal funds.

18. STP projects requiring a grade-separated crossing between an STP project route and principal arterial of freeway design must be limited in STP funds to the federal share of those project costs identified as local (non-MN/DOT) cost responsibility using MN/DOT's Policy/Position Statement 84-2 and MN/DOT Policy Guidelines 6-1 and b-1 and 6.1. In the case of trunk highway STP projects, the policy guidelines should be read as if the trunk highway STP route is under local jurisdiction.

19. All STP "A" Minor Arterial and Principal Arterial projects will be constructed to Minnesota State-Aid Standards as a minimum. Exceptions to the State Aid standards are granted during final design, **not** through this solicitation process. Depending on the project, more stringent standards may apply.

20. Applicants may not submit the same project proposal under more than one STP category.

21. The FHWA requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement, and not change the use of any right-of-way acquired without prior approval from the FHWA. TAB has determined that this requirement will be applied to the project applicant. FHWA considers most physical constructions and total reconstructions to have a useful design life of 10 years or more, depending on the nature of the project. Bridge constructions and total reconstructions are considered to have useful lives of 50 years. The useful life of the project will be defined in the inter-agency maintenance agreement that must be prepared and signed prior to the project letting.

# "A" MINOR ARTERIAL - EXPANDER

DEFINITION: **Expanders** provide a way to make connections between developing areas outside the interstate ring or beltway. These routes are located circumferentially beyond the area reasonably served by the beltway and radially outside the beltway where the distance between principal arterials is large relative to the density of development served. These roadways are proposed to serve medium to long suburb to suburb trips.

Expander projects must fall within one of the following types of projects: transportation system management, complete construction, reconstruction or rehabilitation of a segment of roadway along the entire project length, including transit, bikeway or walkway components in the corridor. Projects to increase the capacity of the "A" Minor Expander are eligible.

"A" Minor Arterial - Expander Purpose/Vision

The 2030 Regional Development Framework anticipates a net population increase of nearly 1,000,000 in the region by 2030. The developing suburbs will be required to absorb a large portion of this growth. Planning for and building adequate infrastructure in anticipation of this growth will be necessary to provide for the mobility needs of new residents. The expanders are the backbone of all adequate minor arterials in the developing suburbs to supplement the principal arterials that make up the Metropolitan Highway System. These minor arterials will provide access between suburbs beyond the I-494/694 ring.

## GENERAL INFORMATION AND RESTRICTIONS

A construction project must be a permanent improvement between logical termini (roadways of equal or higher functional classification) having independent utility. The term "independent utility" means the project provides benefits to air quality, crash reduction, etc… 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.

The project must result in a completed segment which meets current design standards and which has an anticipated service life approximately that of a new facility. The project, including staged projects, must be structurally capable of handling all anticipated legal load limit vehicles. STP funds can be used for transit facilities as part of the overall project, and can be requested within the Expander application.

STP funds can only be used for project implementation costs, such as excavation, construction, materials, and clean-up. They **cannot** be used for right-of-way acquisition, study completion, engineering, design, or other similar costs. Further, STP funds **cannot** be used for noise barriers, drainage projects, fences, landscaping, or other similar costs as stand-alone projects. These items are eligible as part of a larger, eligible construction project.

The benefits and costs of the project shall be estimated over the same eligible project length. The total project cost is defined as all construction components including components ineligible for federal funds. The total project cost does not include pre-construction costs or right-of-way.

Projects selected to receive federal funding through this solicitation will be programmed in the regional Transportation Improvement Program (TIP) in years 2013 or 2014. When the selected projects are programmed, the TAB will add some percentage extra to both the federal award and the non-federal match amount to account for any anticipated inflation. The inflated amount in the TIP will not be adjusted further.

## "A" MINOR ARTERIAL - EXPANDER - QUALIFYING CRITERIA

The applicant must show that the project meets all the following criteria to qualify for priority evaluation. Answer each criterion in a numbered sequence. **Failure to respond to any of the qualifying criteria will result in a recommendation to disqualify your project.**

1. The project must be consistent with the policies in the Metropolitan Council's officially adopted Metropolitan Development Guide, which includes the Transportation Policy Plan (TPP) (2009) and the Regional Development Framework (2004). Consistency with the TPP includes its appendix, which contains the regional functional classification criteria. The applicant must list the documents and corresponding policy numbers or portions of text that help illustrate the project's consistency.

RESPONSE:

The **CSAH 60 (185th Street) and CSAH 50 (Kenwood Trail) Roundabout** Project is consistent with the policies of the Met Council's officially adopted Transportation Policy Plan (TPP) adopted January 14, 2009; and 2030 Regional Development Framework, adopted January 14, 2004.

This project is consistent with the following policies/strategies of the Transportation Policy Plan:
*Policy 2 – Strategy 2a & 2d*

*Policy 4 – Strategies 4a, 4b, 4c, & 4f*
*Policy 8 – Strategies 8a, 8b, 8c, 8d, & 8e*
*Policy 9 – Strategies 9a, 9b, 9f, 9i*
*Policy 11 – Strategies 11e*

This project is consistent with the following policy of the Metropolitan Council Regional Development Framework:

*Policy 2 – Plan and invest in multi-modal transportation choices, based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.*

The project is consistent with several strategies documented under Policy 2. The project would make an investment on maintaining highway capacity and improving mobility to an existing system and the project implements improvements to a system of interconnected arterial, local streets, and pedestrian/bicycle facilities.

2 The project must be included in, be part of, or relate to a problem, need or direction discussed in one of the following: 1) a local or county comprehensive plan found to be consistent with Metropolitan Council plans; 2) a locally approved capital improvement program; 3) an officially adopted corridor study reflected in thelocal plan; or 4) the official plan or program of the applicant agency. Because all communities in the seven-county Twin Cities region have recently completed or are currently in the process of updating their local comprehensive plans, applications in the 2009 solicitation may be for projects included in the most recent local comprehensive plan or the previous plan that was found to be consistent with Metropolitan Council plans. It also must not conflict with the goals and policies in these adopted regional plans; the 2030 Transportation Policy Plan (2009), the 2030 Regional Framework (2004), and the 2030 Regional Parks Policy Plan (2005/06). The applicant must reference the appropriate comprehensive plan, CIP, corridor study document, or other plan or program and provide copies of the applicable pages.

RESPONSE:

The project implements a solution to a transportation problem discussed within the City of Lakeville's Transportation Plan as shown in Figures 5, 6, 7, and 8 (pages 56-59). Dakota County supports the CSAH 50 & 60 intersection improvements Figure 35 and 36 (page 86 & 87). This project does not conflict with the goals and policies in Dakota County 2025 Transportation Plan, the City of Lakeville Comprehensive

Plan, the 2030 Transportation Policy Plan, the 2030 Regional Framework and the 2030 Regional Parks Policy Plan.

3. The proposed project must be identified as on an "A" Minor Arterial Expander shown on the TAB approved roadway functional classification map adopted by the TAB on or before April 15, 2009 and recorded in the Council's electronic file. The vast majority of the project must be physically located on the "A" Minor Arterial Expander roadway between logical termini. The project may include construction on small portions of non-eligible roads, as long as the construction is essential to the operation of the entire project. Examples include but are not limited to reconstruction of the approaches on intersecting collector roads and construction or reconstruction of on-ramps or off-ramps. The applicant must provide a map or sketch of the project relative to the "A" Minor Arterial Expander system.

RESPONSE:

County State Aid Highways 50 & 60 are included on the A-Minor Arterial System adopted by the TAB. Both of these roadways are classified as A-Minor Expanders in the city of Lakeville, Dakota County. (Figure 1 & 2). This project is located within the 7-County Region (Figure 3).

4. At least seventy-five (75) percent of the length of the proposed "A" Minor Arterial Expander project must be within the 2000 urbanized area defined by the Bureau of the Census or the 2020 Metropolitan Urban Service Area (MUSA) as defined in the local comprehensive plan accepted by the Metropolitan Council; or if a route connects two MUSA areas and the Average Daily Traffic (ADT) standards qualify the roadway segment for expansion. In either case, the entire project length would be eligible for federal funding. The applicant must provide a map or sketch of the project relative to the urbanized area.

RESPONSE:

The entire length of this Expander project is located within the within the 2020 Metropolitan Urban Service Area (MUSA) as defined in the Lakeville Comprehensive Plan Figure 34.

5. STP funds are available for roadway construction and reconstruction on new alignments or within existing right-of-way, including associated construction or installation of traffic signals, signs, utilities, bikeway or walkway components and public transit components. The cost of constructing a new bridge deck or reconstructing an existing bridge deck is eligible but the remainder of the superstructure and all elements of the substructure are not eligible. The applicant must describe the proposed project and state that the application includes only the eligible components.

RESPONSE:

All components of the proposed project are eligible for STP funds. The proposed project includes the reconstruction of CSAH 50/60 existing signalized intersection to a urban multilane roundabout with four (4) approaches with eight (8) approach lanes, two (2) circulatory lanes, inscribed diameter of 180 feet, and pedestrian/bike accommodations.

6. Studies, preliminary engineering, design, construction engineering, etc. are not eligible for STP funding and should not be included in the required local match or the total project cost. Right-of-way costs are not eligible for STP funding and should not be included in the required non-federal match or the total project cost. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for STP funding as stand-alone projects, but are eligible if included as part of a larger, eligible project. The applicant must state that pre-construction work and ROW costs are not part of the total project cost in this application.

RESPONSE:

Pre-construction work and right-of-way costs are not part of the total project costs listed in this application. Only eligible components of this project are included in the total project costs.

7. An STP construction or reconstruction project must be a permanent improvement. Traffic management projects as part of a construction project are exempt from this policy. Temporary construction is defined as work that must be essentially replaced in the immediate future (within 5 years). Staged construction is considered permanent rather than temporary so long as future stages add to, rather than replace, previous work. The applicant must state that the proposed project is a permanent improvement and does not replace any regionally funded project that was opened to traffic within five years.

RESPONSE:

The proposed project is a permanent improvement and does not replace any regionally funded project that was opened to traffic within 5-years.

8. Applicants can request up to a cap of $7,000,000 in STP funds for a specific "A" Minor Arterial Expander project. Other federal funds may be combined with the requested STP funds, but the source(s) must be identified in the application. The cost of preparing a project for funding authorization can be substantial. For that reason, the project's federal cost must exceed $1,000,000. The applicant must show the requested federal amount and total project cost on the cover page.

RESPONSE:

As shown on the cover page, the total cost of the project is $2,000,000. The city of Lakeville is requesting $1,600,000 in STP funds (80% of the total project costs. The request amount exceeds the minimum of $1,000,000 and does not exceed the $7,000,000 maximum for STP funds.

9. STP funds awarded in the regional solicitation must be matched with non-federal funds. The non-federal match for any STP project must be at least 20% of the total cost. The applicant must state that it is responsible for the local (nonfederal) share. If the applicant expects any other agency to provide all or part of the local match, the applicant must include a letter or resolution from the other agency agreeing to participate financially in the project's construction.

RESPONSE:

The City of Lakeville and Dakota County will be responsible for the 20% local match. See Figure 35 for letter from Dakota County Transportation Director/County Engineer and Figure 36 for Dakota County Resolution.

10. The applicant must include a letter from the agency with jurisdiction over the road 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 and not change the use of any right-of-way acquired without prior approval from MN/DOT and the Federal Highway Administration.

RESPONSE:

The City of Lakeville is submitting this project for approval and Dakota County agrees to operate and maintain CSAH 50 and CSAH 60 for its design life and not change the use of any right-of-way acquired without prior approval from MN/DOT and the Federal Highway Administration.

## "A" MINOR ARTERIAL - EXPANDER - PRIORITIZING CRITERIA

Applicants must respond to each of the following prioritizing criteria. Label your responses clearly. If a criterion is not applicable to your project, explain why.

**A. Relative importance of the route as an "A" Minor Arterial Expander. 100 points**

Although Expander routes are located in growing suburban communities, the relative importance of each Expander is not the same. Some Expanders play a more significant role than others do in providing roadway capacity in areas where travel demand cannot be met with the existing system of principal arterials and public transit service. Some Expanders are the only minor arterial roadway available to provide medium and long-range trips for many miles. The following criteria are intended to measure the relative importance of each Expander route submitted for funding in this solicitation.

Definition and characteristics of the Expander route.

**0-100 points** The applicant must respond to the two items below and provide a map to help answer items a) and b). The Expander 'route' is defined as the uninterrupted length of the arterial that provides medium to long trips in the expanding urban area. The route may be an existing or planned road on the TAB adopted system. The route may be longer than the proposed project and include more than one street name, but it must be continuous. The endpoints of the route must be a principal or other minor arterial, or the edge of the 2020 MUSA. Provide a map showing the length of the Expander route and the closest parallel 'A' Minor or Principal Arterials on both sides of the Expander. Two projects on the same route will not be selected for funding unless they are at least 3.5 miles apart. Points under this criterion are assigned based on the current and forecasted traffic volume on the Expander route and the current transit ridership on the Expander route.

a) Provide the current (2007) and forecasted (2030) average daily traffic volume at two or more locations on the Expander route. MN/DOT 50-series maps should be used for current counts. Use approved city or county comprehensive plans, Met Council, accepted State Aid traffic factors by county, or a transportation study with documented acceptable forecasting methodology for forecasted volume.

RESPONSE:

Closest "A" Minor Arterial to the north is CSAH 46 (160th Street) 2.25 miles and closest "A" Minor Arterial to the south is CSAH 70 (210th/215th Street) 2.5-3.0 miles. See **Figure 2** for closest parallel "A" Minor and 2007 ADT **Figure 4** shows future 2030 ADT and they are tabulated on the next page.

This east west "A" Minor Arterial extends from Jordan to Prior Lake in Scott County and continues through Dakota County to Hastings with an uninterrupted length of over 27+ miles (see **Figure 9).** All of the roadways that are part of this route are designated as "A" Minor Arterials. This "A" Minor Arterial provides connection between rural growth center of Farmington through the urban reserve and rural area boundaries between Farmington and Lakeville. This project will improve the safety and directness of routes without continuous lane adds. No other project within 3.5 miles on this east west route is being submitted.

| CSAH 60 | Current 2007 ADT[(1)] | Forecasted 2030 ADT[(2)] |
|---|---|---|
| Scott Co/Dakota Co Line to I-35 | 22,200 | 29,000 |
| I-35 to Kenrick Ave | 16,800 | 31,000 |
| Kenrick Ave to CSAH 50/Kenwood Tr | 13,500 | 30,000 |
| CSAH 50/Kenwood Tr to Ipava Ave | 9,100 | 29,600 |

| CSAH 50 | Current 2007 ADT[(1)] | Forecasted 2030 ADT[(2)] |
|---|---|---|
| I-35 to Kenrick Ave | 27,000 | 37,100 |
| Kenrick Ave to CSAH 60 (185th Street) | 17,000 | 33,800 |
| South of CSAH 60 (185th Street) | 16,600 | 29,600 |

***Source:***
***(1) From: MnDOT 50-Series Figure 2,***
***(2) City of Lakeville Transportation Plan Figure 4***

b) Is public transit currently provided on this Expander route? If yes, what is the average annual ridership? The applicant does not need to provide this information in its funding application. Data will be provided by the Metropolitan Council staff based on the project location map and description.

RESPONSE

In 2008, the City Council reached agreement with the Metropolitan Council to expand the Metropolitan Transit District to include Lakeville and begin the process for immediate expansion of transit services to the community. And, the City is also actively participating in the planning for the proposed Interstate 35 and the Cedar Avenue Bus Rapid Transit Corridor. The new I-35 Lakeville Transit Station is located 1.5 mile to the north and will be opened September 2009 (UPA). See Figure 10 – Conceptual Circulator Routes and Figure 11 – Transit Service Expansion Plan

Transitway and Transit Facility Enhancement

Metro Transit and the Metropolitan Council are considering a list of new Transitway projects that will affect Lakeville transportation and access. The current Transportation Policy Plan calls for continued development of two Bus Rapid Transit (BRT) corridors that will connect the City of Lakeville with downtown Minneapolis, downtown St. Paul, and other transit modes in the region. The Cedar Avenue BRT and the I-35W BRT services will include high frequency bus services operating on dedicated lanes (September 2009). Transit stations at key points on these routes will offer park-and-ride facilities and bus transfers from local routes to expedite travel in the Metro area.

Two new Park-and-Ride Kenrick Avenue Park and Ride, Converting former truck weigh station to 750 space park and ride with express bus service and 181st Street & Cedar Avenue, Park and Ride open September 2009.

Potential Ridership:

Express Commuter Service

An estimate of potential future ridership was completed using regional modeling methodologies and Metropolitan Council population databases. The estimate assumed a commuter travelshed that incorporated the communities within a five-mile radius to the west, south and east, which would be expected to be attracted to new express services. No draw was assumed from northern residential areas, in the direction of the existing transit services of the Minnesota Valley Transit Authority. Table 8 presents an estimate of central-city commuters that would use the bus. Two park-and-ride sites (opening fall 2009) were assumed, and encompass travel to both downtowns.

Normal peak-express loads for the purposes of calculating bus needs would be 40 passengers for standard transit bus, 50 passengers for a commuter coach, and 65 passengers for an articulated transit bus.

**Table: Express Commuter Ridership**
Lakeville Park and Ride Projected Use 2010-2030

| | POTENTIAL RIDERSHIP | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Park & Ride** | ***2010*** | | | ***2020*** | | | ***2030*** | | |
| | ***Mpls*** | ***Saint Paul*** | ***Total*** | ***Mpls*** | ***Saint Paul*** | ***Total*** | ***Mpls*** | ***Saint Paul*** | ***Total*** |
| I-35 | 340 | 34 | 374 | 514 | 62 | 576 | 799 | 100 | 899 |
| Cedar | 308 | 39 | 347 | 434 | 62 | 496 | 630 | 88 | 718 |
| **Totals** | **648** | **73** | **721** | **948** | **124** | **1072** | **1429** | **188** | **1617** |

The estimates show relatively weak ridership initially to St. Paul. Normal transit planning parameters suggest a minimum of three bus trips per peak period to a given destination. This would not be supported by the 2010 estimate for Saint Paul-based service. An acceptable alternative would be a local connector from Lakeville to connect with MVTA St. Paul destined express services offered at locations such as Blackhawk Park and Ride.

As a validation to these estimates, Metropolitan Council and MVTA license plate surveys from 2004-2006 showed approximately 240 Lakeville residents currently using transit at MVTA's Apple Valley Station, and 200 at Burnsville Station. In addition, another 250 riders from non-MVTA jurisdictions adjacent to Lakeville were using these Park and Rides. The surveys also documented a growth of 14 per cent from 2004 to 2006 in riders from these areas. This closely tracks the projected Total 2010 ridership of 721 riders from Lakeville and adjacent communities that would prefer to use a new service at closer, more convenient stations. Besides demonstrating a base of riders for a new transit service, this also indicates that expanded service would have a positive regional effect on facility overflows in Apple Valley and bus overloads in the MVTA system. This could help mitigate service problems and free up resources for current and future needs.

As shown, the forecasted volumes are based on the commuter watersheds served by the two new Park-and-Ride **Kenrick Avenue Park and Ride,** Converting former truck weigh station to 750 space park and ride with express bus service; **181st Street & Cedar Avenue, Park and**

**Ride** includes 200 space park and ride near 181st Street with express bus service; Opening: September 2009. The assumption is that each Park-and-Ride lot's traffic would travel north on a specific corridor, either I-35W or Cedar Avenue/Highway 77. Current travel times show a travel time advantage for I-35W over Cedar Avenue, which would be equalized for any commuters that might choose to travel from the east of the Cedar Avenue Station to get to I-35W station. Future improvements envisioned for the Cedar Avenue Bus Rapid Transit corridor would tend to erase this travel time inequity between the two planned lots.

As a supplement to this alternative, a portion of the buses could still originate in east Lakeville to serve Lakeville, Farmington, and Empire Township residents, and then run to and through the main Park-and-Ride facility before going downtown, to maintain that facility's concentrated service level.

Circulator Services

Peak period collector-type services may yield approximately 12 riders per hour, while off-peak circulator service will expect to see 6 to 8 riders per hour. Forecasts were based on peer city experience, including Plymouth, Maple Grove, and Anoka. For an all day service, a maximum of 112,000 riders per year would be expected, while express feeder service would generate around 60,000 riders per year. In a community like Lakeville, these must be considered valid only for a fully matured and accepted system, and are most likely overly optimistic in the short term. **Figure 10 Routes "C" and "D" uses this project.**

Dial-a-ride Services

Data from cities with similar populations and comparable levels of service suggests that Lakeville should expect to see roughly 24,000 annual trips. This compares to DARTS' current ridership of approximately 6,000 annual trips taken by Lakeville residents in and near the city, with 2,000 of those trips completely within Lakeville. This is with a 24 to 48 hour reservation requirement and without buses dedicated to the Lakeville area.

Ridership Trends

During the 1990's, suburban ridership was growing at a rate of 6 to 10 percent per year, well above that of the urban local routes. This accelerated even more through 2002 as economic growth continued and congestion increased. Following economic slowdowns and fare increases during 2003-2005, ridership growth slowed somewhat but has recently accelerated again, particularly on express routes.

A suburban ridership growth of 6 to 10 percent over the next several years may be sustained if economic conditions are positive and fuel prices remain high. Other contributing factors that would lead to increased transit demand in Lakeville include the development of the east central area, and commercial development with related job growth on the southern edge of the city. Commuters from and to these areas can be well served by new Lakeville express services particularly if these services are anchored near major thoroughfares, offer adequate parking capacity and facilities, and can benefit from the speed and reliability of proposed busways and HOV lanes. This level of growth would likely meet the long-term regional ridership goals targeted in the Metropolitan Council's 2030 Transportation Policy Plan.

Types of Service

Three basic types of transit service may be considered for implementation in Lakeville. Based on peer city experience, the largest portion of a future service package will probably consist of **regular-route express commuter services**, connecting Lakeville to downtown Minneapolis and St. Paul. Reverse commute service from the central urban areas to Lakeville employment sites can also be provided on the return runs. Commuter express service normally operates Monday through Friday from roughly 5:45 a.m. to 9:00 a.m., and 3:45 p.m. to 7:45 p.m. Mid-day trips may also be included to provide better travel options.

The second type of service is **regular-route, scheduled local circulator bus service**. This could be limited to circulation within Lakeville to facilitate travel to and from express services and transit hubs, and between other local destinations, or reach outside city boundaries to connect with other destinations. Local bus service might operate Monday to Friday from 6:00 a.m. to 6:30 p.m., with service concentrated around the peak periods to collect riders for the express services. Four routes and buses could essentially cover most of the city with acceptable walking distances, if adequate pedestrian amenities (sidewalks, stops, and shelters) are provided. If demand develops, circulator services could be expanded to nights and weekends.

A conceptual circulator route plan is presented in **Figure 10**. Under this plan, each route would be anchored at one of two new key transit facilities. This maximizes bus utilization and route efficiency. Schedules would be coordinated with the express buses, and 'pulsed' so that all four routes meet at each end, offering the largest possible number of options for local travelers to get around the city.

A secondary benefit of providing regular route local bus service would be the expansion of ADA services. The Metropolitan Council is required by federal mandate to provide ADA complementary dial-a-ride services in those parts of the Metropolitan area that is served by regular route local bus service. For Lakeville, this would likely involve the expansion of the area within which DARTS provides these services under contract to the Council.

The third type of available service is **dial-a-ride**. This is a curb-to-curb demand-response bus service that generally offers rides on a pre-arranged or reserved basis within the city, or beyond as desired. This service offers the maximum trip flexibility for a transit rider, but less convenience and predictability than scheduled circulators. Dial-a-ride service could operate Monday to Friday from 6:00 a.m. to 7:00 p.m., with expanded service nights and weekends as desired. Two to three small, accessible buses supported by a central reservations/dispatch office would probably provide all service necessary, based on peer system examples. If circulator service would be downplayed as a preference, dial-a-ride service during the peak periods, including standing orders (regular daily arranged pick-ups) or a subscription service, could provide local commuter connections at a somewhat lower capacity and flexibility but higher convenience (essentially door-to-door) for some riders.

## Future Transit Development

Transit Service Expansion Plan

When the transit taxing district was created in 1977 the City of Lakeville was not included because it was still a rural agricultural community. But over the last 30 years, Lakeville has experienced significant growth and development, transforming the City into a major suburban community. The City has determined that establishing regular route transit service, which is currently not available within City limits, is a priority.

The City investigated several options for advancing the establishment of transit service in conjunction with the update of the comprehensive plan. In May 2008, the City reached agreement with the Metropolitan Council to join the regional transit taxing district in exchange for the following (**Figure 11**).

1. Construction of a new I-35 park-and-ride facility located in the City of Lakeville described as follows:
    a) Located on the east side of I-35 south of the CSAH 46 exit at the site of the former Mn/DOT weigh station
    b) Consisting at a minimum of one level ramp facility – surface parking plus one deck
    c) Containing approximately 500 parking spaces
    d) Bus access to the park-and-ride facility by means of bus-only entrance and exit ramps from and to northbound I-35
    e) Construction to occur in 2009

2. Initiation of bus rapid transit (BRT) transitway service to the new I-35 park-and-ride facility in Lakeville consisting of a minimum of six coach bus express trips each morning and each afternoon between the new park-and-ride facility and downtown Minneapolis with the following elements:
    a) Service to be provided directly by the Council through its Metro Transit Division or by contract with another service provider
    b) Council to consult with the City on the choice of service provider
    c) Funding in the form of a grant from the Counties Transit Improvement Board (CTIB)
    d) Service to be initiated by September 30, 2009
    e) Supplemental BRT transitway station to station service to be provided when feasible and when funding becomes available

3. Construction and funding assembled by the Council of a new Cedar Avenue park-and-ride facility located in the City of Lakeville described as follows:
    a) Site location projected to be determined by the Council during 2008
    b) Facility projected to ultimately provide up to 500 parking spaces with passenger waiting area, bus turn-around, and possibly operator restrooms
    c) Construction of less than full number of spaces projected to be completed by September 30, 2009 with construction of remaining spaces to be completed when the Council determines they are warranted by demand

4. Initiation of BRT transitway service by the Council to the new Cedar Avenue park-and-ride facility located in Lakeville with the following elements:
    a) Service in the form of extending a minimum of five peak trips currently serving the Apple Valley Transit Station to also serve the new Cedar Avenue park-and-ride

b) Service initially to be provided by the Minnesota valley Transit Authority under contract with the Council Funding in the form of a grant from the CTIB

**B. Deficiencies and Solutions on Expander. 300 points**

Federal requirements outlined in the Transportation Equity Act for the 21st Century include seven planning factors that must be addressed by states and metropolitan planning agencies when developing, updating and implementing long-range surface transportation plans. The regional solicitation process is one means of implementing regional plans. The region's Transportation Policy Plan echoes the seven federal planning factors by stating that the regional highway and street system will be preserved, managed, improved and expanded to support existing and planned land uses and safety and mobility needs consistent with the regional Development Framework, the Transportation Policy Plan and approved local and county comprehensive plans. The following criteria reflect these objectives.

**1. Crash Reduction.**

**0-150 points** Calculate the total number of crashes reduced due to improvements on the 'A' Minor Arterial Expander made by the proposed project. Points will be awarded based on the total three-year number of crashes projected to be reduced by the proposed project. The applicant must base the estimate of crash reduction on the methodology found in Appendix E. The applicant must calculate the frequency using the Mn/DOT TIS system average for calendar years 2005 through 2007.∗

RESPONSE:

There were a total 8 crashes that occurred between 2005 and 2007 within the project limits. The proposed improvements are estimated to reduce 2.80 crashes (1.05 F&PI, 1.75 PD). Metro District Roundabout Crash Reduction Factor 35% for All Crashes when Converting from

Signalized To Multi-Lane Urban Roundabout; Total **Crashes Reduced: -2.80**

Crash Diagrams Years 2005 – 2007……**Figure 12**
Mn/DOT TIS Crash Data Crash Years 2005 – 2007…**Figure 13**
HSIP Worksheet……**Figure 14**

**2. Air Quality.** The Transportation Policy Plan strongly supports environmental considerations when making transportation funding decisions. The Council supports funding priorities for transportation projects that ensure prevention of air quality violations through the reduction of mobile source emissions.

The applicant must show that the project will reduce emissions and help the region to maintain its attainment of federal carbon monoxide standards. All assumptions and calculations must be clearly documented and explained in order to receive points. The applicant must include documentation of how the VMT reduction was determined and specify the speed used for the assumptions. Speed assumptions shall be based on the methodology found in Appendix F. Points under this criterion will be awarded based on the reduction of carbon monoxide (CO), nitrogen oxides (NOx), and/or volatile organic compounds (VOC) emissions the proposed project is expected to provide.

∗ Applicants should request crash data from Mn/DOT as early as possible. An agency that wishes to dispute the results of their crash data requests can contact Jolene Servatius at 651-234-7841 (or jolene.servatius@dot.state.mn.us) to reconcile those differences.

**0-50 points** The applicant must demonstrate through a quantitative analysis that CO, NOx, and/or VOC emissions (in KILOGRAMS/DAY) will be reduced compared to the no-build alternative. The applicant must estimate CO NOx, and/or VOC emissions reductions using the MOBILE6 emissions factors and vehicle emissions reduction worksheet in Appendix G.

RESPONSE:

The proposed project will replace the existing signalized intersection that includes three (3) approach lanes at each leg (right, through, and left) with an urban multilane roundabout with four (4) approaches with eight (8) approach lanes, two (2) circulatory lanes, inscribed diameter of 180 feet, so the roadway length will remain unchanged. The posted speed on CSAH 50 and CSAH 60 will also remain unchanged (45 mph). No access points will be removed along CSAH 50 one access point on CSAH 60 will be combined as part of this project.

Project length = 0.506- miles CSAH 50
From: Jaguar Path To: 188th Street
Posted Speeds through the project = 45 mph
Existing Peak Hour v/c = p.m. = 0.94
Proposed Peak Hour v/c = p.m. = 0.50
See Table in 3. Congestion Reduction for additional calculations and data.

Free Flow Travel Time (minutes) = (0.506 mile/45 mph) x 60 min/hour = 0.675 minutes

**Existing Conditions (CSAH 50)**
1 Signalized Intersection (CSAH 60/50 V/C > 0.9) *Intersection Delay = 75 sec (1.2 min)*

**Existing Arterial Speed = 16.2 mph**

$$\text{Arterial Speed (mph)} = \frac{60 * \text{project length}}{\text{free-flow travel time + intersection delay}}$$

$$\text{Arterial Speed (mph)} = \frac{60 * 0.506}{(0.675 + 1.2)}$$

*Existing Arterial Speed = 16.2 mph*

**Proposed Conditions**
1 Multi Lane Roundabout (CSAH 60/50 V/C < 0.8) Intersection Delay = 25 sec (0.4 min)

**Proposed Arterial Speed = 19 mph**

$$\text{Arterial Speed (mph)} = \frac{60 * \text{project length}}{\text{free-flow travel time + intersection delay}}$$

$$\text{Arterial Speed (mph)} = \frac{60 * 0.506}{(0.675 + 0.4)}$$

*Existing Arterial Speed = 28.2 mph*

Based on the analysis, the peak hour average speed will increase **by 12.0 mph** on this segment after the signal conversion to a multilane roundabout.

**Net Emissions Reductions due to Project 110.9 kg/day**

## VEHICLE EMISSIONS REDUCTION WORKSHEET (APPENDIX G)

**System Management**

| BASELINE EMISSIONS WITHOUT PROJECT | | | | | |
|---|---|---|---|---|---|
| **Average Weekday Travel Speed Before Installation:** | | | | 16 | mph |
| | **Emissions Factor (grams/mile)*** | **Daily VMT (miles)** | **Emissions (kg/day)** | | |
| **CO Emissions** | 28.11 | 8,772 | 246.6 | kg/day | |
| **$NO_x$ Emissions** | 1.63 | 8,775 | 14.3 | kg/day | |
| **VOC Emissions** | 2.32 | 8,772 | 20.4 | kg/day | |
| | | **Total Emissions** | **281.2** | kg/day | |
| | | | | | |
| **EMISSIONS AFTER PROJECT** | | | | | |
| **Average Weekday Travel Speed After Installation:** | | | | 28 | mph |
| | **Emissions Factor (grams/mile)*** | **Daily VMT (miles)** | **Emissions (kg/day)** | | |
| **CO Emissions** | 16.27 | 8,772 | 142.72044 | kg/day | |
| **$NO_x$ Emissions** | 1.67 | 8,772 | 14.64924 | kg/day | |
| **VOC Emissions** | 1.48 | 8,772 | 12.98256 | kg/day | |
| | | **Total Emissions** | **170.4** | kg/day | |
| **Net Emissions Reductions due to Project** | | | **110.9** | kg/day | |
| | | | | | |
| **COST EFFECTIVENESS** | | | | | |
| **Total Cost of the Project:** | | | | $2,000,000 | |
| **Cost Effectiveness:** | | | | $18,037.03 | |

*Use auto emissions factors in Appendix for speeds in F4 and F5

**3. Congestion Reduction**.

**0-100 points** The applicant must show that the proposed project will reduce congestion at the most congested location on the Expander. The applicant must include the current volume to capacity (v/c) ratios in the AM and PM peak hours and the improvement in the ratios resulting from the project. Projects that have low existing v/c ratios will receive less credit for the improvement resulting from the project than projects that address a problematic existing v/c ratio. The applicant must use the methodology, worksheet and look-up tables found in Appendix H.

The applicant must conduct a corridor analysis for new alignments, comparing parallel routes that will be affected by the project.

RESPONSE:

**Total Reduction = -0.29 + -0.418 = -0.708**

| Approach Leg | ADT | Length | a.m. Volume | Existing Capacity | a.m. v/c | p.m. Volume | Existing Capacity | p.m. v/c |
|---|---|---|---|---|---|---|---|---|
| CSAH 50 N. | 17,905 | **1,382** | 313 | 1,100 | 0.285 | **1005** | **1,100** | **0.914** |
| CSAH 60 E. | 9,081 | 842 | 403 | 1,100 | 0.366 | 447 | 1,100 | 0.406 |
| CSAH 50 S. | 16,735 | **1,289** | **642** | **1,100** | **0.584** | 602 | 1,100 | 0.547 |
| CSAH 60 W. | 13,483 | 905 | 395 | 1,100 | 0.359 | 847 | 1,100 | 0.770 |

| | | | a.m. Volume | a.m. Proposed Capacity | a.m. v/c | p.m. Volume | p.m. Proposed Capacity | p.m. v/c |
|---|---|---|---|---|---|---|---|---|
| CSAH 50 N. | 17,905 | **1,382** | 313 | 2,143 | 0.146 | **1005** | **2,028** | **0.496** |
| CSAH 60 E. | 9,081 | 842 | 403 | 2,230 | 0.181 | 447 | 1,824 | 0.245 |
| CSAH 50 S. | 16,735 | **1,289** | **642** | **2,183** | **0.294** | 602 | 1,862 | 0.323 |
| CSAH 60 W. | 13,483 | 905 | 395 | 1,883 | 0.210 | 847 | 1,876 | 0.451 |

CSAH 50 = 0.331 miles VMT = 8,772 *= (17,905 X 1,382/5,280 + 16,735 X 1,289/5,280)*

CSAH 60 = 0.244 miles VMT = 3,759 *= (9,081 X 842/5,280 + 13,483 X 905/5,280)*

*The capacity of each entry of a roundabout was found to be a function of the circulating flow past that entry together with the interaction of six geometric parameters at each entry **Figure 15** *Page 66.*

Existing Capacity=

- 1-arterial through lane - 600 vehicles per hour;
- 1-left-turn lane - 300 vehicles per hour;
- 1-right-turn lane - 200 vehicles per hour;

**Total Existing Capacity= 1,100 vehicles per hour**

**Refer to Figures 15 for the RODEL output sheets.**

**PROJECT BENEFIT (AM PEAK) = 0.584-0.294 = -0.29 v/c Reduction**

**PROJECT BENEFIT (PM PEAK) = 0.914-0.496 = -0.418 v/c Reduction**

**Total Reduction = -0.29 + -0.418 = -0.708**

**C. Cost Effectiveness. 275 points**

The Regional Development Framework and Transportation Policy Plan document the need for adequate transportation funding to implement regional transportation plans. The region must allocate transportation funds in such a way that the selected projects provide the most benefit for the amount of funding requested. Cost effectiveness is an essential component of the regional solicitation process. Cost

effectiveness calculations must be based on the total cost of the project, not just the portion of the project eligible for federal funding.

1. Crash Reduction.

**0-125 points** The applicant must calculate the cost per crash reduced by the proposed project. The applicant must divide the total cost of the project by the answer from criterion B.1.

The applicant must obtain data on crashes for the existing section scheduled for improvement from MN/DOT's TIS system, and must only use data from 2005 through 2007. The applicant must base the estimate of crash reduction on the methodology found in Appendix E. Points will be awarded based on the relative cost per crash reduced.

RESPONSE:

The average cost per crash reduced by the proposed project **is $714,286 per crash reduced** ($2,000,000 / 2.80 crashes reduced). Refer to **Figure 12** crash diagrams **Figure 13** for Crash Data, and **Figure 14** for HSIP Worksheet.

2. Air Quality

**0-75 points** The applicant must calculate the cost per kilogram that will be reduced by the proposed project compared to the no-build alternative. The applicant must use the estimated CO NOx, and/or VOC emissions reductions calculated in questions B.3. and divide it into the total project cost.

RESPONSE:

Existing Total Emissions = 281.2 kg/day.
Proposed Total Emissions = 170.4 kg/day.
Net Emissions Reductions due to Project = 281.2-170.4 = - 110.8 kg/day
The $2,000,000 multilane roundabout will result in net emissions reductions of - 110.8 kg/day.

**Cost Effectiveness: $18,037.03-day per kilogram**

3. Congestion reduction.

**0-75 points** The applicant must calculate the cost per increase in hourly person throughput provided by the proposed improvement. The applicant must use the worksheet in Appendix I. Points will be awarded based on the lowest cost per increase in person throughput, but if there is little congestion under existing conditions fewer points will be awarded for increasing person throughput.

RESPONSE:

**COST PER INCREASE IN HOURLY PERSON THROUGHPUT = $ 1, 67**

Calculation (see data in Table on previous page 3. Congestion Reduction)

Existing two-lane arterial with left and right turn lanes.

Vehicle capacity = 1100 (600 + 300 +200)

AM peak hour vehicle occupancy = 1.1 (Appendix T, Site 35) AM peak hour bus ridership = 0

Hourly person throughput = (1100 * 1.1) + 0

Hourly person throughput = **1,210** person per hour

Proposed improvement: Multi-Lane Roundabout

Vehicle capacity = **2,183**

AM peak hour vehicle occupancy = 1.1

AM peak hour bus ridership = 0

Hourly person throughput = (**2,183** * 1.1) + 0

Hourly person throughput = **2,401**

Hourly Person Throughput Increase = **2,401** - **1,210 = 1,191**

Cost = $2,000,000 / 1,191 = $1,679. Per increase in hourly person throughput

**D. Development Framework Implementation. 425 points**

The ***2030 Development Framework*** is the initial "chapter" and unifying theme of the Council's metropolitan development guide. Together with the Council's regional policy plans, the ***Framework*** is intended to help ensure the orderly, economical development of the seven-county area and the efficient use of four regional systems: transportation, aviation, water resources (including wastewater collection and treatment) and regional parks and open space. The ***Framework*** was adopted in January 2004, and amended in December 2006.

The Council's strategies are organized around four policies:

- Accommodating growth in a flexible, connected and efficient manner.
- Slowing the growth in traffic congestion and improving mobility.
- Encouraging expanded choices in housing locations and types.
- Conserving, protecting and enhancing the region's vital natural resources.

Under the Metropolitan Land Planning Act, local communities must prepare and submit to the Council local comprehensive plans that are consistent with the Council's regional system plans. The new or updated local comp plans were due by the end 2008. Plans submitted for Council review after that date but not yet approved by the Council may be used for the purposes of answering these criteria.

1. Development Framework Planning Area Objectives

**0-65 points** Higher scores will be attributed to projects that demonstrate that the project supports *Framework Planning Area* policy directions and strategies and 2000-2030 forecasts reflected in local comprehensive plans (2008 update approved by Council or a plan update that is complete for review). Higher scores will also be given for projects that support more intense, mixed-use development (residential, commercial, industrial) in centers along transportation corridors.

Applicant provides:

a) Project Area Location (The project area comprises the TAZs in which the project is located. Provide a map and identify TAZs in which the project is physically located);

RESPONSE:

As shown in **Figure 20** the project is located in ***TAZ 181 and 182***. **Figure 1** shows location in Dakota County, **Figure 2** shows location in Lakeville **Figure 3** shows location in seven county metro, and **Figure 30** shows proposed project area **Figure 32** shows existing intersection.

Using the land use plan and development objectives as guidance, and with the assistance of the Metropolitan Council, the City estimated existing and future population, employment and households within Lakeville. The Table below shows the 2005 and projected 2030 population, households, and employment forecast totals for the City of Lakeville.

It should be noted that the Metropolitan Council's 2030 Regional Development Forecasts for employment in Lakeville estimated 14,400 jobs. However, the City felt this number was significantly underestimated since the most recent estimates for employment in Lakeville were already very close to the 2030 forecast. Therefore, the City worked with the Metropolitan Council to develop a mutually accepted 2030 employment forecast which is shown below. 2030 traffic forecasts were modeled for the City of Lakeville Transportation Plan October 2008 using the revised employment numbers as shown in below.

**2005 and 2030 Population, Households and Employment Forecasts**

| | 2005 | 2030 |
|---|---|---|
| **Population** | **50,789** | **88,800** |
| **Households** | **16,586** | **33,500** |
| **Employment 13** | **13,202** | **27,387** |

b) Identify what the ***Framework*** Planning Designation for the Project Area and how the project supports ***Framework*** strategies for the planning area (see ***Framework*** chapter 3 "Strategies for Geographic Planning Areas – **http://www.metrocouncil.org/planning/framewor/documents.htm**.) including the relationship of the project to community development plans and objectives e.g. intensification of centers, mixed use development, development staging, and/or redevelopment/infill plans.

RESPONSE:

The 2030 Regional Development Framework designates the City of Lakeville as a Developing Community.

Over the past 50 years, Lakeville has grown from a semi-rural township to a near-fully developed second tier suburb. Approximately 75 percent of the City is within the 2030 Metropolitan Urban Services Area (MUSA). This is reflected in the land use pattern, which

includes a mix of older and newer residential, commercial and industrial areas. The land use pattern within the City of Lakeville reflects the influence of two separate urbanization processes. Initial urban development occurred in the south central corner of the City in what is still referred to as historic downtown Lakeville. More recent development has occurred in the north central portion of the City in response to the regional growth that is focused on Minneapolis, St. Paul and the suburban communities to the north of Lakeville.

As identified in the Lakeville's Transportation Plan and shown on **Figure 6** the roadways at this intersection are over capacity on the north leg and approaching capacity on the south leg. It is important to point out that the use of average daily traffic volumes in determining existing congestion most likely will not identify peak hour congestion issues. Because there are peak hour directional flows of traffic from Lakeville into and out of Minneapolis/St. Paul, it is important to at least acknowledge that these peak hours congestion issues currently exist. Local knowledge of this issue was used to identify the peak hour congestion at this intersection.

This project provides for an integrated multimodal transportation system that advances regional land use and growth management goals. Investment in this needed project is consistent with the policies, strategies and priorities of the Regional Development Framework. This is a low-cost safety and mobility projects.

The city of Lakeville and Dakota County reexamined the major expansion project of CSAH 50 and CSAH 60 (**Figure 5** shows existing number of lanes) included in previous Capital Improvement Program (CIP) in an attempt to reduce our scope and cost to make this needed project more affordable and cost effective while preserving the critical elements of the more costly expansion project. This multilane roundabout project addresses preservation and management needs, mitigates congestion at the bottle neck, improves safety and optimizes the roadway arterial performance of both CSAH 50 and CSAH 60. Future capacity expansion may be necessary in order to mitigate congestion, at the intersection of these two "A" minor arterial roadways the multi roundabout will accommodate the future needs and address the current needs.

See Land Use Map **Figure 21** and Project Area Surrounding Land Use Map **Figure 22** to see the following land uses served by this project in the immediate area of the improvement project:

- Low Density Residential - Less than 3 dwellings per acre,
- Medium Density Residential - 4 to 7 units per acre,
- High Density Residential - More than 9 units per acre,
- Office/Residential Transition,
- Industrial, Commercial, and
- Restricted Development.

This project is located at the intersection of CSAH 60 and CSAH 50, two central arterial roadways that provides access to and from Interstate 35. CSAH 50/I-35 interchange is approximately 1.2 miles north of the project and the CSAH 60/I-35 interchange is approximately 0.7 miles west of the project. The roundabout project will improve mobility and safety at this intersection and will cost effectively enhance linkages between existing and future jobs and housing. All the land uses listed above are within a 1/2 mile of the project area.

The Metropolitan Council has adopted the 2030 Regional Development Framework to ensure orderly, economical development of the Twin Cities Metropolitan Area in relation to regional infrastructure for transportation, water resources (including waste water collection and treatment) and regional parks and open space. The Lakeville Comprehensive Plan address not only local issues and opportunities but also is consistent with regional benchmarks included as part of the 2030 Regional Development Framework for population, household and employment growth, transportation, housing and natural resources.

The 2030 Regional Development Framework designates the City of Lakeville as a Developing Community. This designation is based on the geographic location of Lakeville at the periphery of the developed areas of the Twin Cities Metropolitan Area with land available for new urban development through 2030. Designation as a Developing Community means that the growth that has occurred in Lakeville starting in the 1970s and accelerated through the 1980s, 1990s and into the first part of this decade will continue through the year 2030 as the Twin Cities Metropolitan Area is expected to add 470,000 households and close to one million people and 500,000 new jobs during this period according to Metropolitan Council. Approximately three percent of these new households, four percent of the population growth and 3 percent of new employment are projected by Metropolitan Council to locate in Lakeville.

This project is consistent with 2030 Regional Development Framework Table 3: Growth Accommodations in Developing Communities Policies 1, 2, 3, and 4.

Lakeville is very concerned about the lack of planning to improve regional transportation infrastructure necessary to support mandated development forecasts within the community. Failure to expand the arterial roadway system in conjunction with on-going development will significantly increase congestion throughout the City's roadways, those in adjacent communities and the overall region. This project is a regionally significant link that will accommodate and address existing congestion and future growth.

Lakeville has proactively sought to address increasing traffic congestion by undertaking, at its cost, improvements to regional roadway systems such as the I-35/CSAH 50, I-35/CSAH 60 and I-35/CSAH 70 interchanges, Dodd Boulevard (CSAH 9) and the Dakota County East-West Corridor Preservation. Park-and-ride car pool facilities one located ½ mile west of the project at I-35/CSAH 60 interchange and one is being constructed as part of the I-35/CSAH 70 improvements.

In 2008, the City Council reached agreement with the Metropolitan Council to expand the Metropolitan Transit District to include Lakeville and begin the process for immediate expansion of transit services to the community. And, the City is also actively participating in the planning for the proposed Interstate 35 and the Cedar Avenue Bus Rapid Transit Corridor. The new I-35 Lakeville Transit Station is located 1.5 mile to the north and will be opened September 2009 (UPA).

Lakeville supports the acquisition and development of the regional park designated in Empire Township, to the east of Lakeville. Furthermore, Lakeville supports the designation of the regional trail corridor search area extending through Lakeville and connecting the planned Empire Regional Park to Murphy-Hanrehan Park Reserve located 4 miles west in Scott County.

Lakeville has made significant investments in the acquisition and development of greenway corridors and multipurpose trail ways along major roadways (see **Figure 23).**

Note-CSAH 60 (185th Street) --Improvement plans for the I-35/CSAH 60 interchange originally included a grade separation at the intersection of CSAH 60 and the Canadian Pacific Railroad (inactive). However, due to coordination and financial issues, this grade separation was not included as part of the interchange improvement project. The County will consider this grade-separation project within the 2030 planning horizon if the railroad becomes active. This rail line in the city's comprehensive plan is proposed as a future regional/corridor greenway multipurpose trail.

c) Council staff will provide the following information to assist in the evaluation of this criterion:

TAZ Project Area demographic profile:
- Population: 2000, 2010, 2020, 2030
- Households: 2000, 2010, 2020, 2030
- Employment: 2000, 2010, 2020, 2030
- Retail Employment: 2000, 2010, 2020, 2030

TAZ Project Area land use profile:
- Acreage by existing land use category
- Planned land use (summarized from local comprehensive plans)

2. Natural Resources

**0-45 points** A project will score higher if sensitive natural resources are avoided and if "best management" practices are employed in project implementation beyond which is minimally required by law. Describe in a brief narrative how the project relates to identified regional natural resource areas and any local community natural resource inventory and reference attached map(s). If the project has potential for assisting restoration or has a potential adverse impact, describe the resource, impact and what implementation practices will be employed. For identified natural resource areas go to (http://gis.metc.state.mn.us/topics/nrda/index.asp).

RESPONSE:

The Metropolitan Council's 2006 Framework Natural Resources Digital Atlas (NRDA), including the six maps for Aquatic Resources **Figure 24**, Community Character **Figure 25**, Health and Safety **Figure 26**, Outdoor Recreation **Figure 27**, Terrestrial Resources **Figure 28** and Working Lands **Figure 29**, were reviewed along with several field investigations to determine potential impacts on any natural resources due to the proposed project. As a result of these reviews, it was determined that there are no significant natural resource concerns within the immediate project area **Figure 30**. This project will not have a negative impact on any of these high-value resources as a result of this project.

Located on the south end of the project on the west side abuts a 1.38 acres wetland/wet meadow and drainage and utility easement owned by the city. Located at the west end of the project on the north side is a drainage pond and wetland mitigated in 2006. This project will provide the opportunity to improve the water quality entering these wetlands/natural resources.

Protection of environmentally sensitive areas has always been a priority in Lakeville. These features have aesthetic values that define the character of Lakeville and have served to attract new development to the community. In addition to aesthetic value, the elements that comprise Lakeville's natural resources serve important ecological functions and create boundaries that define the pattern of urban development. Continued expansion of urban development in Lakeville must be carefully managed to avoid degradation of the natural resources. The focus of protection efforts with respect to natural resources within Lakeville continues to be integration of these natural conditions with urban land uses.

Wetlands serve important ecological functions in Lakeville including providing critical wildlife habitat, aid stormwater management by acting to improve water quality, rate control during rain events, nutrient assimilation, ground water recharge and aesthetic value, nature observation and areas for education and research. Wetlands are protected from intrusion by the Wetland Conservation Act of 1991 implemented through the Zoning Ordinance and Subdivision Ordinance. Lakeville's effort to protect, preserve and enhance wetlands within the community includes development of the Wetland Management Plan adopted in 2003. The 2003 Wetland Management Plan includes an inventory of wetland areas within Lakeville, assignment of classifications and outlines management strategies based on these classifications providing a comprehensive approach to protection of these natural resources. The Zoning Ordinance and Subdivision Ordinance include requirements for establishment of buffers and building setbacks from wetlands based on the classification assigned by the Wetland Management Plan. The Wetland Management Plan also works in conjunction with the Stormwater Management Plan to address stormwater issues related to urban development.

3. Progress Towards Affordable Housing Goals

*NOTE: Information and analysis in this section will be provided by Council staff.*

**0-30 points** Up to 30 points can be awarded to a project, based upon a community's or group of communities' progress in addressing their affordable housing goals for 1996-2010.

For communities that participate in the Livable Communities Local Housing Incentives Program, data from their 1996-2010 negotiated housing goals will be used to determine the progress they have made toward providing opportunities to their address affordable housing goals.

For communities that do not participate in the Local Housing Incentives Program, progress will be measured against what the benchmarks were for their community in the Council's LCA goal setting methodology used in determining goals for 1996 to 2010.

Example of Analysis:

| Benchmark or Ownership Goal | Progress Made to Date | Benchmark or Rental Goal | Progress Made to Date | Average Progress Made |
|---|---|---|---|---|
| 900 units | 200 units (22%) | 200 units | 125 units (63%) | 43% |

| Percent of Progress Made: | Points Awarded: |
|---|---|
| 85-100% | 30 |

| | |
|---|---|
| 65-85% | 25 |
| 45-65% | 20 |
| 25-45% | 15 |
| 10-25% | 10 |
| 1-10% | 5 |

4. Land Use and Access Management Planning

The Development Framework includes support for connected land use patterns served by an integrated street network. Access management along highways is a key component of planning for these objectives. In addition, various access management strategies can reduce crashes, improve traffic flow, and add operational capacity for the applicable roadway. Higher scores will be given to projects that are developed using a local access management plan and to projects located in communities that have a regulatory framework established to protect and improve access control in the future. Additional points will be awarded to projects that implement these plans by reducing undesired access points.

**0-70 points** Reference and describe the local access management plan used to develop the proposed project, and describe the corresponding county or state access management plan which supports the regional road network. Higher scores will be awarded to projects developed with an approach that is consistent with county or state access management plans.

RESPONSE:

The city of Lakeville and Dakota County reexamined the major expansion project of CSAH 50 and CSAH 60 included in previous Capital Improvement Program (CIP) in an attempt to reduce our scope and cost to make this needed project more affordable and cost effective while preserving the critical elements of the more costly expansion project. This multilane roundabout project addresses preservation and management needs, mitigates congestion at the bottle neck, improves safety and optimizes the roadway arterial performance of both CSAH 50 and CSAH 60. Future capacity expansion will be necessary, beyond the 5 year CIP in order to mitigate congestion, at the intersection of these two "A" minor arterial roadways the multi lane roundabout will accommodate the future needs and address the current needs. Full access spacing at a quarter mile will occurs with the future four lane divided expansion project.

Access to local city streets is administered by the City of Lakeville. For access to the minor arterial system, the City will follow Dakota County guidelines, City of Lakeville Transportation Plan (Oct. 2008). The Contiguous Plat Ordinance No. 108 relates to plats and surveys in Dakota County on property contiguous with any existing or proposed county road, pursuant to Laws of Minnesota, 1973, Chapter 416, codified at Minnesota Statute 383D.65. Final approval by the Dakota County Board of Commissioners is required prior to the issuing of building permits by municipalities in which the property is located. Dakota County Access Spacing Guidelines (**Figure 31**)

For the CSAH 60 and CSAH 50 both "A"-Minor Arterial, a 4-Lane Divided Highway with 2030 Projected ADT 15,000-35,000; Full Movement Public Street Intersections ¼ mile (multiple commercial access permitted), Right-In Right-Out Only 1/8 mile (multiple commercial access permitted). The one access in the influence area if the project is located on the east leg of CSAH 60 and will be restricted to a right in right out with the median construction as part of the roundabout.

**See Figure 30 & Dakota County Contiguous Plat Ordinance see Appendix A**

**Access to Minor Arterials CSAH 50 and CSAH 60:**
The City will follow Dakota County guidelines for access to the minor arterial system. These guidelines generally call for one-quarter mile spacing of all access points (cross streets and driveways). Lakeville will work with Dakota County to minimize the number of driveways directly accessing minor arterials in the City.

Access management has been recognized as a way to improve the safety and performance of our roadways for decades. However, the benefits of access management can be undervalued and ignored as an engineering and safety element in roadway design and decision-making. Access management principles are recognized as a cost effective means to improving the safety, mobility, and productivity of our highways.

As development occurs, residential driveways will be eliminated or provided access off of a local street system, consistent with County and City policy. This project may modify residential drives from full access to right in/right out due to raised median that is being constructed as part of the roundabout.

> Provide and identify intersection spacing and signal spacing guidelines, and driveway allowance criteria used for the proposed project and the corresponding county or state access management guidelines.

RESPONSE:

The city of Lakeville and Dakota County reexamined the major expansion project of CSAH 50 and CSAH 60 included in previous Capital Improvement Program (CIP) in an attempt to reduce our scope and cost to make this needed project more affordable and cost effective while preserving the critical elements of the more costly expansion project. This multilane roundabout project addresses preservation and management needs, mitigates congestion at the bottle neck, improves safety and optimizes the roadway arterial performance of both CSAH 50 and CSAH 60. Future capacity expansion will be necessary in order to mitigate congestion, at the intersection of these two “A” minor arterial roadways the multi roundabout will accommodate the future needs and address the current needs. Full access spacing at a quarter mile will occur with the future four lane dived expansion project.

**Lakeville-** Access to local city streets is administered by the City of Lakeville. For access to the minor arterial system, the City will follow Dakota County guidelines, City of Lakeville Transportation Plan (Oct. 2008). **Dakota County’s** access management program employs many access management strategies to ensure the mobility and safety of the highway system. The contiguous plat ordinance, transportation plan, and right of way ordinance are the policies that Dakota County employs for access management. The implementation of those policies is carried out through corridor studies, the development review process, permit process, and improvement projects.

Access management will be ensured through the use of the Dakota County Contiguous Plat Ordinance. Dakota County’s Access Spacing Guidelines are consistent with MnDOT’s Access Spacing Guidelines for Principal Arterials. The access spacing associated with the guidelines is the

County's long-term goal for the roadway segment. These guidelines will typically be applied in conjunction with CIP projects, plat reviews, or safety or operational requirements. For an A-Minor Arterial Roadway both CSAH 50 and CSAH 60 with projected 15,000-35,000 ADT the guidelines recommend that full access for public street intersections only be allowed at ¼ mile spacing. As parcels adjacent to CSAH 60 and CSAH 50 develop, Dakota County Plat Commission has reviewed the plat (parcels), and access will be permitted following the adopted Access Spacing Guidelines. As development occurs, residential driveways will be eliminated or provided access off of a local street system.

The Dakota County Plat Commission reviews contiguous plats to ensure they meet ordinance requirements.

The Contiguous Plat Ordinance No. 108 relates to plats and surveys in Dakota County on property contiguous with any existing or proposed county road, pursuant to Laws of Minnesota, 1973, Chapter 416, codified at **Minnesota Statute 383D.65**. Final approval by the Dakota County Board of Commissioners is required prior to the issuing of building permits by municipalities in which the property is located. Dakota County Access Spacing Guidelines (**Figure 31**)
For the CSAH 60 and CSAH 50 both "A"-Minor Arterial, a 4-Lane Divided Highway with 2030 Projected ADT 15,000-35,000; Full Movement Public Street Intersections ¼ mile (multiple commercial access permitted), Right-In Right-Out Only 1/8 mile (multiple commercial access permitted).

Signal Spacing, if an intersection meets access spacing guidelines, reaches the required threshold, and is the appropriate action, it will be prioritized as a signal project in the CIP for the appropriate year (typically the year following the fall the location is selected) to be responsive to the traffic control needs of the area.

**Dakota County Contiguous Plat Ordinance see Appendix B**

Dakota County has jurisdictional authority for the CSAH 60 and CSAH 50 roadways, the City of Lakeville has jurisdictional authority for Land Use/Zoning, and together these agencies work to provide the regulatory framework that is essential for protecting the efficient function not only of the CSAH 50/60 roadway but complete roadway network within the City & County.

In place Access Management Planning along County Roads, administered by Dakota County: Dakota County has implemented access management strategies through legislation and practices for over 30 years through the utilization of:

- ✓ Contiguous Plat Ordinance No. 108 (Adopted Oct. 8, 1974; amended Aug. 2, 2005)
- ✓ Plat Needs Map (Adopted June 30, 2003)
- ✓ Access Spacing Guidelines (Adopted 1982).

**County Contiguous Plat Ordinance**
By Legislation, Dakota County Contiguous Plat Ordinance No. 108, (adopted in 1974 and later updated in 2005) is an ordinance relating to plats and surveys on real property contiguous with any existing or proposed County road in Dakota County requiring review of certain factors which are of countywide significance by the Dakota County Plat Commission and subject to final approval by the Dakota County Board of Commissioners prior to the issuance of building

permits by the municipalities in which the property is located pursuant to Laws of Minnesota, 1973, Chapter 416, codified at Minnesota Statute 383D.65.

The review of a proposed plat by the Dakota County Plat Commission and final approval of that plat by the Dakota County Board of Commissioners is specifically limited to certain factors of countywide significance listed below:

1. Ingress and egress to and from County roads.
2. Approach grade intersection with County roads.
3. Drainage.
4. Safety standards.
5. Right-of-way requirements of County roads.
6. Local road system integration with County road system.
7. Land use impact on development of County road system.

Any additions to the above factors of countywide significance may be made to this ordinance after approval by the Dakota County Board of Commissioners after consultation with local municipalities.
All plats contiguous to existing or proposed County Roads shall be reviewed according to the County's Access Spacing Guidelines as referenced in the County Transportation Plan as adopted by the County Board of Commissioners.

**County Plat Needs Map**
The County Plat Needs Map shall be used to determine the Right of Way Dedication. The Plat Needs Map shall be updated on an annual basis or as necessary. Transportation studies may be considered when determining the access spacing and right of way dedication along existing and proposed County Roads.

**County Access Spacing Guidelines**
By Practice, Dakota County Access Spacing Guidelines originally adopted in 1982 with the "first" Dakota County Transportation Policy Plan and the current Access Spacing Guidelines (**Figure 31**) adopted in July 2004 with the Dakota County 2025 Transportation Plan provide access spacing criteria for County roadways.

In place Zoning and Subdivision Ordinance, administered by the City of Lakeville:
The Zoning Ordinance and Subdivision Ordinance are the primary regulations governing land use and development in Lakeville. The Zoning Ordinance and Subdivision Ordinance were adopted/updated in 2000 to incorporate additional provisions related to environmental protection and land use buffering and screening requirements, expanded single family zoning districts, establishment of standard performance requirements for medium and high density residential uses, establishment of zoning districts to continue the desired character of the CBD area and establishment of a transitional office zoning district and refinements to the uses allowed in various commercial zoning districts to ensure proper locations for various activities within the community.

In adopting the 2000 Zoning Ordinance update, the City Council directed that the significant amendments to the Zoning Ordinance and Subdivision Ordinance be reviewed in two years to evaluate the effectiveness at implementing the provisions of the Comprehensive Plan. This direction lead to a subsequent update initiated in 2002 and continued through 2004 to refine

the performance standards for medium and high density residential uses and other housekeeping related issues. Recently, the City completed an update of the Sign Ordinance provisions of the Zoning Ordinance to ensure that the regulations are content neutral and address emerging technologies in electronic signs.

In place Access Management Planning along city Streets, administered by City of Lakeville: Access to Minor Arterials, the City will follow Dakota County guidelines for access to the minor arterial system, City of Lakeville Transportation Plan (Oct. 2008).

5. Land Use and Access Management Planning

**0-70 points** Having the necessary regulatory framework is essential for protecting the efficient functioning of the regional roadway network**.** Reference (adoption date) and describe the local zoning and subdivision ordinance regulations that are in place to maintain the access plan as adjacent properties are developed and/or redeveloped. Higher scores will be awarded to projects in communities with existing or proposed local support of the access management plan through existing regulations or ordinances.

RESPONSE:

**Dakota County Contiguous Plat Ordinance see Appendix B**

Dakota County has jurisdictional authority for the CSAH 9 roadway, the City of Lakeville has jurisdictional authority for Land Use/Zoning, and together these agencies work to provide the regulatory framework that is essential for protecting the efficient function not only of the CSAH 9 roadway but complete roadway network within the City & County.

In place Access Management Planning along County Roads, administered by Dakota County: Dakota County has implemented access management strategies through legislation and practices for over 30 years through the utilization of: Contiguous Plat Ordinance No. 108 (Adopted Oct. 8, 1974; amended Aug. 2, 2005) Plat Needs Map (Adopted June 30, 2003) Access Spacing Guidelines (Adopted 1982).

**County Contiguous Plat Ordinance**

By Legislation, Dakota County Contiguous Plat Ordinance No. 108, (adopted in 1974 and later updated in 2005) is an ordinance relating to plats and surveys on real property contiguous with any existing or proposed County road in Dakota County requiring review of certain factors which are of countywide significance by the Dakota County Plat Commission and subject to final approval by the Dakota County Board of Commissioners prior to the issuance of building permits by the municipalities in which the property is located pursuant to Laws of Minnesota, 1973, Chapter 416, codified at Minnesota Statute 383D.65.

The review of a proposed plat by the Dakota County Plat Commission and final approval of that plat by the Dakota County Board of Commissioners is specifically limited to certain factors of countywide significance listed below:

1. Ingress and egress to and from County roads.
2. Approach grade intersection with County roads.
3. Drainage.
4. Safety standards.

5. Right-of-way requirements of County roads.
6. Local road system integration with County road system.
7. Land use impact on development of County road system.

Any additions to the above factors of countywide significance may be made to this ordinance after approval by the Dakota County Board of Commissioners after consultation with local municipalities.
All plats contiguous to existing or proposed County Roads shall be reviewed according to the County's Access Spacing Guidelines as referenced in the County Transportation Plan as adopted by the County Board of Commissioners.

**County Plat Needs Map**
The County Plat Needs Map shall be used to determine the Right of Way Dedication. The Plat Needs Map shall be updated on an annual basis or as necessary. Transportation studies may be considered when determining the access spacing and right of way dedication along existing and proposed County Roads.

**County Access Spacing Guidelines**
By Practice, Dakota County Access Spacing Guidelines originally adopted in 1982 with the "first" Dakota County Transportation Policy Plan and the current Access Spacing Guidelines (**Figure 31**) adopted in July 2004 with the Dakota County 2025 Transportation Plan provide access spacing criteria for County roadways.

**Lakeville**
Access to local city streets is administered by the City of Lakeville. For access to the minor arterial system, the City will follow Dakota County guidelines, City of Lakeville Transportation Plan (Oct. 2008).

In place Zoning and Subdivision Ordinance, administered by the City of Lakeville:

The Zoning Ordinance and Subdivision Ordinance are the primary regulations governing land use and development in Lakeville. The Zoning Ordinance and Subdivision Ordinance were adopted/updated in 2000 to incorporate additional provisions related to environmental protection and land use buffering and screening requirements, expanded single family zoning districts, establishment of standard performance requirements for medium and high density residential uses, establishment of zoning districts to continue the desired character of the CBD area and establishment of a transitional office zoning district and refinements to the uses allowed in various commercial zoning districts to ensure proper locations for various activities within the community. In adopting the 2000 Zoning Ordinance update, the City Council directed that the significant amendments to the Zoning Ordinance and Subdivision Ordinance be reviewed in two years to evaluate the effectiveness at implementing the provisions of the Comprehensive Plan. This direction lead to a subsequent update initiated in 2002 and continued through 2004 to refine the performance standards for medium and high density residential uses and other housekeeping related issues. Recently, the City completed an update of the Sign Ordinance provisions of the Zoning Ordinance to ensure that the regulations are content neutral and address emerging technologies in electronic signs.

6. Corridor Access Management Improvements

**0-70 points** Projects that help to implement the access management plan by removing or modifying non-conforming access points will receive points in this criterion. Identify the access locations and access management that currently exists and that will be allowed once the project is completed. Indicate by the following classifications, the existing access locations inconsistent with the proposed access management approach and any access locations that will be modified:

The proposed project includes upgrading the existing signalized intersection of 185th Street (CSAH 60) and Kenrick Avenue (CSAH 50) in City of Lakeville to a urban multilane roundabout with four (4) approaches with eight (8) approach lanes, two (2) circulatory lanes, inscribed diameter of 180 feet, and pedestrian/bike accommodations. The current intersection is deficient and does not meet current standards for this area that provides interstate access to Downtown Lakeville, a large industrial park, a developing retail area, and medium to long suburb-to-suburb trips. The intersection is deficient in traffic capacity and in adequate sight distance.

The city of Lakeville and Dakota County reexamined the major expansion project of CSAH 50 and CSAH 60 (**Figure 5** shows existing number of lanes) included in previous Capital Improvement Program (CIP) in an attempt to reduce our scope and cost to make this needed project more affordable and cost effective while preserving the critical elements of the more costly expansion project. This multilane roundabout project addresses preservation and management needs, mitigates congestion at the bottle neck, improves safety and optimizes the roadway arterial performance of both CSAH 50 and CSAH 60. Future capacity expansion may be necessary in order to mitigate congestion, at the intersection of these two "A" minor arterial roadways the multi roundabout will accommodate the future needs and address the current needs.

See **Figure 5**-presently, CSAH 60 in the project area is an east/west two-lane segment ("A" minor arterial expander). It should be noted; CSAH 60 is four-lane facilities from the I-35 interchange east to the intersection of CSAH 60 and Orchard Trail. Dakota (CSAH 60) and Scott (CSAH 21) counties recently (2005) reconstructed 4.4 miles of this corridor west of the I-35 to a four lane divided segment. From the east termini of CSAH 60 (185th Street) and CSAH 50 (Kenwood Avenue), reconstruction project (multilane roundabout), CSAH 60 was recently (2006) reconstructed to four lanes divided segment between (Ipava Avenue) to Dodd Boulevard (CSAH 9).

Presently, CSAH 50 is a north/south "A" minor arterial expander. CSAH 50 was recently (2005) reconstructed to a four lane divided segment from I-35 south for 0.7 miles. The segment 0.5 miles of CSAH 50 between Jurel Way and CSAH 60 is a three-lane segment.

This project is not a corridor project see **Figure 30**. Two accesses on the east leg of CSAH 60: one commercial 540 feet east and one city well house entrance 730 feet east of CSAH 50. Both are full access since CSAH 60 is not divided. The two accesses will be converted to one access.

a. Private Residential Driveways/Field Entrances one

RESPONSE: **One (1)**

b. Low-Volume Private Driveways * (Under 500 trips per day)

RESPONSE: **One (1)**

c. High-Volume Private Driveways * (Over 500 trips per day)

RESPONSE: **None**

d. Public Streets

RESPONSE: **None**

* *Private driveways may be commercial, industrial or institutional uses such as school or hospitals.*

A future expansion project will provide access management by changing the 2 & 3- lane l segment into a 4-lane divided urban roadway. By constructing a raised concrete median throughout the project Dakota County will follow its Access Spacing Guidelines to control full intersections (with left & right turn lanes) at ¼ mile spacing and convert remaining residential driveways from full access to right in/right out access.

7. Integration of Modes

**0-75 points** The Transportation Policy Plan places importance on investing in multimodal transportation choices and supports the development of a transportation system that accommodates the mobility needs of users of all modes including motorists, transit vehicles and riders, pedestrians of all levels of functional ability, bicyclists and freight movers. "A" Minor Expanders are routes that make connections between developing areas outside the interstate ring. These roads may or may not be able to be served by transit but serve rapidly growing areas of the region. Roadway improvements provide an opportunity to improve non-motorized connectivity between these fast growing areas.

Please provide the information requested below on the existing conditions and proposed changes to the roadway environment and include maps, schematics or cross-sections as appropriate. Please note that all projects that receive STP funding must meet the requirements of the Americans with Disabilities Act (ADA). If the project does not include any multimodal components or does not impact one or more modes of travel, it is only necessary to answer questions related to the existing conditions for each mode. Evaluation of this criterion will be based on the degree to which multimodal transportation objectives are incorporated into the project. The appropriate extent and character of multimodal improvements may differ based on the role that the road serves and differing roadway conditions that can affect its design.

**Transit:**
Roadway projects can support transit service by improving accessibility to transit stops by pedestrians, installing bus stop amenities for passengers, placing bus stops on the far side of intersections and improving the pedestrian environment, particularly for people with disabilities. In some cases, other improvements to the roadway including curb bump-outs for bus stops or the construction of bus lanes can improve transit service reliability and speed along the segment. Projects will not be evaluated based on the existence of transit service but rather how the needs of transit vehicles and passengers are incorporated into the project if transit service exists.

Existing Conditions:

Is there transit service and/or stops along the segment of the project?

RESPONSE:

In 2008, the City Council reached agreement with the Metropolitan Council to expand the Metropolitan Transit District to include Lakeville and begin the process for immediate expansion of transit services to the community. And, the City is also actively participating in the planning for the proposed Interstate 35 and the Cedar Avenue Bus Rapid Transit Corridor. The new I-35 Lakeville Transit Station is located 1.5 mile to the north and will be opened September 2009 (UPA). **Figure 10** – Conceptual Circulator Routes and **Figure 11** – Transit Service Expansion Plan

## FUTURE TRANSIT SYSTEM

### Potential Ridership

Express Commuter Service

An estimate of potential future ridership was completed using regional modeling methodologies and Metropolitan Council population databases. The estimate assumed a commuter travelshed that incorporated the communities within a five-mile radius to the west, south and east, which would be expected to be attracted to new express services. No draw was assumed from northern residential areas, in the direction of the existing transit services of the Minnesota Valley Transit Authority. Table 8 presents an estimate of central-city commuters that would use the bus. Two park-and-ride sites were assumed, and encompass travel to both downtowns.

Normal peak-express loads for the purposes of calculating bus needs would be 40 passengers for standard transit bus, 50 passengers for a commuter coach, and 65 passengers for an articulated transit bus.

**Table 1: Express Commuter Ridership**
Lakeville Park and Ride Projected Use 2010-2030

| | POTENTIAL RIDERSHIP | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Park & Ride** | ***2010*** | | | ***2020*** | | | ***2030*** | | |
| | ***Mpls*** | ***Saint Paul*** | ***Total*** | ***Mpls*** | ***Saint Paul*** | ***Total*** | ***Mpls*** | ***Saint Paul*** | ***Total*** |
| I-35 | 340 | 34 | 374 | 514 | 62 | 576 | 799 | 100 | 899 |
| Cedar | 308 | 39 | 347 | 434 | 62 | 496 | 630 | 88 | 718 |
| **Totals** | **648** | **73** | **721** | **948** | **124** | **1072** | **1429** | **188** | **1617** |

The estimates show relatively weak ridership initially to St. Paul. Normal transit planning parameters suggest a minimum of three bus trips per peak period to a given destination. This

would not be supported by the 2010 estimate for Saint Paul-based service. An acceptable alternative would be a local connector from Lakeville to connect with MVTA St. Paul destined express services offered at locations such as Blackhawk Park and Ride.

As a validation to these estimates, Metropolitan Council and MVTA license plate surveys from 2004-2006 showed approximately 240 Lakeville residents currently using transit at MVTA's Apple Valley Station, and 200 at Burnsville Station. In addition, another 250 riders from non-MVTA jurisdictions adjacent to Lakeville were using these Park and Rides. The surveys also documented a growth of 14 per cent from 2004 to 2006 in riders from these areas. This closely tracks the projected Total 2010 ridership of 721 riders from Lakeville and adjacent communities that would prefer to use a new service at closer, more convenient stations. Besides demonstrating a base of riders for a new transit service, this also indicates that expanded service would have a positive regional effect on facility overflows in Apple Valley and bus overloads in the MVTA system. This could help mitigate service problems and free up resources for current and future needs.

As shown, the forecasted volumes are based on the commuter watersheds served by the two potential Park-and-Ride locations suggested in the Regional Park-and-Ride Facility Plan. The assumption is that each Park-and-Ride lot's traffic would travel north on a specific corridor, either I-35W or Cedar Avenue/Highway 77. Current travel times show a travel time advantage for I-35W over Cedar Avenue, which would be equalized for any commuters that might choose to travel from the east of the Cedar Avenue Station to get to I-35W station. Future improvements envisioned for the Cedar Avenue Bus Rapid Transit corridor would tend to erase this travel time inequity between the two planned lots.

As a supplement to this alternative, a portion of the buses could still originate in east Lakeville to serve Lakeville, Farmington, and Empire Township residents, and then run to and through the main Park-and-Ride facility before going downtown, to maintain that facility's concentrated service level.

Circulator Services

Peak period collector-type services may yield approximately 12 riders per hour, while off-peak circulator service will expect to see 6 to 8 riders per hour. Forecasts were based on peer city experience, including Plymouth, Maple Grove, and Anoka. For an all day service, a maximum of 112,000 riders per year would be expected, while express feeder service would generate around 60,000 riders per year. In a community like Lakeville, these must be considered valid only for a fully matured and accepted system, and are most likely overly optimistic in the short term.

Dial-a-ride Services

Data from cities with similar populations and comparable levels of service suggests that Lakeville should expect to see roughly 24,000 annual trips. This compares to DARTS' current ridership of approximately 6,000 annual trips taken by Lakeville residents in and near the city, with 2,000 of those trips completely within Lakeville. This is with a 24 to 48 hour reservation requirement and without buses dedicated to the Lakeville area.

Ridership Trends

During the 1990's, suburban ridership was growing at a rate of 6 to 10 percent per year, well above that of the urban local routes. This accelerated even more through 2002 as economic growth continued and congestion increased. Following economic slowdowns and fare increases during 2003-2005, ridership growth slowed somewhat but has recently accelerated again, particularly on express routes.

A suburban ridership growth of 6 to 10 percent over the next several years may be sustained if economic conditions are positive and fuel prices remain high. Other contributing factors that would lead to increased transit demand in Lakeville include the development of the east central area, and commercial development with related job growth on the southern edge of the city. Commuters from and to these areas can be well served by new Lakeville express services particularly if these services are anchored near major thoroughfares, offer adequate parking capacity and facilities, and can benefit from the speed and reliability of proposed busways and HOV lanes. This level of growth would likely meet the long-term regional ridership goals targeted in the Metropolitan Council's 2030 Transportation Policy Plan.

Types of Service

Three basic types of transit service may be considered for implementation in Lakeville. Based on peer city experience, the largest portion of a future service package will probably consist of **regular-route express commuter services**, connecting Lakeville to downtown Minneapolis and St. Paul. Reverse commute service from the central urban areas to Lakeville employment sites can also be provided on the return runs. Commuter express service normally operates Monday through Friday from roughly 5:45 a.m. to 9:00 a.m., and 3:45 p.m. to 7:45 p.m. Mid-day trips may also be included to provide better travel options.

The second type of service is **regular-route, scheduled local circulator bus service**. This could be limited to circulation within Lakeville to facilitate travel to and from express services and transit hubs, and between other local destinations, or reach outside city boundaries to connect with other destinations. Local bus service might operate Monday to Friday from 6:00 a.m. to 6:30 p.m., with service concentrated around the peak periods to collect riders for the express services. Four routes and buses could essentially cover most of the city with acceptable walking distances, if adequate pedestrian amenities (sidewalks, stops, and shelters) are provided. If demand develops, circulator services could be expanded to nights and weekends.

A conceptual circulator route plan is presented in **Figure 10**. Under this plan, each route would be anchored at one of two key transit facilities. This maximizes bus utilization and route efficiency. Schedules would be coordinated with the express buses, and 'pulsed' so that all four routes meet at each end, offering the largest possible number of options for local travelers to get around the city.

A secondary benefit of providing regular route local bus service would be the expansion of ADA services. The Metropolitan Council is required by federal mandate to provide ADA complementary dial-a-ride services in those parts of the Metropolitan area that is served by regular route local bus service. For Lakeville, this would likely involve the expansion of the area

within which DARTS provides these services under contract to the Council.

The third type of available service is **dial-a-ride**. This is a curb-to-curb demand-response bus service that generally offers rides on a pre-arranged or reserved basis within the city, or beyond as desired. This service offers the maximum trip flexibility for a transit rider, but less convenience and predictability than scheduled circulators. Dial-a-ride service could operate Monday to Friday from 6:00 a.m. to 7:00 p.m., with expanded service nights and weekends as desired. Two to three small, accessible buses supported by a central reservations/dispatch office would probably provide all service necessary, based on peer system examples. If circulator service would be downplayed as a preference, dial-a-ride service during the peak periods, including standing orders (regular daily arranged pick-ups) or a subscription service, could provide local commuter connections at a somewhat lower capacity and flexibility but higher convenience (essentially door-to-door) for some riders.

## Transit Development

Transitway and Transit Facility Enhancement

Metro Transit and the Metropolitan Council are considering a list of new transitway projects that will affect Lakeville transportation and access. The current Transportation Policy Plan calls for continued development of two Bus Rapid Transit (BRT) corridors that will connect the City of Lakeville with downtown Minneapolis, downtown St. Paul, and other transit modes in the region. The Cedar Avenue BRT and the I-35W BRT services will include high frequency bus services operating on dedicated lanes. Transit stations at key points on these routes will offer park-and-ride facilities and bus transfers from local routes to expedite travel in the Metro area.

Transit Service Expansion Plan

When the transit taxing district was created in 1977 the City of Lakeville was not included because it was still a rural agricultural community. But over the last 30 years, Lakeville has experienced significant growth and development, transforming the City into a major suburban community. The City has determined that establishing regular route transit service, which is currently not available within City limits, is a priority.

The City investigated several options for advancing the establishment of transit service in conjunction with the update of the comprehensive plan. In May 2008, the City reached agreement with the Metropolitan Council to join the regional transit taxing district in exchange for the following (**Figure 11**).

1. **Construction of a new I-35 park-and-ride** facility located in the City of Lakeville described as follows:
    1. Located on the east side of I-35 south of the CSAH 46 exit at the site of the former Mn/DOT weigh station
    2. Consisting at a minimum of one level ramp facility – surface parking plus one deck
    3. Containing approximately 500 parking spaces
    4. Bus access to the park-and-ride facility by means of bus-only entrance and exit ramps from and to northbound I-35

5. Construction to occur in 2009

2. Initiation of bus rapid transit (BRT) transitway service to the new I-35 park-and-ride facility in Lakeville consisting of a minimum of six coach bus express trips each morning and each afternoon between the new park-and-ride facility and downtown Minneapolis with the following elements:
    a. Service to be provided directly by the Council through its Metro Transit Division or by contract with another service provider
    b. Council to consult with the City on the choice of service provider
    c. Funding in the form of a grant from the Counties Transit Improvement Board (CTIB)
    d. Service to be initiated by September 30, 2009
    e. Supplemental BRT transitway station to station service to be provided when feasible and when funding becomes available

3. Construction and funding assembled by the Council of a new Cedar Avenue park-and-ride facility located in the City of Lakeville described as follows:
    a. Site location projected to be determined by the Council during 2008
    b. Facility projected to ultimately provide up to 500 parking spaces with passenger waiting area, bus turn-around, and possibly operator restrooms
    c. Construction of less than full number of spaces projected to be completed by September 30, 2009 with construction of remaining spaces to be completed when the Council determines they are warranted by demand

4. Initiation of BRT transitway service by the Council to the new Cedar Avenue park-and-ride facility located in Lakeville with the following elements:
    i. Service in the form of extending a minimum of five peak trips currently serving the Apple Valley Transit Station to also serve the new Cedar Avenue park-and-ride
    ii. Service initially to be provided by the Minnesota valley Transit Authority under contract with the Council Funding in the form of a grant from the CTIB

If so, provide a map that shows the current placement of bus stops along the segment. If not, the project will be evaluated solely on the non-motorized and freight components of this criterion.

Describe transit stop compliance with current ADA Accessibility Guidelines if applicable (curb ramps, boarding and alighting areas and accessible connections to sidewalks and streets).

RESPONSE:

See service as described above.
Figure 10 – Conceptual Circulator Routes
Figure 11 – Transit Service Expansion Plan

Changes to Conditions from the Project:
How will the project affect transit service or the conditions for transit riders along the project segment?

RESPONSE:

In 2008, the City Council reached agreement with the Metropolitan Council to expand the Metropolitan Transit District to include Lakeville and begin the process for immediate expansion of transit services to the community. And, the City is also actively participating in the planning for the proposed Interstate 35 and the Cedar Avenue Bus Rapid Transit Corridor. The new I-35 Lakeville Transit Station is located 1.5 mile to the north and will be opened September 2009 (UPA). Park-and-ride car pool facilities is located ½ mile west of the project at I-35/CSAH 60 interchange and one is being constructed as part of the I-35/CSAH 70 improvements.

CSAH 60/CSAH 50 intersection provides access to the metropolitan highway system and important transit locations in and outside of Lakeville.

I-35 is a principal arterial that runs north/south across the United States In the project area; I-35 is a four-lane divided highway with limited access. I-35 is the only principal arterial in the western part of Lakeville; and, therefore, serves as an important north/south route, linking Lakeville to the rest of the region. Interchanges in Lakeville (from south to north) are at CSAH 70 (planned reconstruction in 2009), CSAH 60 (recently converted to full access 2005), CSAH 5/50 (full access with recent interim modifications under I-35) and County Road 46 (full access).

CSAH 60 and CSAH 50 carry trips entering or leaving Lakeville, as well as other longer-distance trips through the city, including linking transit. It provides access to I-35 for Lakeville and Farmington to the east and several townships and smaller communities in Scott County to the west; thus it provides a critical east-west connection for the southern region of the Twin Cities metropolitan area.

The proposed project will enhance the conditions for transit riders within the project segment and in surrounding areas. The proposed improvements will enhance mobility for motorists, pedestrians, and bicyclist traveling to and from the Lakeville I-35 park-and-ride facility located 1.5 miles north and the I-35/CSAH 60 a 60-stall Park-N-Pool lot located at the southeast corner of CSAH 60 and I-35. This lot is directly adjacent to the northbound off-ramp for I-35, and has quick and easy access to both I-35 northbound and CSAH 60 via Kenrick Avenue. This project will help provide a more efficient connection to these facilities. The proposed project will also create the potential to expand transit service and enhance the use of this park-and-ride facility by increasing connectivity to local and regional commute via bus, but also to the greater trail and pedestrian sidewalk system to commute to trail systems. Bicyclists and pedestrians will have greater access to not only the park-and-ride to locations via bicycle or by foot. The proposed improvements will be 100 percent compliant with ADA Accessibility Guidelines, including curb ramps and connections to sidewalks and streets.

**Pedestrians:**
Roadway projects can be opportunities to improve the environment for pedestrian activity that occurs or may occur in the project area. Improvements to the pedestrian environment include the construction or reconstruction of walkways or multi-use

paths, separating pedestrian walkways from vehicle traffic through the installation of a buffer such as a boulevard and providing lighting. Equally important to improving pedestrian movement along the project area is improving the safety and ease of pedestrian crossings of the roadway. Some examples of these kinds of improvements are installation of pedestrian countdown signals, marking crosswalks, reducing the effective crossing distance for pedestrians by installing curb extensions and pedestrian medians, and by influencing the speed of vehicles making turning movements at intersections. Different treatments are appropriate for different types of roadway conditions.

Provide information on the existing conditions for pedestrians in the project area:

Provide a map or aerial photo/schematic that shows all existing pedestrian walkways, multi-use paths and signalized and unsignalized pedestrian crossings in the project area.

Describe or show on a map how the walkways or multi-use paths are connected to a wider pedestrian network beyond the project area. Describe destinations in the network such as schools, residential areas, transit stops, etc. within a half-mile of the project area:

RESPONSE:

**Figure 32** shows existing intersection. There is currently parallel trial on the west leg of CSAH 60 that is substandard. The existing trail on the east leg is behind the curb and gutter this pushes bikers/pedestrians onto the shoulder in close proximity to high-speed traffic. To further the problem, this segment links multiple neighborhoods to an area elementary school (Eastview Elementary) and junior high school (Century Junior High) both 1 mile to the east (18060 & 18610 Ipava Ave). Kenwood Trail Middle School is 1 mile to the south on CSAH 50 (19455 Kenwood Tr.) The existing trail on the west side of CSAH 50 meets current standards. The existing signalized intersection is congested and doesn't meet current decision sight distance requirements.

This project will help provide for the introduction of the I-35 transit line, emphasizing compact, mixed land uses that support and complement the pedestrian, bike and transit modes of travel. The roundabout project will help creates an environment for pedestrians that provides safe and comfortable access, preserving and reinforcing pedestrian connections to the existing neighborhood, and encouraging compact, mixed use development within walking distance.

Enhanced lighting, pedestrian intersection enhancements will give this intersection the comfort and safety elements needed to provide a multimodal pedestrian level scale. Lighting will providing convenient, desirable, and safe travel for motorists along a heavily used corridor.

Improving the pedestrian experience with lighting will provide a vertical element at a pedestrian scale with that enhances safety and provides for a strong design feature within the transitway. Streetscape will add interest and support pedestrian and bike activity. Improve the overall connectivity with a wayfinding system creating safe, comfortable and direct connections.

The proposed improvements will have many positive effects on the business and residential communities along the corridor. The project is expected to improve travel along the corridor for

pedestrians, bicyclists, and vehicular traffic, including automobiles, buses, and emergency vehicles. Specific benefits include reduced congestion, reduced travel times, improved safety, improved pedestrian and bicyclist circulation and connectivity.

The largest area of commercially zoned property in the primary impact area exists in the northeast quadrant of CSAH 60 & I-35. This area currently houses Super Target, a strip mall, restaurants, and a bank. Much of this area is still developing. There are also commercial areas in the southeast corner of CSAH 60 & CSAH 50, and on the east side of CSAH 50 north of CSAH 60. In total, current square footage is approximately 340,000 sq ft within the primary impact area. Ultimate commercial development is estimated at 794,000 sq ft within the primary impact area.

Institutional land uses include 2 churches on the west end, and on the east end a water treatment facility, fire station, junior high and a health and fitness facility.

This segment of CSAH 60 provides many important linkages. Because of its interchange with I-35, its connection to Scott County CSAH 21, and the limited ability of the roadway system to cross I-35 and the Canadian Pacific Railway (that parallels CSAH 50 on the west in the project area), CSAH 60 provides a critical connection between:

- Central Lakeville and developed areas of Scott County, including Prior Lake.
- Large commercial areas at the interchanges of I-35/CSAH 60 and I-35/CSAH 50 without having to get onto the freeway system for such a short trip. This is important for shopping trips that include multiple area commercial destinations.
- Much of the residential areas of Lakeville with I-35.
- Downtown Lakeville, City Hall, Library, commercial area at CSAH 50 & CSAH 9 with I-35 and with much of the developed residential areas of Lakeville west of I-35.
- Through future development of the planned east-west arterial roadway system in Lakeville and Farmington, this route plays an important role in connecting the developed areas of Lakeville with the developed areas of Farmington, and will be one of two main connections from Farmington to I-35.
- Area residences to a local elementary school and a junior high school.
- This corridor also links an existing fire station and a police station (north of CSAH 60, east of Ipava Avenue) with the commercial areas along I-35, and with the multi-family residential areas on the west side of I-35.
- Murphy-Hanrehan Park Reserve located 4 miles west in Scott County.
- At the western edge of this project, a 60-stall Park-N-Pool lot is located at the southeast corner of CSAH 60 and I-35. This lot is directly adjacent to the northbound off-ramp for I-35, and has quick and easy access to both I-35 northbound and CSAH 60 via Kenrick Avenue. This project will help provide a more efficient connection to that facility.

The project will include bike paths along all improved sections of CSAH 60 and CSAH 50; Reconstruction of the multi use paths on CSAH 60, boulevard buffers will be added to this multi

use path on the east side of CSAH 50. The roundabout will provide enhanced lighting with a pedestrian scale and median refuges.

Briefly describe the pedestrian environment along the walkways in the project area including landscaping, roadway/walkway buffers, lighting, etc.. If markedly different conditions exist along different parts of the roadway segment, describe them separately paying particular attention to existing deficiencies that will be addressed by the project. If a there are bridges along the project section, describe the pedestrian condition on and approaching the bridge.

RESPONSE:

The project will include bike paths along all improved sections of CSAH 60 and CSAH 50; Reconstruction of the multi use paths on CSAH 60, boulevard buffers will be added to this multi use path on the east side of CSAH 50. The roundabout will provide enhanced lighting with a pedestrian scale and median refuges.

Provide information on changes to the pedestrian environment from the project and provide a plan or schematic if one has been developed:

Describe methods that will be used to facilitate safer and more pleasant pedestrian movement **alongside** the roadway

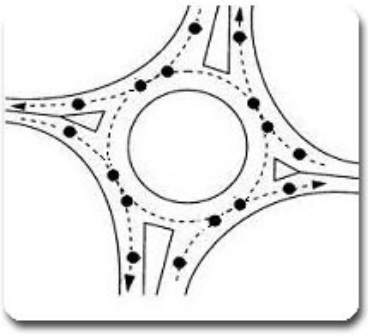
RESPONSE:

**Why Build a Roundabout Instead of a Traffic Signal?**

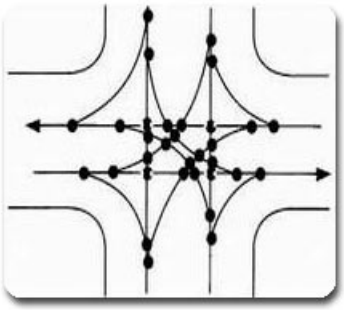
Roundabout move traffic safely and efficiently through an intersection because of:

- Slower speeds
- Fewer conflict points
- Easy decision-making

*Diagram of a typical roundabout Compared to standard intersections, there are fewer conflict points in a roundabout*



*Right* Traditional Intersection has 32 conflict points *Left* Modern roundabouts have 16 conflict points. Accidents in roundabouts are typically minor due to slower speeds and indirect conflict points.



Studies show that roundabouts provide a:

- 90% reduction in fatal crashes
- 75% reduction in injury crashes
- 30 to 40% reduction in pedestrian crashes

· 10% reduction in bicycle crashes

Slower vehicle speeds mean:

· Drivers have more time to judge and react
· Easier to use for older and beginner drivers
· Reduction in the severity of accidents
· **Pedestrians are safer**
· **Provide a pedestrian refuge**

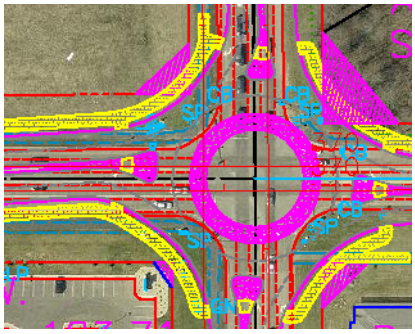
Efficient traffic flow:

· Less delay
· 30 to 50% increase in traffic capacity

Other benefits:

· Reduction in pollution and fuel use
· Less noise due to fewer stops and starts
· No signal equipment to install and repair
· Provides traffic calming
· Improves visual quality and character through aesthetic landscaping
· Intersection light will provide a provide pedestrian level scale

Because of this, the federal government and state governments across the United States are beginning to implement hundreds of roundabout intersections. The National Institute for Highway Safety is also a proponent of roundabouts because statistics show they are safer than traditional intersections.



**Landscaping buffers are provided to separate vehicular and pedestrian traffic and to encourage pedestrians to cross only at the designated crossing locations. Landscaping buffers can also significantly improve the aesthetics of the intersection.**

**Lighting will provide convenient, desirable, and safe travel for pedestrians along a heavily used Intersection. The vertical light poles along the boulevard between the trail and shoulder will add a vertical element that can provide a humane scale to the corridor.**

Describe methods that will be used to facilitate safer pedestrian **crossings** of the roadway

RESPONSE:

See above.

Buffer boulevards separating pedestrian from vehicles, lighting median refuges cross

walks slower vehicles landscaping.

- *Enhanced lighting, pedestrian intersection enhancements will give this corridor the comfort and safety elements needed to provide a multimodal pedestrian level scale. Lighting will providing convenient, desirable, and safe travel for motorists along a heavily used corridor.*

- *Improving the pedestrian experience with lighting will provide a vertical element at a pedestrian scale with that enhances safety and provides for a strong design feature within the roundabout. Streetscape will add interest and support pedestrian and bike activity. Improve the overall connectivity with a system creating safe comfortable and direct connections.*

- *The proposed improvements will have many positive effects on the business and residential communities along the CSAH 60 and CSAH 50 corridors. The project is expected to improve travel along the corridor for pedestrians, bicyclists, and vehicular traffic, including automobiles, buses, and emergency vehicles. Specific benefits include reduced congestion, reduced travel times, improved safety, improved pedestrian and bicyclist circulation and connectivity.*

If there are any new walkways or multi-use paths to be constructed with this project, will they be connected to an existing wider pedestrian network beyond the project area? Describe or show on a map destinations in this network such as schools, residential areas, transit stops, etc. within a half-mile of the project area. (If the project only includes reconstruction of existing pathways described above, do not answer this question.)

RESPONSE:

**SEE ABOVE**

**Bicyclists:**
Roadway projects can be an opportunity to improve the conditions for bicycle travel along and crossing the corridor. Examples of ways to improve the bicycling environment include installing bike lanes or 5 foot marked shoulders, off-road paths where conditions favor them, and intersection treatments designed to reduce motor vehicle and bicycle conflict.

Provide information on the existing conditions for bicyclists in the project area:

Provide a map or aerial photo/schematic that shows all existing bicycle facilities along the roadway segment (off-road trails, multi-use paths, bike lanes, marked shoulders, unmarked shoulders, and bicycle accessible crossings of the roadway) as well as any regional trail that intersects with the project segment.

Provide information on changes to the bicycling environment from the project and provide a plan or schematic if one has been developed:

Describe methods that will be used to facilitate safer and more convenient bicycle travel along the roadway segment (pathway construction, bike lane striping, shoulder improvements, improved accommodation on bridges etc.). If a project plan has been developed that shows the location of improvements, please provide it as well.

RESPONSE:

**Figure 32** shows existing intersection. There is currently parallel trial on the west leg of CSAH 60 that is substandard. The existing on the east leg behind the curb and gutter this pushes bikers/pedestrians onto the shoulder in close proximity to high-speed traffic. To further the problem, this segment links multiple neighborhoods to an area elementary school (Eastview Elementary) and junior high school (Century Junior High) both 1 mile to the east (18060 & 18610 Ipava Ave).

Kenwood Trail Middle School is 1 mile to the south on CSAH 50 (19455 Kenwood Tr.)
The existing trail on the west side of CSAH 50 meets current standards. The existing signalized intersection is congested and doesn't meet current decision sight distance requirements. Kenwood Trail Middle School is 1 mile to the south on CSAH 50 (19455 Kenwood Tr.)

This project will help provide for the introduction of the I-35 transit line, emphasizing compact, mixed land uses that support and complement the pedestrian, bike and transit modes of travel. The roundabout project will help creates an environment for pedestrians that provides safe and comfortable access, preserving and reinforcing pedestrian connections to the existing neighborhood, and encouraging compact, mixed use development within walking distance.

- *Enhanced lighting, pedestrian intersection enhancements will give this corridor the comfort and safety elements needed to provide a multimodal pedestrian level scale. Lighting will providing convenient, desirable, and safe travel for motorists along a heavily used corridor.*

- *Improving the pedestrian experience with lighting will provide a vertical element at a pedestrian scale with that enhances safety and provides for a strong design feature within the roundabout. Streetscape will add interest and support pedestrian and bike activity. Improve the overall connectivity with a system creating safe comfortable and direct connections.*

- *The proposed improvements will have many positive effects on the business and residential communities along the CSAH 60 and CSAH 50 corridors. The project is expected to improve travel along the corridor for pedestrians, bicyclists, and vehicular traffic, including automobiles, buses, and emergency vehicles. Specific benefits include reduced congestion, reduced travel times, improved safety, improved pedestrian and bicyclist circulation and connectivity.*

The largest area of commercially zoned property in the primary impact area exists in the northeast quadrant of CSAH 60 & I-35. This area currently houses Super Target, a strip mall,

restaurants, and a bank. Much of this area is still developing. There are also commercial areas in the southeast corner of CSAH 60 & CSAH 50, and on the east side of CSAH 50 north of CSAH 60. In total, current square footage is approximately 340,000 sq ft within the primary impact area. Ultimate commercial development is estimated at 794,000 sq ft within the primary impact area.

Institutional land uses include 2 churches on the west end, and on the east end a water treatment facility, fire station, junior high and a health and fitness facility.

This segment of CSAH 60 provides many important linkages. Because of its interchange with I-35, its connection to Scott County CSAH 21, and the limited ability of the roadway system to cross I-35 and the Canadian Pacific Railway (that parallels CSAH 50 on the west in the project area), CSAH 60 provides a critical connection between:

- Central Lakeville and developed areas of Scott County, including Prior Lake.
- Large commercial areas at the interchanges of I-35/CSAH 60 and I-35/CSAH 50 without having to get onto the freeway system for such a short trip. This is important for shopping trips that include multiple area commercial destinations.
- Much of the residential areas of Lakeville with I-35.
- Downtown Lakeville, City Hall, Library, commercial area at CSAH 50 & CSAH 9 with I-35 and with much of the developed residential areas of Lakeville west of I-35.
- Through future development of the planned east-west arterial roadway system in Lakeville and Farmington, this route plays an important role in connecting the developed areas of Lakeville with the developed areas of Farmington, and will be one of two main connections from Farmington to I-35.
- Area residences to a local elementary school and a junior high school.
- This corridor also links an existing fire station and a police station (north of CSAH 60, east of Ipava Avenue) with the commercial areas along I-35, and with the multi-family residential areas on the west side of I-35.

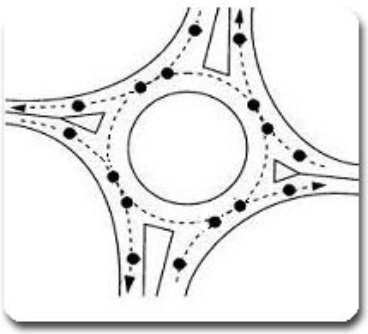
The project will include bike paths along all improved sections of CSAH 60 and CSAH 50.

**Why Build a Roundabout Instead of a Traffic Signal?**

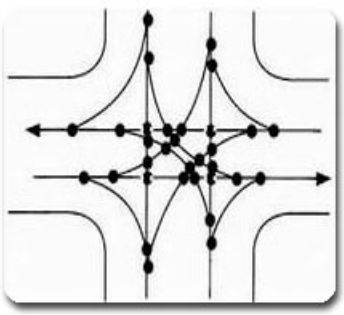
Roundabout move traffic safely and efficiently through an intersection because of:

· Slower speeds
· Fewer conflict points
· Easy decision-making

*Diagram of a typical roundabout Compared to standard intersections, there are fewer conflict points in a roundabout*



*Right* Traditional Intersection has 32 conflict points *Left* Modern roundabouts have 16 conflict points.



Accidents in roundabouts are typically minor due to slower speeds and indirect conflict points.

Studies show that roundabouts provide a:

- 90% reduction in fatal crashes
- 75% reduction in injury crashes
- 30 to 40% reduction in pedestrian crashes
- 10% reduction in bicycle crashes

Slower vehicle speeds mean:

- Drivers have more time to judge and react
- Easier to use for older and beginner drivers
- Reduction in the severity of accidents
- **Pedestrians are safer**
- **Provide a pedestrian refuge**

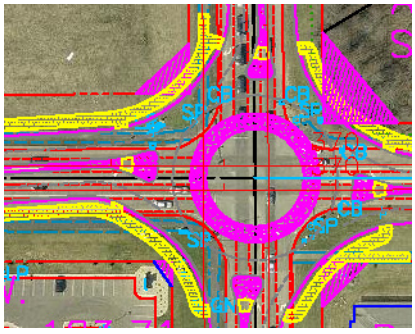
Efficient traffic flow:

- **Traffic always on the move-less delay**
- 30 to 50% increase in traffic capacity

Other benefits:

- Reduction in pollution and fuel use
- Less noise due to fewer stops and starts
- No signal equipment to install and repair
- Provides traffic calming
- Improves visual quality and character through aesthetic landscaping

Because of this, the federal government and state governments across the United States are beginning to implement hundreds of roundabout intersections. The National Institute for Highway Safety is also a proponent of roundabouts because statistics show they are safer than traditional intersections.



**Landscaping buffers are provided to separate vehicular and pedestrian traffic and to encourage pedestrians to cross only at the designated crossing locations. Landscaping buffers can also significantly improve the aesthetics of the intersection.**

**Lighting will provide convenient, desirable, and safe travel for pedestrians along a heavily used Intersection. The vertical light poles along the boulevard between the trail and shoulder will add a vertical element that can provide a humane scale to the corridor.**

Does the bikeway included in this project connect to an existing official bikeway network?

Describe destinations in the network that are or will be accessible by bicycle, such as schools, residential areas, employment areas, regional trails and parks etc. within one mile of the project area.

RESPONSE:

Yes **Figure 33** shows pedestrian destinations also see **Figure 23, Figure 27, Figure 30 and Figure 32. CSAH 60** links multiple neighborhoods to an area elementary school (Eastview Elementary) and junior high school (Century Junior High) both 1 mile to the east (18060 & 18610 Ipava Ave). Kenwood Trail Middle School is 1 mile to the south on CSAH 50 (19455 Kenwood Tr.) The existing trail on the west side of CSAH 50 meets current standards. The existing signalized intersection is congested and doesn't meet current decision sight distance requirements.

The largest area of commercially zoned property in the primary impact area exists in the northeast quadrant of CSAH 60 & I-35. This area currently houses Super Target, a strip mall, restaurants, and a bank. Much of this area is still developing. There are also commercial areas in the southeast corner of CSAH 60 & CSAH 50, and on the east side of CSAH 50 north of CSAH 60. In total, current square footage is approximately 340,000 sq ft within the primary impact area. Ultimate commercial development is estimated at 794,000 sq ft within the primary impact area.

Institutional land uses include 2 churches on the west end, and on the east end a water treatment facility, fire station, junior high and a health and fitness facility.

This segment of CSAH 60 provides many important linkages. Because of its interchange with I-35, its connection to Scott County CSAH 21, and the limited ability of the roadway system to cross I-35 and the Canadian Pacific Railway (that parallels CSAH 50 on the west in the project area), CSAH 60 provides a critical connection between:

- Central Lakeville and developed areas of Scott County, including Prior Lake.
- Large commercial areas at the interchanges of I-35/CSAH 60 and I-35/CSAH 50 without having to get onto the freeway system for such a short trip. This is important for shopping trips that include multiple area commercial destinations.
- Much of the residential areas of Lakeville with I-35.
- Downtown Lakeville, City Hall, Library, commercial area at CSAH 50 & CSAH 9 with I-35 and with much of the developed residential areas of Lakeville west of I-35.
- Through future development of the planned east-west arterial roadway system in Lakeville and Farmington, this route plays an important role in connecting the developed areas of Lakeville with the developed areas of Farmington, and will be one of two main connections from Farmington to I-35.
- Area residences to a local elementary school and a junior high school.
- This corridor also links an existing fire station and a police station (north of CSAH 60, east of Ipava Avenue) with the commercial areas along I-35, and with the multi-family residential areas on the west side of I-35.

The project will include bike paths along all improved sections of CSAH 60 and CSAH 50.

**Freight:**
Roadway projects that are located in important freight moving areas and that aim to improve freight movement will receive higher scores in this criterion.

What is the current daily heavy commercial traffic along the project segment?

RESPONSE:

| Approach Leg | HCADT 3% ADT |
|---|---|
| CSAH 50 N. | 537 |
| CSAH 60 E. | 272 |
| CSAH 50 S. | 502 |
| CSAH 60 W. | 404 |

Is the roadway used to access any of the regional intermodal freight terminals in Appendix J? If so, please list them:

RESPONSE:

Yes, freight terminals No. #27 and #28 are 4.4 miles and 3.9 miles south respectively , 3.7 miles south on CSAH 50 and 0.7 and 0.2 miles east on CSAH 70. CSAH 50 (CSAH 5 north of I-35) to TH 13 provides a direct route to freight terminals No. #74, #75, #76, & # 77., a total of 8 miles (6.6 miles to TH 13 and 1.4 miles on TH 13).

CSAH 60/CSAH 50 intersection provides access to the metropolitan highway system and important transit locations in and outside of Lakeville.

I-35 is a principal arterial that runs north/south across the United States In the project area; I-35 is a four-lane divided highway with limited access. I-35 is the only principal arterial in the western part of Lakeville; and, therefore, serves as an important north/south route, linking Lakeville to the rest of the region. Interchanges in Lakeville (from south to north) are at CSAH 70 (planned reconstruction in 2009), CSAH 60 (recently converted to full access 2005), CSAH 5/50 (full access with recent interim modifications under I-35) and County Road 46 (full access).

CSAH 60 and CSAH 50 carry trips entering or leaving Lakeville, as well as other longer-distance trips through the city. It provides access to I-35 for Lakeville and Farmington to the east and several townships and smaller communities in Scott County to the west; thus it provides a critical east-west connection for the southern region of the Twin Cities metropolitan area.

Does the road connect any of the terminals to a freeway? If so, describe the route:

RESPONSE:

CSAH 60/CSAH 50 intersection provides access to the metropolitan highway system and important freight terminals locations in and outside of Lakeville. Both CSAH 50 and CSAH 60 enjoy interchanges with I-35. CSAH 60 interchange is 0.7 miles west and CSAH 50 interchange is 1.2 miles north.

**E. Maturity of Project Concept. 100 points**

Projects selected through this solicitation will be programmed for construction in 2013 or 2014. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year create problems. Proposed projects that have already completed some of the work is a plus. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than others that do not.

**0-100 points** Applications involving construction must complete the project implementation schedule found in Appendix K. A detailed schedule of events is expected for all phases of the project. Applications involving non-construction projects must include a detailed discussion of the timeframes involved for initiating and completing each phase of planned activities. Points under this criterion are assigned based on how many steps have been taken toward implementation of the project. These steps reflect a federally funded project development path.

RESPONSE:

## APPENDIX K

### Project Implementation Schedule

Please check those that apply and fill in anticipated completion dates

1) **Project Scope**
   - ☐ Stake Holders have been identified
   - ☒ **Meetings or contacts with Stake Holders have occurred**

2) **Layout or Preliminary Plan**
   - ☐ Identified Alternates
   - ☐ Selected Alternates
   - ☒ **Layout or Preliminary Plan started**
   - ☐ Layout or Preliminary Plan completed

   Anticipated date or date of completion: _____

3) **Environmental Documentation**
   - ☐ EIS ☐ EA ☒ **PM**

   Document Status
   - ☐ Document not started
   - ☒ **Document in progress; environmental impacts identified**
   - ☐ Document submitted to State Aid for review (date submitted: _____)
   - ☐ Document approved (need copy of signed cover sheet)

   Anticipated date or date of completion/approval: _____

**4) R/W**

☐ No R/W required
☐ R/W required, parcels not identified
☒ **R/W required, parcels identified**
☐ R/W has been acquired
Anticipated date or date of acquisition **summer 2012**

**5) Railroad Involvement**

☒ **No railroad involvement on project**
☐ Railroad R/W Agreement required; negotiations not begun
☐ Railroad R/W Agreement required; negotiations have begun
☐ Railroad R/W Agreement is complete

**6) Construction Documents/Plan**

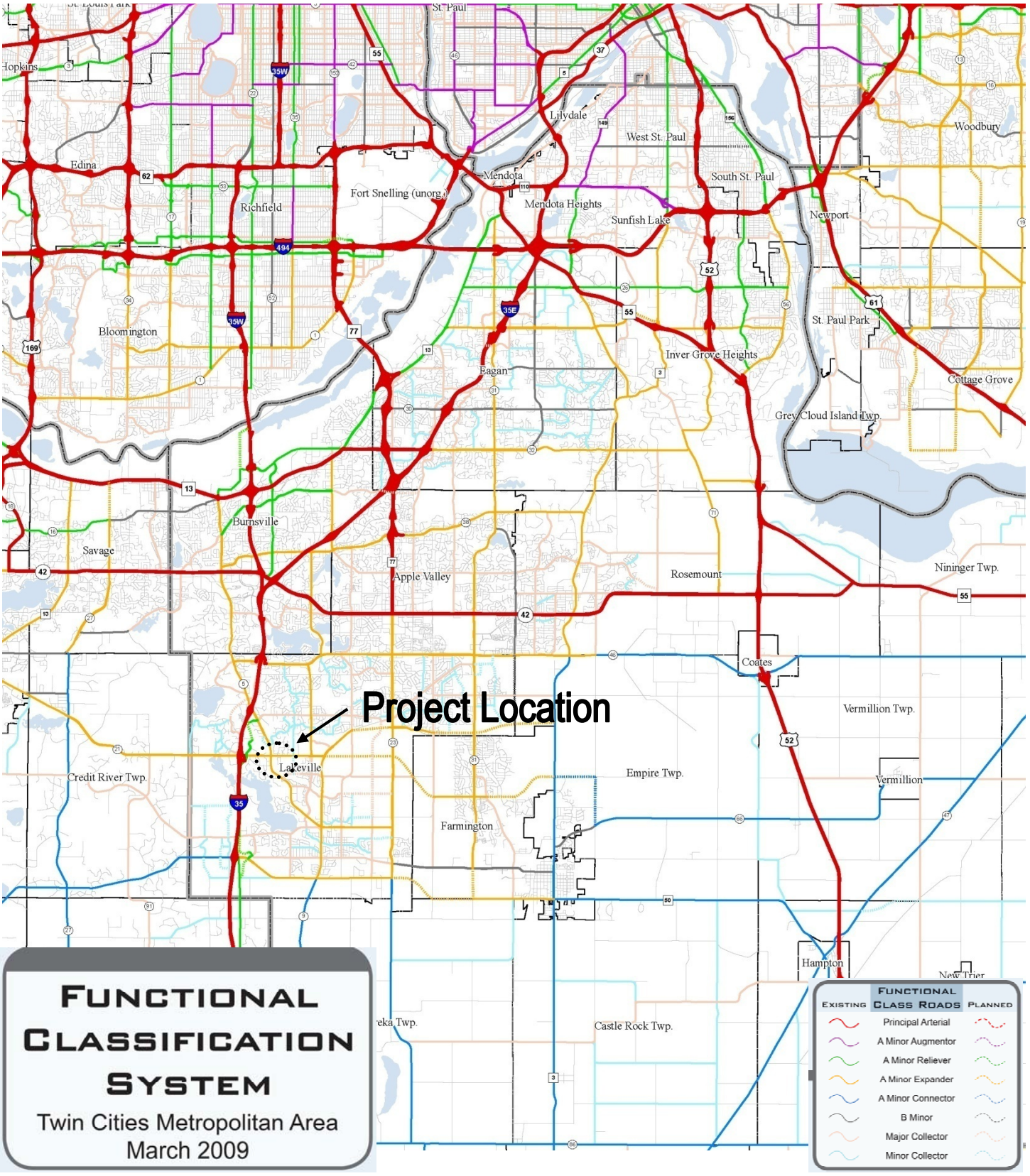
☒ **Construction plans have not been started**
☐ Construction plans in progress
Anticipated date or date of completion: _____
☐ Construction plans completed/approved

**7) Letting**

Anticipated Letting Date**: Spring 2013**

Please complete the project implementation schedule found in Appendix K.

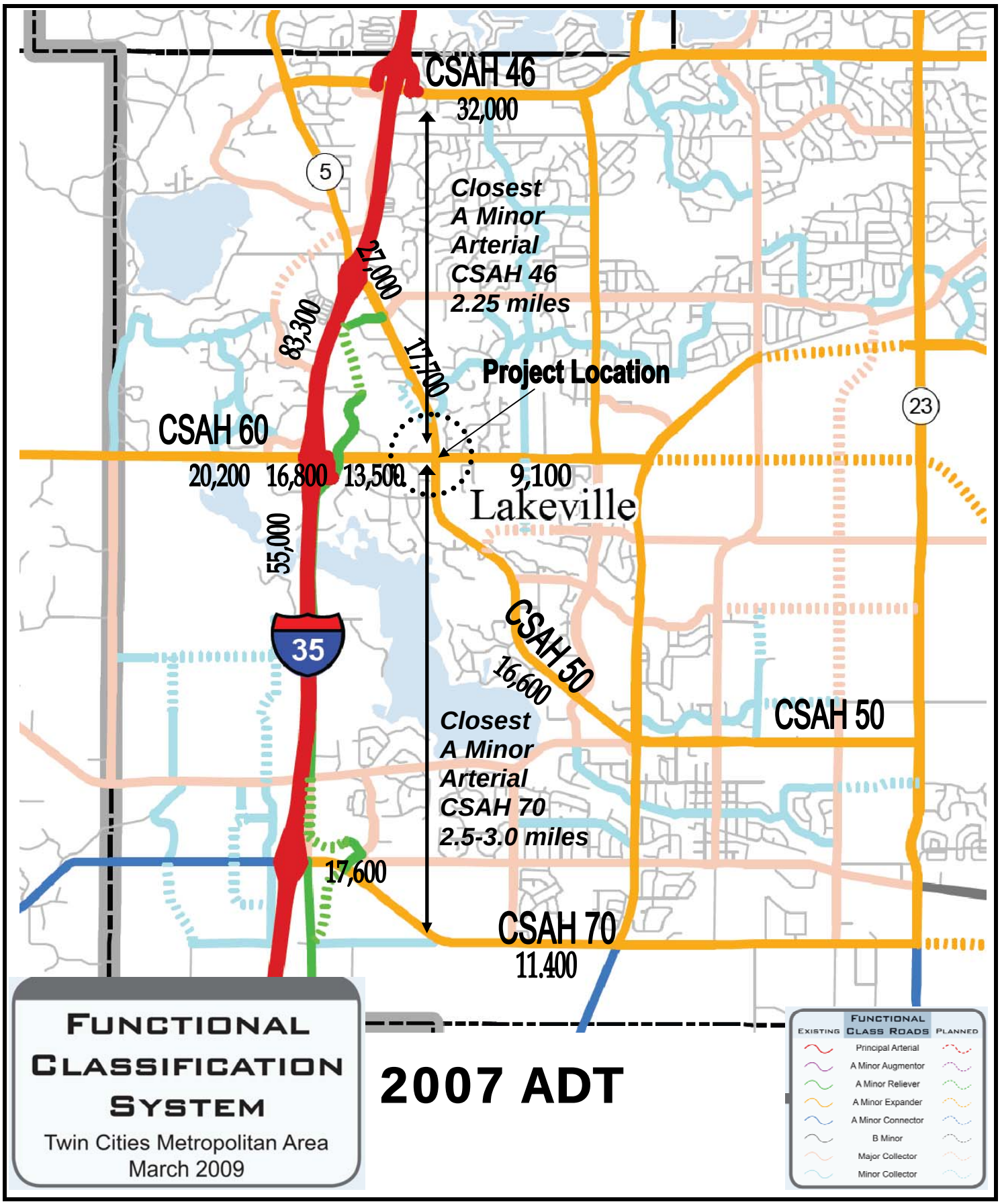
**TOTAL: 1,200 POINTS**




CSAH 60 and CSAH 50 Roundabout

Met Council Functional Classification Map

Figure 1




CSAH 60 and CSAH 50 Roundabout

Met Council Functional Classification Map — Figure 2

*Twin Cities Metropolitan Area*

# Political Boundaries

Metropolitan Council

January 2007


CSAH 60 and CSAH 50 Roundabout

Location in 7 County Metro Area

Figure 3

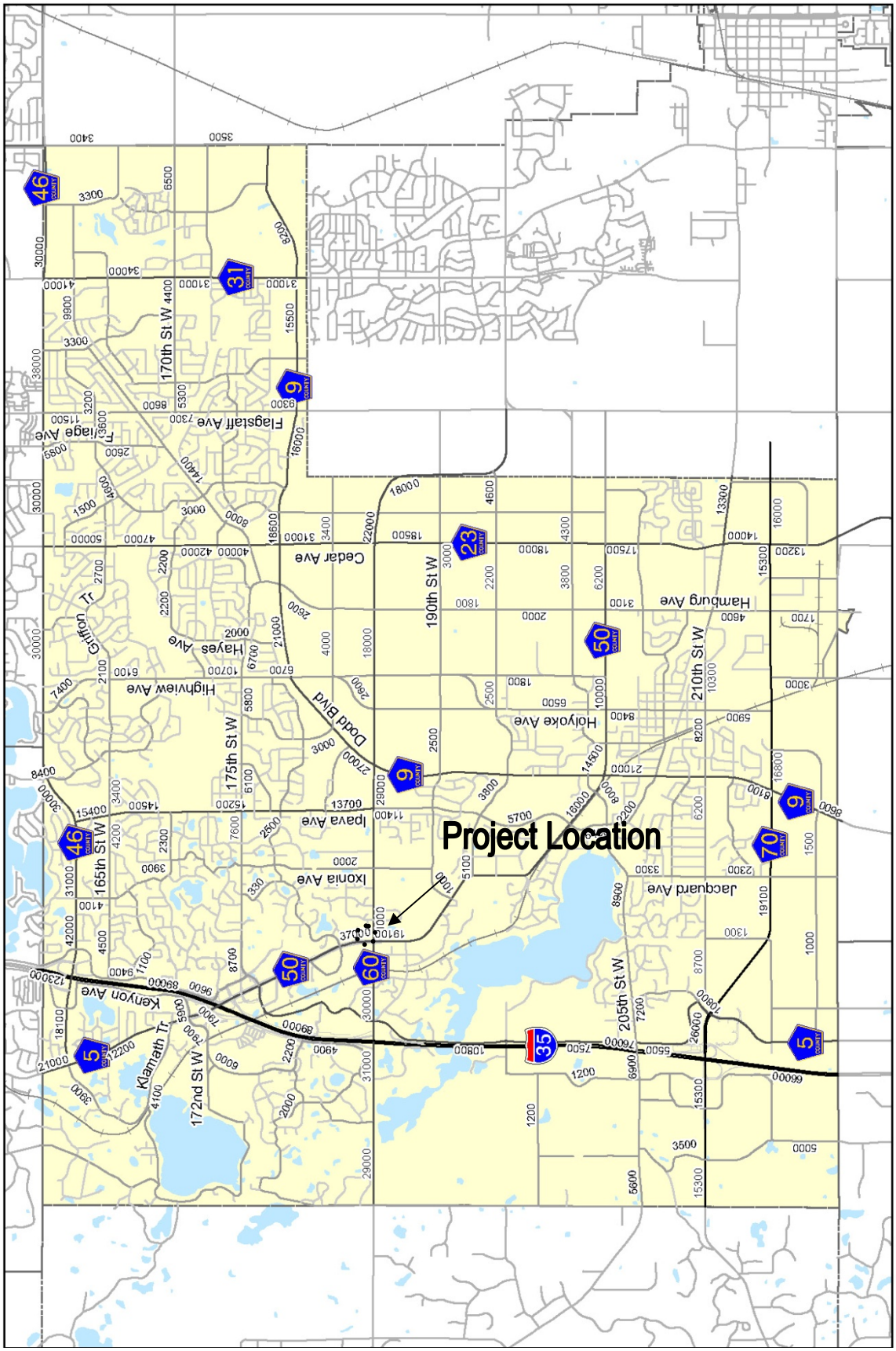



Figure 5

**Future Traffic Volumes (2030)**

Lakeville Transportation Plan Update

City of Lakeville

SRF Consulting Group, Inc.

CSAH 60 and CSAH 50 Roundabout

## 2030 Traffic Volumes

Figure 4

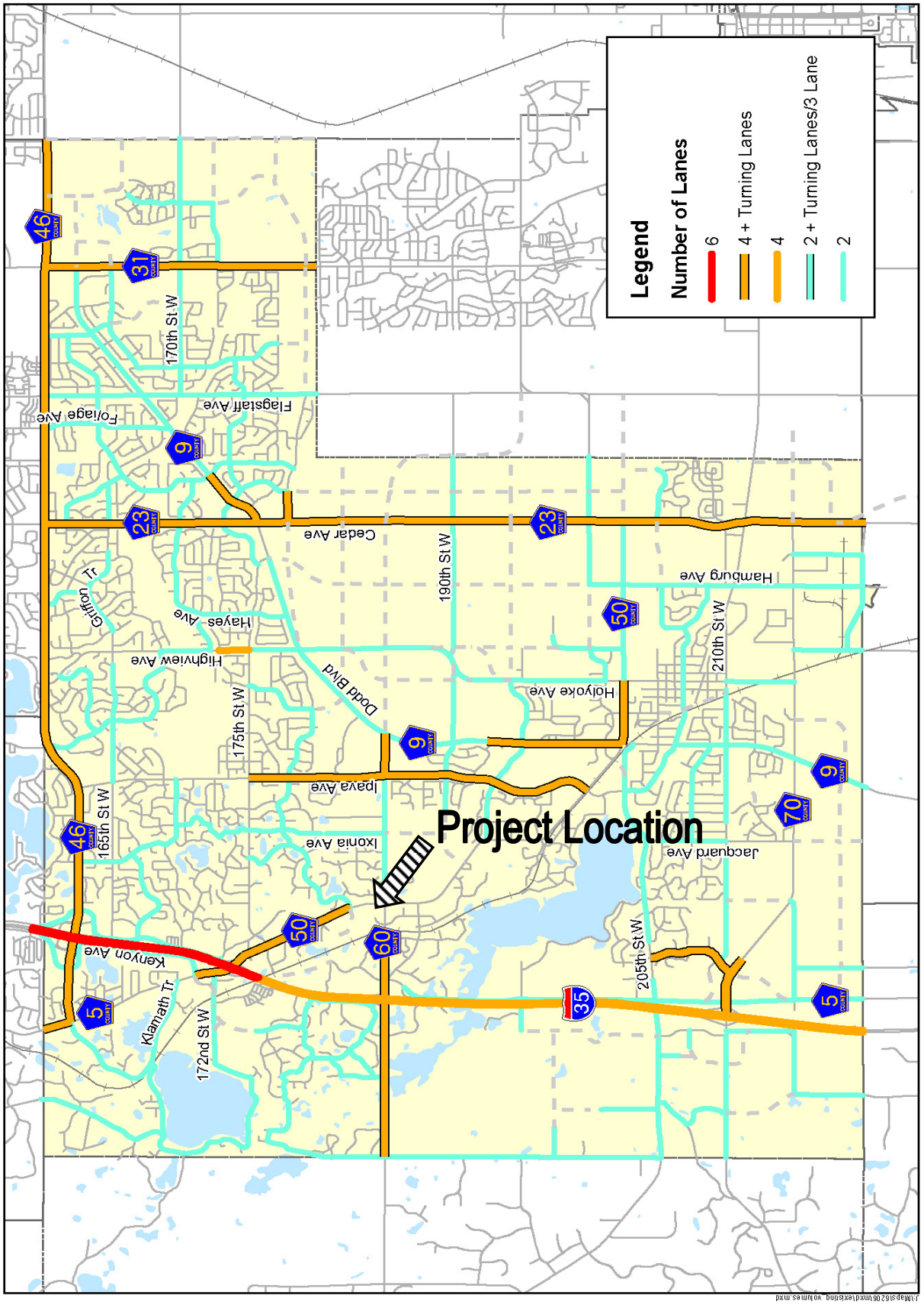



Figure 7

Existing Number of Lanes

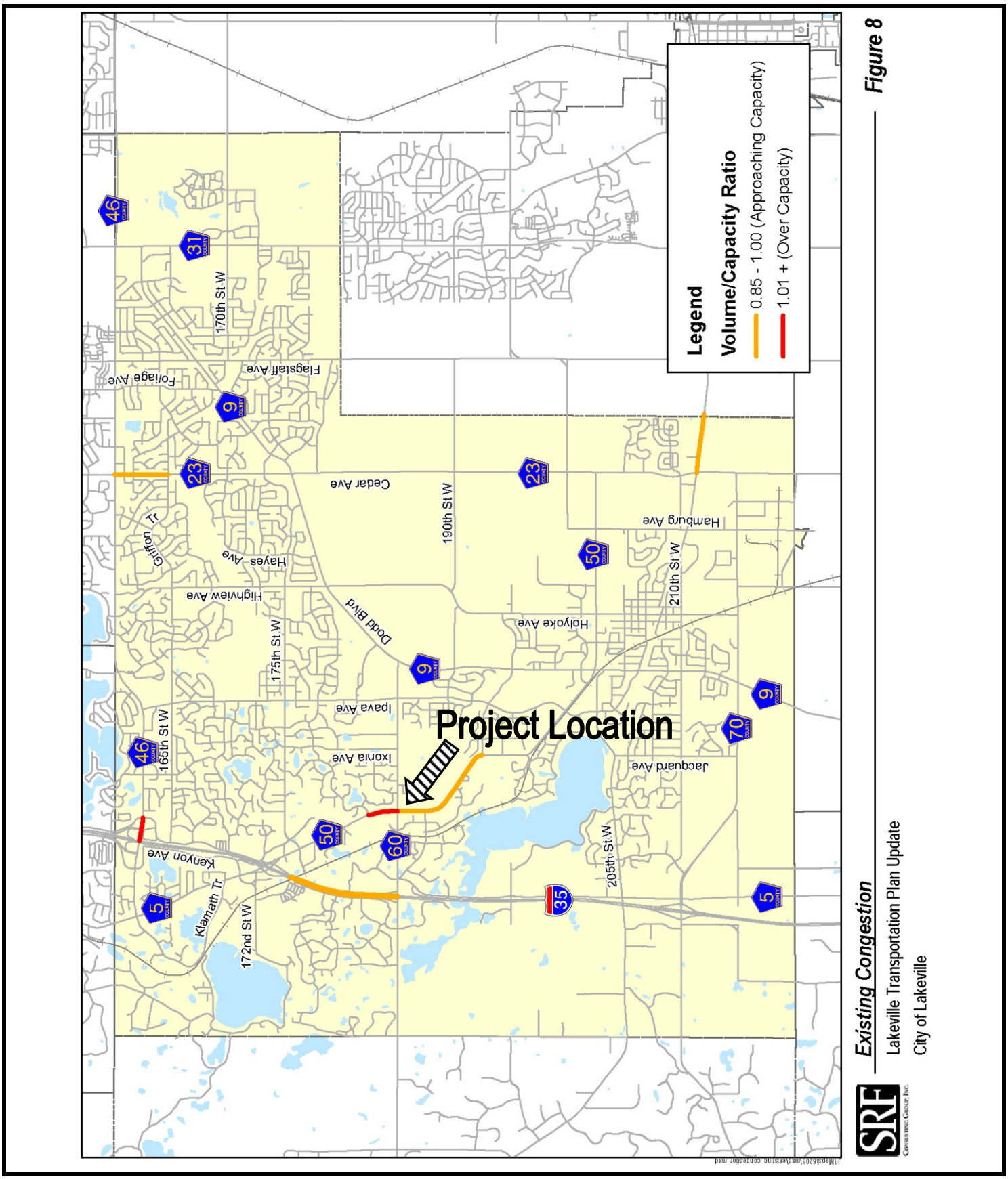
Lakeville Transportation Plan Update

City of Lakeville

SRF Consulting Group, Inc.

CSAH 60 and CSAH 50 Roundabout

Lakeville Tran Plan Existing Number of Lanes Figure 5




CSAH 60 and CSAH 50 Roundabout

Lakeville Transportation Plan Existing Deficiencies Figure 6

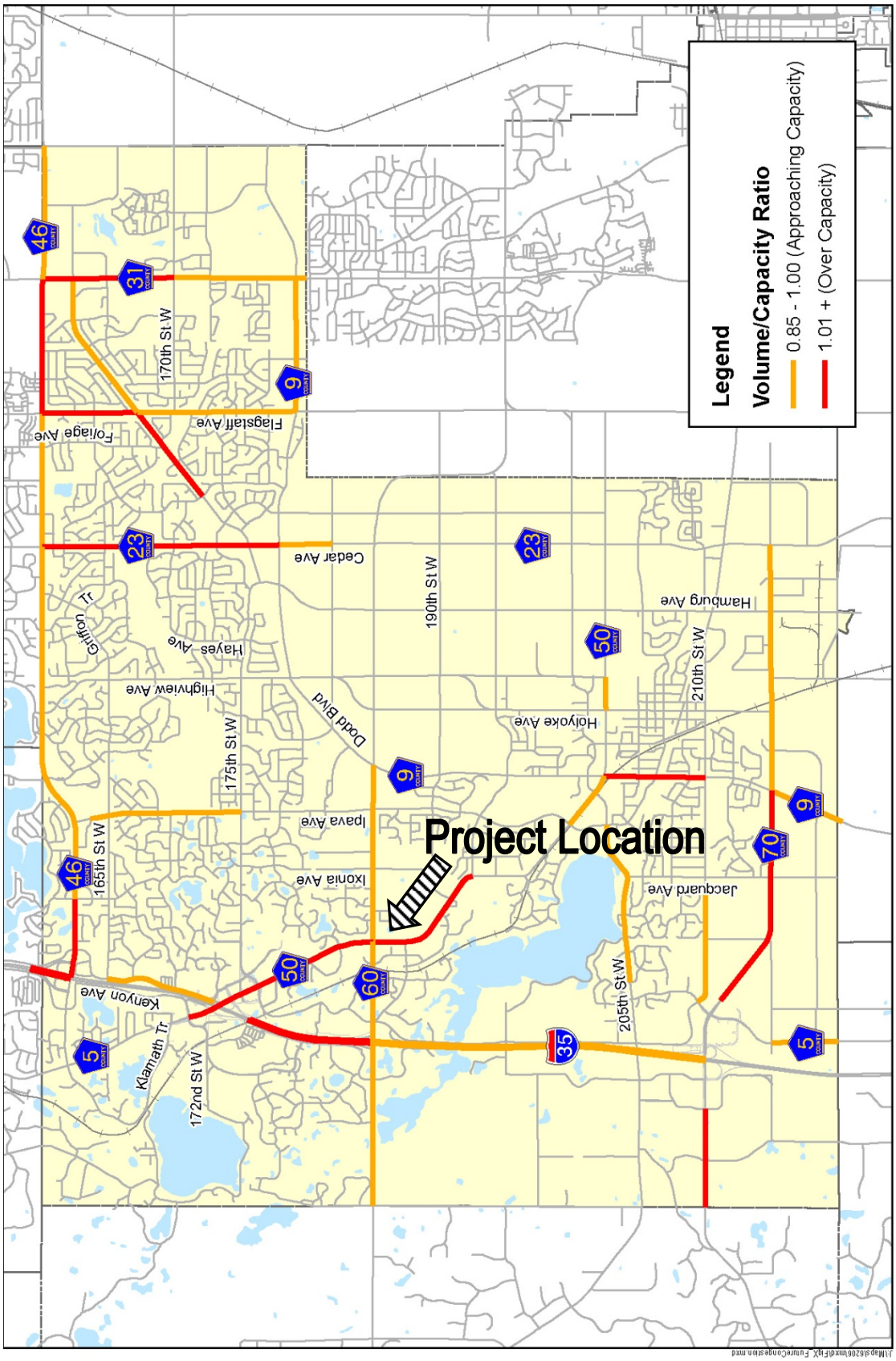



*Figure 9*

*Future Congestion (2030)*

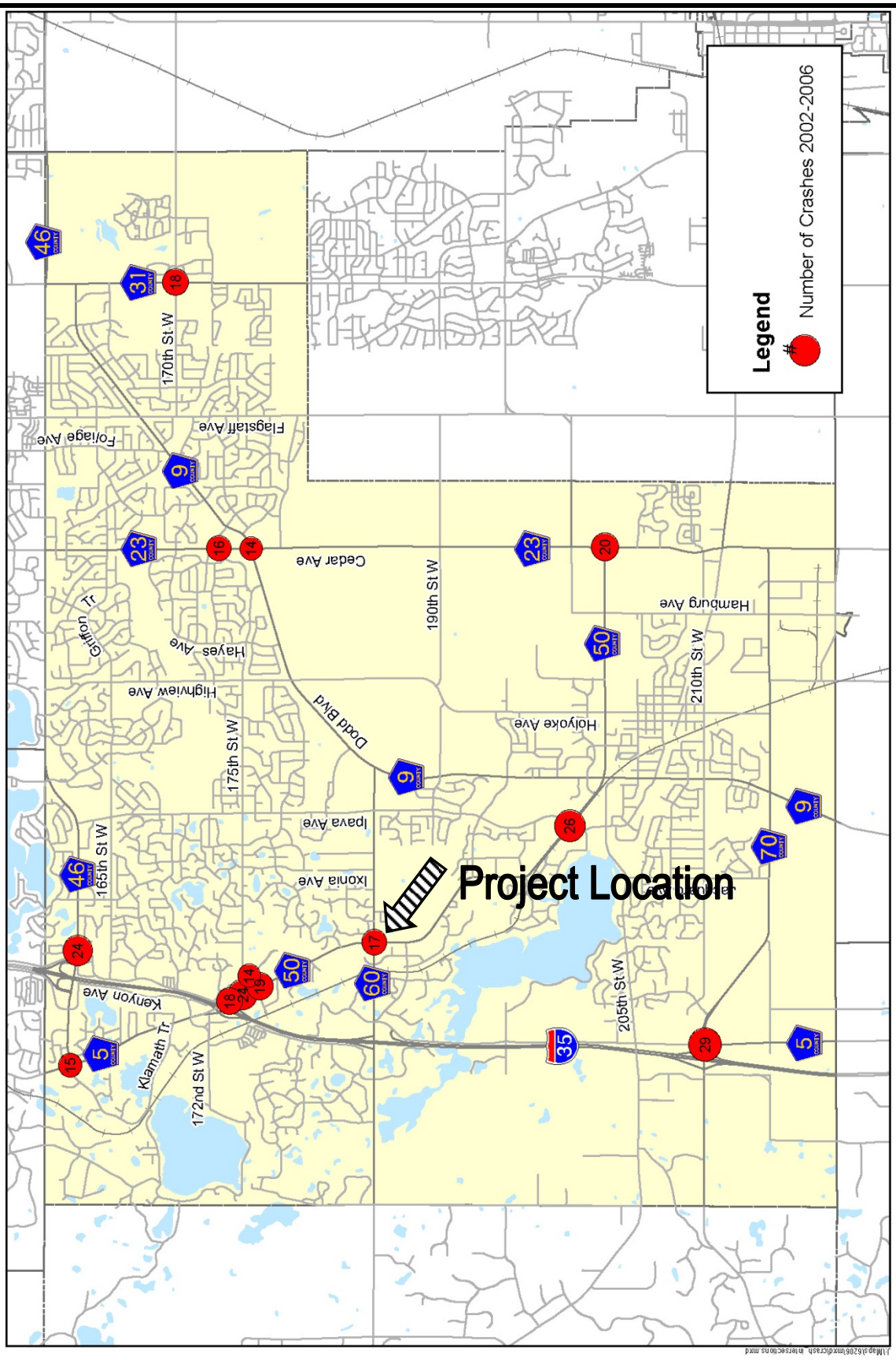
Lakeville Transportation Plan Update

City of Lakeville

SRF Consulting Group, Inc.

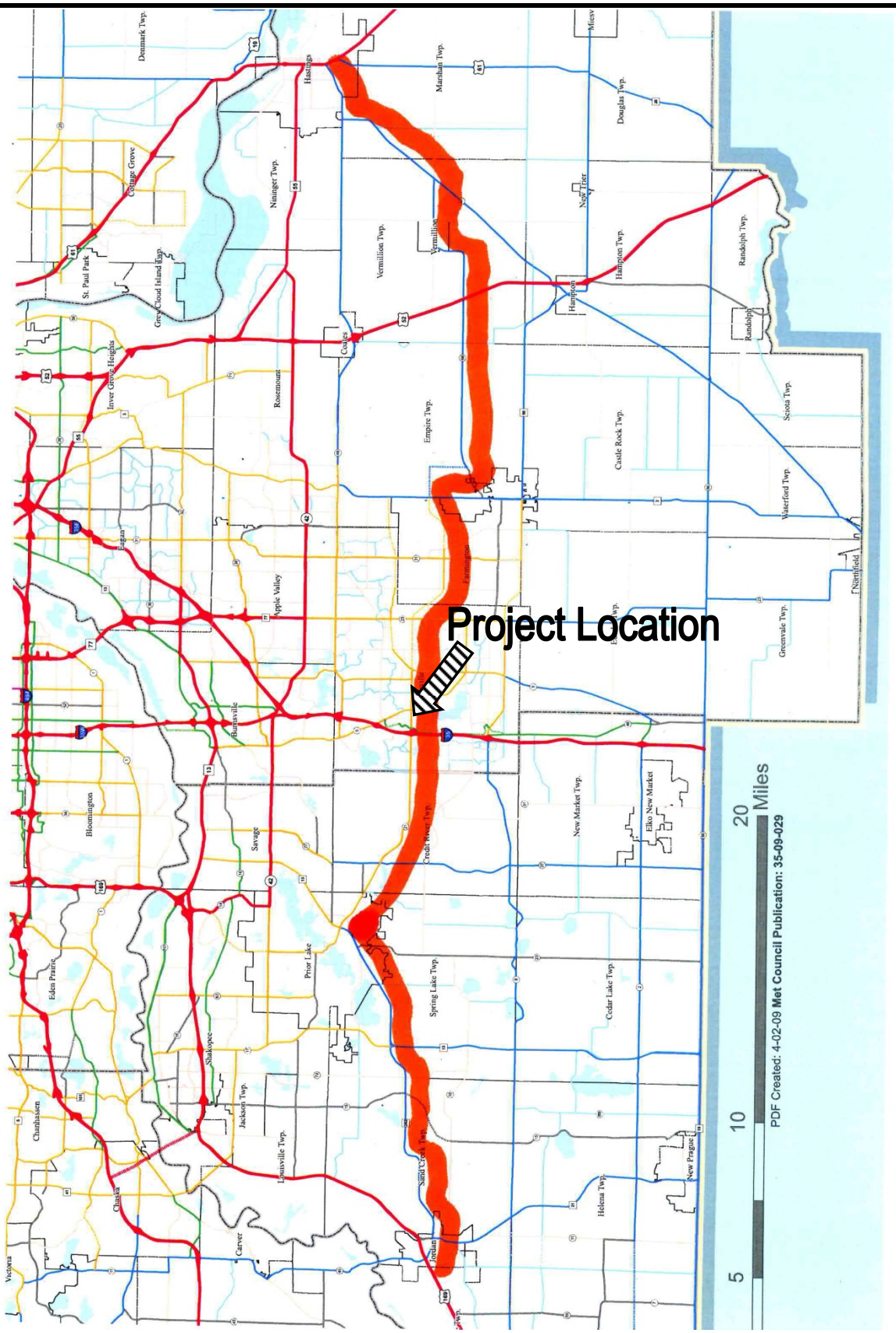
CSAH 60 and CSAH 50 Roundabout

Lakeville Transportation Plan Deficiencies 2030 Figure 7




CSAH 60 and CSAH 50 Roundabout

Top 13 Crash Locations in Lakeville 2002-2006 Figure 8




CSAH 60 and CSAH 50 Roundabout

Uninterrupted Length of the Arterial

Figure 9

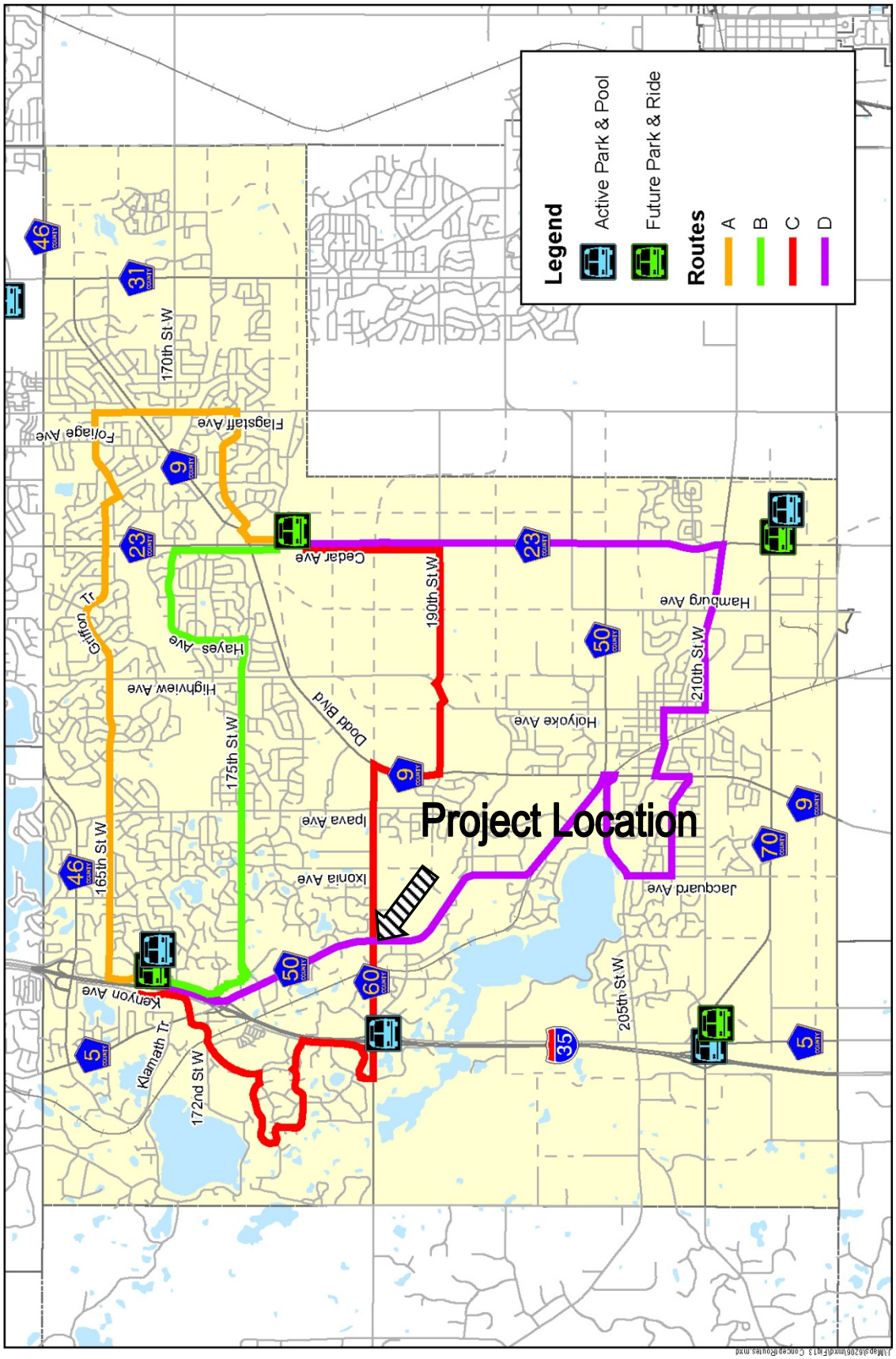


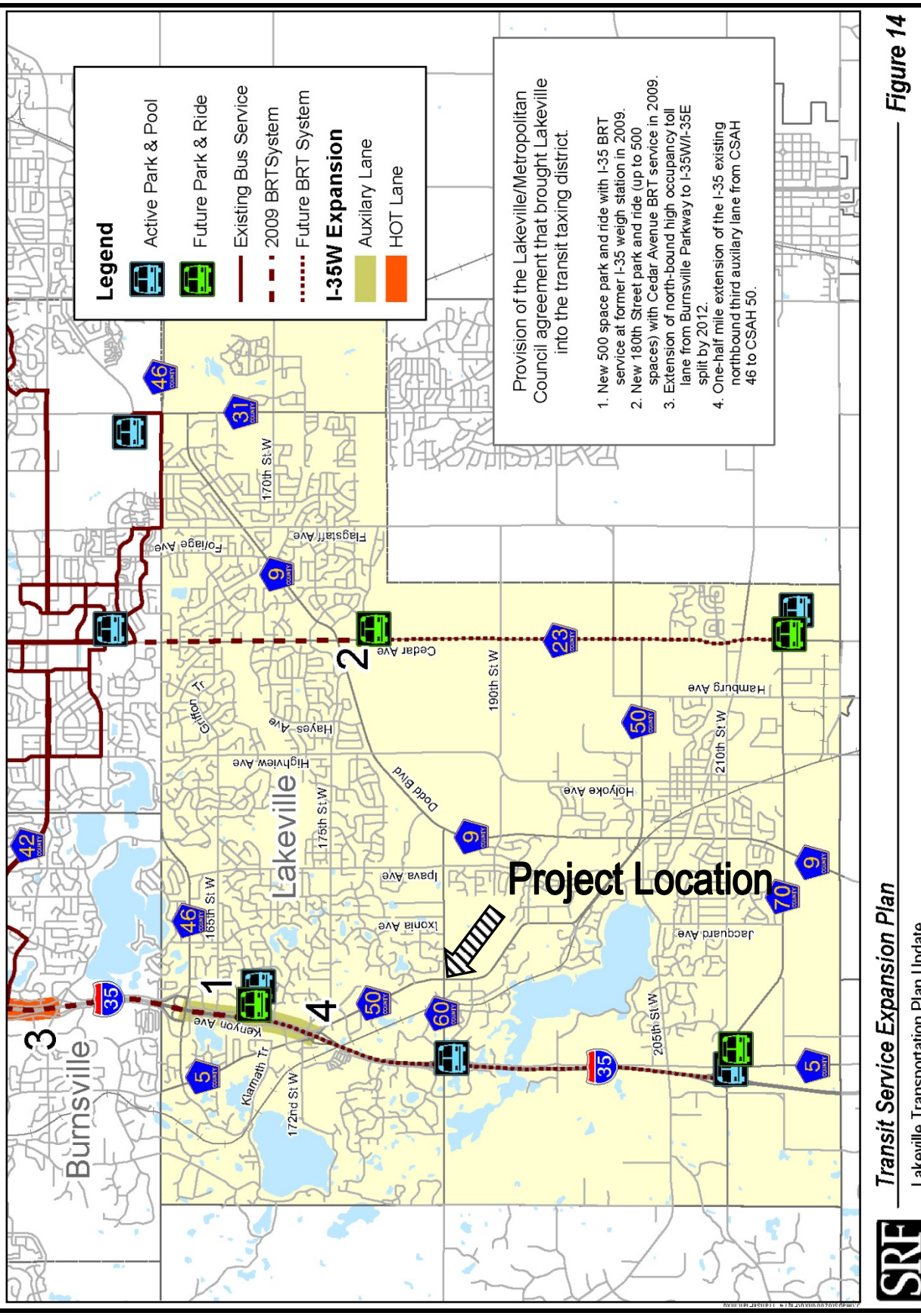

Figure 13

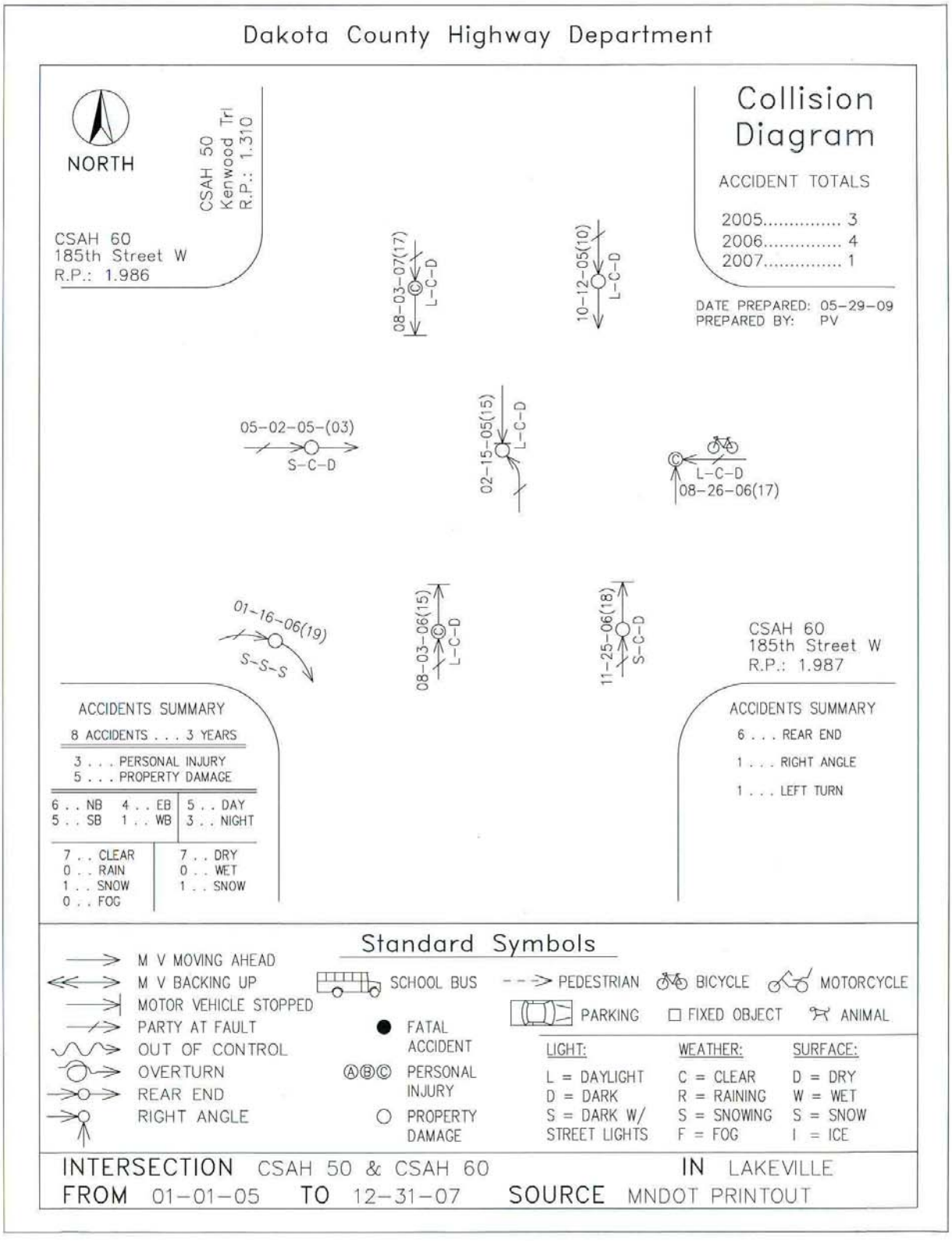
**Conceptual Lakeville Circulator Routes**

Lakeville Transportation Plan Update

City of Lakeville

SRF Consulting Group, Inc.


Legend
Active Park & Pool
Future Park & Ride
Existing Bus Service
2009 BRTSystem
Future BRT System
I-35W Expansion
Auxilary Lane
HOT Lane
Provision of the Lakeville/Metropolitan Council agreement that brought Lakeville into the transit taxing district.
1. New 500 space park and ride with I-35 BRT service at former I-35 weigh station in 2009.
2. New 180th Street park and ride (up to 500 spaces) with Cedar Avenue BRT service in 2009.
3. Extension of north-bound high occupancy toll lane from Burnsville Parkway to I-35W/I-35E split by 2012.
4. One-half mile extension of the I-35 existing northbound third auxilary lane from CSAH 46 to CSAH 50.
Project Location
Burnsville
Lakeville
1
2
3
4
Cedar Ave
Flagstaff Ave
Foliage Ave
170th St W
Hayes Ave
Highview Ave
Grafton Tr
175th St W
Dodd Blvd
190th St W
Holyoke Ave
Hamburg Ave
210th St W
Ipava Ave
Ixonia Ave
Jacquard Ave
205th St W
165th St W
Kenyon Ave
Klamath Tr
172nd St W
Transit Service Expansion Plan
Lakeville Transportation Plan Update
City of Lakeville
SRF
Consulting Group, Inc.
Figure 14




CSAH 60 and CSAH 50 Roundabout

Crash Diagrams Years 2005 – 2007 Figure 12

2005 to 2007

| | | | |
|---|---|---|---|
| CSAH | 60 | 001+00.995 | KENWOOD TRL CSAH-50 SB X-ING |
| CSAH | 60 | 001+00.987 | KENWOOD TRL CSAH-50 NB X-ING |
| CSAH | 50 | 001+00.319 | 185TH ST W CSAH-60 X-ING |

| SYS | ROUTE | REF POINT | ELEN | RELY | INV | CO | CITY | DAY OF WEEK | MONTH | DAY | YEAR | TIME | SEV | NUM | JUNC | SL | TYPE | DIAG | LOC1 | TCD | LIT | WT-IR1 | WT-IR2 | SURF | CHAR | DESGN | ACC NUM | VEHICLE 1 VTYPE | DIR | ACT | FAC1 | FAC2 | PHYS | AGE | SEX | VTYPE | DIR | ACT | FAC1 | FAC2 | PHYS | AGE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4-CSAH | 19000360 | 001+00.986 | | 1 | 3 | 19 | 2150 | 7-Sat | 8 | 26 | 2006 | 1705 | C | 1 | 4 | 50 | 6 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 6 | 062390118 | 3 | NW | 1 | 1 | 1 | 1 | 98 | 13 | 53 | NA | 33 | 17 | 1 | 1 | 13 |
| 4-CSAH | 19000350 | 001+00.310 | | 1 | 3 | 19 | 2150 | 3-Tue | 2 | 15 | 2035 | 1436 | N | 2 | 4 | 45 | 1 | 6 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 8 | 056465533 | 7 | S | 11 | 1 | 1 | 1 | 46 | F | 1 | E | 1 | 1 | 1 | 1 | 16 |
| 4-CSAH | 19000350 | 001+00.310 | 951 | 1 | 1 | 19 | 2150 | 2-Mon | 5 | 2 | 2035 | 250 | N | 2 | 1 | 50 | 1 | 98 | 4 | 2 | 0 | 1 | 1 | 1 | 8 | 052210144 | 1 | E | 1 | 90 | 18 | 2 | 21 | M | 1 | E | 1 | - | 0 | 1 | 27 |
| 4-CSAH | 19000350 | 001+00.310 | | 1 | 0 | 19 | 2150 | 4-Wed | 10 | 12 | 2035 | 1009 | N | 2 | 0 | 50 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | C | 9 | 053392208 | 1 | 00 | 0 | C | 0 | 0 | 893 | M | 3 | SE | 1 | 0 | 0 | 0 | 32 |
| 4-CSAH | 19000350 | 001+00.310 | | 1 | 3 | 19 | 2150 | 2-Mon | 1 | 16 | 2006 | 1848 | N | 2 | 7 | 50 | 1 | 1 | 1 | 1 | 1 | 4 | 0 | 1 | 1 | 7 | 060170028 | 4 | E | 6 | 61 | 3 | 1 | 54 | M | 1 | E | 6 | 61 | 46 | 1 | 17 |
| 4-CSAH | 19000360 | 001+00.310 | | 1 | 3 | 19 | 2150 | 5-Thur | 8 | 3 | 2006 | 1511 | C | 3 | 7 | 50 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 8 | 062160028 | 3 | N | 11 | 1 | 0 | 1 | 38 | M | 3 | N | 1 | 15 | 0 | 1 | 46 |
| 4-CSAH | 19000350 | 001+00.310 | | 1 | 3 | 19 | 2150 | 7-Sat | 11 | 25 | 2006 | 1725 | N | 2 | 4 | 50 | 1 | 1 | 1 | 1 | 1 | 4 | 0 | 1 | 1 | 5 | 063280074 | 3 | N | 1 | 2 | 15 | 1 | 21 | M | 3 | N | 11 | - | 0 | 1 | 31 |
| 4-CSAH | 19000350 | 001+00.310 | | 1 | 3 | 19 | 2150 | 6-Fri | 8 | 3 | 2007 | 1656 | C | 2 | 1 | 50 | 1 | 1 | 1 | 99 | 1 | 1 | 1 | 1 | 1 | 8 | 072180007 | 1 | 00 | 1 | 15 | 4 | 1 | 17 | F | 3 | 00 | 11 | - | 1 | 1 | 44 |

# HSIP Worksheet

| Control Section | T.H. / Roadway | Location | Beginning Ref. Pt. | Ending Ref. Pt. | State, County, City or Township | Study Period Begins | Study Period Ends |
|---|---|---|---|---|---|---|---|
| | CSAH 50 | The intersection of CSAH 50 & CSAH 60 | CSAH 50 1+00.290<br>CSAH 60 1+00.966 | CSAH 50 1+00.330<br>CSAH 60 2+00.007 | Lakeville, Dakota Co. | 1/1/2005 | 12/31/2007 |

**Description of Proposed Work:** **Convert signalized intersection to a mult-lane roundabout.**

| Accident Diagram Codes | | | 1 Rear End | 2 Sideswipe Same Direction | 3 Left Turn Main Line | 5 Right Angle | 4,7 Ran off Road | 8,9 Head On/ Sideswipe -Opposite Direction | Pedestrian | 6, 90, 99 Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Study Period: Number of Crashes | Fatal | F | | | | | | | | | |
| | Personal Injury (PI) | A | | | | | | | | | |
| | | B | | | | | | | | | |
| | | C | 2 | | | 1 | | | | | 3 |
| | Property Damage | PD | 4 | | 1 | | | | | | 5 |
| % Change in Crashes *Recommend using MnDOT's *% Change in Crashes* | | F | -35% | -35% | -35% | -35% | -35% | -35% | | -35% | |
| | PI | A | -35% | -35% | -35% | -35% | -35% | -35% | | -35% | |
| | | B | -35% | -35% | -35% | -35% | -35% | -35% | | -35% | |
| | | C | -35% | -35% | -35% | -35% | -35% | -35% | | -35% | |
| | | PD | -35% | -35% | -35% | -35% | -35% | -35% | | -35% | |
| Change in Crashes = No. of crashes X % change in crashes | | F | | | | | | | | | |
| | PI | A | | | | | | | | | |
| | | B | | | | | | | | | |
| | | C | -0.70 | | | -0.35 | | | | | -1.05 |
| | | PD | -1.40 | | -0.35 | | | | | | -1.75 |

**Year** (Safety Improvement Construction): 2013

**Total Crashes Reduced:** -2.80

| Project Cost (exclude Right of Way) | $ 2,000,000 |
|---|---|
| Right of Way Costs (optional) | |
| Traffic Growth Factor | 3% |
| Capital Recovery | |
| 1. Discount Rate | 4.5% |
| 2. Project Service Life (n) | 20 |

| Type of Crash | Study Period: Change in Crashes | Annual Change in Crashes | Cost per Crash | Annual Benefit |
|---|---|---|---|---|
| F | | | $ 3,400,000 | |
| A | | | $ 280,000 | |
| B | | | $ 63,000 | |
| C | -1.05 | -0.35 | $ 31,000 | $ 10,860 |
| PD | -1.75 | -0.58 | $ 4,600 | $ 2,686 |
| Total | | | | $ 13,546 |

**B/C= 0.12**

*Using present worth values,*

**B= $ 236,967**

**C= $ 2,000,000**

*See "Calculations" sheet for amortization.*

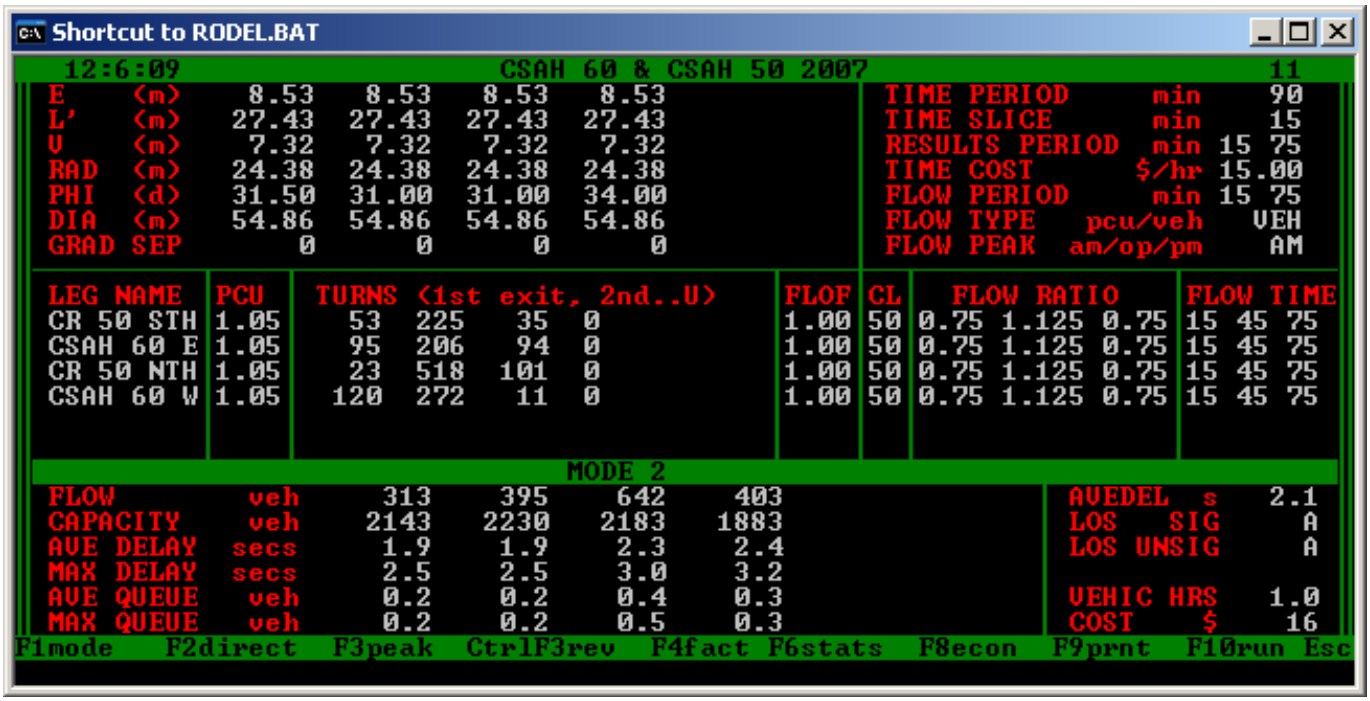
**Office of Traffic Engineering**

CSAH 60 and CSAH 50 Roundabout

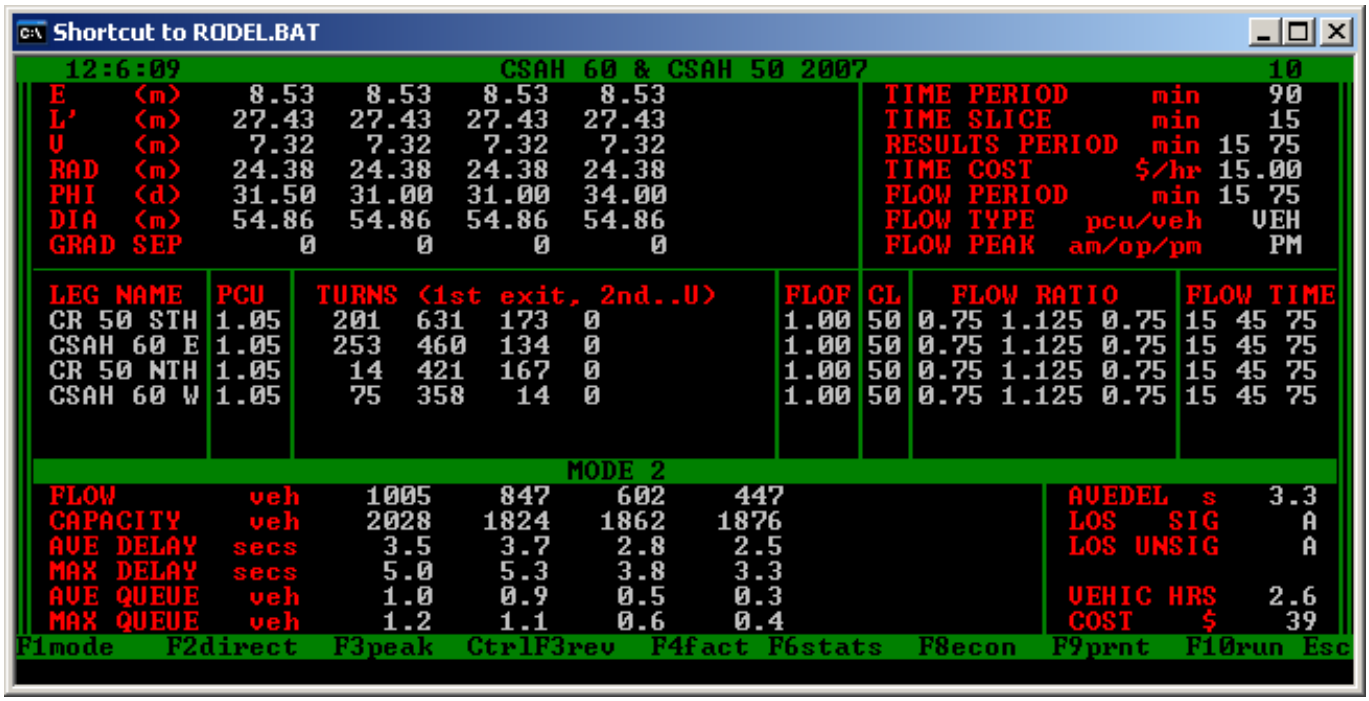
HSIP Worksheet

Figure 14

**AM**




**PM**




*The capacity of each entry of a roundabout was found to be a function of the circulating flow past that entry together with the interaction of six geometric parameters at each entry.

## DAKOTA COUNTY TRANSPORTATION

TRAFFIC

TRAFFIC COUNT DATA

Road: : CSAH 60 Site: 2006121

Location: : west of CSAH 50 Date: 06/05/06

Notes: : 42311 DirectiorBoth

| Interval Begin | Mon 6/5 | Tue 6/6 | Wed 6/7 | Thu 6/8 | Fri 6/9 | Sat 6/10 | Sun 6/11 | Weekday Avg | Week Avg |
|---|---|---|---|---|---|---|---|---|---|
| 12:AM | * | * | 82 | 68 | * | * | * | 75 | 75 |
| 1:00 | * | * | 48 | 56 | * | * | * | 52 | 52 |
| 2:00 | * | * | 31 | 27 | * | * | * | 29 | 29 |
| 3:00 | * | * | 19 | 22 | * | * | * | 20 | 20 |
| 4:00 | * | * | 26 | 42 | * | * | * | 34 | 34 |
| 5:00 | * | * | 140 | 162 | * | * | * | 151 | 151 |
| 6:00 | * | * | 500 | 498 | * | * | * | 499 | 499 |
| 7:00 | * | * | 767 | 795 | * | * | * | 781 | 781 |
| 8:00 | * | * | 712 | 770 | * | * | * | 741 | 741 |
| 9:00 | * | * | 675 | 634 | * | * | * | 654 | 654 |
| 10:00 | * | 678 | 657 | 700 | * | * | * | 678 | 678 |
| 11:00 | * | 834 | 741 | 794 | * | * | * | 789 | 789 |
| 12:PM | * | 902 | 861 | * | * | * | * | 881 | 881 |
| 1:00 | * | 818 | 806 | * | * | * | * | 812 | 812 |
| 2:00 | * | 970 | 949 | * | * | * | * | 959 | 959 |
| 3:00 | * | 1,213 | 1,078 | * | * | * | * | 1,145 | 1,145 |
| 4:00 | * | 1,292 | 1,246 | * | * | * | * | 1,269 | 1,269 |
| 5:00 | * | 1,322 | 1,330 | * | * | * | * | 1,326 | 1,326 |
| 6:00 | * | 1,178 | 1,174 | * | * | * | * | 1,176 | 1,176 |
| 7:00 | * | 864 | 914 | * | * | * | * | 889 | 889 |
| 8:00 | * | 924 | 938 | * | * | * | * | 931 | 931 |
| 9:00 | * | 636 | 677 | * | * | * | * | 656 | 656 |
| 10:00 | * | 278 | 316 | * | * | * | * | 297 | 297 |
| 11:00 | * | 131 | 143 | * | * | * | * | 137 | 137 |
| Totals | 0 | 12,040 | 14,830 | 4,568 | 0 | 0 | 0 | 14,981 | 14,981 |
| AM Peak | * | 11:00 | 7:00 | 7:00 | * | * | * | 11:00 | 11:00 |
| Volume | * | 834 | 767 | 795 | * | * | * | 789 | 789 |
| PM Peak | * | 5:00 | 5:00 | * | * | * | * | 5:00 | 5:00 |
| Volume | * | 1,322 | 1,330 | * | * | * | * | 1,326 | 1,326 |

Factor = 0.90

AADT = 13,483

CSAH 60 and CSAH 50 Roundabout

CSAH 60 West of CSAH 50 Figure 16

## DAKOTA COUNTY TRANSPORTATION

TRAFFIC

TRAFFIC COUNT DATA

Road: : CSAH 60 Site: 2006123

Location: : east of CSAH 50 Date: 06/05/06

Notes: : 42312 DirectiorBoth

| Interval Begin | Mon 6/5 | Tue 6/6 | Wed 6/7 | Thu 6/8 | Fri 6/9 | Sat 6/10 | Sun 6/11 | Weekday Avg | Week Avg |
|---|---|---|---|---|---|---|---|---|---|
| 12:AM | * | * | 44 | 45 | * | * | * | 44 | 44 |
| 1:00 | * | * | 34 | 32 | * | * | * | 33 | 33 |
| 2:00 | * | * | 25 | 26 | * | * | * | 25 | 25 |
| 3:00 | * | * | 21 | 10 | * | * | * | 15 | 15 |
| 4:00 | * | * | 28 | 34 | * | * | * | 31 | 31 |
| 5:00 | * | * | 138 | 139 | * | * | * | 138 | 138 |
| 6:00 | * | * | 448 | 426 | * | * | * | 437 | 437 |
| 7:00 | * | * | 666 | 642 | * | * | * | 654 | 654 |
| 8:00 | * | * | 520 | 552 | * | * | * | 536 | 536 |
| 9:00 | * | 455 | 475 | 435 | * | * | * | 455 | 455 |
| 10:00 | * | 491 | 398 | 446 | * | * | * | 445 | 445 |
| 11:00 | * | 560 | 484 | * | * | * | * | 522 | 522 |
| 12:PM | * | 601 | 478 | * | * | * | * | 539 | 539 |
| 1:00 | * | 569 | 449 | * | * | * | * | 509 | 509 |
| 2:00 | * | 642 | 562 | * | * | * | * | 602 | 602 |
| 3:00 | * | 846 | 736 | * | * | * | * | 791 | 791 |
| 4:00 | * | 813 | 814 | * | * | * | * | 813 | 813 |
| 5:00 | * | 940 | 850 | * | * | * | * | 895 | 895 |
| 6:00 | * | 795 | 784 | * | * | * | * | 789 | 789 |
| 7:00 | * | 582 | 498 | * | * | * | * | 540 | 540 |
| 8:00 | * | 596 | 597 | * | * | * | * | 596 | 596 |
| 9:00 | * | 380 | 414 | * | * | * | * | 397 | 397 |
| 10:00 | * | 175 | 203 | * | * | * | * | 189 | 189 |
| 11:00 | * | 86 | 104 | * | * | * | * | 95 | 95 |
| Totals | 0 | 8,531 | 9,770 | 2,787 | 0 | 0 | 0 | 10,090 | 10,090 |
| AM Peak | * | 11:00 | 7:00 | 7:00 | * | * | * | 7:00 | 7:00 |
| Volume | * | 560 | 666 | 642 | * | * | * | 654 | 654 |
| PM Peak | * | 5:00 | 5:00 | * | * | * | * | 5:00 | 5:00 |
| Volume | * | 940 | 850 | * | * | * | * | 895 | 895 |

Factor = 0.90

AADT = 9,081

## DAKOTA COUNTY TRANSPORTATION

TRAFFIC

TRAFFIC COUNT DATA

Road: : CSAH 50 Site: 2006124

Location: : north of CSAH 60 Date: 06/05/06

Notes: : 42321 DirectiorBoth

| Interval Begin | Mon 6/5 | Tue 6/6 | Wed 6/7 | Thu 6/8 | Fri 6/9 | Sat 6/10 | Sun 6/11 | Weekday Avg | Week Avg |
|---|---|---|---|---|---|---|---|---|---|
| 12:AM | * | * | 103 | 131 | * | * | * | 117 | 117 |
| 1:00 | * | * | 58 | 64 | * | * | * | 61 | 61 |
| 2:00 | * | * | 38 | 31 | * | * | * | 34 | 34 |
| 3:00 | * | * | 31 | 23 | * | * | * | 27 | 27 |
| 4:00 | * | * | 72 | 66 | * | * | * | 69 | 69 |
| 5:00 | * | * | 316 | 331 | * | * | * | 323 | 323 |
| 6:00 | * | * | 880 | 864 | * | * | * | 872 | 872 |
| 7:00 | * | * | 1,344 | 1,421 | * | * | * | 1,382 | 1,382 |
| 8:00 | * | * | 1,074 | 1,121 | * | * | * | 1,097 | 1,097 |
| 9:00 | * | * | 936 | 973 | * | * | * | 954 | 954 |
| 10:00 | * | 944 | 934 | 954 | * | * | * | 944 | 944 |
| 11:00 | * | 1,046 | 1,059 | 1,052 | * | * | * | 1,052 | 1,052 |
| 12:PM | * | 1,168 | 1,228 | * | * | * | * | 1,198 | 1,198 |
| 1:00 | * | 1,100 | 1,122 | * | * | * | * | 1,111 | 1,111 |
| 2:00 | * | 1,304 | 1,153 | * | * | * | * | 1,228 | 1,228 |
| 3:00 | * | 1,394 | 1,514 | * | * | * | * | 1,454 | 1,454 |
| 4:00 | * | 1,596 | 1,324 | * | * | * | * | 1,460 | 1,460 |
| 5:00 | * | 1,572 | 1,491 | * | * | * | * | 1,531 | 1,531 |
| 6:00 | * | 1,426 | 1,524 | * | * | * | * | 1,475 | 1,475 |
| 7:00 | * | 1,070 | 1,123 | * | * | * | * | 1,096 | 1,096 |
| 8:00 | * | 1,094 | 1,105 | * | * | * | * | 1,099 | 1,099 |
| 9:00 | * | 738 | 756 | * | * | * | * | 747 | 747 |
| 10:00 | * | 375 | 361 | * | * | * | * | 368 | 368 |
| 11:00 | * | 192 | 198 | * | * | * | * | 195 | 195 |
| Totals | 0 | 15,019 | 19,744 | 7,031 | 0 | 0 | 0 | 19,894 | 19,894 |
| AM Peak | * | 11:00 | 7:00 | 7:00 | * | * | * | 7:00 | 7:00 |
| Volume | * | 1,046 | 1,344 | 1,421 | * | * | * | 1,382 | 1,382 |
| PM Peak | * | 4:00 | 6:00 | * | * | * | * | 5:00 | 5:00 |
| Volume | * | 1,596 | 1,524 | * | * | * | * | 1,531 | 1,531 |

Factor = 0.90

AADT = 17,905

## DAKOTA COUNTY TRANSPORTATION

TRAFFIC

TRAFFIC COUNT DATA

Road: : CSAH 50 Site: 2006122

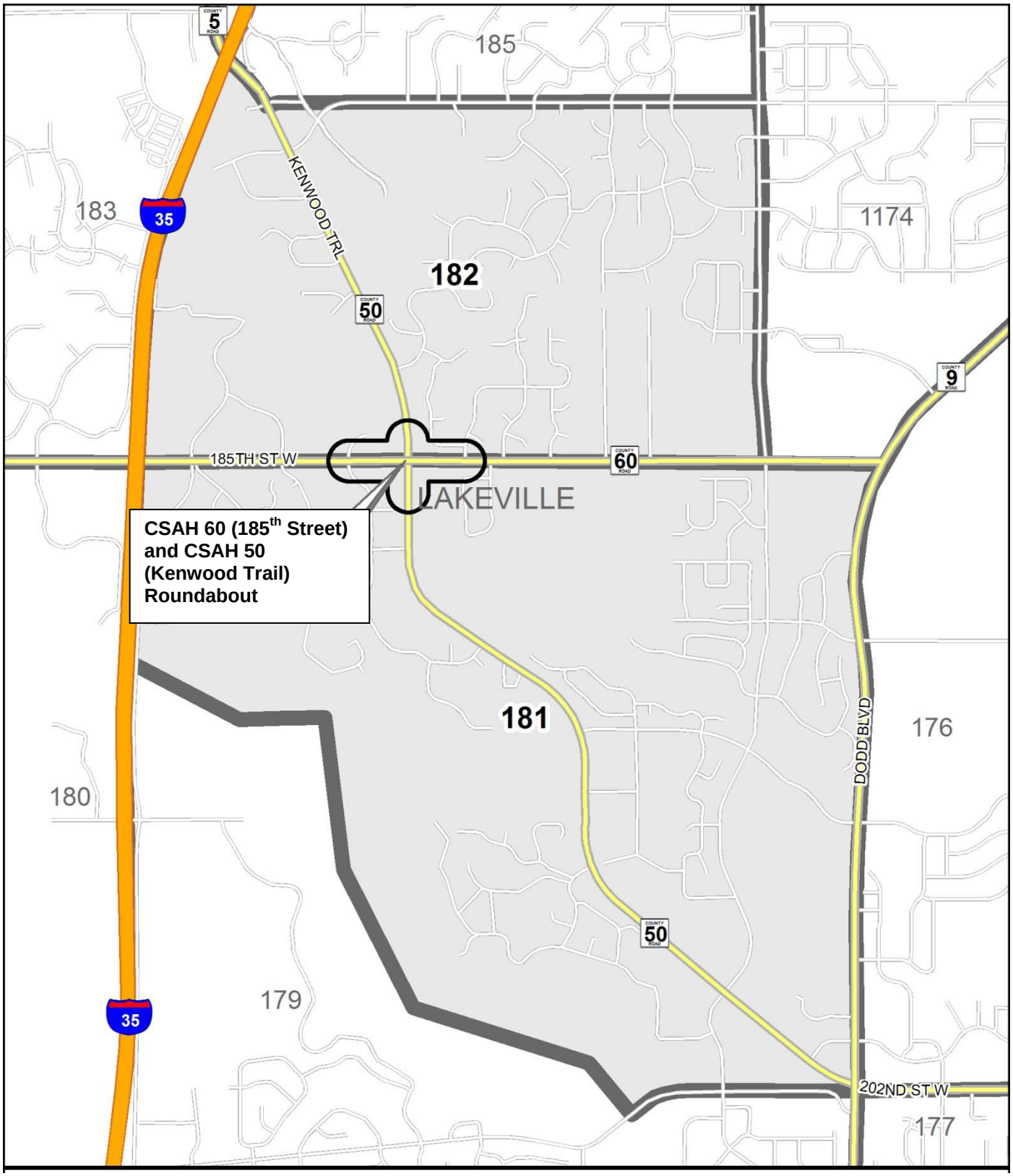
Location: : south of CSAH 60 Date: 06/05/06

Notes: : 60594 DirectiorBoth

| Interval Begin | Mon 6/5 | Tue 6/6 | Wed 6/7 | Thu 6/8 | Fri 6/9 | Sat 6/10 | Sun 6/11 | Weekday Avg | Week Avg |
|---|---|---|---|---|---|---|---|---|---|
| 12:AM | * | * | 94 | 110 | * | * | * | 102 | 102 |
| 1:00 | * | * | 55 | 58 | * | * | * | 56 | 56 |
| 2:00 | * | * | 32 | 35 | * | * | * | 33 | 33 |
| 3:00 | * | * | 28 | 34 | * | * | * | 31 | 31 |
| 4:00 | * | * | 64 | 74 | * | * | * | 69 | 69 |
| 5:00 | * | * | 300 | 278 | * | * | * | 289 | 289 |
| 6:00 | * | * | 835 | 848 | * | * | * | 841 | 841 |
| 7:00 | * | * | 1,354 | 1,272 | * | * | * | 1,313 | 1,313 |
| 8:00 | * | * | 1,080 | 1,158 | * | * | * | 1,119 | 1,119 |
| 9:00 | * | * | 846 | 833 | * | * | * | 839 | 839 |
| 10:00 | * | 841 | 822 | 860 | * | * | * | 841 | 841 |
| 11:00 | * | 858 | 928 | * | * | * | * | 893 | 893 |
| 12:PM | * | 950 | 1,052 | * | * | * | * | 1,001 | 1,001 |
| 1:00 | * | 932 | 1,020 | * | * | * | * | 976 | 976 |
| 2:00 | * | 1,210 | 1,268 | * | * | * | * | 1,239 | 1,239 |
| 3:00 | * | 1,335 | 1,416 | * | * | * | * | 1,375 | 1,375 |
| 4:00 | * | 1,536 | 1,369 | * | * | * | * | 1,452 | 1,452 |
| 5:00 | * | 1,505 | 1,545 | * | * | * | * | 1,525 | 1,525 |
| 6:00 | * | 1,290 | 1,382 | * | * | * | * | 1,336 | 1,336 |
| 7:00 | * | 906 | 961 | * | * | * | * | 933 | 933 |
| 8:00 | * | 1,006 | 1,052 | * | * | * | * | 1,029 | 1,029 |
| 9:00 | * | 670 | 780 | * | * | * | * | 725 | 725 |
| 10:00 | * | 354 | 440 | * | * | * | * | 397 | 397 |
| 11:00 | * | 174 | 186 | * | * | * | * | 180 | 180 |
| Totals | 0 | 13,567 | 18,909 | 5,560 | 0 | 0 | 0 | 18,594 | 18,594 |
| AM Peak | * | 11:00 | 7:00 | 7:00 | * | * | * | 7:00 | 7:00 |
| Volume | * | 858 | 1,354 | 1,272 | * | * | * | 1,313 | 1,313 |
| PM Peak | * | 4:00 | 5:00 | * | * | * | * | 5:00 | 5:00 |
| Volume | * | 1,536 | 1,545 | * | * | * | * | 1,525 | 1,525 |

Factor = 0.90

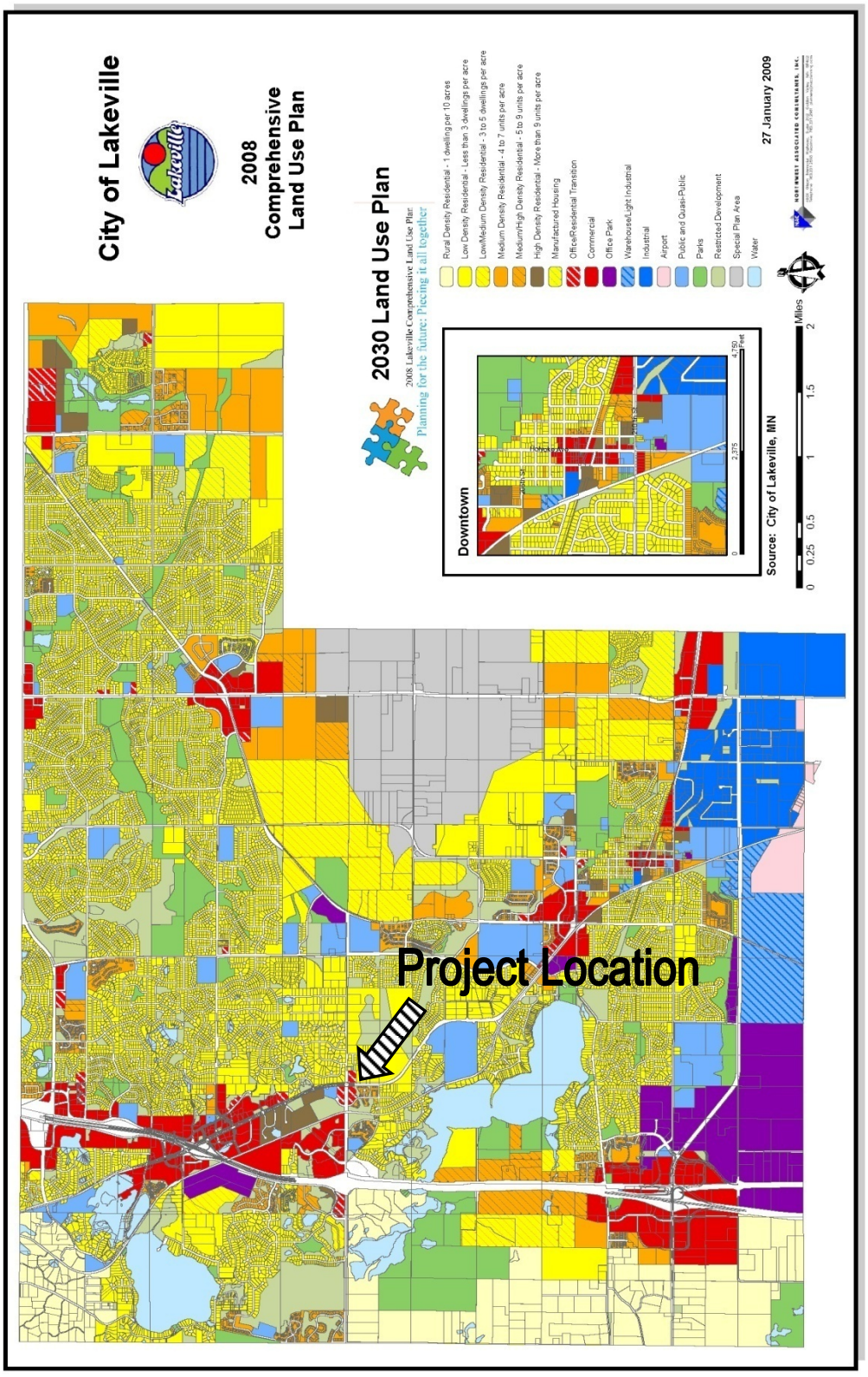
AADT = 16,735




CSAH 60 and CSAH 50 Roundabout

TAZ 181 and 182

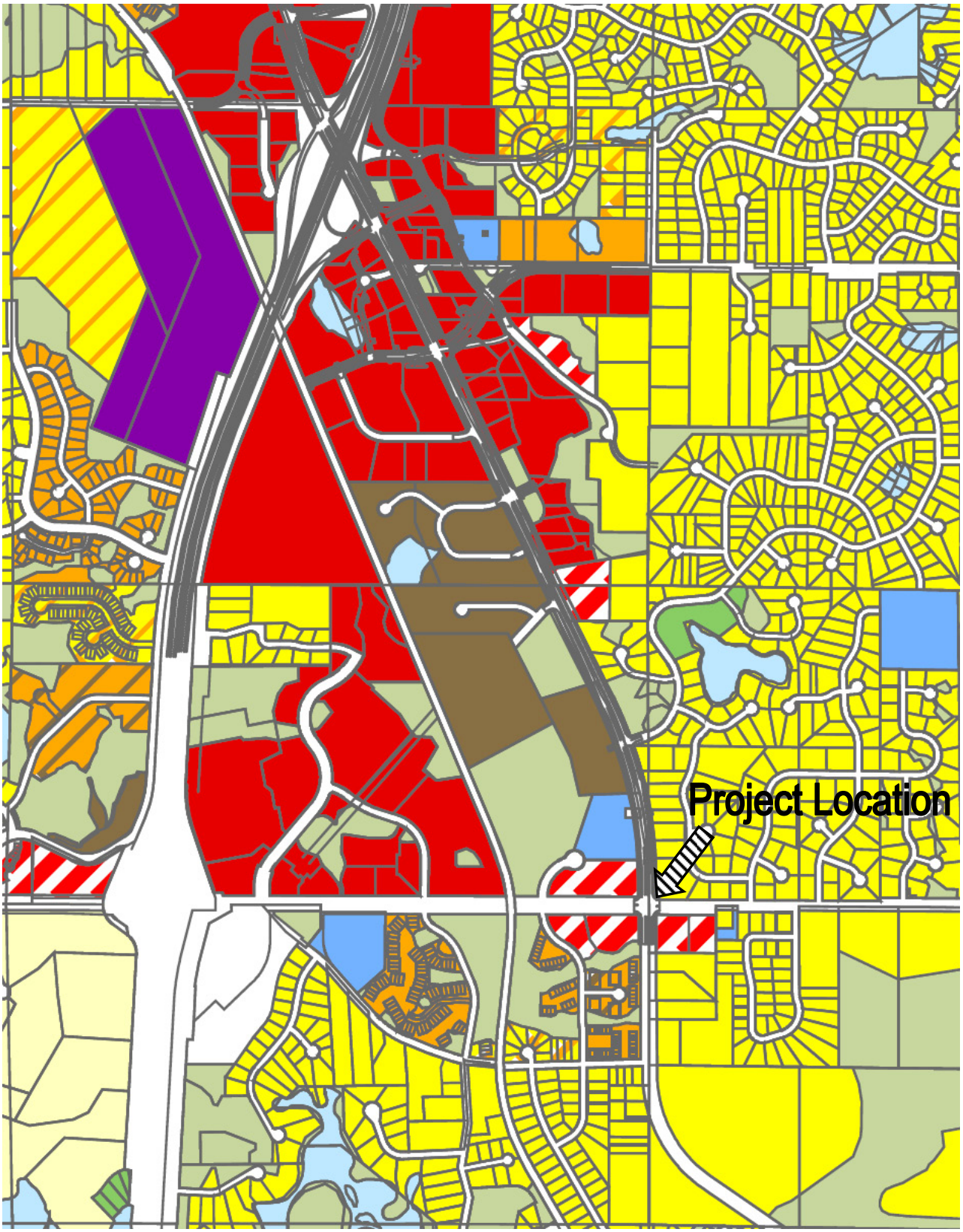
Figure 20




CSAH 60 and CSAH 50 Roundabout

2030 Land Use Plan

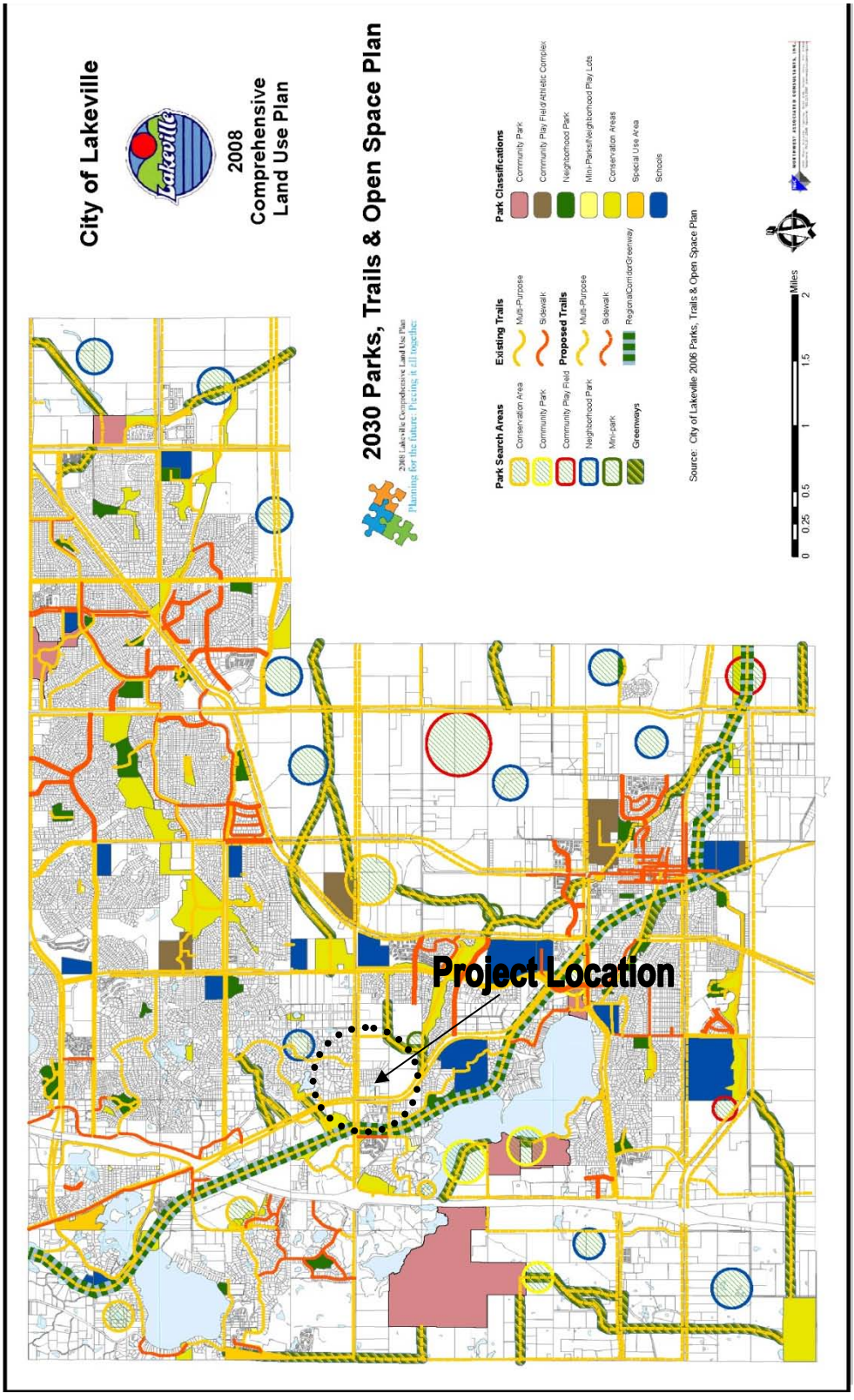
Figure 21




CSAH 60 and CSAH 50 Roundabout

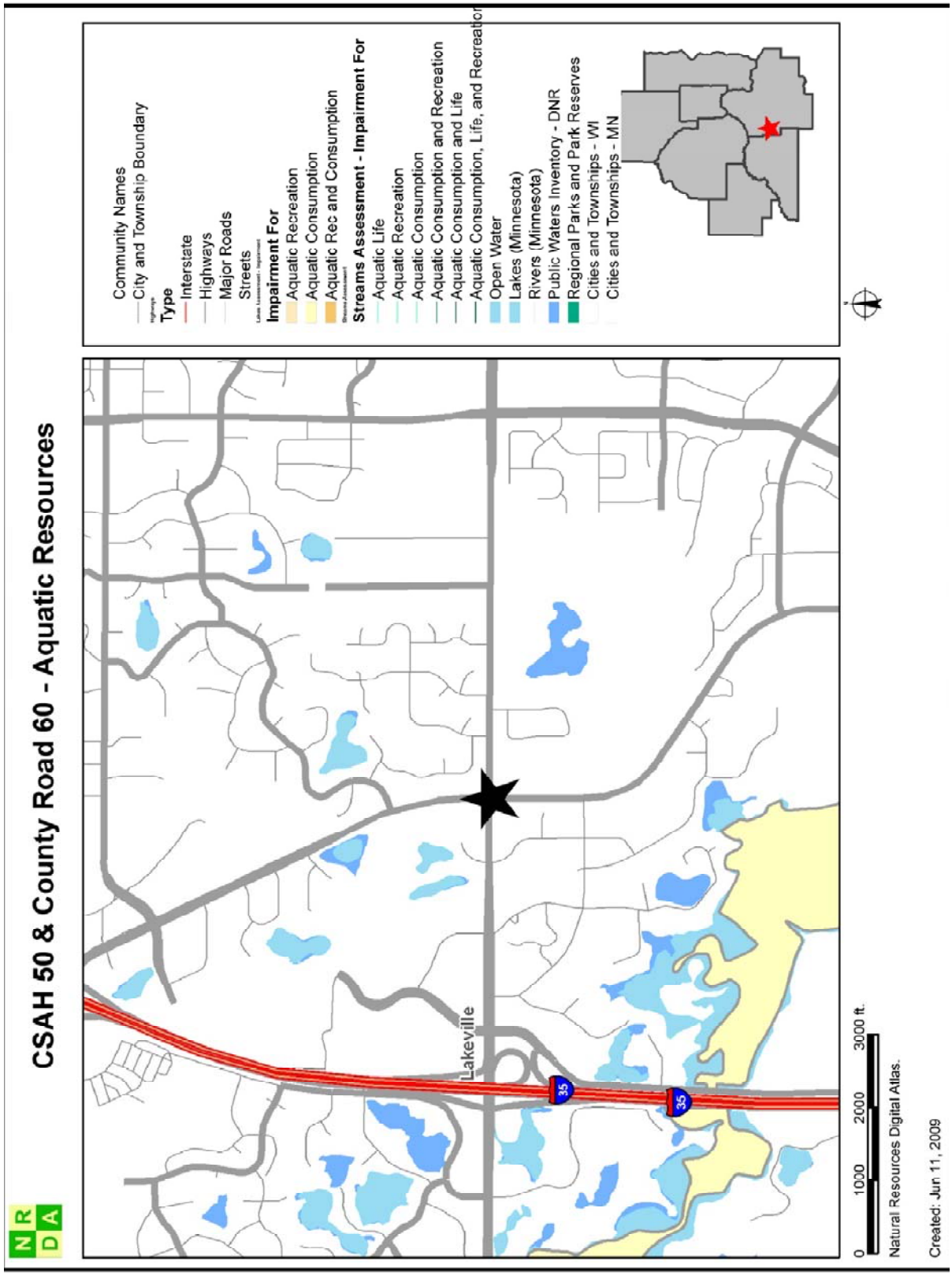
Land Use Around Project Area

Figure 22




CSAH 60 and CSAH 50 Roundabout

2030 Parks Trails Open Space Plan Figure 23

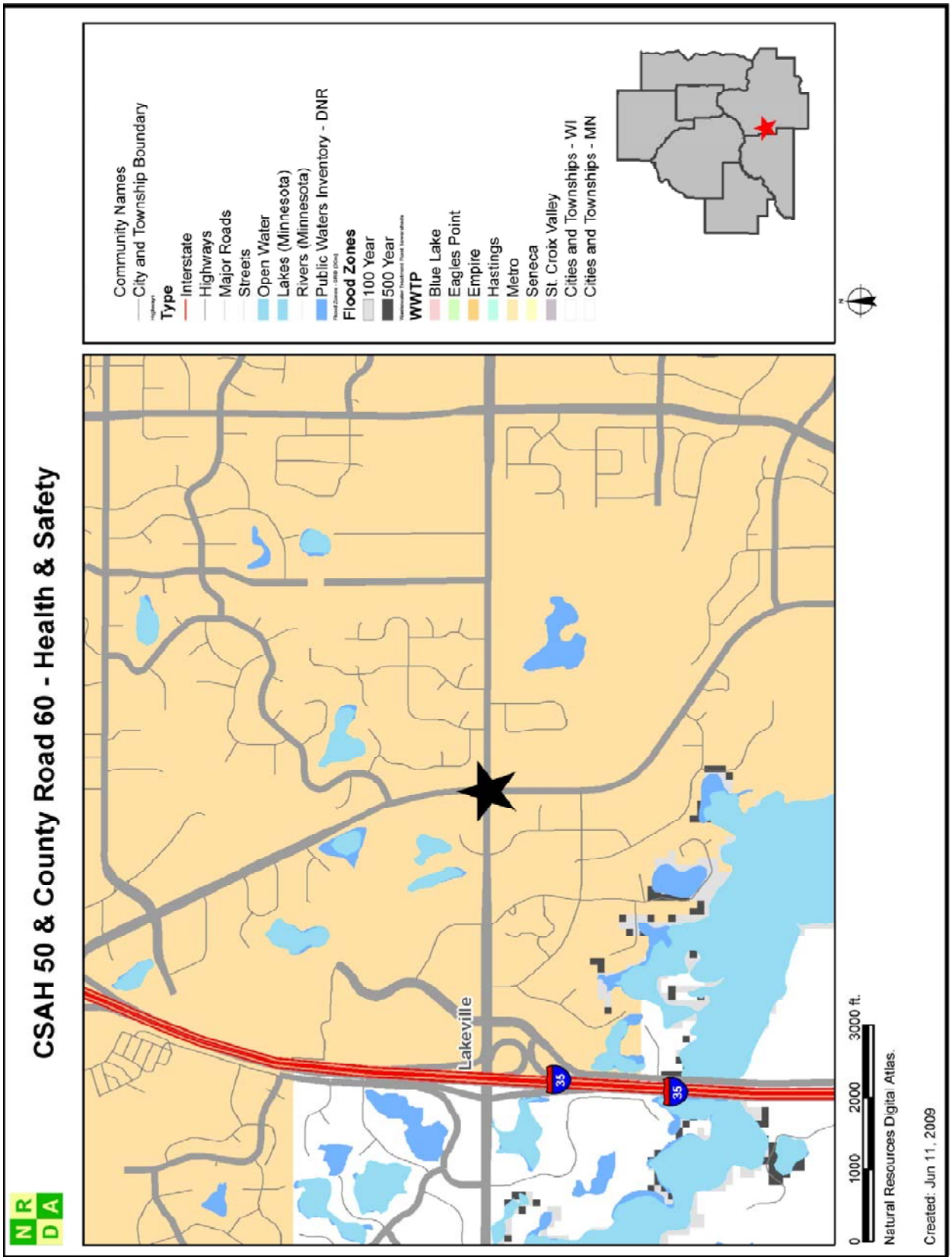



CSAH 60 and CSAH 50 Roundabout

NRDA_Aquatic Resources Figure 24

CSAH 60 and CSAH 50 Roundabout

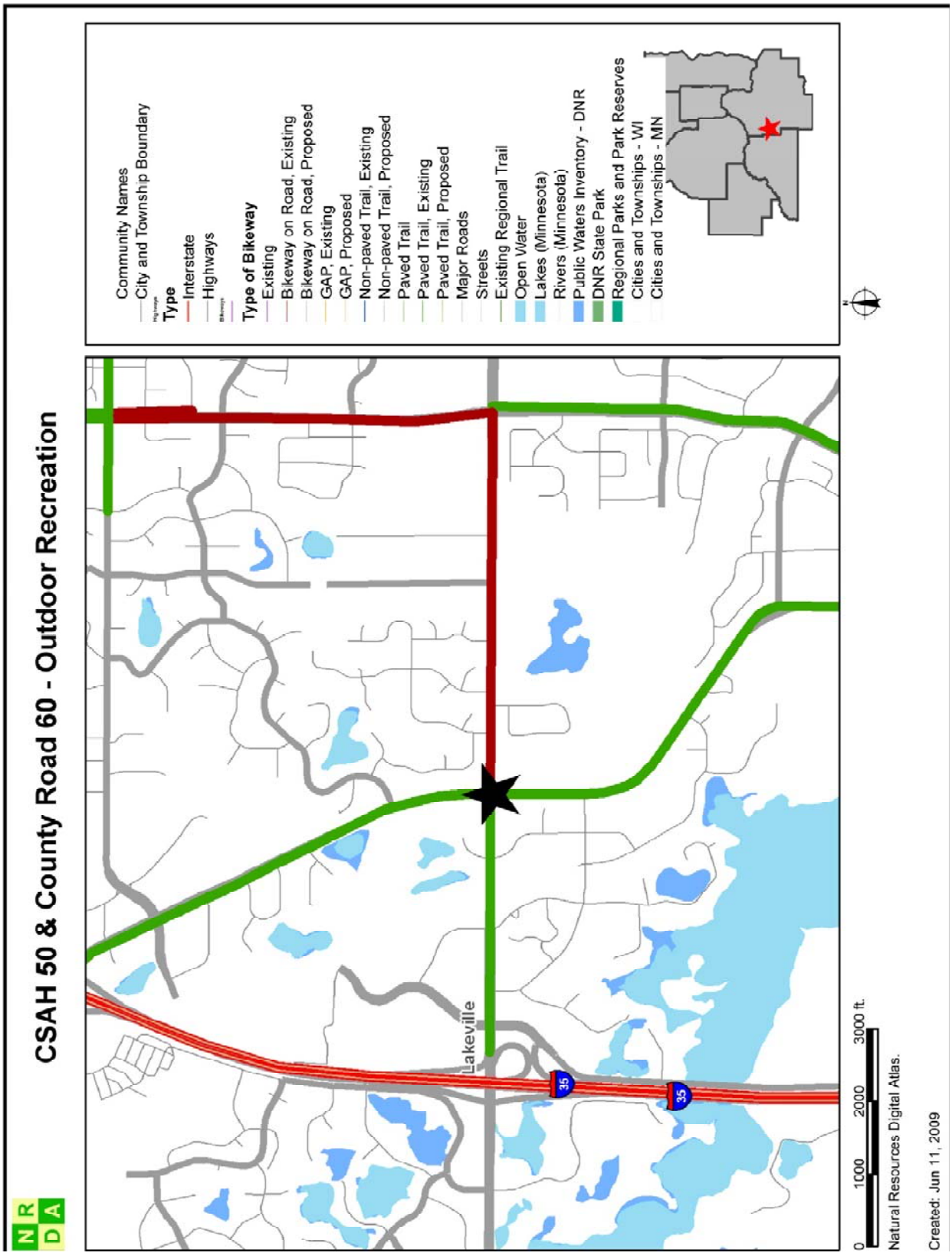
NRDA_Community Character Figure 25




CSAH 60 and CSAH 50 Roundabout

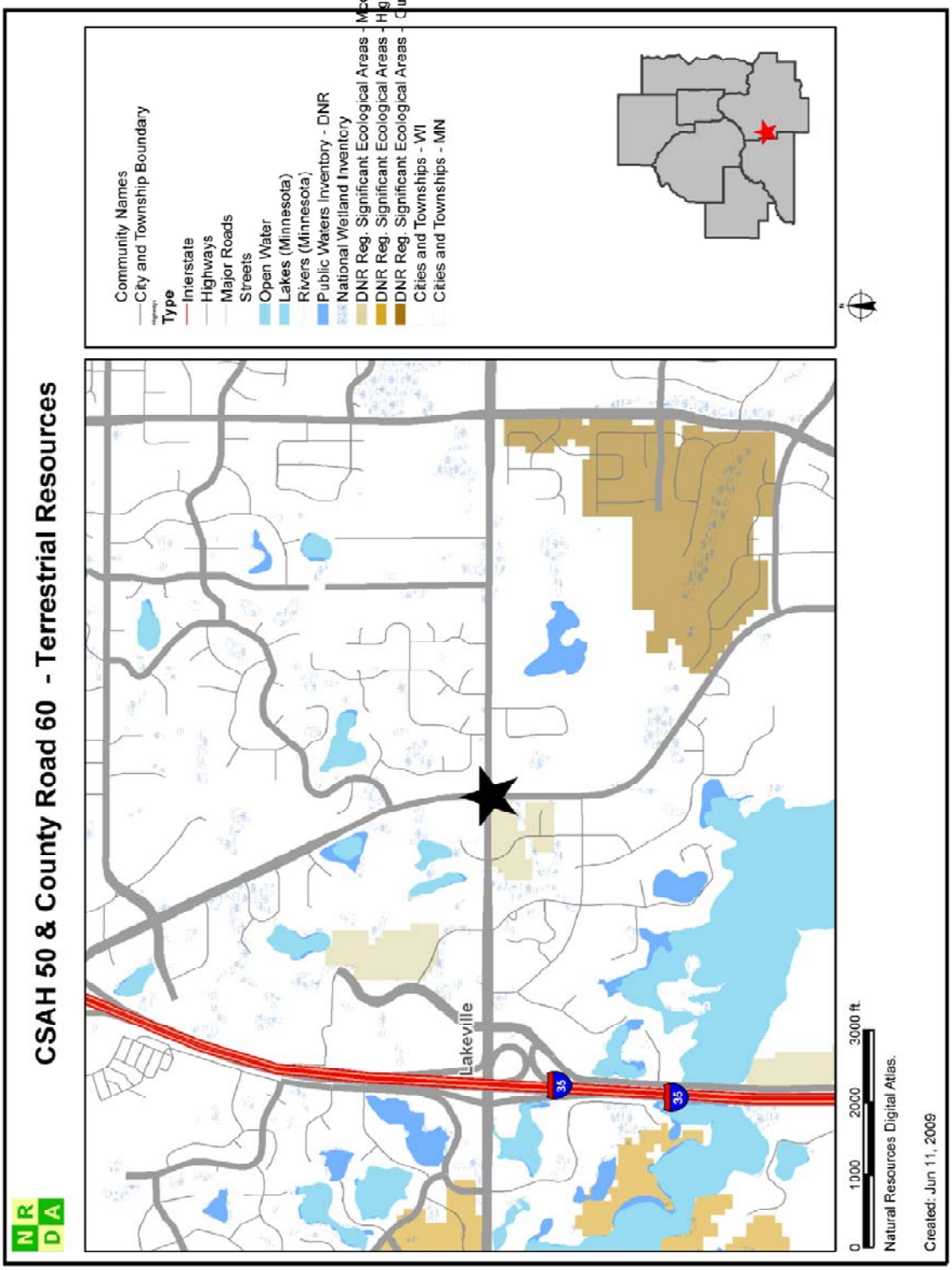
NRDA_Health Safety

Figure 26



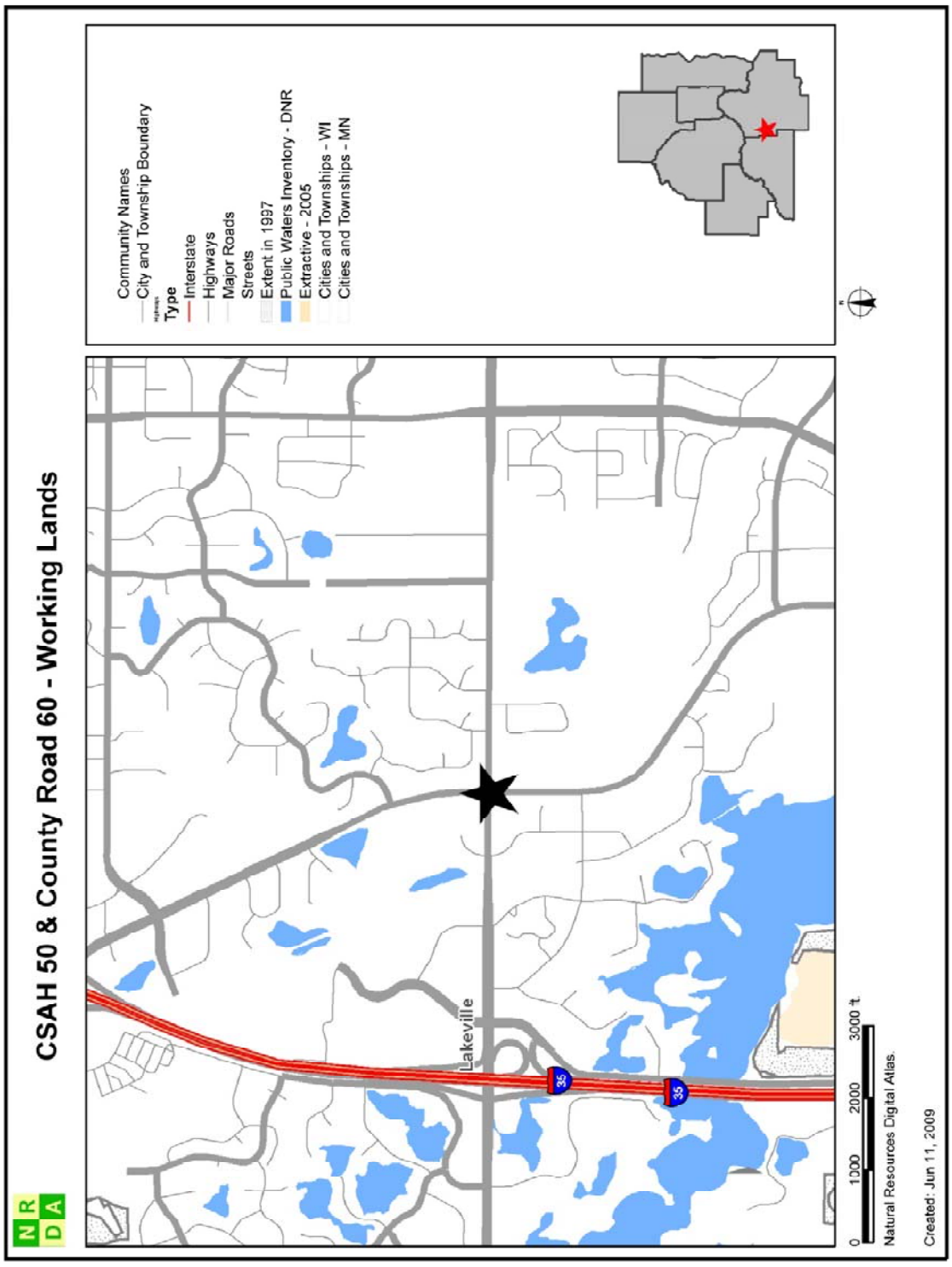

CSAH 60 and CSAH 50 Roundabout

NRDA_Outdoor Recreation Figure 27



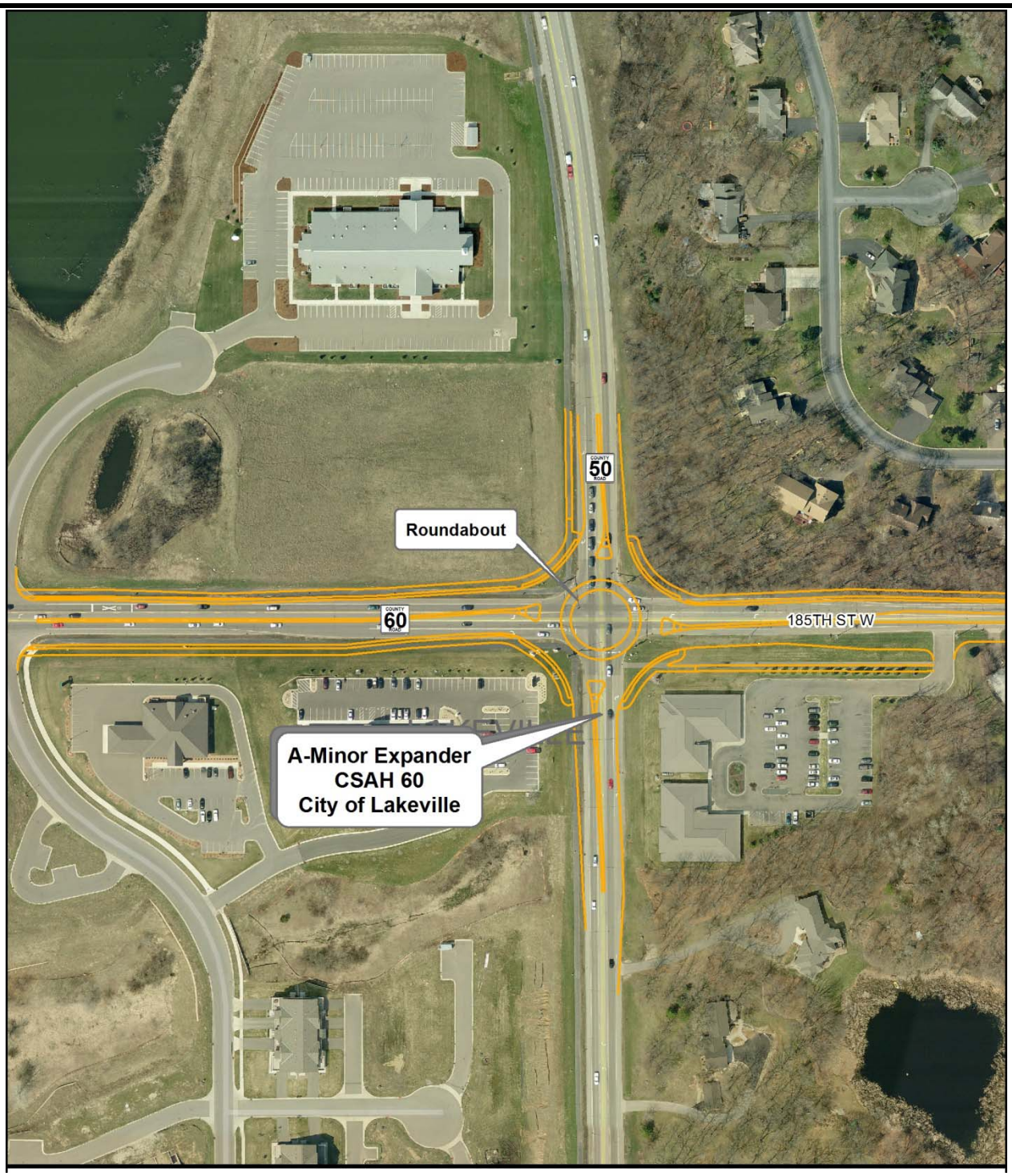

CSAH 60 and CSAH 50 Roundabout

NRDA_Terrestrial Resources Figure 28




CSAH 60 and CSAH 50 Roundabout

NRDA Working Lands Figure 29




CSAH 60 and CSAH 50 Roundabout

Project Area

Figure 30

**Access Spacing Guidelines (Table 8)**

| | | Divided Highways | | Undivided Highways | | |
|---|---|---|---|---|---|---|
| Functional classification | Principal Arterial | Non-P.A. | Non-P.A. | Non-P.A. | Non-P.A. | Non-P.A. |
| 2025 Projected ADT | All | >35,000 | 15,000 to 35,000 | 15,000 to 22,000 | <15,000 | <3,000 |
| Full Movement Public Street Intersections (a) | ½ mile | ½ mile | ¼ mile (c) | ¼ mile (c) | 1/8 mile (c), (d) | (b), (d) |
| ¾ Public Street Access (a) | ¼ mile (a) | ¼ mile (a) | 1/8 mile Right-in/ Right-out only (c) | N/A | N/A | N/A |

Source: Dakota County 2003

Roadway type refers to the anticipated cross section. Divided section must be in place for conditional intersection (right-in/right-out or ¾ intersection) to be built.
(a) Median access points may be removed or modified to address safety and operational issues identified through engineering review.
(b) Determined based on engineering review, judgment considering location, distance from other driveways, nearby intersections, alignment with other access points, visibility and other operation/safety issues.
(c) Multiple commercial access permitted.
(d) Private residential or individual commercial access permitted.
N/A – Not applicable to undivided roadway segments

Access spacing of one-half mile is shown in Figure T-13.

*PERFORMANCE MEASURE: Reduce and consolidate accesses to County highways in accordance with access spacing guidelines to maximize operation, safety, and mobility of the highway system.*

Costs associated with access management are currently included with other project expenses in the CIP. The following are the estimated annual CIP needs for access management and spacing over the plan period:

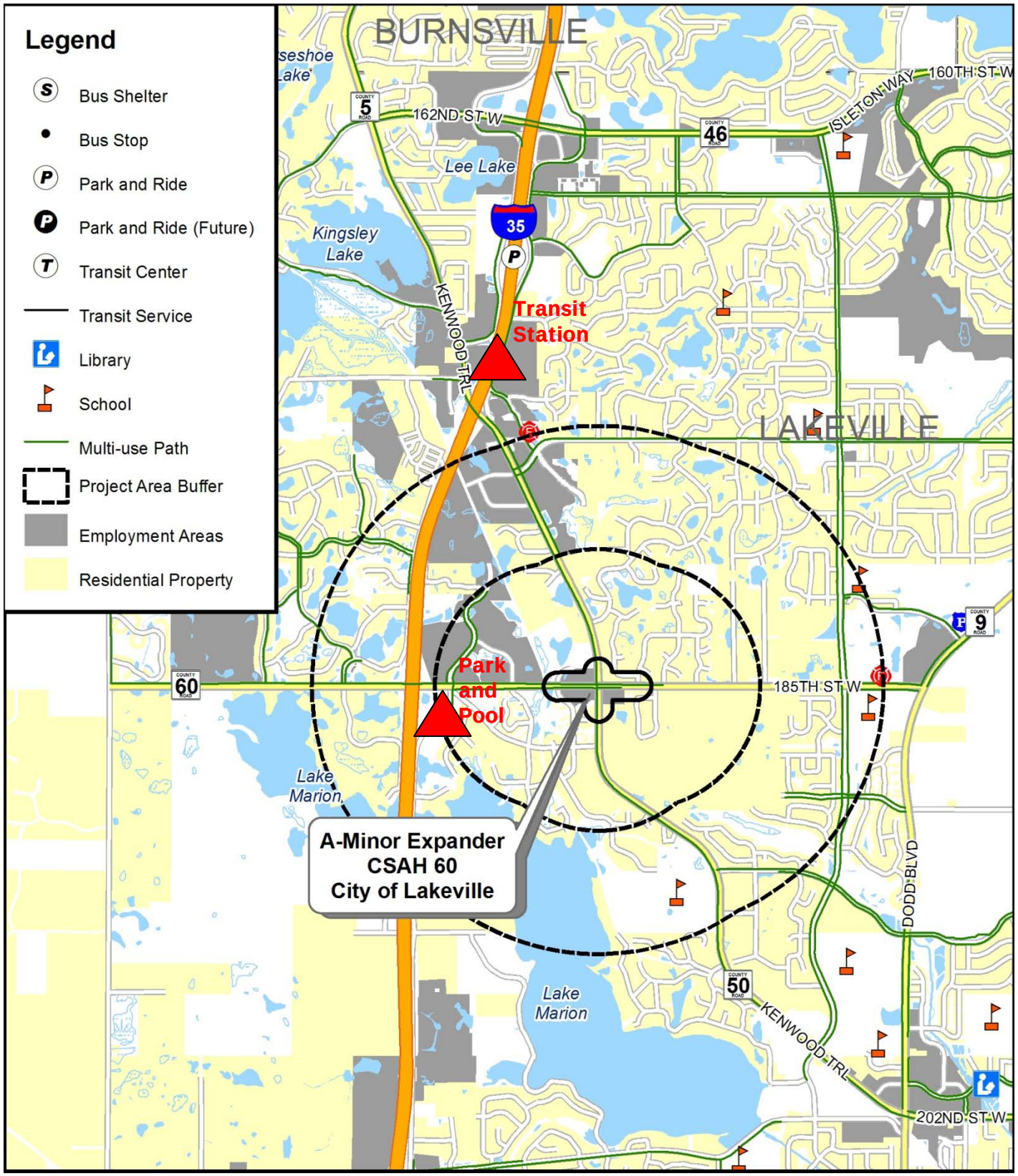
Anticipated Annual Future System Needs
2005-2009 = $2.7 million
2010-2014 = $2.9 million
2015-2025 = $3.6 million



CSAH 60 and CSAH 50 Roundabout
Dakota County Access Spacing Guidelines Figure 31

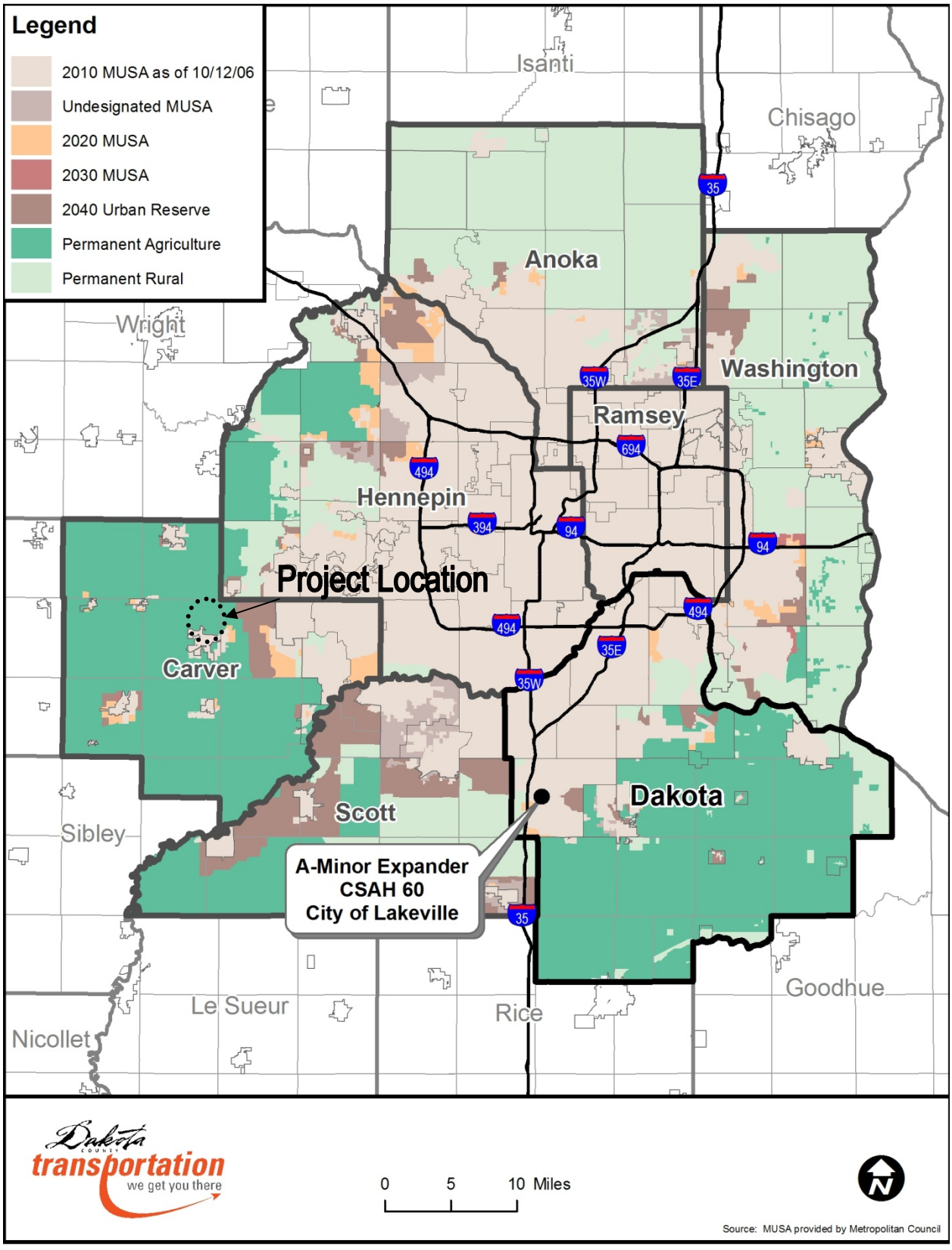
CSAH 60 and CSAH 50 Roundabout

Existing Intersection Figure 32




CSAH 60 and CSAH 50 Roundabout

Pedestrian Destinations Figure 33




CSAH 60 and CSAH 50 Roundabout

MUSA Figure 34

Dakota
COUNTY

**Physical Development Division**

Dakota County
Western Service Center
14955 Galaxie Avenue
Apple Valley, MN 55124-8579
952.891.7000
Fax 952.891.7031
www.dakotacounty.us

Environmental Mgmt. Department
Farmland & Natural Areas Program
Office of GIS
Parks Department
Office of Planning
Surveyor's Office
Transit Office
Transportation Department
Water Resources Office

June 12, 2009

Mr. Keith H. Nelson, P.E.
City Engineer City of Lakeville
City Hall 20195 Holyoke Ave.
Lakeville, MN 55044

RE: Federal STP Letter of Support for Dakota County CSAH 60/CSAH 50
A-Minor Arterial Expander Project

Dear Mr. Nelson:

Dakota County is supportive of the City of Lakeville's application for federal funding for the construction of a roundabout at the intersection of CSAH 60 (185th Street) and CSAH 50 (Kenwood Trail). This project would be a joint effort between the City of Lakeville and Dakota County.

The existing signalized intersection will be reconstructed as a urban multilane roundabout with four approaches with eight approach lanes, two circulatory lanes, and pedestrian/bike accommodations.

The current intersection is deficient and does not meet current standards for this area that provides Interstate access to Downtown Lakeville, a large industrial park, a developing retail area, and medium to long suburb-to-suburb trips. The intersection is deficient in traffic capacity and in adequate sight distance. This project also integrates other modes of transportation with the highway project.

Dakota County is the agency with jurisdiction over the CSAH 50 and CSAH 60 roadways and is aware that this project is being submitted for federal funds. Dakota County commits to operate and maintain the facility for its useful life and not change the use of any right-of-way acquired without prior approval from the Minnesota Department of Transportation and the Federal Highway Administration.

Sincerely,

Mark J. Krebsbach, P.E.
Transportation Director/County Engineer



CSAH 60 and CSAH 50 Roundabout
Letter of Support From Dakota County Figure 35

## BOARD OF COUNTY COMMISSIONERS
## DAKOTA COUNTY, MINNESOTA

May 19, 2009 — Resolution No. 09-253

Motion by Commissioner Branning — Second by Commissioner Schouweiler

---

**Approval Of Surface Transportation Program And Highway Safety Improvement Program Project Submittals For Transportation Advisory Board Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy For Users Solicitation Process**

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for Title I of the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy For Users (SAFETEA-LU) funding under the Surface Transportation Program (STP), Congestion Mitigation/Air Quality Program (CMAQ), Transportation Enhancements Program (TE), and Bridge Improvement Replacement (BIR); and

WHEREAS, the Minnesota Department of Transportation (Mn/DOT) is administering the solicitation process for the Highway Safety Improvement Program (HSIP) and Rail Crossing Safety; and

WHEREAS, SAFETEA-LU funding provides up to 80 percent of project construction costs; and

WHEREAS, this federal funding of projects reduces the burden on local taxpayers for regional improvements; and

WHEREAS, the grantee must provide at least 20 percent construction match and maintain the project for its useful life; and

WHEREAS, project submittals are due on June 15, 2009; and

WHEREAS, all the STP and HSIP projects are consistent with the approved Dakota County Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby approves the following Surface Transportation Program and Highway Safety Improvement Program projects for submittal to the TAB and Mn/DOT for SAFETEA-LU funding:

1. Reconstruct County State Aid Highway (CSAH 9) from Scott County to the City of Lakeville boundary
2. Reconstruct CSAH 9 from CSAH 60 to CSAH 23
3. Construct intersection improvements at CSAH 31 & CR 64
4. Construct intersection improvements at CSAH 32 & Nicollet Boulevard
5. Construct an interchange at Trunk Highway (TH) 13 & CSAH 5
6. Reconstruct CSAH 60 from west of CSAH 50 to Ipava Avenue.

; and

BE IT FURTHER RESOLVED, That, subject to federal funding award, the Dakota County Board of Commissioners will consider these projects for inclusion in the 2010-2014 Dakota County Capital Improvement Program.

**STATE OF MINNESOTA**
**County of Dakota**

| | YES | | NO |
|---|---|---|---|
| Harris | X | Harris | |
| Gaylord | X | Gaylord | |
| Egan | X | Egan | |
| Schouweiler | X | Schouweiler | |
| Workman | X | Workman | |
| Krause | | Krause | Absent |
| Branning | X | Branning | |

I, Kelly Olson, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 19th day of May 2009, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 20th day of May 2009.

Kelly D Olson

Clerk to the Board

# APPENDIX
# A
# DAKOTA COUNTY
# CONTIGUOUS PLAT ORDINANCE
# NO. 108

DAKOTA COUNTY

CONTIGUOUS PLAT ORDINANCE
NO. 108

An ordinance relating to plats and surveys on real property contiguous with any existing or proposed County road in Dakota County requiring review of certain factors which are of countywide significance by the Dakota County Plat Commission and subject to final approval by the Dakota County Board of Commissioners prior to the issuance of building permits by the municipalities in which the property is located pursuant to Laws of Minnesota, 1973, Chapter 416, codified at Minnesota Statute 383D.65. The County Board of Dakota County, Minnesota, does ordain:

SECTION I

Definitions

A. For the purpose of this ordinance the following shall be defined as herein stated:

1. Plat Commission
The “Plat Commission” is a technical committee composed of County staff for the purpose of reviewing plats for consistency with Contiguous Plat Ordinance No. 108.

2. County Roads
"County Roads" include those roads, highways, and park roads which have been designated, established, constructed, or improved under the authority of the Dakota County Board of Commissioners.

3. Proposed County Roads
"Proposed County Roads" include all those roads and highways which hereafter may be designated as County roads or highways as established in the Dakota County Transportation Plan or other transportation study adopted by the Dakota County Board of Commissioners.

4. Initial Filing
"Initial Filing" refers to the submittal of a Preliminary Plat to the Plat Commission. It does not refer to the review of a Concept Plan or other informal review prior to the submittal of a Preliminary Plat.

5. Access Spacing Guidelines
“Access Spacing Guidelines” refers to the recommended standards for access spacing between public streets, private driveways, and other access locations along County Roads as adopted by the County Board of Commissioners in the County Transportation Plan.

6. Plat Needs Map
“Plat Needs Map” refers to the map used to apply the recommended right of way dedication requirements for existing and proposed County Roads. The “Plat Needs Map” is reviewed annually or as necessary by the Dakota County Board of Commissioners.

7. Municipality
“Municipality” refers to cities and townships in Dakota County.

SECTION II

County Plat Commission

A. The Plat Commission shall consist of the County Surveyor, or his/her designee, and four (4) members of the Physical Development Division representing the disciplines of transportation planning, land use planning, traffic engineering, and land subdivision, and shall be appointed by the Physical Development Director. The County Surveyor, or his/her designee, shall serve as the secretary of the Plat Commission.

B. The Plat Commission shall adopt a meeting schedule at the beginning of each year and make its meeting schedule available to municipalities.

C. The Plat Commission shall make informational reports on plat review to the Physical Development Committee of the County Board of Commissioners.

SECTION III

Factors of Countywide Significance

A. The review of a proposed plat by the Dakota County Plat Commission and final approval of that plat by the Dakota County Board of Commissioners is specifically limited to certain factors of countywide significance listed below:

1. Ingress and egress to and from County roads.
2. Approach grade intersection with County roads.
3. Drainage.
4. Safety standards.
5. Right-of-way requirements of County roads.
6. Local road system integration with County road system.
7. Land use impact on development of County road system.

B. Any additions to the above factors of countywide significance may be made to this ordinance after approval by the Dakota County Board of Commissioners after consultation with local municipalities.

SECTION IV

Access Spacing Guidelines and Right of Way Dedication Requirements

A. All plats contiguous to existing or proposed County Roads shall be reviewed according to the County's Access Spacing Guidelines as referenced in the County Transportation Plan as adopted by the County Board of Commissioners. The County Plat Needs Map shall be used to determine the Right of Way Dedication Requirements on plats contiguous to any existing or proposed County Road. The Plat Needs Map shall be updated on an annual basis or as necessary. Transportation studies may be considered when determining the access spacing and right of way dedication along existing and proposed County Roads.

SECTION V

Plat Submission Requirements

The proposed plat shall contain the following information:

A. Identification and Description

1. Proposed name of subdivision, which name shall not duplicate or be alike in pronunciation of the name of any plat theretofore recorded in the County.
2. Location map of proposed subdivision, including legal description, and section, township, and range.
3. Names and addresses of the owner, sub-divider, surveyor and designer of the plat.
4. Graphic scale.
5. North point.
6. Date of preparation.

B. Existing Conditions

1. Boundary line of proposed subdivision clearly indicated.
2. Total approximate acreage of the proposed subdivision.
3. Location, widths and names of all existing or previously platted streets or the public ways showing type, width and type of improvements, if any, utility right of way, parks and other public open spaces, permanent buildings and structures, easements, and section and corporate lines within the tract and to a distance of one hundred (100) feet beyond the tract.
4. Boundary lines of adjoining un-subdivided or subdivided land within one hundred (100) feet identifed by name and ownership.
5. Existing lakes, wetlands, streams, and other water features.

C. Subdivision Design Features

1. Layout of proposed public and private streets and access drives showing right of way width and proposed names of streets, including the location of any proposed parking lots.
2. Layout of any proposed pedestrian and/or bike paths.
4. Location of utility easements.
5. Layout, numbers and typical dimensions of lots.
6. Location of any proposed public parkland and open space.
7. Identification of the proposed use of lots, including number of proposed residential dwelling units, type of commercial or industrial use, square footage of buildings, and other property use information that would assist the Plat Commission in determining the impact of the proposed subdivision on the factors of county-wide significance.
8. Grading plan and stormwater drainage plan including location of stormwater ponds, wetlands, and water features.
9. Distance between access drives and public streets along County Roads.
10. Internal traffic circulation patterns.
11. Traffic projections and analysis for any residential plat exceeding 250 housing units, or having commercial/industrial buildings which combined exceed 100,000 square feet, or any high traffic volume uses such as fast food restaurants, banks, or convenience stores, or as requested by the Plat Commission to address engineering and public safety concerns.

SECTION VI

Concept Plan

A. A Concept Plan is an informal site layout or drawing prepared for purposes of discussing the subdivision of property contiguous to any existing or proposed County Road. A Concept Plan is not required but is recommended prior to the preparation and submission of a Preliminary Plat. The Concept Plan provides an opportunity for the sub-divider to receive informal comments from the Plat Commission early in the platting process and become aware of County requirements and guidelines as they may impact the layout of the proposed subdivision. The primary benefit of preparing a Concept Plan is to streamline the application process and reduce the time and effort required to prepare and review a Preliminary Plat. The Plat Commission shall not review a Concept Plan until the municipality determines that a Concept Plan is ready for Plat Commission review. In order to be most useful, the Concept Plan, as forwarded to the Plat Commission, shall contain the following information: tract boundaries, north point, streets with numbers and/or names on and adjacent to the tract, significant topographical and physical features, proposed general street layout, proposed general lot layout, proposed lot dimensions, and proposed use of the property. The submission of a Concept Plan does not constitute an initial filing with the Plat Commission.

B. The Concept Plan shall be submitted to the Plat Commission at least five (5) working days before the next scheduled Plat Commission meeting. At it's meeting, the Plat Commission shall provide informal review of the proposed concept with respect to the items of County-wide significance, and relevant County guidelines and requirements.

SECTION VII

Preliminary Plat

A. Immediately upon submission and review of the Preliminary Plat by the municipality, the municipality shall forward a copy of the Preliminary Plat of any person, firm or corporation desiring to subdivide land contiguous with any existing or proposed County road by a subdivision plat or registered land survey plat to the Dakota County Plat Commission as the initial filing. The Plat Commission shall not review an initial filing until the municipality determines that the initial filing is ready for Plat Commission review. If the municipality knows that a variance to the County's Access Spacing Guidelines or Right of Way Dedication Requirements is necessary, the municipality shall send a written statement describing the need for the variance and the unique hardship faced by the property. If the municipality does not know whether a variance to the County's Access Spacing Guidelines and Right of Way Dedication Requirements is necessary, the Plat Commission shall inform the municipality if a variance is necessary and the Preliminary Plat shall need to be re-submitted.

B. The Preliminary Plat forwarded to the County Plat Commission under this section shall be clearly and legibly drawn. The size of the plat map shall not be less than twelve (12) inches by eighteen (18) inches. All subdivision maps shall be drawn at a minimum scale of one (1) inch equals one hundred (100) feet unless otherwise required. The Preliminary Plat shall contain the information as provided in Section V of this ordinance under "Plat Submission Requirements". Submissions that do not have all of the required information shall be returned to the municipality and shall not be reviewed by the County Plat Commission until they are complete.

C. The Preliminary Plat shall be submitted to the Plat Commission at least five (5) working days before the next scheduled Plat Commission meeting. Following its meeting, the Plat Commission shall prepare and distribute formal written comments to the municipality stating the extent to which the Preliminary Plat meets County approval in those areas subject to review by the County and any modifications necessary to secure approval. The Plat Commission shall have five (5) working days after the scheduled meeting date to prepare these formal written comments. The municipality shall formally advise the sub-divider as promptly as possible of the County comments.

D. If no written comments are prepared by the Plat Commission within five (5) working days of the scheduled meeting as described above, the Plat Commission shall be deemed to have no objection to the Preliminary Plat as reviewed, subject to final approval by the Dakota County Board of Commissioners. The municipality shall promptly advise the sub-divider of the approval.

E. Preliminary Plat approval is effective for one year. If a Final Plat is not submitted within the one-year period, the plat must be re-submitted as a Preliminary Plat.

SECTION VIII

Final Plat

A. Final Plats may not be submitted until the Preliminary Plat has been approved by the Plat Commission at a previous meeting, unless agreed to by the Plat Commission. The Final Plat shall not be reviewed by the Plat Commission until the municipality determines that the Final Plat is ready for Plat Commission review. If a variance to the County's Access Spacing Guidelines or Right of Way Dedication Requirements is necessary, the municipality shall send a written statement describing the need for the variance and the unique hardship faced by the property.

B. The Final Plat shall be submitted to the Plat Commission at least five (5) working days before the next scheduled Plat Commission meeting. The Plat Commission, after reviewing the Final Plat at its regularly scheduled meeting, shall attach written comments prepared within five (5) working days after the scheduled meeting stating the extent to which the Final Plat meets County approval in those areas subject to review by the County and any modifications necessary to secure approval. The municipality shall formally advise the sub-divider as promptly as possible of the County comments. The Final Plat shall be forwarded to the Board of County Commissioners who shall approve or disapprove the Final Plat in accordance with the provisions of this ordinance.

SECTION IX

Variance and Appeal Procedures

A. Purpose: Dakota County believes that the factors of countywide significance listed in this ordinance are paramount to ensuring safety and preserving mobility on the County road system. The variance conditions listed below, are provided not as a means to circumvent the County's Access Spacing Guidelines and Right of Way Dedication Requirements, but rather to clarify the actions taken by the Plat Commission when reviewing a variance request. The Plat Commission encourages that development proposals be submitted for review at the earliest possible opportunity as Concept Plans to avoid misunderstandings that often lead to variance requests.

B. Variance: In any case where, upon application to the Plat Commission, it appears by reason of exceptional circumstance that the enforcement of the County's Right of Way Dedication Requirements and Access Spacing Guidelines would cause unnecessary hardship, or that conformity with Plat Commission requirements would be unreasonable and impractical, or not feasible under the circumstances, or that a variance to the strict guidelines would benefit the operation of the County road system, the Plat Commission may recommend a variance be granted by the Dakota County Board of Commissioners upon such conditions as it may prescribe for management consistent with the general purposes and intent of the Dakota County Contiguous Plat Ordinance and all other applicable State and local regulations and law. A variance may constitute a deviation from the County's Access Spacing Guidelines or Right of Way Dedication Requirements or other considerations identified in the Dakota County Transportation Plan.

C. Variance Conditions: A variance may be recommended provided that:
   i. The conditions causing the hardship are unique to the property.
   ii. Granting of the variance shall not be contrary to public interest or damage the rights of other properties in the same area or district.
   iii. Granting of the variance shall not be contrary to the policy and intent of the Ordinance or detrimental to the public health, safety, and welfare.

   No variance shall be granted simply because there are no objections or solely for economic reasons

D. Variance Request: Unless otherwise provided, the Plat Commission shall review variance requests at its regularly scheduled meetings. The Plat Commission shall act on variances only when a written statement is received from the municipality requesting consideration of a variance. The written statement from the municipality shall describe the need for the variance and the unique hardship faced by the property. The applicant, designated representative, or a representative from the municipality shall attend the Plat Commission meeting and present the facts or conditions upon which the application for variance is based. The Plat Commission shall prepare a written decision, stating its reasons for the decision, and send it to the municipality within five (5) working days of

its regularly scheduled meeting as described above. Recommended variances shall be incorporated into the Final Plat approval process. All variances are subject to final approval by the County Board.

E. Request for County Board of Commissioners Review: In the event that the Plat Commission imposes conditions for plat approval or recommends denial of the variance, the requesting local unit of government and/or sub-divider can appeal the recommended action to the Dakota County Physical Development Committee of the Whole. The Plat Commission shall prepare the agenda item for the Physical Development Committee of the Whole. The Physical Development Committee of the Whole shall review the proposed conditions or variance request and make a recommendation to the Board of Commissioners for final action.

SECTION X

Building Permits

A. No person, firm or corporation shall obtain a building permit from a municipality for construction in conformance with any subdivision plat or registered land survey plat which is contiguous with any existing or proposed County road until the plat has been approved as to those factors which are of countywide significance by the Dakota County Board of Commissioners.

SECTION XI

Enforcement

A. This ordinance shall be administered by the Dakota County Plat Commission.

B. In the event of a violation or a threatened violation of this ordinance, the Board of County Commissioners, in addition to other remedies, may institute appropriate actions or proceedings to prevent, restrain, correct or abate violations or threatened violations and it shall be the duty of the County Attorney to carry out such action.

C. Any person, firm or corporation who shall violate or fail to comply with any of the provisions hereof, or who shall make any false statements or representation in any document required to be submitted under this ordinance, shall be guilty of a misdemeanor and upon conviction thereof shall be punished by a fine not to exceed Seven Hundred Dollars ($700.00) or by imprisonment not to exceed ninety (90) days or both.

SECTION XII

Municipalities

A. The powers herein conferred upon the Dakota County Board of Commissioners by Laws of Minnesota, 1973, Chapter 416, codified as MN Statute 383D.65, shall be supplemental to and shall not set aside the jurisdiction over plats of subdivision now exercised by the governing bodies of the municipalities. In the event that the governing body of a municipality and the Board of County Commissioners fail to concurrently approve and adopt a subdivision or a registered land survey plat because of disagreement as to those factors which are of countywide significance, representatives of each respective authority shall meet to resolve these differences. However, if within fifteen (15) days of the time of presentation of these differences to the representatives of each respective authority such representatives are unable to resolve these differences, the decision of the Board of County Commissioners shall be final as to those factors which are of countywide significance. The Board of County Commissioners may extend the time for concurrent approval with respect to individual subdivision plats and registered land survey plats.

SECTION XIII

Provisions are Cumulative

A. The provisions in this ordinance are cumulative and are additional limitations upon all other laws and ordinances heretofore passed or which may be passed hereafter covering any subject matter in this ordinance.

SECTION XIV

Effective Date

A. This ordinance shall be in full force and effect from and after its passage and publication according to law. If any section, subsection, sentence, clause or phrase is for any reason held to be invalid, such decision shall not offset the validity of the remaining portions of the ordinance

Passed by the Board of County Commissioners of Dakota County this 8th day of October, 1974.

Amended by the Board of County Commissioners this 2nd day of August, 2005

ATTEST:
COUNTY OF DAKOTA, STATE OF MINNESOTA

_____
Mary Scheide
Clerk to the Board
DATE: _____

_____
Joseph Harris, Chairman
Dakota County Board of Commissioners
DATE: _____

Approved as to Form

_____
Michael Ring
Assistant County Attorney
DATE: _____

Approved as to Execution

_____
Michael Ring
Assistant County Attorney
DATE: _____