



Application

01969 - 2014 Roadway System Management

02260 - Dakota Co CSAHs 26, 28, 31, 43 Roadway Traffic Flow Improvements

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 12/01/2014 2:18 PM

Primary Contact

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

Organization Information

Name: DAKOTA COUNTY

Jurisdictional Agency (if different):

Organization Type:

County Government

Organization Website:

Address:

TRANSPORTATION DEPT
14955 GALAXIE AVE

*

APPLE VALLEY

Minnesota

55124

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:*

952-891-7100

Ext.

Fax:

PeopleSoft Vendor Number

0000002621A15

Project Information

Project Name

Dakota Co CSAHs 26 28 31 43 Roadway Traffic Flow
Improvements

Primary County where the Project is Located

Dakota

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Limit 2,800 characters; approximately 400 words)

The proposed project is along CSAHs 26 (Lone Oak Rd), 28 (Yankee Doodle Rd), 31 (Pilot Knob Rd), and CSAH 43 (Lexington Ave) located in the city of Eagan. The project consists of installing fiber optic cable for signal interconnection, traffic monitoring cameras, flashing yellow left turn arrows, additional primary signal heads, updating signal equipment for the new technology, and retiming traffic signals. All of the roadways are classified as A-Minor Arterials except for CSAH 43 which is a B-Minor Arterial. CSAHs 31 and 43 run north-south and CSAHs 26 and 28 run east-west across the county and are primary arteries serving commercial areas and access to Interstate 35E and 494 and Minnesota Highways 13, 55, and 149. These roadways are heavily used by people living in the metro suburbs and commuting to Minneapolis or St. Paul, and industrial and commercial businesses. Dakota County currently has 3 zones of interconnected and time coordinated signals along these roadway corridors. The type of interconnection equipment currently in place is a mixture of copper wire and radio. The existing interconnect is aging and is becoming more unreliable. The project consists of the installation of 9.25 miles of fiber optic cable and upgrading signal equipment for fiber optic use (cabinets, controllers), replacing the copper wire and radio. The corridors will benefit from the added functionality and reliability of the fiber optic communications. The project also includes the installation of flashing yellow left turn arrows at several of the intersections to allow for flexibility in operations throughout the day. Traffic monitoring cameras will be installed to assist the County in real-time traffic monitoring. The project will also include retiming of the 26 signals to relieve congestion resulting in less stops and delay for users. The Minnesota Valley Transit Authority (MVRTA) has bus service routes within the project limits including the Park-N-Ride facility located at

the intersection of CSAH 28 and CSAH 31 that will benefit from the project by resulting in more timely service for the buses. The corridors will be integrated into the Countys planned 2015 Advanced Traffic Management System installation which will eliminate these zones and allow for the coordination of the corridors as a larger, connected system. The project will provide for enhanced traffic management, improved traffic flow, reduced traffic congestion and reduce harmful vehicle emissions along the project corridors.

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles)

9.25

Connection to Local Planning:

Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

Shown in adopted Dakota County 2030 Transportation plan, majority of the corridors within the project limits are expected to be over capacity by 2030 (Figure 5, page 2-16). Goal 4 of County plan is Management to Increase Transportation System Efficiency, Improve Safety, and Maximize Existing Highway Capacity (Chapter 7, page 7-1). Safe travel on routes with minimal congestion is an integral part of Dakota Countys vision for its transportation system. One County identified strategy is: Traffic Signal Coordination Consider coordination of signal systems on County highways as appropriate to maximize system efficiency and the capacity of the County highway system (page 7-27). Goal 5 in the County plan is Replace Deficient Elements of System. County policy R.1 Highway Replacement states: Reconstruct highways or highway elements that have exceeded their useful life based on structural, functional, operations, or safety factors (page 8-2).

Connection to Local Planning

Project Funding

Are you applying for funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$1,232,000.00

Match Amount \$308,000.00

Minimum of 20% of project total

Project Total \$1,540,000.00

Match Percentage 20.0%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds County / City

Preferred Program Year

Select one: 2018

MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency Dakota County

CSAH 26 - A Minor Arterial

CSAH 28 - A Minor Arterial

Functional Class of Road

CSAH 31 - A Minor Arterial

CSAH 43 - B Minor Arterial

Road System CSAH

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

26 - Lone Oak Road

28 - Yankee Doodle Road

Name of Road

31 - Pilot Knob Road

43 - Lexington Avenue

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55122

(Approximate) Begin Construction Date 05/31/2018

(Approximate) End Construction Date 11/30/2018

LOCATION

From: For CSAH 31 - From CSAH 32; For CSAH 28 - From Blue
(Intersection or Address) Cross Rd

*Do not include legal description;
Include name of roadway if majority of facility
runs adjacent to a single corridor.*

To: For CSAH 31 - to CSAH 26; For CSAH 28 - to CSAH 43
(Intersection or Address)

Type of Work Fiber Optic Signal Interconnection, Traffic Signal Revisions,
Signal Retiming/Coordination

*Examples: grading, aggregate base, bituminous base, bituminous surface,
sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,
Park & Ride, etc.)*

Old Bridge/Culvert? No

New Bridge/Culvert? No

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$34,000.00
Removals (approx. 5% of total cost)	\$20,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$55,000.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$1,241,000.00
Wetland Mitigation	\$0.00

Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$190,000.00
Other Roadway Elements	\$0.00
Totals	\$1,540,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$0.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$1,540,000.00
Construction Cost Total	\$1,540,000.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

2. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

3. Applicants must not submit an application for the same project in more than one funding sub-category.

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

4. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Expansion, reconstruction/modernization, and bridges must be between \$1,000,000 and \$7,000,000. Roadway system management must be between \$250,000 and \$7,000,000.

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

5. The project must comply with the Americans with Disabilities Act.

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

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

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

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

8. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

9. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.

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

Requirements - Roadways Including Multimodal Elements

Expansion and Reconstruction/Modernization Projects Only

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

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

2. Federal funds are available for roadway construction and reconstruction on new alignments or within existing right-of-way, including associated construction and excavation, bridges, or installation of traffic signals, signs, utilities, bikeway or walkway components and transit components.

The project must exclude costs for right-of-way, studies, preliminary engineering, design, or construction engineering. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible.

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

Bridge Projects Only

3. The bridge project must be identified as a Principal Arterial (Non-Freeway facilities only) or A Minor Arterial as shown on the latest TAB approved roadway functional classification map.

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

4. Bridges selected in previous Bridge Improvement and Replacement solicitations (1994-2011) are not eligible. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.

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

5. Projects requiring a grade-separated crossing of a Principal Arterial of freeway design must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

6. The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities sub-categories. Rail-only bridges are ineligible for funding.

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

7. The length of the bridge must equal or exceed 20 feet.

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

8. Project limits for bridge projects are limited from abutment to abutment.

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

9. The project must exclude costs for studies, preliminary engineering, design, construction engineering, and right-of-way.

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

Bridge Replacement Projects Only

10. The bridge must have a sufficiency rating less than 50. Additionally, it must also be classified as structurally deficient or functionally obsolete.

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

Bridge Rehabilitation Projects Only

11. The bridge must have a sufficiency rating less than 80. Additionally, it must also be classified as structurally deficient or functionally obsolete.

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

Other Attachments

File Name	Description	File Size
CorrectDakotaCo2260HSIPBCworksheet.pdf	Corrected HSIP	31 KB
Dakota Co 2030 AADT - Final_County_Analysis.pdf	Dakota County 2030 AADT map	1.7 MB
Dakota Co 26 28 31 43 Additional Crash Info.pdf	Additional Crash Information	210 KB
Dakota Co 26 28 31 43 crashes.xls	2011-2013 Crashes	464 KB
Dakota Co 26 28 31 43 Heavy Com Veh Count.pdf	Heavy Com Veh Counts	34 KB
Dakota Co 26 28 31 43 Individual Roadway Area Def Maps.pdf	Individual roadway area definition maps	238 KB
Dakota Co 26 28 31 43 Proj Loc Map.pdf	Project Location Map	228 KB
Dakota Co 26 28 31 43 Resolutions Letters.pdf	Resolutions Letters	183 KB
MnDOT 50 Series Traffic Vol Map 3D.pdf	MnDOT 50 series traffic vol map	2.3 MB
RdwayAreaDef.pdf	Roadway Area Definition	907 KB
RegionalEcon.pdf	Regional Economy	1.3 MB
SocioEcon.pdf	Socio Economic	1.3 MB
TransitCon.pdf	Transit Connections	1.4 MB

Measure A: Functional Classification

Address how the project fulfills its role in the regional economy as identified by its current functional classification. If the project serves a system of routes, respond using the route with the highest functional classification. This system must include a Non-Freeway Principal Arterial or an "A" Minor Arterial.

Reference the Roadway Area Definition map generated at the beginning of the application process. Report the total area and project length, as depicted on the Roadway Project Summary map, to calculate the average distance between the project route (highest functional classification) and the closest parallel A Minor Arterials or Principal Arterials on both sides of the project.

Upload the "Roadway Area Definition" map used for this measure.

Area

18.383

Project Length	3.658
Average Distance	5.0254
Upload Map	Dakota Co 26 28 31 43 RAD Map1A1.pdf

Measure B: Current Heavy Commercial Traffic

Location	West of CSAH 28 & Denmark Avenue (see Attch 1B)
Current daily heavy commercial traffic volume	1232.0

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

Select all that apply:

Direct connection to or within a mile of a Job Concentration	Yes
Direct connection to or within a mile of a Manufacturing/Distribution Location	Yes
Direct connection to or within a mile of an Educational Institution	Yes
Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan	Yes

County or City Plan Reference

Response (Limit 700 characters; approximately 100 words)

CSAHs 26, 28, 43 are in and 31 is within one mile of Job Concentration and Manufacturing and Distribution Centers (Egandale Center Industrial Park, USPS Bulk Mail Center). CSAHs 31, 28 connect to and 26, 43 are within one mile of Education Institutions (Argosy University). CSAHs 31 and 28 are located in Eagans Central Area Commons shown in adopted City of Eagan 2030 Comprehensive Plan (page 5-9) and connect to commercial and service areas (Town Centre, Shoppes at Promenade, Eagan Community Center).

Upload Map	Dakota Co 26 28 31 43 Reg Econ Map1C1.pdf
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Measure A: Current Daily Person Throughput

Location	CSAH 28 between CSAH 31 & Denmark
Current AADT Volume	30500.0
Existing Transit Routes on the Project	437, 445, 446, 470, 480, 484, 489

Response - Daily Person Throughput

Average Annual Daily Transit Ridership	3779.0
Current Daily Person Throughput	43429.0

Measure B: 2030 Forecast ADT

Use Metropolitan Council model to determine forecast (2030) ADT volume	No
METC Staff - Forecast (2030) ADT volume	0
OR	
Approved county or city travel demand model to determine forecast (2030) ADT volume	Yes
Forecast (2030) ADT volume	49000.0

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

Projects census tracts are above the regional average for population in poverty or population of color

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly.

Response (Limit 1,400 characters; approximately 200 words)

The primary benefit to the community will be realized through the project by enhancing mobility in a major commercial area of Eagan which will reduce delays, queuing, and congestion while improving travel times in this area.

Upload Map

Dakota co 26 28 31 43 Soc Econ Map3A.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Eagan	9.251

Total Project Length

Total Project Length 9.25

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Eagan	9.251	9.251	82.0	1.0	82.0
		9	82	1	82

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 9.251
Total Housing Score 82.0

Measure A: Equipment Improvements and Installation Year

Equipment to be Improved '85copper wire interconnect; '94cabinet/controller
Date of Equipment Installation 05/01/1985

Measure A: Cost Effectiveness of Vehicle Delay Reduction

Total Project Cost from Cost Sheet \$1,540,000.00
Total Peak Hour Vehicle Delay Without The Project 218380.0
Total Peak Hour Vehicle Delay With The Project 117245.0
Total Peak Hour Vehicle Delay Reduced by Project 101135.0
Cost Effectiveness \$15.23
Synchro or HCM Reports Dakota Co 26 28 31 43 Synchro 5A.pdf

Measure B: Cost Effectiveness of Emissions Reduction

Total Project Cost from Cost Sheet \$1,540,000.00
Total Peak Hour Kilograms Reduced by Project 8636.7
Cost Effectiveness \$178.31
Synchro or HCM Reports Dakota Co 26 28 31 43 Synchro 5B.pdf

Measure A: Benefit/Cost of Crash Reduction

Project Benefit/Cost Ratio 4.34

[Worksheet Attachment](#)

Measure A: Transit Connections

Existing Routes Directly Connected to the Project 437, 445, 446, 470, 480, 484, 489

Planned Transitways directly connected to the project (alignment and mode determined and identified in the 2030 TPP) N/A

Upload Map [Dakota Co 26 28 31 43 Trans Con Map7A.pdf](#)

Response

Met Council Staff Data Entry Only

Route Ridership 569942.0

Transitway Ridership 0

Measure B: Bicycle and Pedestrian Connections

Response (Limit 1,400 characters; approximately 200 words)

Both Dakota County State Aid Highway (CSAH) 26 (Lone Oak Road) and CSAH 43 (Lexington Avenue) currently have shared use trails on both sides of the roadway that provide pedestrian access to the heart of the business and commercial /industrial corridor including the Eagandale Center Industrial Park, the USPS Bulk Mail Center, and the Eagan Promenade. The primary pedestrian and bicycle traffic that these corridors experience will be commuter traffic that connects people to these areas of employment. CSAH 26 is listed as a Tier 2 Regional Bicycle Transportation Corridor. CSAH 31 currently has shared-use trails, separated from the highway, to accommodate bicycles and pedestrians on both the east and west side of the highway between CSAH 28 and Northwood/Central Parkway. The existing trails are located in a commercial area of Eagan and provide bicycle and pedestrian access to businesses along the corridor. The north/south trails on CSAH 31 connect to east/west trails on CSAH 28 providing a connection to additional commercial areas as well as the Eagan Community Center in the northwest quadrant of the intersection of CSAH 31 and Northwood/Central Parkway.

Measure C: Multimodal Facilities

Response (Limit 1,400 characters; approximately 200 words)

The primary benefit to the community will be realized through reduced delays and increased safety at the intersection for motorists, transit, and pedestrian users. The Minnesota Valley Transit Authority (MVTA) has bus service routes within the project limits including the Park-n-Ride facility located in the southeast corner of the intersection of CSAH 28 and CSAH 31 that will benefit from the signal coordination and retiming. The retiming will relieve congestion along the corridors, therefore decreasing delay experienced by the buses. MVTA will benefit from the retiming of the signals and integration into the County's planned traffic monitoring system by providing more responsive signal timing adjustments, less delay, less stops and more timely service for the buses, and seamless travel to users.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

[Check Here if Your Transit Project Does Not Require Construction](#)

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

Yes

2) Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started Yes
0%

Anticipated date or date of completion

3)Environmental Documentation (10 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75%

Document in progress; environmental impacts identified
50%

Document not started Yes
0%

Anticipated date or date of completion/approval

4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources Yes

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area Yes

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed Yes

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

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

40%

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

0%

Anticipated date or date of executed Agreement

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started

Yes

0%

Anticipated date or date of completion

9)Letting

Anticipated Letting Date

05/31/2018

B/C 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 26, 28, 31, 43	At various intersections along CSAH 26, 28, 31, 43 (see attached list of locations)			City Eagan, Dakota Co	1/1/2011	12/31/2013
Description of Proposed Work		CMF ID 414: Add signal (additional primary head) for through movement					

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	Other	Total
	Fatal	PI	Fatal	PI	Fatal	PI	Fatal	PI	Fatal	PI	Fatal	PI			
Study Period: Number of Crashes	Fatal	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	Personal Injury (PI)	A	0	0	1	0	0	0	0	0	0	0	0	0	1
		B	3	0	1	1	0	1	0	1	0	0	0	0	6
		C	19	2	6	8	0	3	0	3	0	1	0	0	39
	Property Damage	PD	46	11	1	21	2	3	0	3	0	1	0	0	85

% Change in Crashes <small>*Recommend using MnDOT's % Change in Crashes</small>	PI	F	-28%	-28%	-28%	-28%	-28%	-28%	-28%	-28%	-28%	
		A	-28%	-28%	-28%	-28%	-28%	-28%	-28%	-28%	-28%	-28%
		B	-28%	-28%	-28%	-28%	-28%	-28%	-28%	-28%	-28%	-28%
		C	-28%	-28%	-28%	-28%	-28%	-28%	-28%	-28%	-28%	-28%
		PD	-28%	-28%	-28%	-28%	-28%	-28%	-28%	-28%	-28%	-28%

Change in Crashes = No. of crashes X % change in crashes	PI	F										
		A			0.00							
		B	-0.84		0.00	-0.28			-0.28			-1.40
		C	-5.32	-0.56	0.00	-2.24			-0.84		-0.28	-9.24
		PD	-12.88	-3.08	0.00	-5.88	-0.56		-0.84		-0.28	-23.52

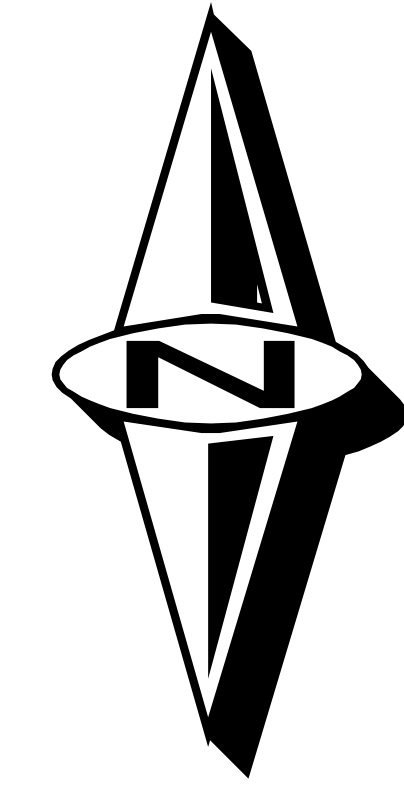
Year (Safety Improvement Construction) **2018**

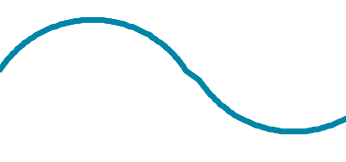
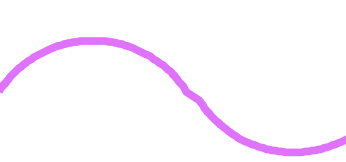



Project Cost (exclude Right of Way)	Right of Way Costs (optional)	Traffic Growth Factor	Capital Recovery	1. Discount Rate	2. Project Service Life (n)	Total
\$ 1,540,000	\$ -	3%	B	4.5%	20	\$ 382,163
			F			
			A			
			B			
			C			
			PD			
			Total			\$ 382,163

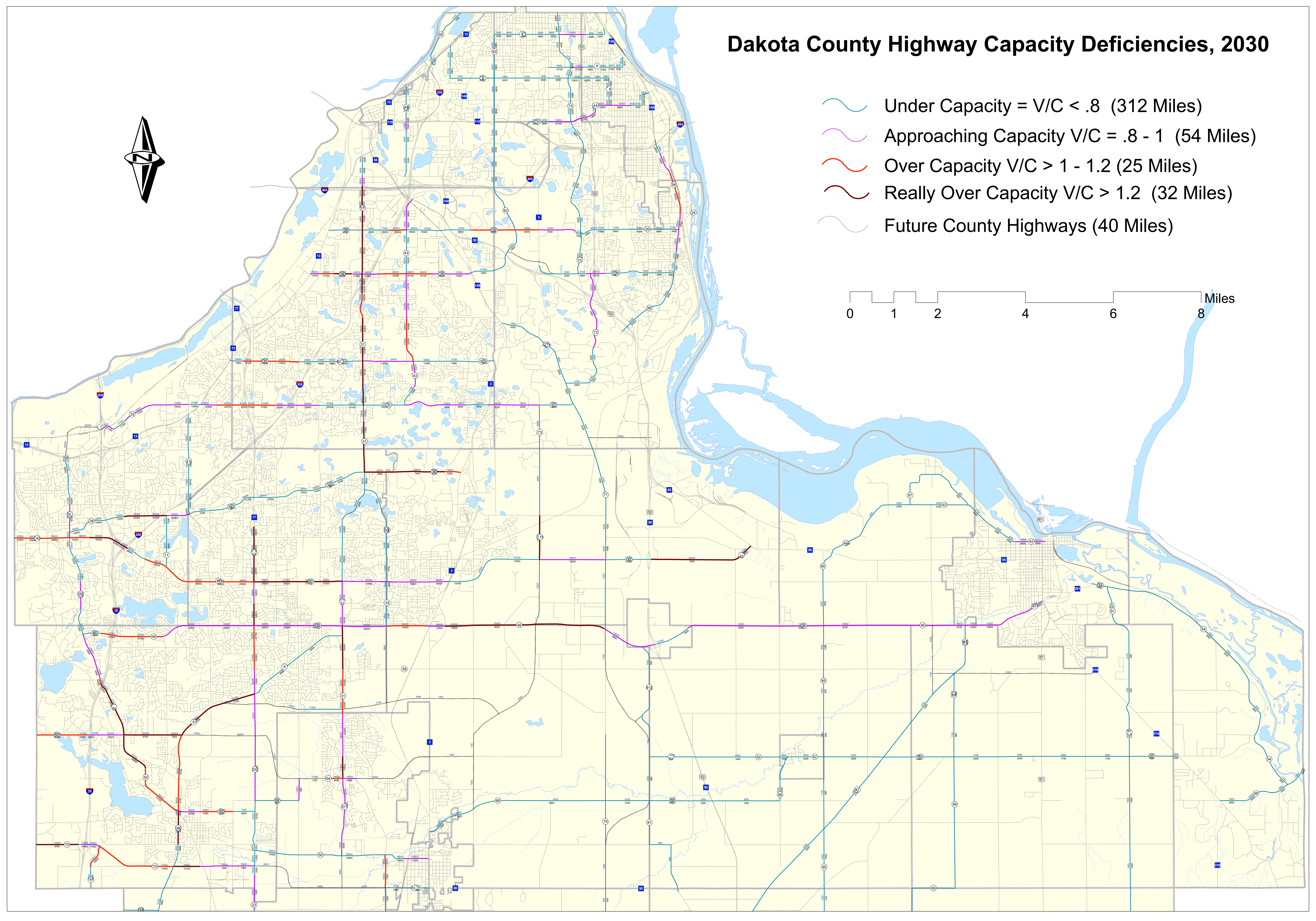
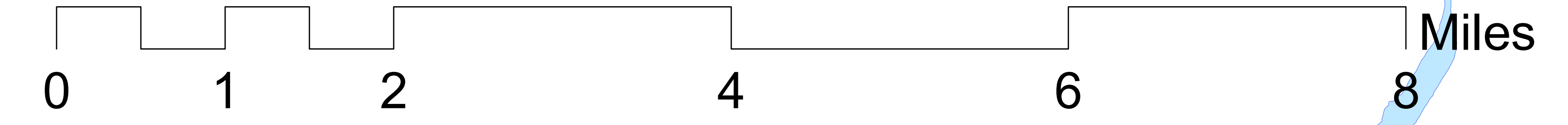
B/C = 4.34

Using present worth values,
B = \$ 6,685,522
C = \$ 1,540,000
 See "Calculations" sheet for amortization.

Dakota County Highway Capacity Deficiencies, 2030



-  Under Capacity = $V/C < .8$ (312 Miles)
-  Approaching Capacity $V/C = .8 - 1$ (54 Miles)
-  Over Capacity $V/C > 1 - 1.2$ (25 Miles)
-  Really Over Capacity $V/C > 1.2$ (32 Miles)
-  Future County Highways (40 Miles)



Crash ID: 1414 Add additional primary head CR=0.28

Yes - An extra head is needed

No - An extra head is not needed

CSAH 31	Mainline	Side Street
CSAH 32	Yes	Yes
CSAH 30	Yes	Yes
Wescott Road	No	No
Duckwood Drive	No	No
CSAH 28	Yes	Yes
I-35 North Ramp	Yes	No
I-35 South Ramp	Yes	No
Northwood PKWY	Yes	Yes
CSAH 26	Yes	Yes

CSAH 26	Mainline	Side Street
Eagandale Place	Yes	No
I-35 West Ramp	Yes	No
I-35 East Ramp	Yes	No
CSAH 43	Yes	No

CSAH 43	Mainline	Side Street
CSAH 26	Yes	No
Clubview	No	No
Northwood	No	Yes
CSAH 28	No	No
Duckwood	No	No
Wescott	No	No

CSAH 28	Mainline	Side Street
Denmark	No	No
35E w ramp	No	No
CSAH 31	Yes	Yes
Washington	Yes	Yes
Federal	No	No
Coachman	No	No
Blue Cross	No	Yes

LOGPOINT LISTINGS

TRUNK HIGHWAY LOGPOINT LISTING

NOV 19, 2014

CSAH ROUTE SYSTEM - ROUTE 19000031 - BEGINNING AT 013+00.600 - ENDING AT 017+00.700

ROUTE NUMBER	REF-POINT (MILES)	FEATURES	ACCUM (MILES)	C M CNTRL PTRL D A SECTN STAT	TWN CITY NUM
CSAH 31	013+00.647	CLIFF RD CSAH-32 EB X-ING	13.647	19	1063 000
CSAH 31	013+00.657	CLIFF RD CSAH-32 WB X-ING	13.657	19	1063 000
CSAH 31	013+00.813	CITY WELL/PARK ENT RT	13.813	19	1063 000
CSAH 31	013+00.891	LAKESIDE DR M-376 RT	13.891	19	1063 000
CSAH 31	014+00.011	THOMAS LAKE PARK ENT LT	14.011	19	1063 000
CSAH 31	014+00.128	WILDERNESS RUN RD MSAS-116 RT	14.128	19	1063 000
CSAH 31	014+00.183	PVT DR RT	14.183	19	1063 000
CSAH 31	014+00.234	AMARYLLIS LN M-133 RT	14.234	19	1063 000
CSAH 31	014+00.266	WALFRID ST M-111 LT	14.266	19	1063 000
CSAH 31	014+00.391	BALSAM ST M-141 LT	14.391	19	1063 000
CSAH 31	014+00.517	SIGFRID ST M-80 X-ING	14.517	19	1063 000
CSAH 31	014+00.594	CHURCH ENT RT	14.594	19	1063 000
CSAH 31	014+00.660	DIFLEY RD CSAH-30 EB X-ING	14.660	19	1063 000
CSAH 31	014+00.670	DIFLEY RD CSAH-30 WB X-ING	14.670	19	1063 000
CSAH 31	014+00.748	SHOPPING CENTER ENT RT	14.748	19	1063 000
CSAH 31	014+00.819	KNOB DR M-736 LT BERRY RIDGE RD M-514 RT	14.819	19	1063 000
CSAH 31	014+00.928	CHATTERTON RD M-735 RT	14.928	19	1063 000
CSAH 31	015+00.143	DEERWOOD DR MSAS-102 X-ING	15.143	19	1063 000
CSAH 31	015+00.259	MICHELLE DR M-866 RT	15.259	19	1063 000
CSAH 31	015+00.345	S END BR#19818 PILOT KNOB RD OVER TH 35E	15.345	19	1063 000
CSAH 31	015+00.392	ROCKY LN M-857 LT; PVT DR RT	15.392	19	1063 000
CSAH 31	015+00.431	N END BR#19818 PILOT KNOB RD OVER TH 35E	15.431	19	1063 000
CSAH 31	015+00.516	KINGSWOOD RD M-261 LT ICE ARENA ENT RT	15.516	19	1063 000
CSAH 31	015+00.560	POLICE STATION ENT RT	15.560	19	1063 000
CSAH 31	015+00.631	KINGSWOOD POND RD LT WESCOTT RD MSAS-106 RT	15.631	19	1063 000
CSAH 31	015+00.818	PVT DR LT	15.818	19	1063 000
CSAH 31	015+00.921	ENGLERT RD M-149 LT	15.921	19	1063 000
CSAH 31	016+00.090	CRESTRIDGE LN M-185 X-ING	16.090	19	1063 000
CSAH 31	016+00.220	DUCKWOOD DR MSAS-114 X-ING	16.220	19	1063 000
CSAH 31	016+00.314	EXIT RAMP TO NB I-35E LT	16.314	19	1063 000
CSAH 31	016+00.329	ENT RAMP FROM NB I-35E RT	16.329	19	1063 000
CSAH 31	016+00.402	BR OVER I-35E NBL	16.402	19	1063 000
CSAH 31	016+00.432	BR OVER I-35E SBL	16.432	19	1063 000
CSAH 31	016+00.471	LEG FROM SB EXIT LOOP I-35E LT	16.471	19	1063 000
CSAH 31	016+00.503	ENT RAMP FROM SB I-35E LT; PARK & RIDE ENT RT	16.503	19	1063 000
CSAH 31	016+00.664	YANKEE DOODLE RD CSAH-28 EB X-ING	16.664	19	1063 000
CSAH 31	016+00.674	YANKEE DOODLE RD CSAH-28 WB X-ING	16.674	19	1063 000
CSAH 31	016+00.727	CONN ENT RT	16.727	19	1063 000
CSAH 31	016+00.777	NORWEST CT M-625 RT	16.777	19	1063 000
CSAH 31	016+00.809	PVT DR LT	16.809	19	1063 000

ROUTE NUMBER	REF-POINT (MILES)	FEATURES	ACCUM (MILES)	C M CNTRL PTRL	TWN
CSAH 31	016+00.918	MARICE DR M-253 RT	16.918	19	1063 000
CSAH 31	017+00.018	FED DR EB MSAS-125 LT CENTRAL PKWY EB MSAS-126 RT	17.018	19	1063 000
CSAH 31	017+00.028	FED DR WB MSAS-125 LT CENTRAL PKWY WB MSAS-126 RT	17.028	19	1063 000
CSAH 31	017+00.032	PVT DR LT HIGHSITE DR M-236 RT	17.032	19	1063 000
CSAH 31	017+00.178	JURDY RD M-252 RT	17.178	19	1063 000
CSAH 31	017+00.329	QUARRY LANE M-52 RT	17.329	19	1063 000
CSAH 31	017+00.405	TOWERVIEW RD M-98 X-ING	17.405	19	1063 000
CSAH 31	017+00.446	W END BR#19090 ACACIA BLVD OVER TH 55	17.446	19	1063 000
CSAH 31	017+00.486	E END BR#19090 ACACIA BLVD OVER TH 55	17.486	19	1063 000
CSAH 31	017+00.519	S END BR#19826 PILOT KNOB RD OVER TH 494	17.519	19	1063 000
CSAH 31	017+00.559	N END BR#19826 PILOT KNOB RD OVER TH 494	17.559	19	1063 000
CSAH 31	017+00.654	LOME OAK RD CSAH-26 X-ING	17.654	19	1063 000

LOGPOINT LISTINGS

TRUNK HIGHWAY LOGPOINT LISTING

NOV 19, 2014

CSAH ROUTE SYSTEM - ROUTE 19000028 - BEGINNING AT 000+00.150 - ENDING AT 002+00.200

ROUTE NUMBER	REF-POINT (MILES)	FEATURES	ACCUM (MILES)	C M CNTRL PTRL	TWN
CSAH 28	000+00.190	HERITAGE LA LT M-231 BLUE CROSS RD RT MSAS-135	0.190	19	1063 000
CSAH 28	000+00.314	DONALD AVE LT M-197	0.314	19	1063 000
CSAH 28	000+00.380	YANKEE DOODLE LN LT (PVT ENT)	0.380	19	1063 000
CSAH 28	000+00.533	COACHMAN RD X-ING MSAS-119	0.533	19	1063 000
CSAH 28	000+00.586	BUSINESS ENT LT	0.586	19	1063 000
CSAH 28	000+00.776	SURREY HEIGHTS DR RT M-91	0.776	19	1063 000
CSAH 28	000+00.935	CENTRAL PKWY LT FEDERAL DR RT MSAS-125	0.935	19	1063 000
CSAH 28	001+00.022	BUSINESS ENT RT	1.022	19	1063 000
CSAH 28	001+00.066	WASHINGTON DR RT M-367	1.066	19	1063 000
CSAH 28	001+00.177	PILOT KNOB RD CSAH-31 SBL X-ING	1.177	19	1063 000
CSAH 28	001+00.187	PILOT KNOB RD CSAH-31 NBL X-ING	1.187	19	1063 000
CSAH 28	001+00.286	ENT RAMP FROM I-35E SBL LT PVT DR RT	1.286	19	1063 000
CSAH 28	001+00.315	W END BR#19864 YANKEE DOODLE RD/TH 35E	1.315	19	1063 000
CSAH 28	001+00.383	E END BR#19864 YANKEE DOODLE RD/TH 35E	1.383	19	1063 000
CSAH 28	001+00.423	CONNECTOR TO LOOP TO I-35E NBL RT	1.423	19	1063 000
CSAH 28	001+00.460	RAMP TO I-35E NBL RT	1.460	19	1063 000
CSAH 28	001+00.563	DENMARK AVE X-ING MSAS-127 LT MSAS-105 RT	1.563	19	1063 000
CSAH 28	001+00.707	YANKEE PL RT M-638	1.707	19	1063 000
CSAH 28	001+00.879	PROMENADE AVE LT MSAS-147 SBL	1.879	19	1063 000
CSAH 28	001+00.890	PROMENADE AVE LT MSAS-147 NBL	1.890	19	1063 000
CSAH 28	001+00.989	O'LEARY LN RT M-640	1.989	19	1063 000
CSAH 28	002+00.183	LEXINGTON AVE CSAH-43 X-ING	2.183	19	1063 000

LOGPOINT LISTINGS

TRUNK HIGHWAY LOGPOINT LISTING

NOV 19, 2014

CSAH ROUTE SYSTEM - ROUTE 19000026 - BEGINNING AT 001+00.150 - ENDING AT 001+00.800

ROUTE NUMBER	REF-POINT (MILES)	FEATURES	ACCUM (MILES)				TWN
			C	M	A	STAT	
CSAH 26	001+00.173	EAGANDALE BLVD LT MSAS-133 EAGANDALE PL RT M-609	1.173				1063 000
CSAH 26	001+00.375	ENT RAMP I-35E SBL LT EXIT RAMP I-35E SBL RT	1.375	19			1063 000
CSAH 26	001+00.431	W END BR#19836 LONE OAK RD OVER TH 35E	1.431	19			1063 000
CSAH 26	001+00.497	E END BR#19836 LONE OAK RD OVER TH 35E	1.497	19			1063 000
CSAH 26	001+00.540	EXIT RAMP I-35E NBL LT ENT RAMP I-35E NBL RT	1.540	19			1063 000
CSAH 26	001+00.657	DENMARK AVE RT MSAS-127	1.657	19			1063 000
CSAH 26	001+00.771	LEXINGTON AVE CSAH-43 X-ING	1.771	19			1063 000

LOGPOINT LISTINGS

TRUNK HIGHWAY LOGPOINT LISTING

NOV 19, 2014

CSAH ROUTE SYSTEM - ROUTE 19000043 - BEGINNING AT 002+00.100 - ENDING AT 004+00.200

ROUTE NUMBER	REF-POINT (MILES)	FEATURES	ACCUM (MILES)				TWN
			C	M	A	STAT	
CSAH 43	002+00.113	WESCOTT RD X-ING MSAS-106	2.113	19			1063 000
CSAH 43	002+00.405	FALCON WAY X-ING M-644	2.405	19			1063 000
CSAH 43	002+00.614	DUCKWOOD DR X-ING MSAS-114 LT M-447 RT	2.614	19			1063 000
CSAH 43	002+00.725	DUCKWOOD TR LT M-456	2.725	19			1063 000
CSAH 43	002+00.883	PVT RD X-ING	2.883	19			1063 000
CSAH 43	002+00.961	TOWN CENTER DR LT MSAS-132 GOLFVIEW DR RT M-573	2.961	19			1063 000
CSAH 43	003+00.114	YANKEE DOODLE RD CSAH-28 EBL X-ING	3.114	19			1063 000
CSAH 43	003+00.156	YANKEE DOODLE RD CSAH-28 WBL X-ING	3.156	19			1063 000
CSAH 43	003+00.379	NORTHWOOD PKWY LT NEIL ARMSTRONG BLVD RT MSAS-129	3.379	19			1063 000
CSAH 43	003+00.712	GEMINI RD RT M-217	3.712	19			1063 000
CSAH 43	003+00.963	CLUBVIEW DR LT MSAS-127	3.963	19			1063 000
CSAH 43	004+00.111	LONE OAK ROAD CSAH-26 X-ING	4.111	19			1063 000



CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 1414

Add signal (additional primary head)

Description:

Prior Condition: Intersection has one primary signal head per approach

Category: Intersection traffic control

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



Star Quality Rating:



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



Crash Modification Factor (CMF)

Value: 0.72

Adjusted Standard Error:

Unadjusted Standard Error:



Crash Reduction Factor (CRF)

Value: 28 *(This value indicates a decrease in crashes)*

Adjusted Standard Error:

Unadjusted Standard Error:

Applicability

Crash Type: All

Crash Severity: All

Roadway Types: Not specified

Number of Lanes:

Road Division Type:

Speed Limit:

Area Type: Urban

Traffic Volume:

Time of Day:

If countermeasure is intersection-based

Intersection Type: Roadway/roadway (not interchange related)

Intersection Geometry: 4-leg

Traffic Control: Signalized

Major Road Traffic Volume:

Minor Road Traffic Volume:

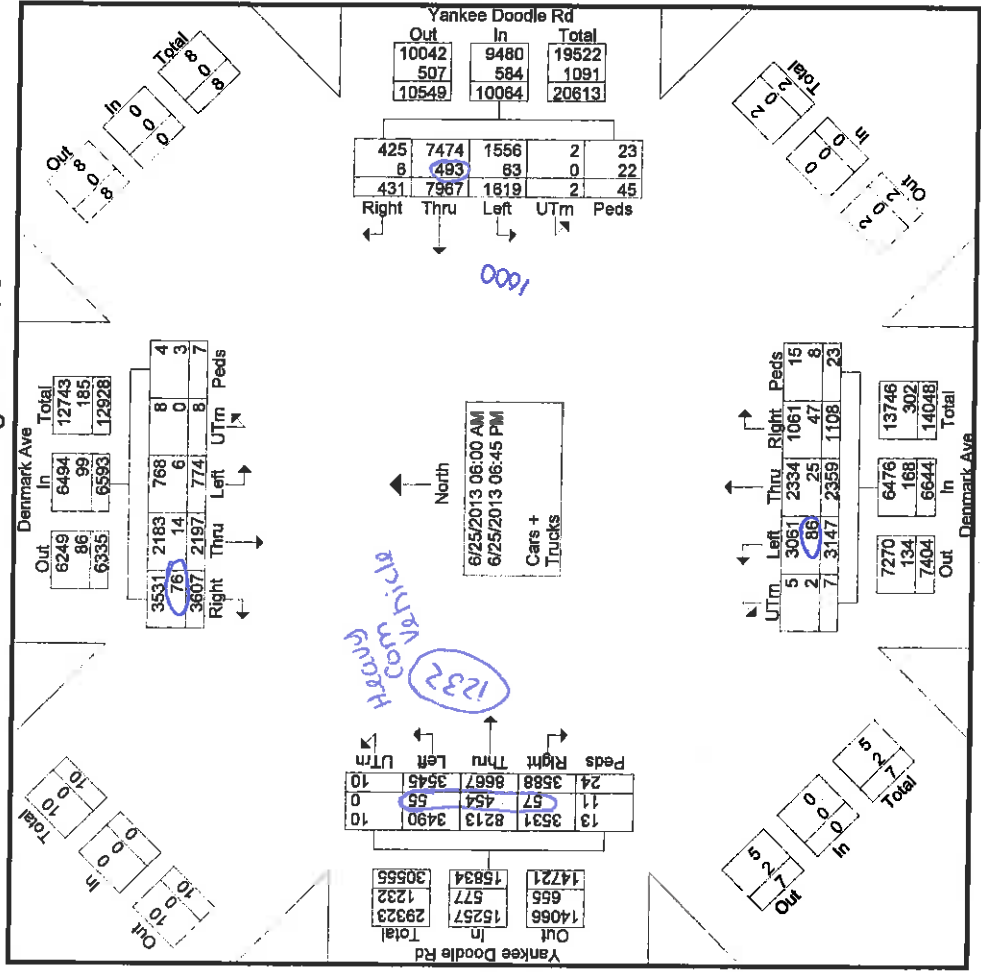


Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

Attachment 1B

File Name : 22 - Yankee Doodle Rd & Denmark Ave, 6-25-13 6am-7pm
 Site Code : 22
 Start Date : 6/25/2013
 Page No : 3



Roadway Area Definition

Roadway System Management Project: Dakota Co CSAHs 26 28 31 43 Roadway Traffic Flow Improvement | Map ID: 141661

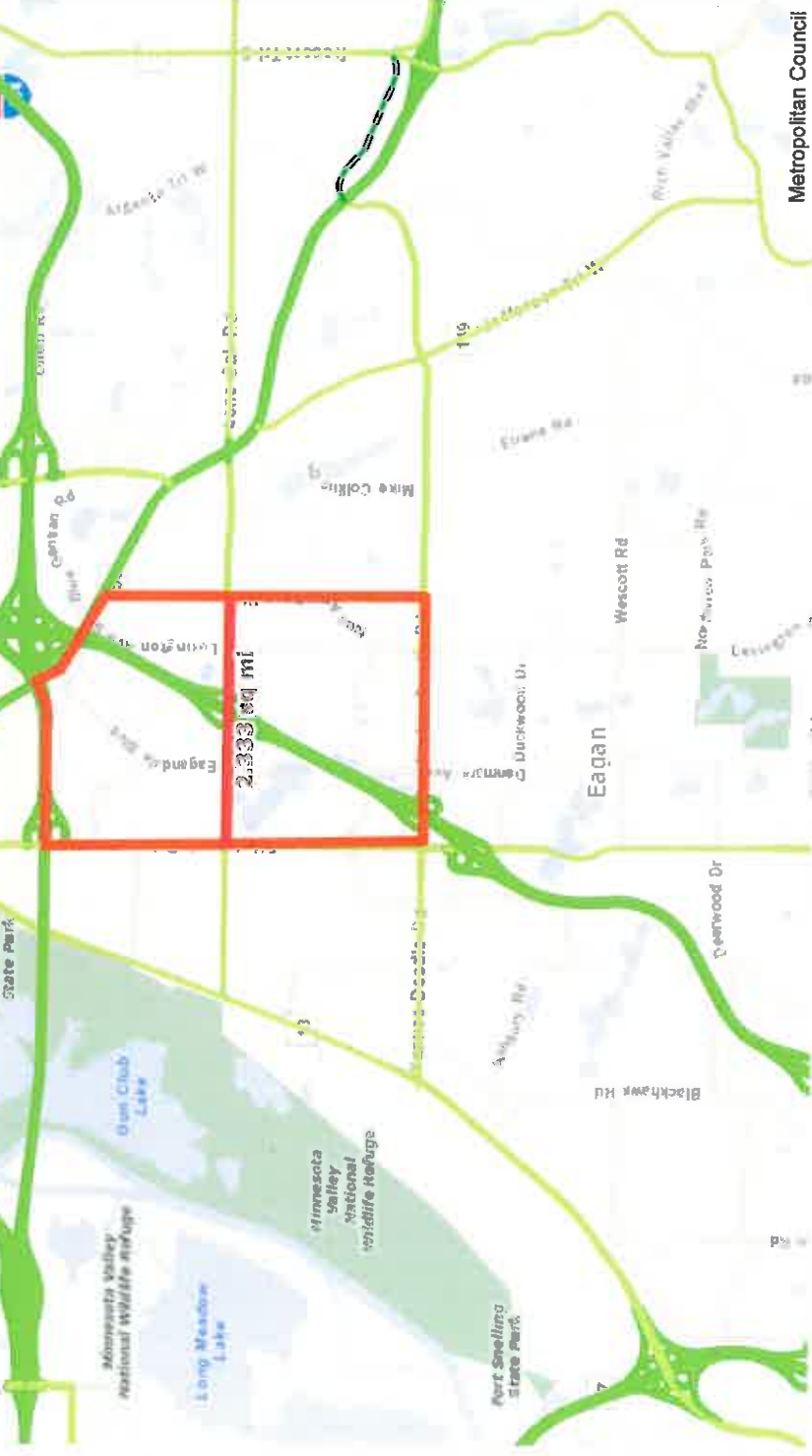


St. Paul International

Results *CSAH 26*

Project Length: 1.263 miles

Project Area: 2.333 sq mi



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



For complete disclaimer of accuracy, please visit
<http://gisweb.mn.gov/gis/arcgis/rest/services/arcgis/rest/info>



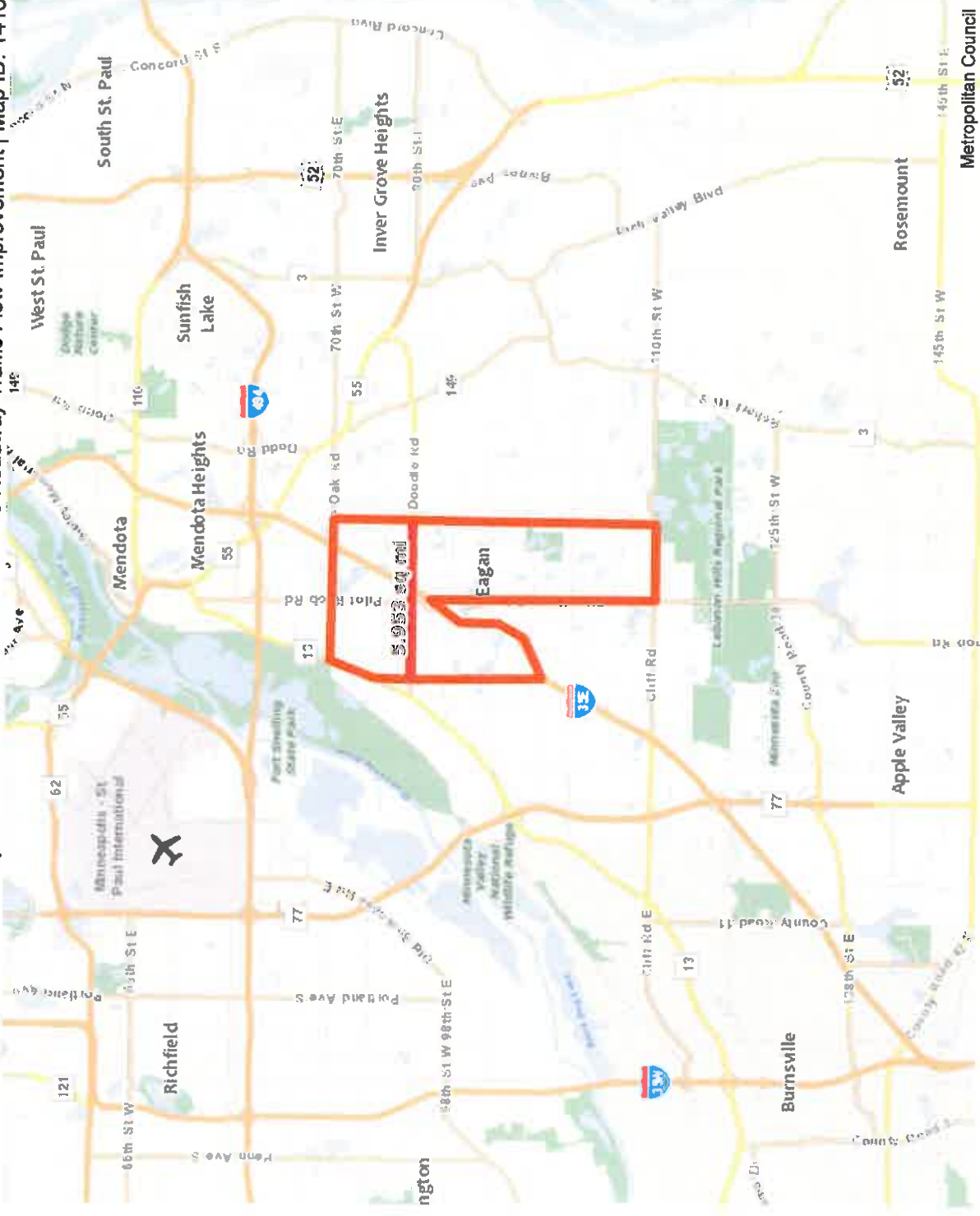
Roadway Area Definition

Roadway System Management Project: Dakota Co CSAHs 26 28 31 43 Roadway Traffic Flow Improvement | Map ID: 14166f1

Results *CSAH 28*

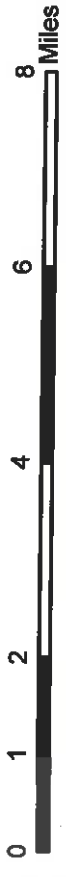
Project Length: 2.003 miles

Project Area: 5.953 sq mi



Project

Project Area



Created: 11/21/2014
LandscapeRSA1



For complete disclaimer of accuracy, please visit
<http://gisweb01b.mn.state.mn.us/gis/enh/new/notice.aspx>



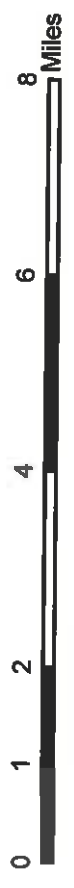
Roadway Area Definition

Roadway System Management Project: Dakota Co CSAHs 26 28 31 43 Roadway Traffic Flow Improvement | Map ID: 141661

Results **CSAH 31**
Project Length: 3.99 miles
Project Area: 12,339 sq mi



Project
Project Area



Created: 11/21/2014
LandscapeRSA1

For complete disclaimer of accuracy, please visit
<http://gisweb.ste.mn.us/gis/renew/notice.aspx>



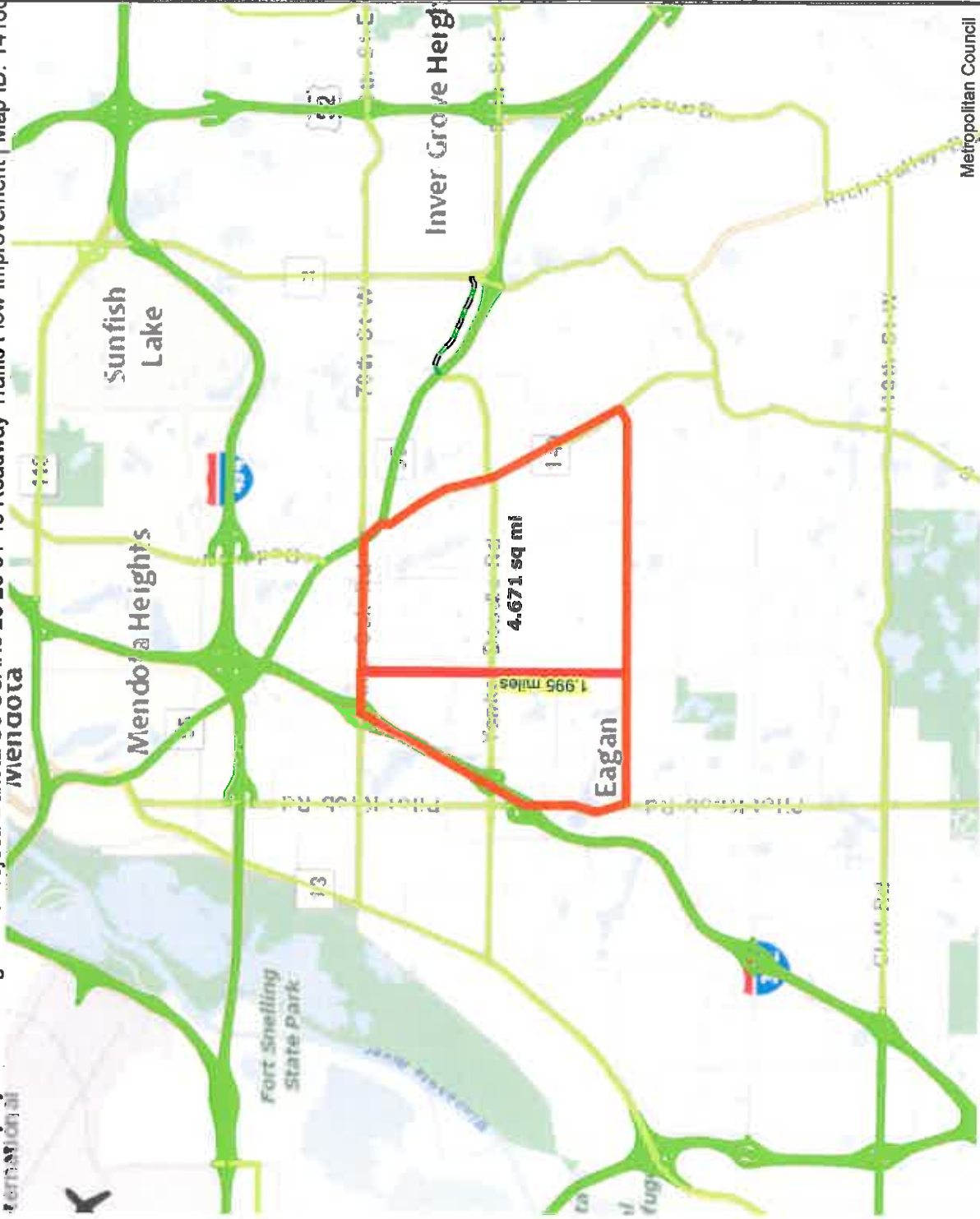
Roadway Area Definition

Roadway System Management Project: Dakota Co CSAHs 26 28 31 43 Roadway Traffic Flow Improvement | Map ID: 1416611

Results *CSAH 43*

Project Length: 1.995 miles

Project Area: 4.671 sq mi



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



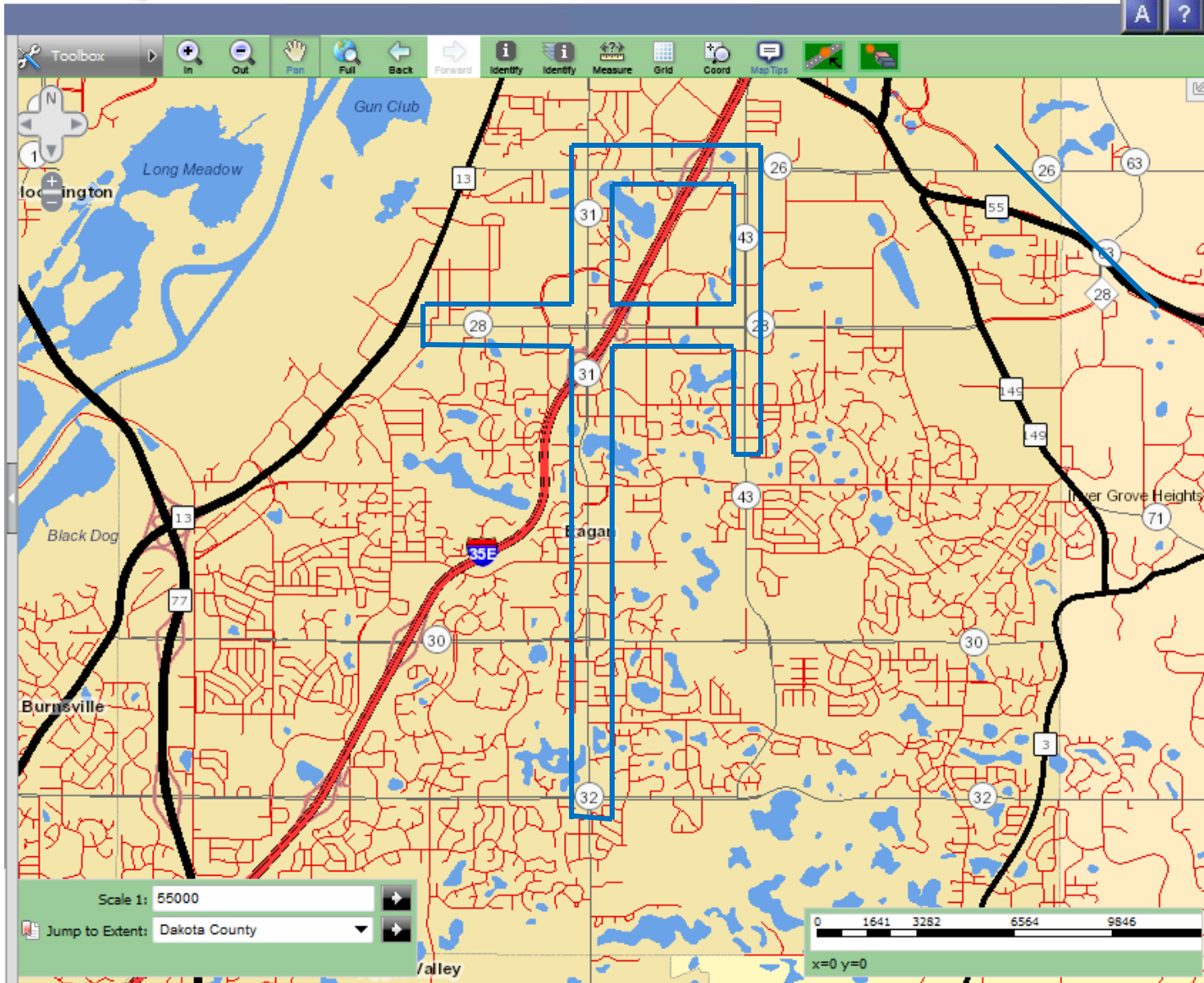
Created: 11/21/2014
LandscapeRSA1

For complete disclaimer of accuracy, please visit
<http://giswebsta.mnrc.state.mn.us/gis/renew/notice.aspx>



Dakota County CSAHs 26 28 31 43 Roadway Traffic Flow Improvements Project Location Map

[Home](#) [A to Z](#) [Getting Around](#)
[511 Traveler Info](#)



Major Project Items

Installation of:

- Traffic monitoring cameras
- Fiber optic signal interconnect
- Flashing yellow left turn arrows
- Additional primary signal heads
- Signal equipment upgrades
- Signal retiming

Approval Of Grant Application Submittals For Transportation Advisory Board 2014 Federal Funding Solicitation Process

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Moving Ahead for Progress in the 21st Century Act (MAP-21); and

WHEREAS, these federal programs fund up to 80 percent of project construction costs; and

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

WHEREAS, non-federal funds must be at least 20 percent of the project costs; and

WHEREAS, project submittals are due on December 1, 2014; and

WHEREAS, all projects proposed are consistent with the adopted Dakota County Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby approves the following County lead projects for submittal to the TAB for federal funding:

1. County State Aid Highway (CSAH) 9 (Dodd Boulevard) from Hayes Avenue to CSAH 23 (Cedar Avenue) in Lakeville
2. CSAH 26 (Lone Oak Road) at its intersection with CSAH 43 (Lexington Avenue) in Eagan
3. CSAH 26 (70th Street) at its intersection with Trunk Highway (TH) 3 in Inver Grove Heights
4. CSAH 28/63 (Yankee Doodle Road/Argenta Trail) from south of TH 55 to south of CSAH 26 (70th Street)
5. CSAH 31 (Pilot Knob Road) from I-35E to north of Central Parkway in Eagan
6. CSAH 42 (145th Street East) at its interchange with TH 52 in Rosemount
7. CSAH 23 (Foliage Avenue) from CSAH 86 (280th Street) to CR 96 (320th Street) in Greenvale Township
8. CSAH 86 (280th Street) from CSAH 23 (Galaxie Avenue) to TH 3 in Eureka, Greenvale, Castle Rock, and Waterford Townships
9. CSAH 86 (280th Street) from TH 3 to CSAH 47(Northfield Blvd) in Castle Rock, Waterford, and Sciota Townships
10. CSAH 31 and CSAH 46 Advanced Traffic Management System for 16 Signals
11. CSAH 26, CSAH 28, CSAH 31, and CSAH 43 Advanced Traffic Management System for 25 Signals
12. Mississippi River Regional Trail – Rosemount East
13. Minnesota River Greenway – Eagan South
14. North Creek Greenway – CSAH 42 Underpass east of Flagstaff in Apple Valley
15. CSAH 14 (Southview Boulevard) from 14th Avenue to 3rd Avenue in South St. Paul; and

BE IT FURTHER RESOLVED, That, subject to federal funding award, the Dakota County Board of Commissioners would be asked to consider authorization to execute the grant agreement at a future meeting; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following submittals by others:

16. Apple Valley Transit Station Parking Expansion – Lead Agency: Minnesota Valley Transit Authority
17. CSAH 73 (Oakdale Ave) Trail from CSAH 14 to CSAH 8 – Lead Agency: West St. Paul
18. River to River Greenway Robert Street Pedestrian Bridge – Lead Agency: West St. Paul
19. North Creek Greenway – Farmington Gap – Lead Agency: Farmington
20. Lake Marion Greenway – Sunset Park to Murphy Hanrehan Regional Park – Lead Agency: Burnsville
21. Lake Marion Greenway – Ritter Farm Park Connection – Lead Agency: Lakeville
22. Rosemount Greenway – Downtown Rosemount to Lebanon Hills – Lead Agency: Rosemount
23. Vermillion Highlands Greenway – CSAH 42 Underpass at Akron- Lead Agency : Rosemount; and

BE IT FURTHER RESOLVED, That, subject to federal funding award of the city lead projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County's share of the matching funds consistent with Dakota County transportation cost share policies.

County Manager's Comments:

- Recommend Action
- Do Not Recommend Action
- Reviewed--No Recommendation
- Reviewed--Information Only
- Submitted at Commissioner Request

Reviewed by (if required):

- County Attorney's Office
- Financial Services
- Risk Management
- Employee Relations
- Information Technology
- Facilities Management



County Manager



Minnesota Department of Transportation
Metro District
1500 West County Road B-2
Roseville, MN 55114

November 25, 2014

Brian K. Sorenson, PE
Assistant County Engineer
Dakota County Transportation Department
14955 Galaxie Avenue
Apple Valley, MN 55124

RE: Regional Solicitation Application to install Advanced Traffic Management System (ATMS) for 25 Signals, including CSAH 31 at the I-35E ramp intersections

Dear Mr. Sorenson:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council's 2014 Regional Solicitation. Your application to install Advanced Traffic Management System (ATMS) for 25 Signals, including CSAH 31 at the I-35E ramp intersections impacts MnDOT right of way on Highway I-35E.

As the agency with jurisdiction over I-35E, MnDOT supports this application. Details of any future maintenance agreement with the county will be determined during project development.

This project currently has no funding from MnDOT.

Sincerely,

Scott McBride, P.E.
Metro District Engineer

Cc: Elaine Koustoukos, Metropolitan Council
Jon Solberg, MnDOT Metro District - South Area Manager

An Equal Opportunity Employer





Physical Development Division

November 20th, 2014

Dakota County
Western Service Center
14955 Galaxie Avenue
Apple Valley, MN 55124-8579

952.891.7000
Fax 952.891.7031
www.dakotacounty.us

Environmental Resources

*Land Conservation
Groundwater Protection
Surface Water
Waste Regulation
Environmental Initiatives*

Office of Planning

Operations Management

*Facilities Management
Fleet Management
Parks*

Transportation

*Highways
Surveyor's Office
Transit Office*

John Gorder
City Engineer
City of Eagan
3830 Pilot Knob Road
Eagan, MN 55122

Dear Mr. Gorder:

The Dakota County Transportation Department is submitting a Roadway System Management funding application for a transportation project as part of the Metropolitan Council's 2014 Federal Funding Solicitation. The project consists of the installation of fiber optic cable for signal interconnection, traffic monitoring cameras, flashing yellow left turn arrows at intersections, and signal timing optimization of signals along the County State Aid Highways (CSAHs) 26 (Lone Oak Road), 28 (Yankee Doodle Road), 31 (Pilot Knob Road) and 43 (Lexington Avenue) corridors within the city of Eagan. This will provide the County ability to manage traffic signals on county roadways as an entire system versus as limited and unconnected zones. The project will provide for improved traffic flow, and reduced traffic congestion and harmful emissions.

As part of the application, the County is requesting a letter of support from the City of Eagan to include in our project funding application. The application deadline is December 1, 2014. To assist in this request, I am enclosing a draft letter that can be used as a framework for you to modify as you see appropriate. The letter can be returned directly to me.

The City of Eagan's support of the project for Dakota County to improve traffic safety and mobility along CSAHs 26, 28, 31, and 43, and your assistance in the funding application is greatly appreciated.

Sincerely,

A handwritten signature in blue ink that reads "Suzanne Hanrahan".

Suzanne Hanrahan, P.E.
Assistant Traffic Engineer

From: Hanrahan, Suzanne
Sent: Wednesday, November 05, 2014 8:45 PM
To: John Gorder (JGorder@cityofeagan.com)
Subject: Metropolitan Council Regional Solicitation Grant Application

Hi John,

The Metropolitan Council is currently soliciting Regional Grant Applications. Dakota County Transportation is working to submit an application for the Roadway System Management category (formerly Congestion Mitigation/Air Quality – CMAQ). The application would be for a project to:

- Install fiber optic cable for signal interconnect along County Highways County Highway 31 (Pilot Knob Road), County Highway 28 (Yankee Doodle Road), 26 (Lone Oak Road), and County Highway 43 (Lexington Avenue) – please refer to attached map
- Installation of traffic monitoring cameras
- Signal conversions at several intersections to include flashing yellow left turn arrows
- Signal equipment upgrades for the newer technology
- Signal corridor retiming

The fiber optic installation would allow for these signals to be incorporated into the new Advanced Traffic Management System Dakota County is acquiring next year for signal operation/management and traffic monitoring.

The federal funding would be for project construction in 2017 or 2018. The federal funding would contribute 80% of the construction costs. We are in the process of developing an overall project cost and each involved agency's cost share responsibility including design and construction costs. I will get that information to you early next week and will then be requesting for City of Eagan's support in this project. A support letter from local agencies that will have an involvement in the project is also to be include with the grant application.

If you have any initial comments or questions, please let me know. Otherwise, I will be in touch with you again early next week.

Sincerely,
Suzanne

Suzanne Hanrahan, PE | Assistant Traffic Engineer
Dakota County Transportation Department
14955 Galaxie Avenue | Apple Valley, MN 55124
Ph: 952-891-7177 | Fax: 952-891-7127
Suzanne.Hanrahan@co.dakota.mn.us

Dakota County Transportation - "We Get You There"
www.dakotacounty.us

From: Hanrahan, Suzanne
Sent: Thursday, November 20, 2014 5:39 PM
To: John Gorder (JGorder@cityofeagan.com)
Subject: Dakota County Metro Council Regional Solicitation Application

Hi John,

It took a little longer to get the cost estimate completed than anticipated. Below is the cost breakdown for the project as proposed below:

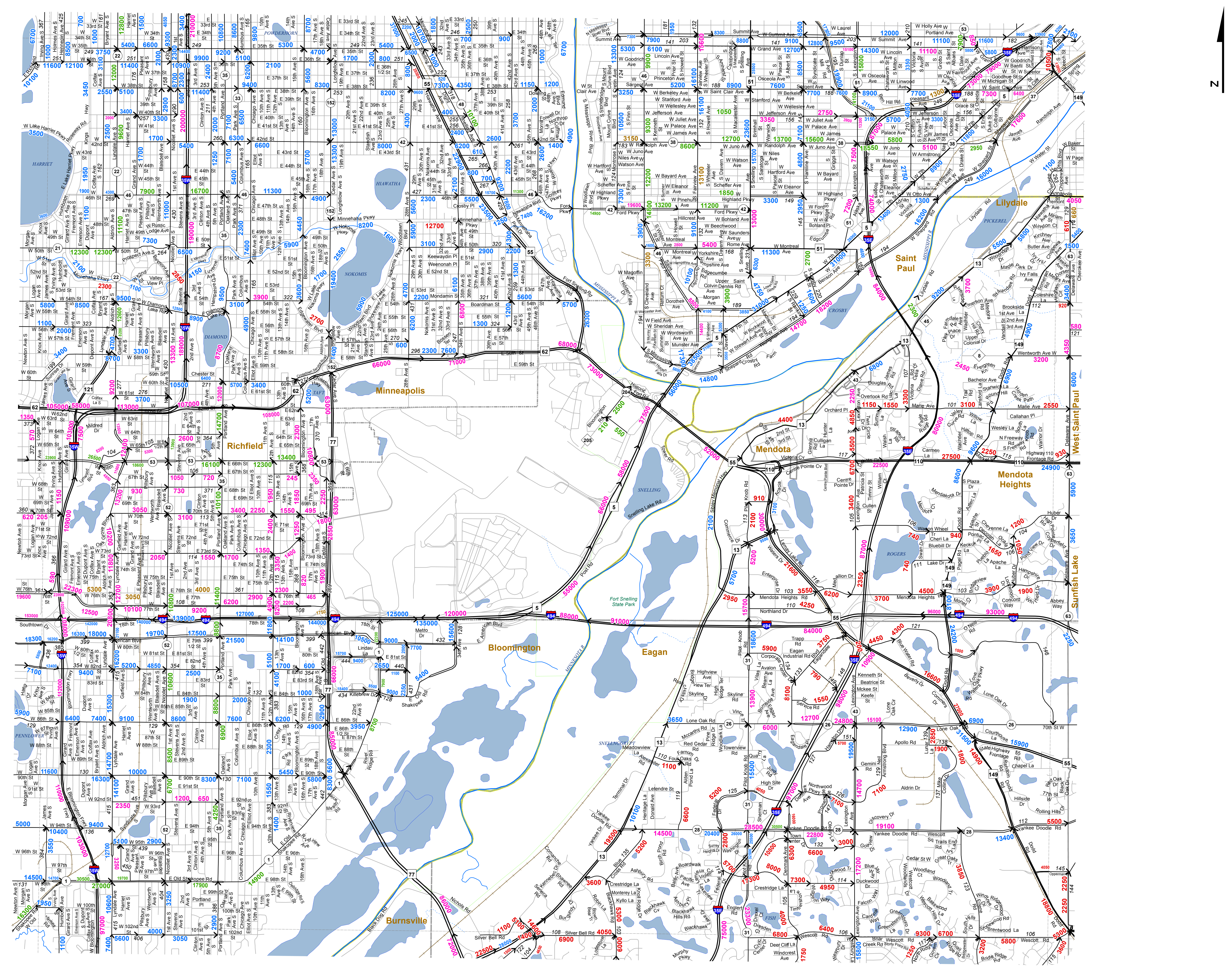
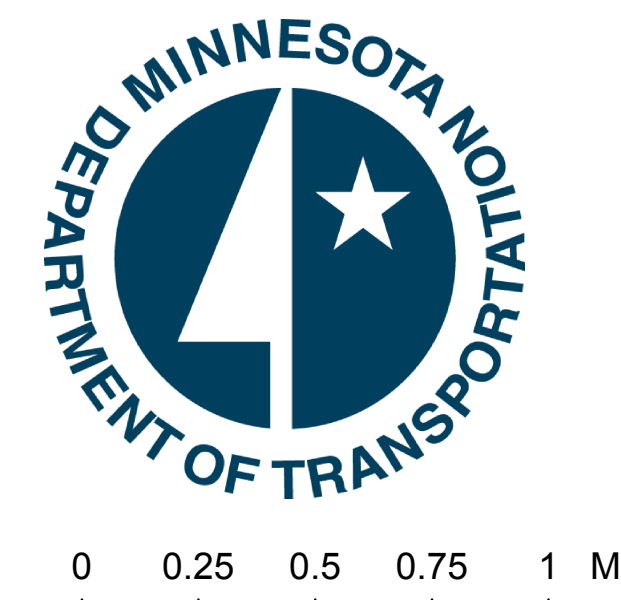
	Total Project Cost	Federal Contribution	County Contribution	Eagan Contribution
Fiber Optic Interconnect Installation / Flashing Yellow Arrow Conversions / Traffic Monitoring Cameras	\$1,540,000	\$1,232,000	\$241,000	\$67,000
Engineering Costs (8%) Not covered by federal funds	\$124,000	\$0	\$97,000	\$27,000
Total	\$1,664,000	\$1,232,000	\$338,000	\$94,000

Attached is the formal request letter from the County for Eagan's support in the project. If the City can support the project, the application is due December 1st so I would need a response support letter before then.

Please let me know if you have any questions/comments.

Thanks,
Suzanne

2013 Publication Traffic Volumes Metro Street Series - 3D



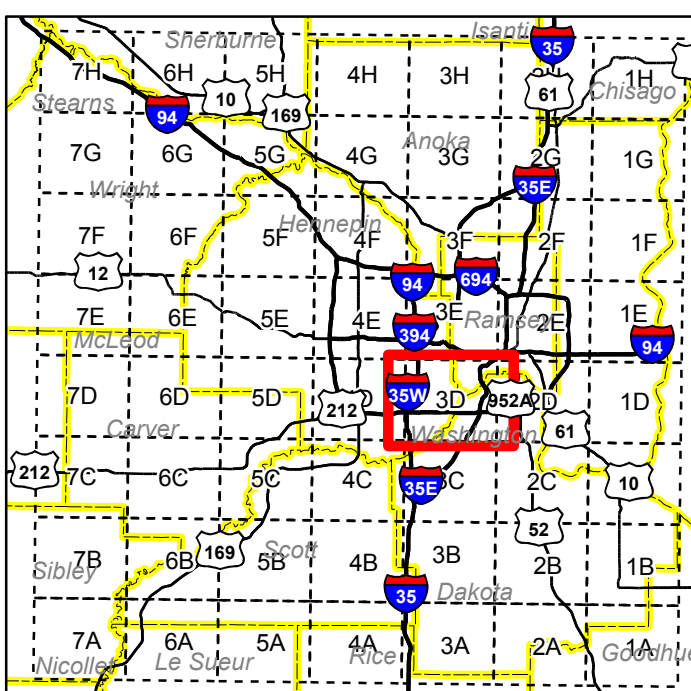
Numerals Indicate Average Annual Daily Traffic (AADT) Volumes on Designated Roads

Traffic Volumes are Subject to Variability and Construction Effects
For More Info Visit:
<http://www.dot.state.mn.us/traffic/data/coll-methods.html#p>

Minnesota Department of Transportation
Office of Transportation Data and Analysis
Traffic Volume Program
<http://www.dot.state.mn.us/traffic/data/index.html>

MAP LEGEND

- AADT Year
- 2013 2012
 - 2011 2010
 - 2009 and older
- Interstate
 - US Highway
 - MN Highway
 - CSAH
 - MSAS
 - County Road
 - Other Roads
 - Railroads
 - Street Series Grid
 - Cities
 - COUNTIES
 - Lakes
 - Rivers
 - Perennial Streams
 - Ditches
 - National Forests
 - National Parks
 - Tribal Gov'ts
 - State Forests
 - State Parks



Map Source:
Minnesota Department of Transportation
Office of Transportation Data and Analysis
Traffic Volume Program
2013 AADT Product
<http://www.dot.state.mn.us/traffic/data/data-products.html>

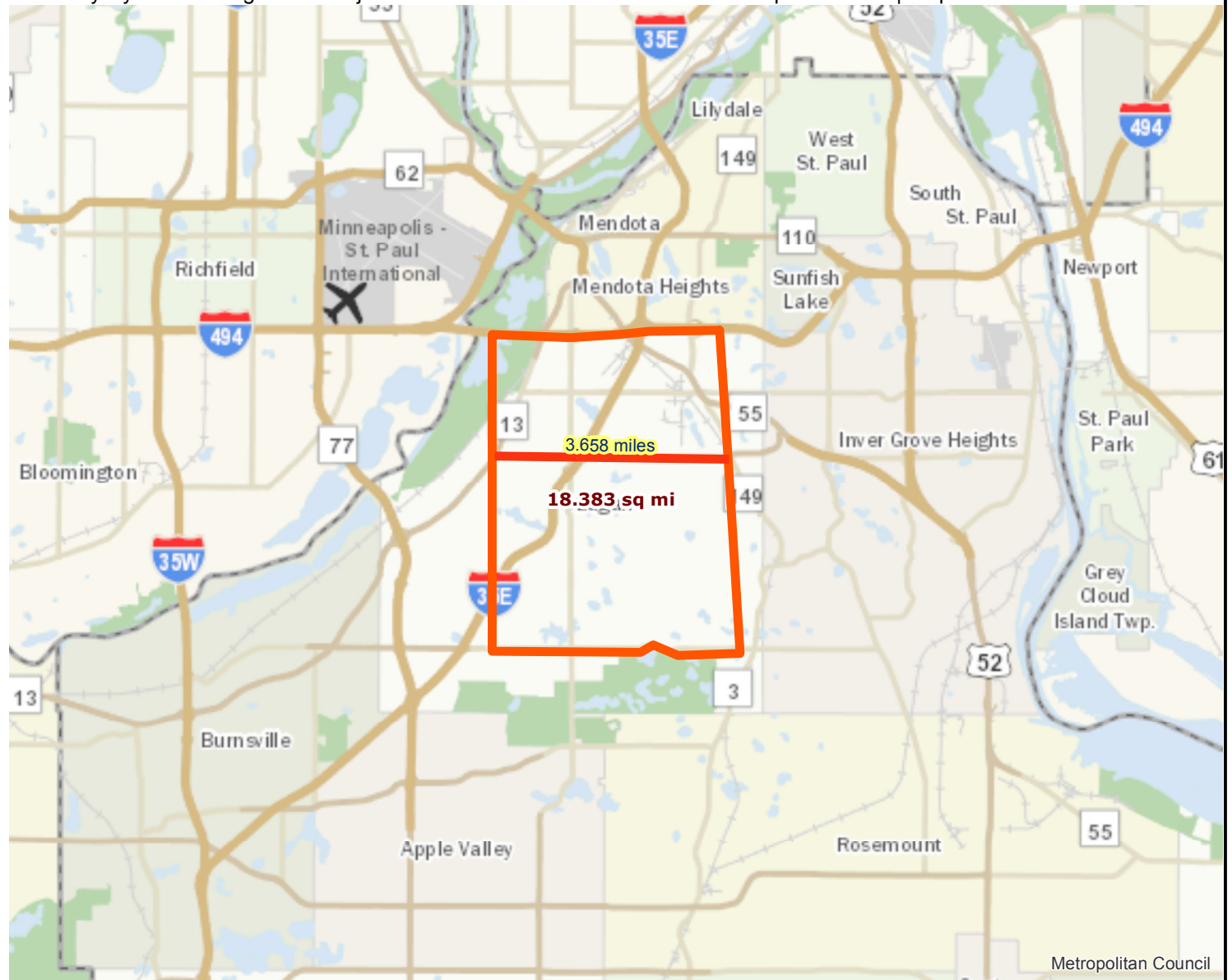
Roadway Area Definition

Roadway System Management Project: Dakota Co Csa# 26 28 31 43 Flow Improvements | Map ID: 1419961914962

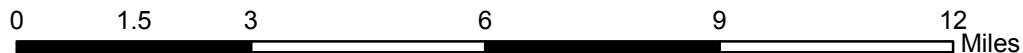
Results

Project Length: 3.658 miles

Project Area: 18.383 sq mi



- Project
- Project Area



Created: 12/30/2014
LandscapeRSA1



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

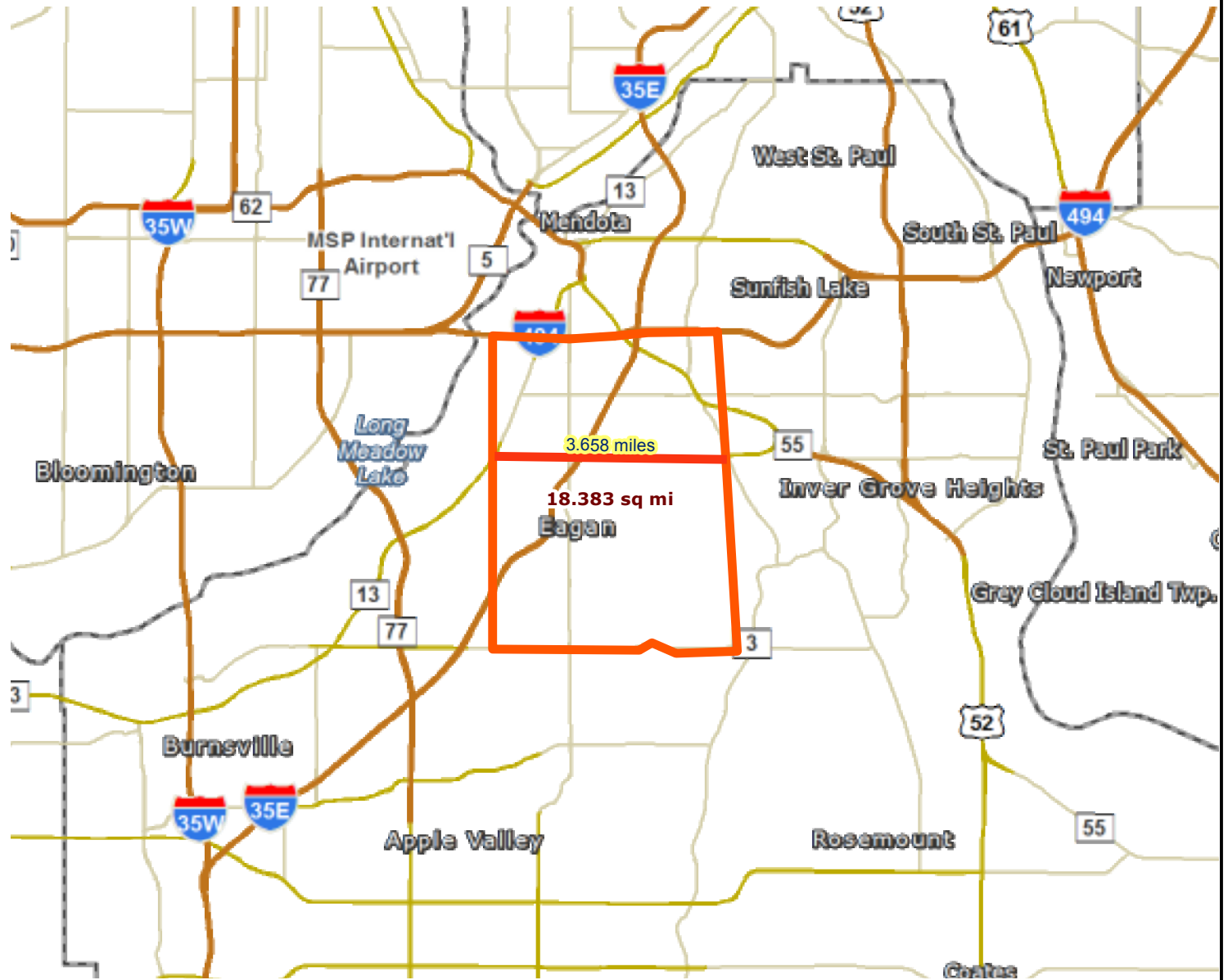


Regional Economy

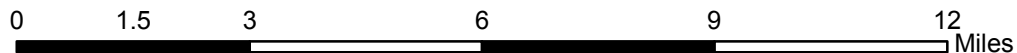
Roadway System Management Project: Dakota Co Csa# 26 28 31 43 Flow Improvements | Map ID: 1419961914962

Results

- Project **IN** area of Job Concentration.
- Project **WITHIN ONE MI** of area of Manufacturing and Distribution.
- Project **CONNECTED** to area of Education Institutions.



- Project
- Project Area



Created: 12/30/2014
LandscapeRSA5

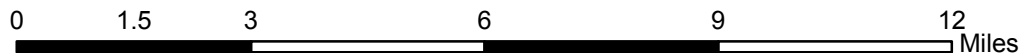
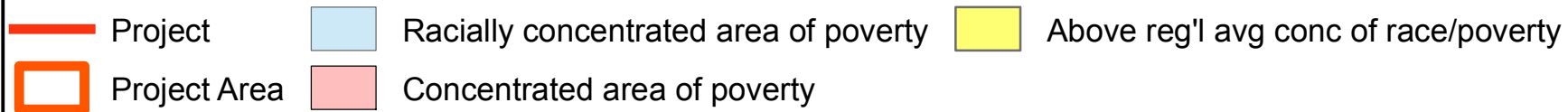
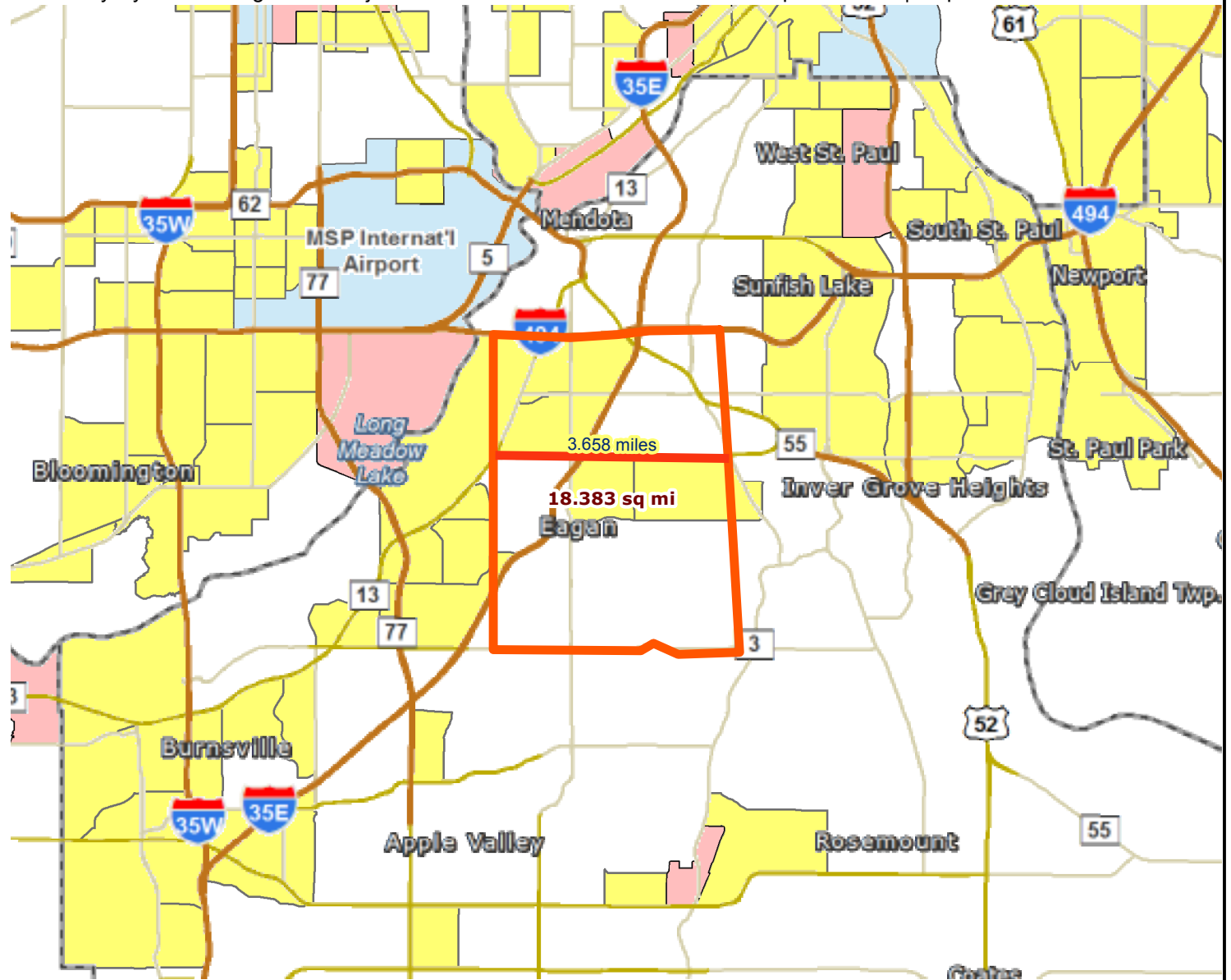


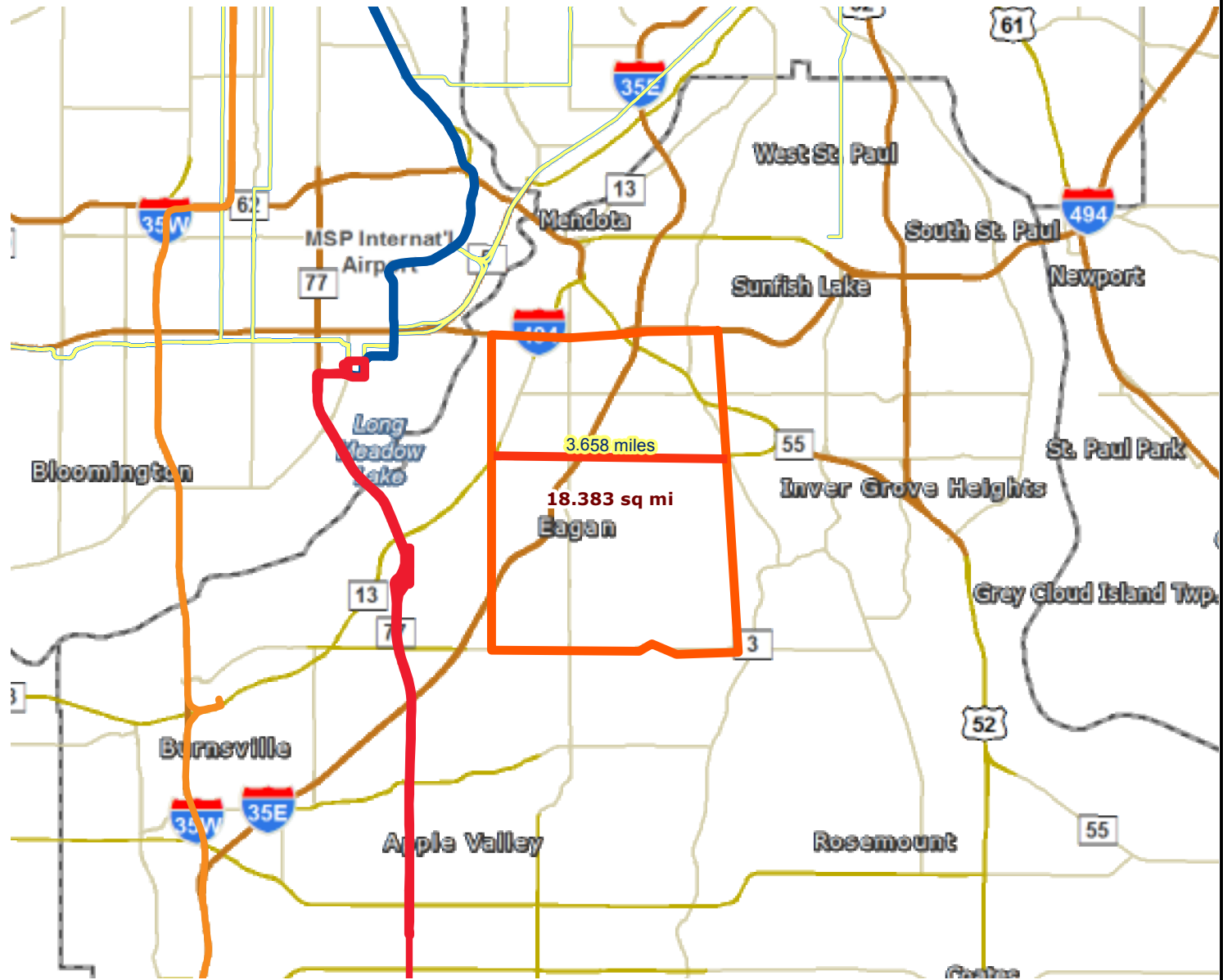
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Results

Project IN area of above average concentration of race or poverty.



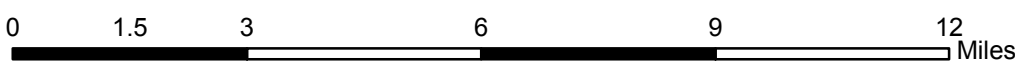


Results

Transit with a Direct Connection to project:
436 437 445 446 470 480 484 489

**indicates Planned Alignments*

— Project
 Transitway
 — Red Line
Planned Alignments
 — BRT, Orange Line
 Project Area
— Blue Line
— Arterial BRT
— BRT, Red Line - Phase 2



Created: 12/30/2014
LandscapeRSA3



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

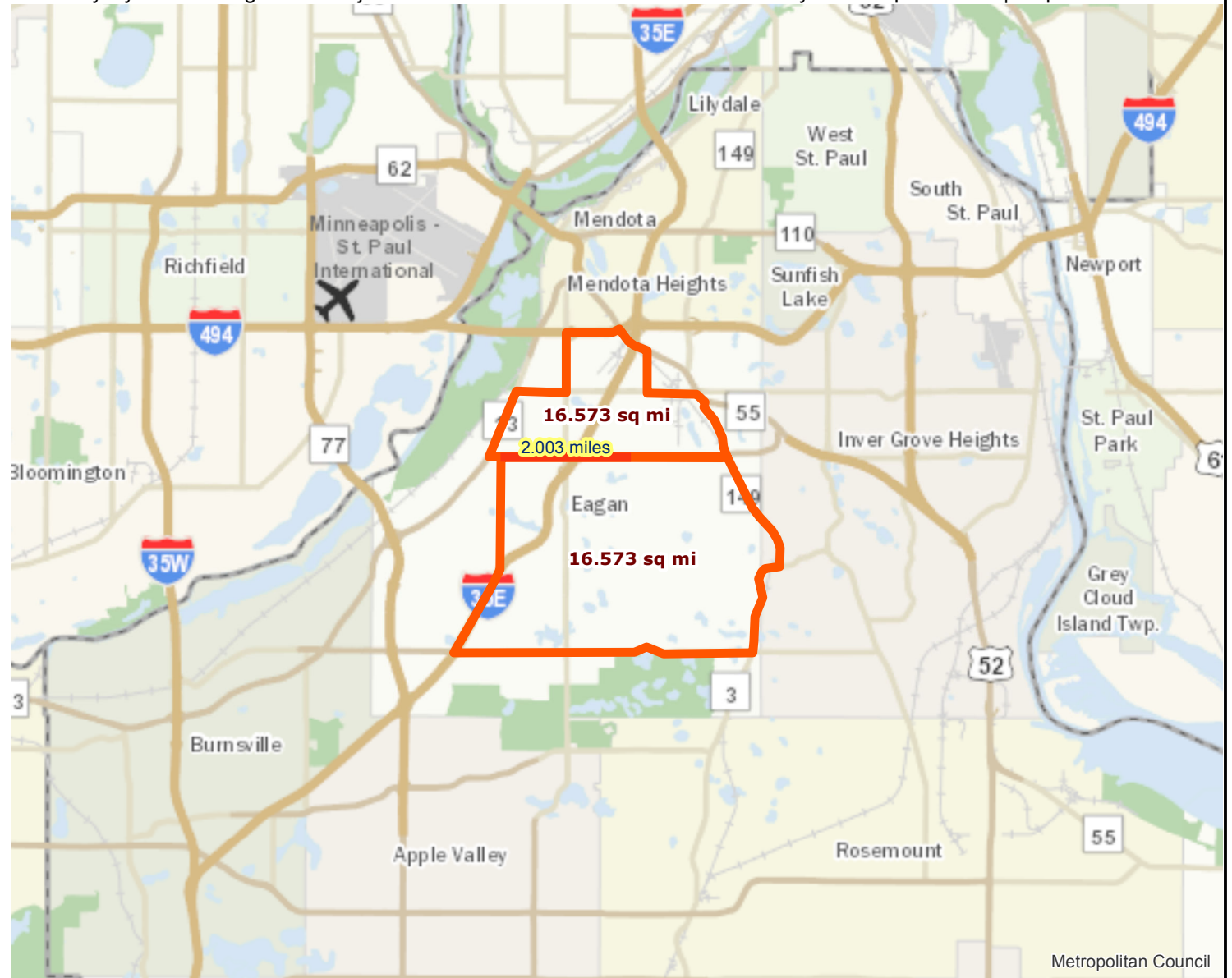


Roadway Area Definition

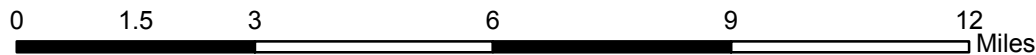
Results

Project Length: 2.003 miles

Project Area: 16.573 sq mi



-  Project
-  Project Area



Created: 11/30/2014
LandscapeRSA1



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



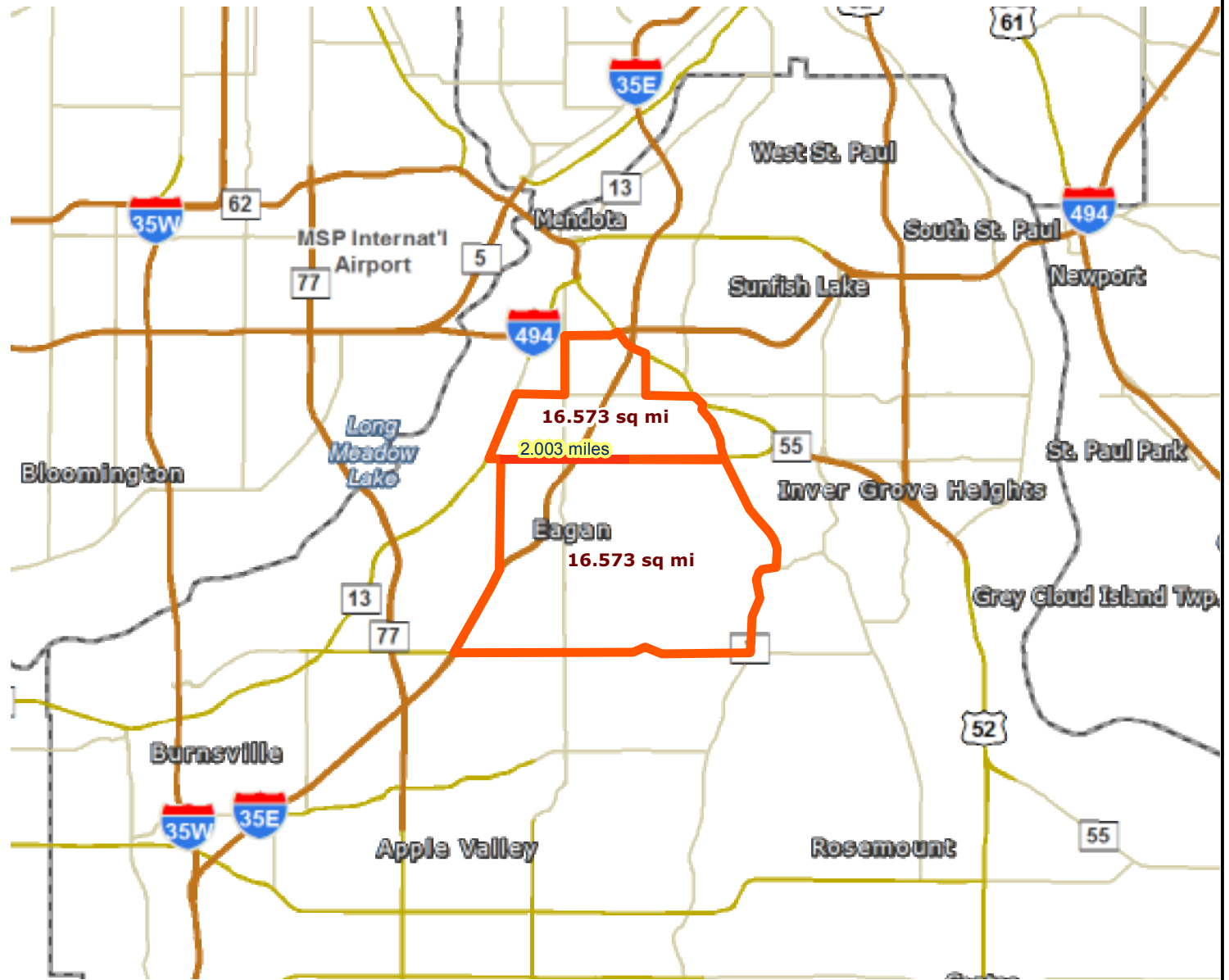
Regional Economy

Results

Project **IN** area of Job Concentration.

Project **IN** area of Manufacturing and Distribution.

Project **CONNECTED** to area of Education Institutions.



- Project
- Project Area



Created: 11/30/2014
LandscapeRSA5

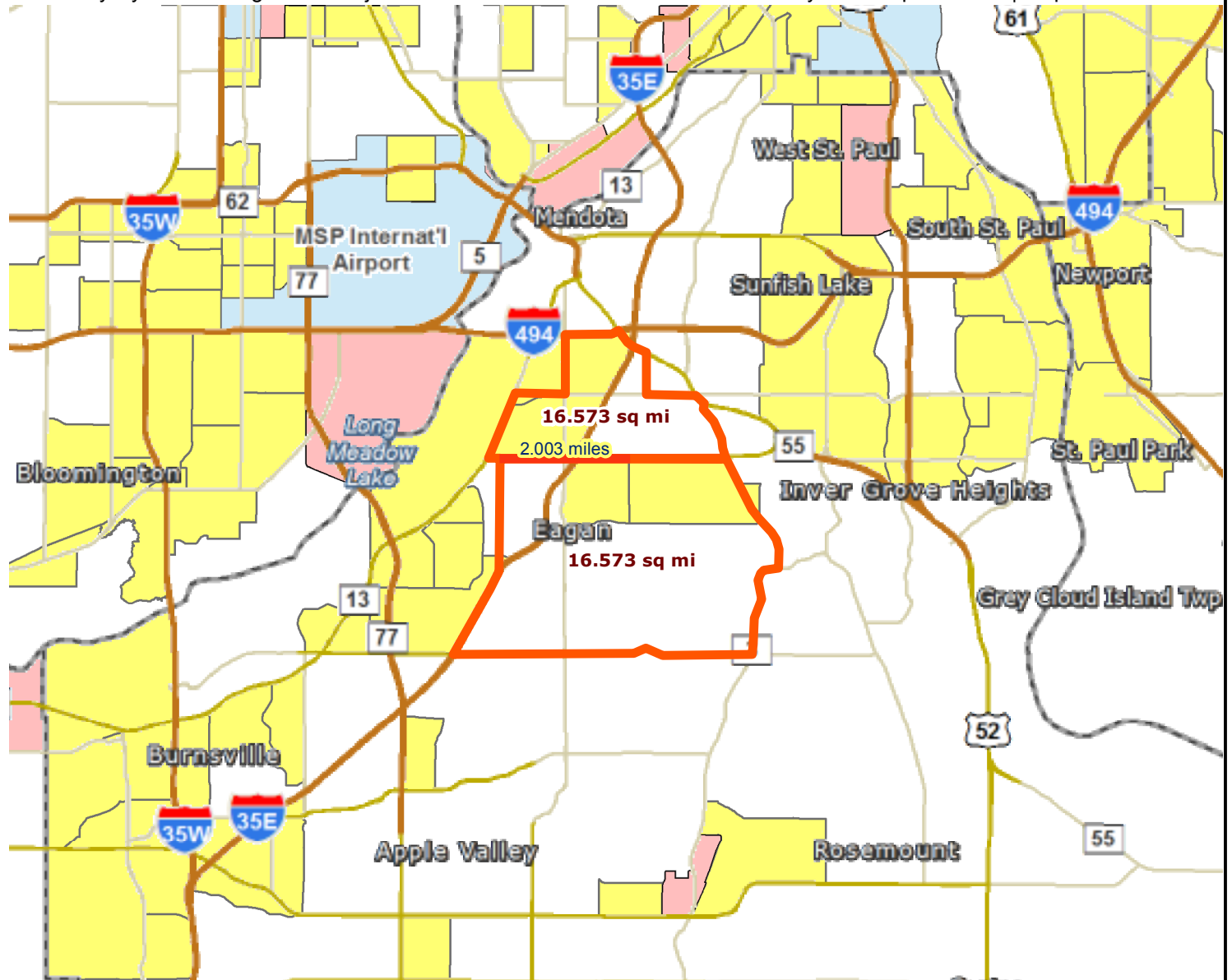


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

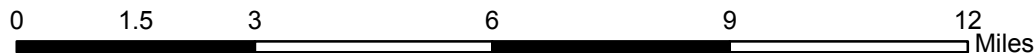


Results

Project IN area of above average concentration of race or poverty.



- Project
- Project Area
- Racially concentrated area of poverty
- Concentrated area of poverty
- Above reg'l avg conc of race/poverty



Created: 11/30/2014
LandscapeRSA2



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



31 North
zone 4,9,14 individually coordinated

30: Park & Ride/I-35E Off Ramp & CSAH 28

Direction	All
Volume (vph)	3641
Total Delay / Veh (s/v)	19
CO Emissions (kg)	4.04
NOx Emissions (kg)	0.79
VOC Emissions (kg)	0.94

32: Federal/Central & CSAH 28

Direction	All
Volume (vph)	2729
Total Delay / Veh (s/v)	22
CO Emissions (kg)	3.52
NOx Emissions (kg)	0.68
VOC Emissions (kg)	0.82

33: Coachman & CSAH 28

Direction	All
Volume (vph)	2482
Total Delay / Veh (s/v)	17
CO Emissions (kg)	4.03
NOx Emissions (kg)	0.78
VOC Emissions (kg)	0.93

* 36: CSAH 28 & Denmark

Direction	All
Volume (vph)	4475
Total Delay / Veh (s/v)	49
CO Emissions (kg)	8.73
NOx Emissions (kg)	1.70
VOC Emissions (kg)	2.02

12.45

44: Blue Cross/Heritage & CSAH 28

Direction	All
Volume (vph)	2197
Total Delay / Veh (s/v)	15
CO Emissions (kg)	2.85
NOx Emissions (kg)	0.55
VOC Emissions (kg)	0.66

31 North
network coordinated

30: Park & Ride/I-35E Off Ramp & CSAH 28

Direction	All
Volume (vph)	3641
Total Delay / Veh (s/v)	9
CO Emissions (kg)	3.89
NOx Emissions (kg)	0.76
VOC Emissions (kg)	0.90

32: Federal/Central & CSAH 28

Direction	All
Volume (vph)	2729
Total Delay / Veh (s/v)	16
CO Emissions (kg)	3.49
NOx Emissions (kg)	0.68
VOC Emissions (kg)	0.81

33: Coachman & CSAH 28

Direction	All
Volume (vph)	2482
Total Delay / Veh (s/v)	12
CO Emissions (kg)	3.60
NOx Emissions (kg)	0.70
VOC Emissions (kg)	0.83

* 36: CSAH 28 & Denmark

Direction	All
Volume (vph)	4475
Total Delay / Veh (s/v)	26
CO Emissions (kg)	7.41
NOx Emissions (kg)	1.44
VOC Emissions (kg)	1.72 / 10.57

44: Blue Cross/Heritage & CSAH 28

Direction	All
Volume (vph)	2197
Total Delay / Veh (s/v)	16
CO Emissions (kg)	2.75
NOx Emissions (kg)	0.54
VOC Emissions (kg)	0.64

31 North
zone 4,9,14 individually coordinated

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Direction	All
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CO Emissions (kg)	4.04
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33: Coachman & CSAH 28

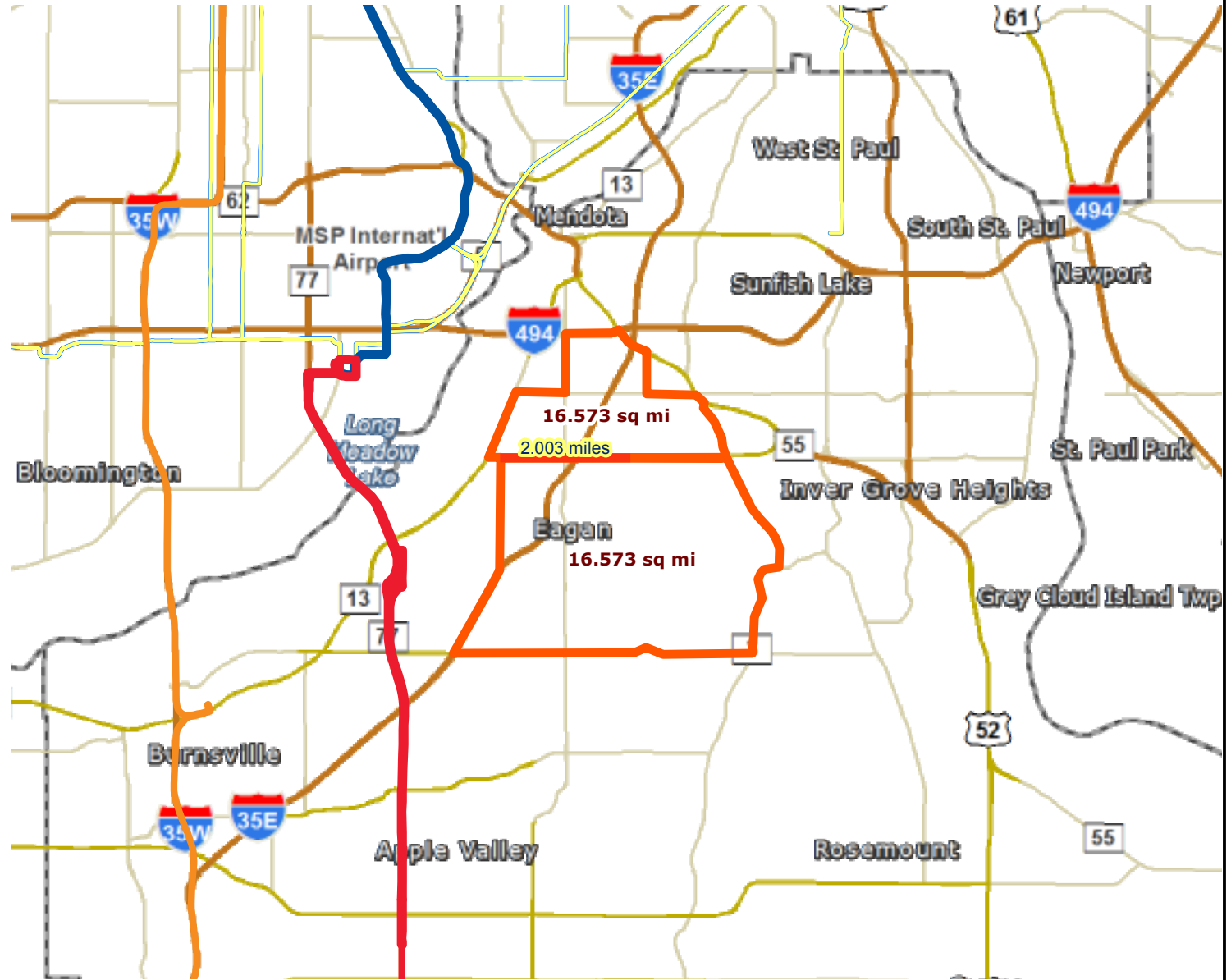
Direction	All
Volume (vph)	2482
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CO Emissions (kg)	3.60
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Direction	All
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Total Delay / Veh (s/v)	16
CO Emissions (kg)	2.75
NOx Emissions (kg)	0.54
VOC Emissions (kg)	0.64

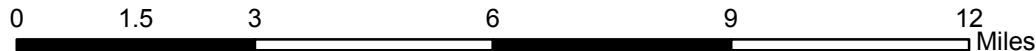


Results

Transit with a Direct Connection to project:
437 445 446 470 480 484 489

**indicates Planned Alignments*

-  Project
-  Transitway
-  Red Line
-  Planned Alignments
-  BRT, Orange Line
-  Project Area
-  Blue Line
-  Arterial BRT
-  BRT, Red Line - Phase 2



Created: 11/30/2014
LandscapeRSA3



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

