Application

04751 - 2016 Roadway Expansion

05166 - CSAH 26 Expansion from TH 55/149 to TH 3

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	07/15/2016 12:05 PM

Primary Contact

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

Organization Information

Name:	DAKOTA COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: TRANSPORTATION DEPT

14955 GALAXIE AVE

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

County: Dakota

Phone:* 952-891-7100 Ext.

Fax:

PeopleSoft Vendor Number 0000002621A15

Project Information

Project Name CSAH 26 Expansion

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 CSAH 26 expansion project is located in the northeast area of Eagan and the northwest area of Inver Grove Heights. The proposed project will expand existing CSAH 26 (Lone Oak Road/ 70th Street West) from a rural two lane roadway to a divided urban four lane highway. CSAH 26 is a classified as an A-minor reliever and plays a large role in the regional economy of the area.

The proposed project includes access management, installation of multimodal facilities and preservation of the regional system. The proposed access management items included are limiting full access intersections (1/4 mile spacing), partial movement intersections (1/8 mile spacing), the addition of turn lanes at intersections along CSAH 26 and the installation of a roundabout at the intersection of CSAH 26 and CSAH 63 (Argenta Trail). The proposed project will construct multi-use trails along both the north and south side of CSAH 26 providing residents of both Cities other modes of transportation. The CSAH 26 trails will connect into the Mendota Lebanon Greenway and provide access to regional facilities within the metropolitan area. The proposed project preserves the existing regional system by serving as a reliever to the adjacent principal arterials, I-494 and TH 55, and the project will provide better traffic flow for existing and future developments in the area.

Both Cities anticipate development in their respective areas and the expansion of CSAH 26 will address current and future transportation needs. The City of Inver Grove Heights has seen multiple housing developments in this area and more development is expected. The City of Eagan has approved a plan from the Minnesota Vikings to construct a practice facility and business complex just to the north of the project.

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

TIP Description Guidance (will be used in TIP if the project is selected for funding)	Expansion of 2 lane roadway to divided 4 lane roadway with pedestrian facilities
Project Length (Miles)	2.02

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	$7,000,000.00
Match Amount	$5,800,000.00

Minimum of 20% of project total

Project Total	$12,800,000.00
Match Percentage	45.31%

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

Source of Match Funds	Local funds

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

Preferred Program Year

Select one:	2021

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

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

Project Information: Roadway Projects

County, City, or Lead Agency	Dakota County
Functional Class of Road	A Minor Arterial - Reliever
Road System	CSAH

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

Road/Route No.	26

i.e., 53 for CSAH 53

Name of Road	Lone Oak Road/ 70th Street West

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed	55121
(Approximate) Begin Construction Date	04/05/2021

(Approximate) End Construction Date	11/30/2023

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

From: **(Intersection or Address)**	TH 55/149 and CSAH 26
To: **(Intersection or Address)**	TH 3 and CSAH 26

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Primary Types of Work	GRADE, AGG. BASE, BIT. BASE, BIT SURF., SIDEWALK, CURB AND GUTTER, STORM SEWER, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, RETAINING WALLS

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$470,000.00
Removals (approx. 5% of total cost)	$415,000.00
Roadway (grading, borrow, etc.)	$4,100,000.00
Roadway (aggregates and paving)	$2,200,000.00
Subgrade Correction (muck)	$425,000.00
Storm Sewer	$1,000,000.00
Ponds	$1,600,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$400,000.00
Traffic Control	$60,000.00
Striping	$50,000.00
Signing	$60,000.00
Lighting	$20,000.00
Turf - Erosion & Landscaping	$600,000.00
Bridge	$0.00

Retaining Walls	$800,000.00
Noise Wall (do not include in cost effectiveness measure)	$0.00
Traffic Signals	$25,000.00
Wetland Mitigation	$125,000.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$0.00
Other Roadway Elements	$0.00
Totals	**$12,350,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$400,000.00
Sidewalk Construction	$20,000.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$30,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$450,000.00**

Specific Transit and TDM Elements

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

Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	$0.00
Substotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$12,800,000.00
Construction Cost Total	$12,800,000.00
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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2.The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

List the goals, objectives, strategies, and associated pages:

Goal A: Transportation System Stewardship (p. 2.17)

Objective: A. Efficiently preserve and maintain the regional transportation system is a state of good repair. (p. 2.17)

Strategy: A1. Regional transportation partners will place the highest priority for transportation investments on strategically preserving, maintaining, and operating the transportation system. (p. 2.17)

Objective: B. Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations. (p. 2.17)

Strategy: A2. Regional transportation partners should regularly review planned preservation and maintenance projects to identify cost-effective opportunities to incorporate improvements for safety, lower-cost congestion management and mitigation, transit, bicycle, and pedestrian facilities. (p. 2.18)

Goal C: Access to Destinations (p. 2.24)

Objective: A. Increase the availability of multimodal travel options, especially in congested highway corridors. (p. 2.24)

Strategy: C1. Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and

provide connections between modes. The Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel. (p. 2.24)

Objective: E. Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations. (p. 2.24)

Strategy: C4. Regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities. (p. 2.28)

Goal E: Healthy Environment (p. 2.42)

Objective: C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active care-free lifestyles. (p. 2-42)

Strategy: E3. Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel. (p. 2-44)

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

List the applicable documents and pages:

The proposed project addresses the Goal 3 and Goal 4 of the adopted 2030 Dakota County Transportation plan.

Goal 3: Preservation of Existing System (p. 148)

The expansion of CSAH 26 will integrate into the existing transportation system by improving its current ability as a reliever to adjacent roadways, but it will also preserve the integration of bicycle and pedestrian modes with the installation of multi-use trails along both the north and south side of the roadway.

Goal 4: Management to Increase Transportation System Efficiency, Improve Safety and Maximize Existing Highway Capacity (p. 163 and 172)

The proposed project will include access management based on Table 10: Dakota County Access Guidelines (Spacing and Configuration) (p. 172).

The Regional Roadway System Visioning Study (RRSVS) Final Recommendations included the recommendation of the expansion of CSAH 26 in concurrence with other programed roadways within the northeast area of Eagan and the northwest area of Inver Grove Heights (p. 2). The County has begun planning for the proposed improvements and is in the process of expanding CSAH 28/63 at TH 55 in Inver Grove Heights.

4.The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5.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

6.Applicants must not submit an application for the same project elements in more than one funding application category.

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

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.
***Roadway Expansion:** $1,000,000 to $7,000,000*
***Roadway Reconstruction/ Modernization:** $1,000,000 to $7,000,000*
***Roadway System Management** $250,000 to $7,000,000*
***Bridges Rehabilitation/ Replacement:** $1,000,000 to $7,000,000*

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

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

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

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

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

10.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

11.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

12.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

13.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Roadways Including Multimodal Elements

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

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

Roadway Expansion and Reconstruction/Modernization projects only:

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

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

Bridge Rehabilitation/Replacement projects only:

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

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

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

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

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

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

6. The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

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

Requirements - Roadways Including Multimodal Elements

Expander/Augmentor/Non-Freeway Principal Arterial

Select one:	
Area	3.13
Project Length	2.02
Average Distance	1.5495
Upload Map	1467290236537_Roadway Area Definition Map.pdf

Reliever: Relieves a Principle Arterial that is a Freeway Facility

Facility being relieved	Interstate 494
Number of hours per day volume exceeds capacity (based on the Congestion Report)	1.0

Reliever: Relives a Principle Arterial that is a Non-Freeway Facility

Facility being relieved	
Number of hours per day volume exceeds capacity (based on the table below)	0

Non-Freeway Facility Volume/Capacity Table

Hour	NB/EB Volume	SB/WB Volume	Capacity	Volume exceeds capacity
12:00am - 1:00am			0	
1:00am - 2:00am			0	
2:00am - 3:00am			0	
3:00am - 4:00am			0	
4:00am - 5:00am			0	
5:00am - 6:00am			0	
6:00am - 7:00am			0	
7:00am - 8:00am			0	
8:00am - 9:00am			0	
9:00am - 10:00am			0	
10:00am - 11:00am			0	
11:00am - 12:00pm			0	
12:00pm - 1:00pm			0	
1:00pm - 2:00pm			0	
2:00pm - 3:00pm			0	
3:00pm - 4:00pm			0	
4:00pm - 5:00pm			0	
5:00pm - 6:00pm			0	
6:00pm - 7:00pm			0	
7:00pm - 8:00pm			0	
8:00pm - 9:00pm			0	
9:00pm - 10:00pm			0	
10:00pm - 11:00pm			0	
11:00pm - 12:00am			0	

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

Existing Employment within 1 Mile:	9813
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	3585
Existing Students:	0

Upload Map	1467292599972_Regional Economy Map.pdf

Measure C: Current Heavy Commercial Traffic

Location:	CSAH 26 (70th Street West) and CSAH 63 (Argenta Trail) in Inver Grove Heights
Current daily heavy commercial traffic volume:	150
Date heavy commercial count taken:	10-22-2015

Measure D: Freight Elements

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

The proposed project will take CSAH 26 from its existing 2 lane rural highway section with limited turn lane(s) and widen it into a 4 lane urban highway section with turn lanes and access control. Currently, certain intersections do not allow for left and/or right turn lanes off of CSAH 26; thus making turn movements onto adjacent roadways difficult and unsafe at times with the increased traffic volumes. The proposed project will include the addition of turn lanes, an additional lane in each direction and an 8' wide shoulder in areas without a right turn lane to allow for freight movements onto and from CSAH 26.

The proposed project will allow for freight vehicles currently using I-494 to comfortably use CSAH 26 during times of congestion along I-494 and TH 55 between I-35E to TH 3. The project has potential to reduce congestion on I-494 and TH 55.

Measure A: Current Daily Person Throughput

Location	East of intersection of TH 149/55 and CSAH 26
Current AADT Volume	8970
Existing Transit Routes on the Project	2
For New Roadways only, list transit routes that will be moved to the new roadway	
Upload Transit Map	1467294766113_Transit Connections Map.pdf

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	11661.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	No
If checked, METC Staff will provide Forecast (2040) ADT volume	
OR	
Identify the approved county or city travel demand model to determine forecast (2040) ADT volume	The ADT for CSAH 26 from TH 55/149 to TH 3 was calculated using the 2030 Dakota County Travel Demand Model together with a straight line projection. The straight line used 2015 counts and adopted Dakota County 2030 Transportation Plan model ADT to determine a 2040 ADT of 23,900 vehicles per day.
Forecast (2040) ADT volume	23900

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):	
Project located in Area of Concentrated Poverty:	
Projects census tracts are above the regional average for population in poverty or population of color:	Yes
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 2,800 characters; approximately 400 words)

The portion of the project located in the City of Inver Grove Heights is in an area that is above the regional average for population in poverty or population of color and the portion of the project located in the City of Eagan is approximately a mile from an area that is above the regional average for population in poverty or population of color. The expansion of CSAH 26 will provide trails along both sides of the roadway. This will allow residents without vehicles in both Eagan and Inver Grove Heights to be able to safely travel between the two communities and gain access to transit within the City of Eagan.

The proposed project will improve access for residents in areas surrounding CSAH 26, including the areas that are above the regional average for population in poverty or population of color to transit. With the project, access to transit will be improved by the installation of multiuse trail along both the north and south side of the roadway. Residents will be able use the trail to access existing Minnesota Valley Transit Authority Routes 436 and 489 located along CSAH 26 in the City of Eagan.

The 2010 Regional Roadway System Visioning Study (RRSVS) vision included the potential for a transitway system along the CSAH 28/63 corridor (Figure 17). The proposed CSAH 26 project intersects the CSAH 28/63 corridor and would be able to provide access to this future transit facility. The future transit facility has the potential to connect to the existing transit station located at the intersection of CSAH 28 and 31 (at the CSAH 31 and CSAH 28 interchanges on I-35E) in the City of Eagan.

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map

1467753850691_Socio-Economic Conditions Map.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Eagan	1.0
Inver Grove Heights	1.02
	2

Total Project Length

Total Project Length (Total Population)	2.02

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
		0	**0**	**0**	**0**

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	2.02
Total Housing Score	0

Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1957.0	1.47	2876.79	1424.153
1955.0	0.55	1075.25	532.302
	2	**3952**	**1956**

Average Construction Year

Weighted Year	1956.455

Total Segment Length (Miles)

Total Segment Length	2.02

Measure A: Vehicle Delay Reduction

Total Peak Hour Delay Per Vehicle Without The Project	Total Peak Hour Delay Per Vehicle With The Project	Total Peak Hour Delay Per Vehicle Reduced by Project	Volume (Vehicles Per Hour)	Total Peak Hour Delay Reduced by the Project (Seconds)	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable:	Synchro or HCM Reports
62.4	7.2	55.2	1012.0	55862.4		1468423282341_CSAH 26 HCM report - Vehicle Delay Reduction.pdf

Total Delay

Total Peak Hour Delay Reduced	55862.4

Measure B:Roadway projects that do not include new roadway segments or railroad grade-separation elements

Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced Per Vehicle by the Project (Kilograms):	Volume (Vehicles Per Hour):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0.004	0.003	0.001	1012.0	1.012
0	**0**		**1012**	**1**

Total

Total Emissions Reduced:	1.012
Upload Synchro Report	1468423906030_CSAH 26 HCM report - Congestion Reduction.pdf

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

Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced Per Vehicle by the Project (Kilograms):	Volume (Vehicles Per Hour):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	0		0	0

Total Parallel Roadways

Emissions Reduced on Parallel Roadways	0
Upload Synchro Report	

New Roadway Portion:

Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons:	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0.0

Measure B:Roadway projects that include railroad grade-separation elements

Cruise speed in miles per hour without the project:	0
Vehicle miles traveled without the project:	0
Total delay in hours without the project:	0
Total stops in vehicles per hour without the project:	0
Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0

Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	0
Fuel consumption in gallons (F2)	0
Fuel consumption in gallons (F3)	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	

Measure A: Benefit of Crash Reduction

The CSAH 26 Expansion Project used the following Crash Modification Factor:

Crash Modification Factor Used:

1. Clearinghouse # 7566 - Convert 2 lane roadway to 4 lane divided (CMF = 0.341, CRF = 65.88)

(Limit 700 Characters; approximately 100 words)

The following is the rationale for the selection of crash modification factor for the CSAH 26 Expansion:

Rationale for Crash Modification Selected:

1. The proposed CSAH 26 Expansion project is expanding the existing 2 lane roadway to a 4 lane divided highway with turn lanes at intersections along the segment. The proposed crash modification factor Clearinghouse # 7566 (Convert 2 lane roadway to 4 lane divided) addresses the crashes by providing an additional lane in each direction, turn lanes at intersections, a raised median and access management.

(Limit 1400 Characters; approximately 200 words)

Project Benefit ($) from B/C Ratio:	2747058.0
Worksheet Attachment	1468601932203_CSAH 26 benefit-cost worksheet.xls

Roadway projects that include railroad grade-separation elements:

Current AADT volume:	0
Average daily trains:	0
Crash Risk Exposure eliminated:	0

Measure A: Multimodal Elements and Existing Connections

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

Currently, the western portion of the CSAH 26 Expansion located in the City of Eagan is used by Minnesota Valley Transit Authority for Route 436 and 489. Both routes provide transit access to the existing business park. With the City of Eagan's recent approval of the Minnesota Vikings' practice field and sports complex, it is anticipated that the transit service use will increase in the project area.

Currently, CSAH 26 does not have existing trails or sidewalks along the roadway. However, several trails have been extended down for future connection along CSAH 26 at Lone Oak Drive and Ames Crossing Road. The County will be constructing the Mendota Lebanon Greenway, which will cross CSAH 26 a quarter mile west of the CSAH 26 and CSAH 63 (Argenta Trail) intersection. The greenway will allow resident access to the region via other means of transportation.

The proposed project will construct 10 foot wide multiuse trails along both the north and south sides of CSAH 26. This will provide access for the residents in both Eagan and Inver Grove Heights to connect into either City via trail or connect into the County's planned Mendota Lebanon Greenway. The connection to the Mendota Lebanon Greenway will allow residents to gain access to Big Rivers Regional Trail (BRRT) located along the Minnesota River and to Lebanon Hills Park. The trails will provide the residents with a safe connection to the bus stops on the 436 and 489 bus routes located in the Eagan Business Park; thus increasing transit use.

Transit Projects Not Requiring Construction

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified Yes

40%

Stakeholders have not been identified or contacted

0%

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

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

3)Environmental Documentation (5 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% date submitted

Document in progress; environmental impacts identified; review request letters sent

50%

Document not started Yes

0%

Anticipated date or date of completion/approval

4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

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%

Unsure if there are any historic/archaeological resources in the project area

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 (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?
6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

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

100%

No impact to 4f property. The 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%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

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

Right-of-way, permanent or temporary easements not required

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

Right-of-way, permanent or temporary easements required, parcels identified Yes

25%

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

0%

Right-of-way, permanent or temporary easements identification has not been completed

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)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)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	10/30/2020

10)Letting

Anticipated Letting Date	01/27/2021

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$12,800,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$12,800,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
7566.pdf	Crash Modification Factor # 7566 Information	131 KB
7A Ped and Bike Facilities.docx.pdf	Additional adopted future multimodal figures from adopted plans from Dakota County and the Cities of Eagan and Inver Grove Heights	1.3 MB
CSAH 26 - Letters of Support.pdf	Letters of support for CSAH 26 Expansion from MN/Dot, City of Eagan and City of Inver Grove Heights	665 KB
CSAH 26 Heavy Commercial Count.pdf	Heavy Commercial Count for CSAH 26	41 KB
CSAH 26 Layout.pdf	Preliminary Layout for CSAH 26 Expansion	2.7 MB
CSAH 26 MnDOT Crashes.xls	MN/Dot Crash Data for B/C Ratio	128 KB
Dakota County 2030 Trans. Plan p. 37 2030 ADT.pdf	2030 Dakota County Transportation Plan 2030 estimated traffic volumes	113 KB
Dakota County Resolution June 21 2016.pdf	Dakota County Resolution	178 KB
Reqs. - All Project 2. Consistency with 2040 TPP Information.pdf	Additional Information for Requirements All Roadways #2	811 KB
Reqs. - All Project 3. Consistency with local planning doc. Information.pdf	Additional Information for Requirements: All Roadways #3	1.1 MB
RRSVS - Figure 17 Long Term Vision - Transit.pdf	Regional Roadway System Visioning Study Figure 17 - Long Term Vision for Transit	552 KB

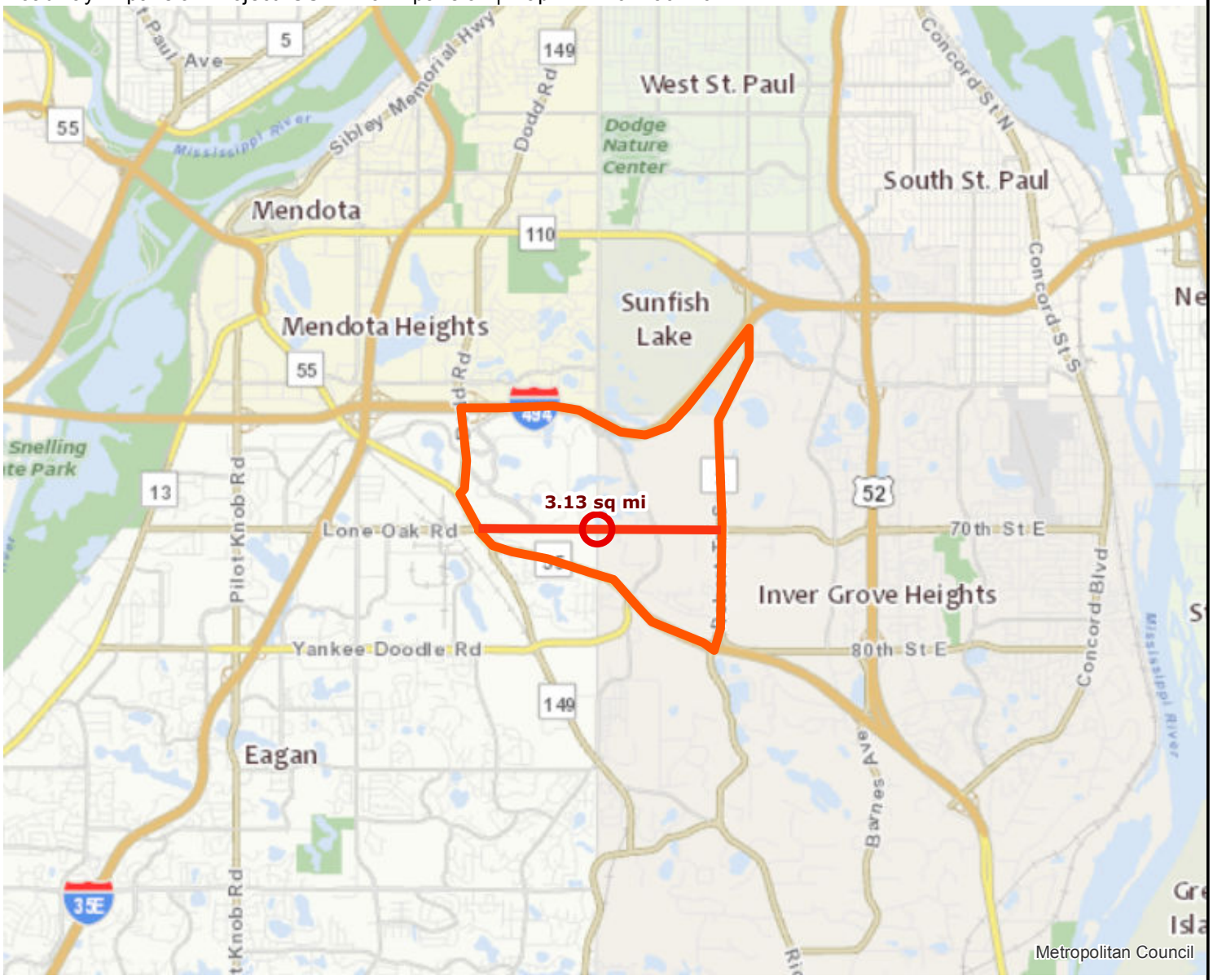
Roadway Area Definition

Roadway Expansion Project: CSAH 26 Expansion | Map ID: 1467236246121

Results

Project Length: 2.02 miles

Project Area: 3.13 sq mi



Project Points
Project
Project Area
Principal Arterials
A Minor Arterials
Principal Arterials Planned
A Minor Arterials Planned

0 0.75 1.5 3 4.5 6 Miles

Created: 6/29/2016
LandscapeRSA1

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

METROPOLITAN COUNCIL

Regional Economy

Roadway Expansion Project: CSAH 26 Expansion | Map ID: 1467236246121

Results

WITHIN ONE MI of project:

Totals by City:

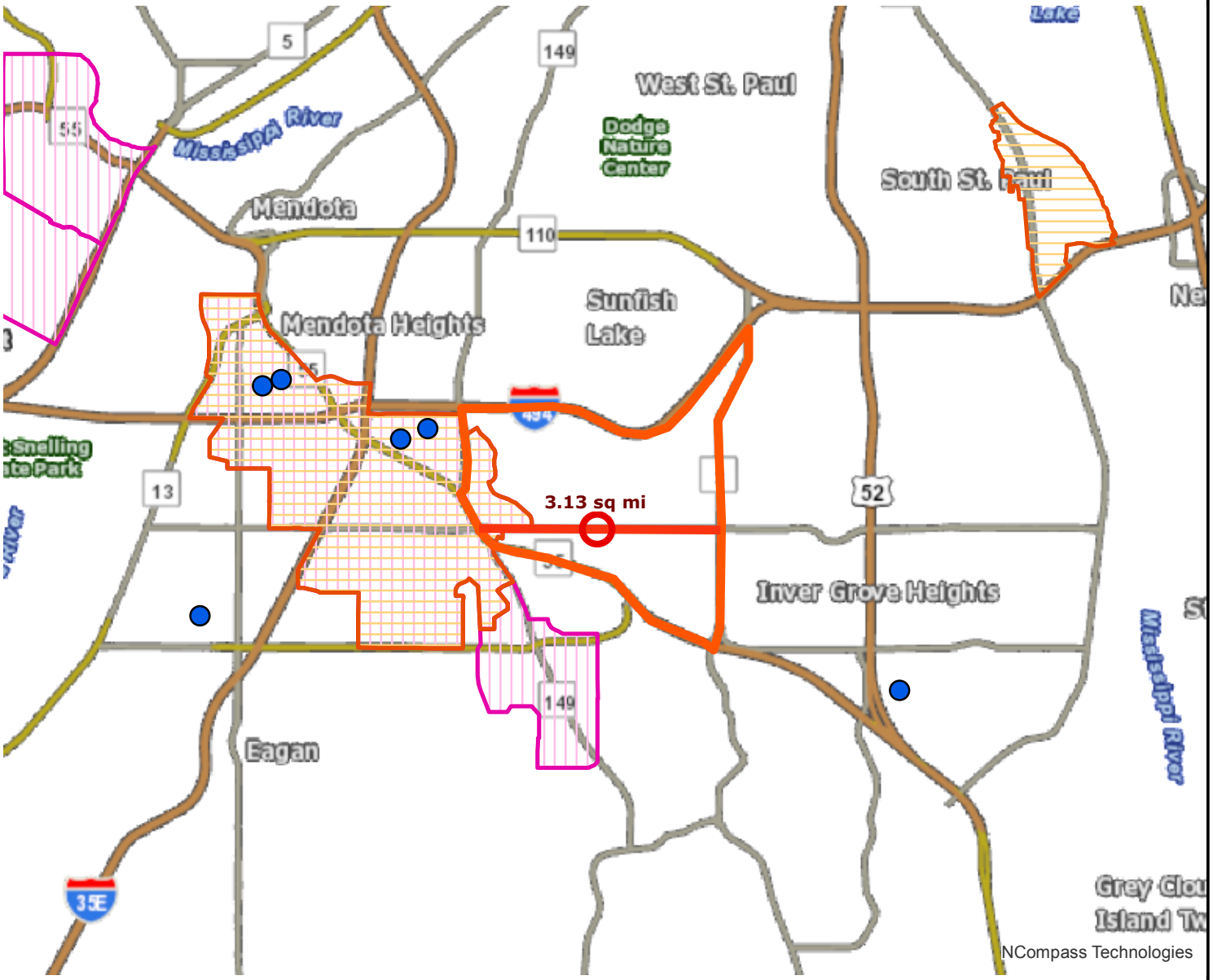
Eagan
Population: 1862
Employment: 9666
Mfg and Dist Employment: 3557

Inver Grove Heights
Population: 573
Employment: 55
Mfg and Dist Employment: 0

Mendota Heights
Population: 1553
Employment: 78
Mfg and Dist Employment: 20

Sunfish Lake
Population: 485
Employment: 14
Mfg and Dist Employment: 8

Postsecondary Students:
0



Project Points
Project
Project Area
PostSecondary Education Centers
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.75 1.5 3 4.5 6 Miles

Created: 6/29/2016
LandscapeRSA5

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

METROPOLITAN COUNCIL

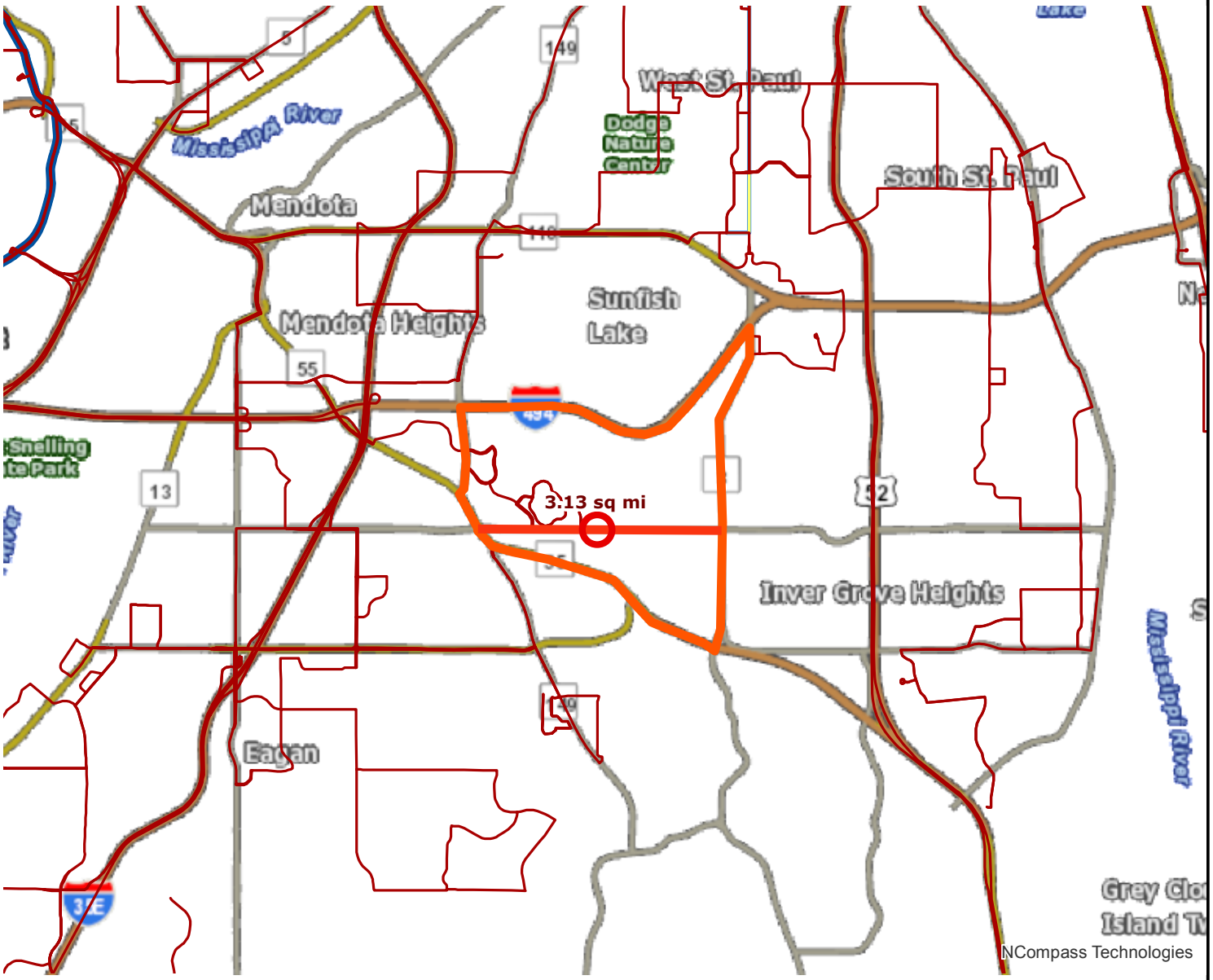
Transit Connections

Roadway Expansion Project: CSAH 26 Expansion | Map ID: 1467236246121

Results

Transit with a Direct Connection to project:
436 489

**indicates Planned Alignments*



Project Points | Project Area | **Transitway** | **Planned Alignments**

Project | Transit Routes | Blue Line | Arterial BRT

0 0.75 1.5 3 4.5 6 Miles

Created: 6/29/2016
LandscapeRSA3

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

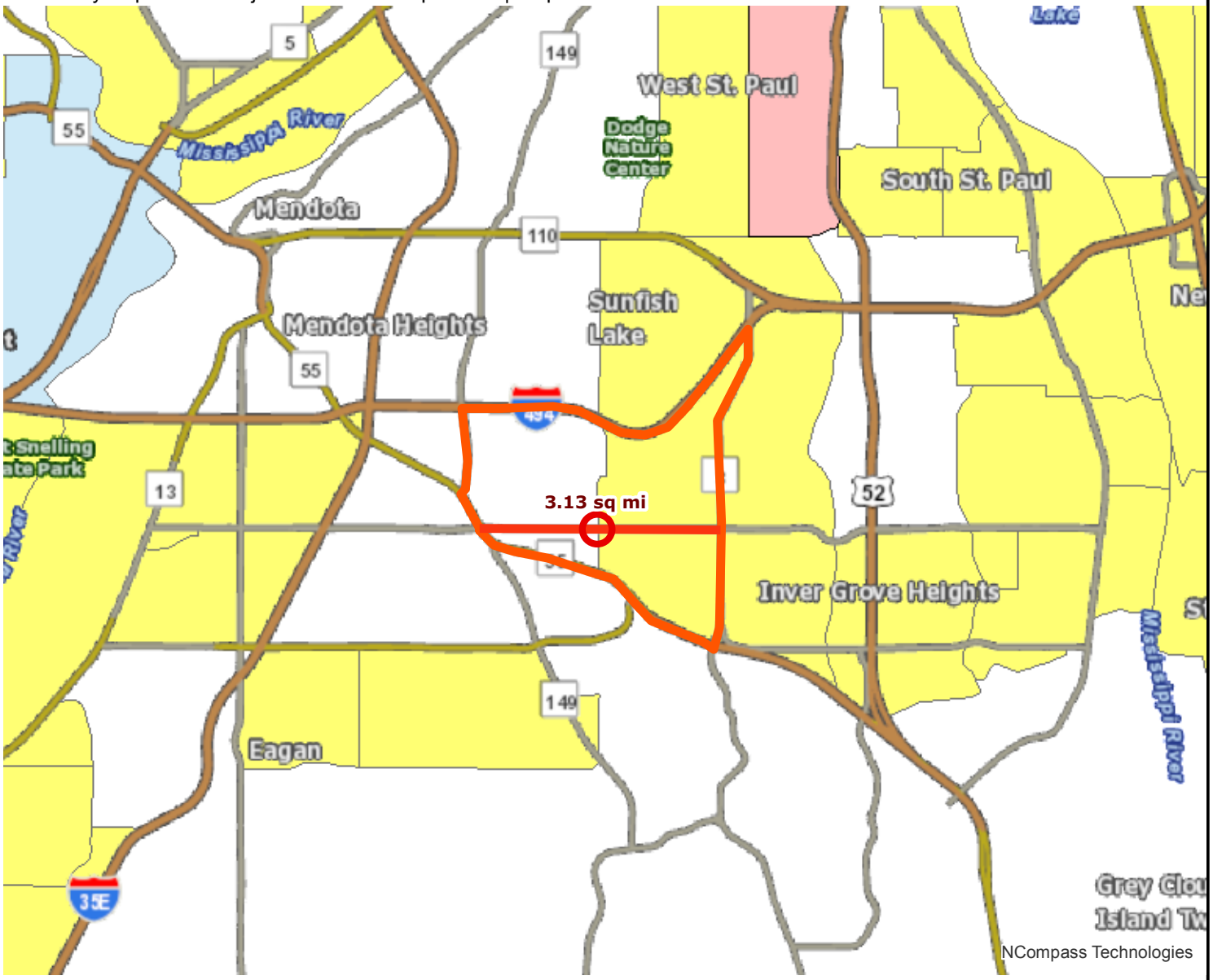
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Expansion Project: CSAH 26 Expansion | Map ID: 1467236246121

Results

Project census tracts are above the regional average for population in poverty or population of color:
(0 to 18 Points)



Project Points
Project
Project Area
Area of Concentrated Povertry > 50% residents of color
Area of Concentrated Poverty
Above reg'l avg conc of race/poverty

0 0.75 1.5 3 4.5 6 Miles

Created: 6/29/2016
LandscapeRSA2

METROPOLITAN COUNCIL

Intersection	
Intersection Delay, s/veh	62.4
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	12	52	13	0	140	365	45	0	57	137	72
Future Vol, veh/h	0	12	52	13	0	140	365	45	0	57	137	72
Peak Hour Factor	1.00	0.60	0.60	0.85	1.00	0.79	0.81	0.63	1.00	0.88	0.85	0.77
Heavy Vehicles, %	4	17	8	73	4	2	4	2	4	0	1	3
Mvmt Flow	0	20	87	15	0	177	451	71	0	65	161	94
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	12.6	103.1	18.6
HCM LOS	B	F	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	16%	25%	19%
Vol Thru, %	52%	68%	66%	61%
Vol Right, %	27%	17%	8%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	266	77	550	119
LT Vol	57	12	140	23
Through Vol	137	52	365	72
RT Vol	72	13	45	24
Lane Flow Rate	319	122	699	174
Geometry Grp	1	1	1	1
Degree of Util (X)	0.571	0.237	1.138	0.334
Departure Headway (Hd)	6.851	7.373	5.858	7.36
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	530	490	622	492
Service Time	4.851	5.373	3.913	5.36
HCM Lane V/C Ratio	0.602	0.249	1.124	0.354
HCM Control Delay	18.6	12.6	103.1	14
HCM Lane LOS	C	B	F	B
HCM 95th-tile Q	3.5	0.9	22.2	1.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	23	72	24
Future Vol, veh/h	0	23	72	24
Peak Hour Factor	1.00	0.58	0.76	0.60
Heavy Vehicles, %	4	4	0	0
Mvmt Flow	0	40	95	40
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	14
HCM LOS	B

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	122	699	320	175
Demand Flow Rate, veh/h	143	722	325	177
Vehicles Circulating, veh/h	318	251	159	715
Vehicles Exiting, veh/h	534	136	302	258
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.5	8.3	5.4	7.1
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Bypass	Left	Bypass
Designated Moves	LT	TR	LT	TR	LT	R	LT	R
Assumed Moves	LT	TR	LT	TR	LT	R	LT	R
RT Channelized						Yield		Yield
Lane Util	0.469	0.531	0.470	0.530	1.000		1.000	
Critical Headway, s	4.293	4.113	4.293	4.113	4.113		4.113	
Entry Flow, veh/h	67	76	339	383	228	97	137	40
Cap Entry Lane, veh/h	890	904	936	948	1011	1027	685	778
Entry HV Adj Factor	0.856	0.851	0.969	0.967	0.993	0.971	0.985	1.000
Flow Entry, veh/h	57	65	329	370	226	94	135	40
Cap Entry, veh/h	762	770	907	917	1004	997	675	778
V/C Ratio	0.075	0.084	0.362	0.404	0.226	0.094	0.200	0.051
Control Delay, s/veh	5.5	5.5	8.0	8.6	5.8	4.5	7.7	5.1
LOS	A	A	A	A	A	A	A	A
95th %tile Queue, veh	0	0	2	2	1	0	1	0

5. Congestion Reduction / Air Quality RESPONSE A (Calculation):

CSAH 26 (Lone Oak Rd) & CSAH 63 (Argenta Trail)
•Total Peak Hour Delay/Vehicle without the Project (Seconds/Vehicle): 62.4 sec/veh
•Total Peak Hour Delay/Vehicle with the Project (Seconds/Vehicle): 7.2 sec/veh
•Total Peak Hour Delay/Vehicle Reduced by the Project (Seconds/Vehicle): 55.2 sec/veh
•Volume (Vehicles Per Hour): 1012 vph
•Total Peak Hour Delay Reduced by the Project (Seconds): 55862 sec

11: CSAH 63 (Argenta Trail) & CSAH 26 (70th Street W)

Direction	All
Future Volume (vph)	1012
CO Emissions (kg)	2.87
NOx Emissions (kg)	0.56
VOC Emissions (kg)	0.67

11: CSAH 63 (Argenta Trail) & CSAH 26 (70th Street W)

Direction	All
Future Volume (vph)	1012
CO Emissions (kg)	1.94
NOx Emissions (kg)	0.38
VOC Emissions (kg)	0.45

5. Congestion Reduction / Air Quality RESPONSE B (Calculation):

CSAH 26 (Lone Oak Rd) & CSAH 63 (Argenta Trail)
•Total (CO, NOX, and VOC) Peak Hour Emissions/Vehicle without the Project (Kilograms): 0.004 kg
•Total (CO, NOX, and VOC) Peak Hour Emissions/Vehicle with the Project (Kilograms): 0.003 kg
•Total (CO, NOX, and VOC) Peak Hour Emissions Reduced/Vehicle by the Project (Kilograms): 0.001 kg
•Volume (Vehicles Per Hour): 1012 vph
•Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 1.33 kg

CMF / CRF Details

CMF ID: 7566

Convert 2 lane roadway to 4 lane divided roadway

Description: Conversion of urban and rural two-lane roadways to four-lane divided roadways

Prior Condition: 2 lane roadway

Category: Roadway

Study: *Evaluation of the Safety Effectiveness of the Conversion of Two-Lane Roadways to Four-Lane Divided Roadways: Bayesian vs. Empirical Bayes*, Ahmed et al., 2015

Star Quality Rating:	★★★★☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.341
Adjusted Standard Error:	
Unadjusted Standard Error:	0.091

Crash Reduction Factor (CRF)	
Value:	65.88 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	9.05

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	2
Road Division Type:	Undivided
Speed Limit:	
Area Type:	Urban
Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	

Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	2002 to 2012
Municipality:	
State:	FL
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	
Comments:	

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

7A. Multimodal Facilities and Connections: Multimodal Facilities

The Cities of Eagan and Inver Grove Heights have adopted bicycle and pedestrian plan. Both Cities' 2030 comprehensive plan shows plans for trail connections within the area. Please see attached Figure 7.14 Future Trail Segments and Figure 6-8 – Comprehensive Trail Map for Inver Grove Heights.

The County has adopted the Mendota to Lebanon Hills Greenway Master Plan. A portion of this greenway is proposed to be located with the CSAH 28 Connector Project Area. Please see attached Figure 21 – Mendota-Lebanon Hills Greenway concept plan and Figure 37 – Inver Grove Heights future development detail.

Figure 7.14 Future Trail Segments

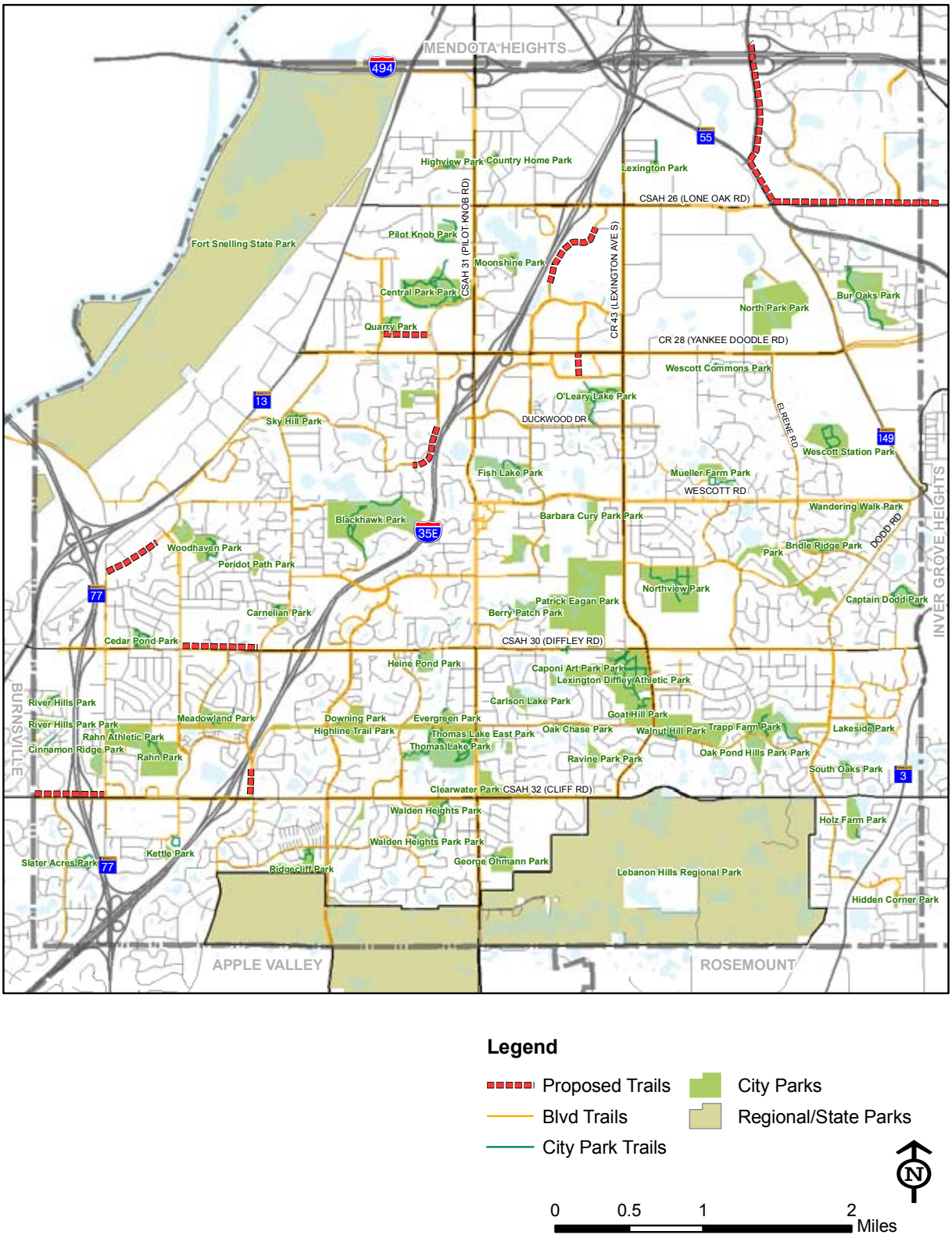


Figure 6.8: 2030 Comprehensive Trail Map (The proposed trail alignments are conceptual.)

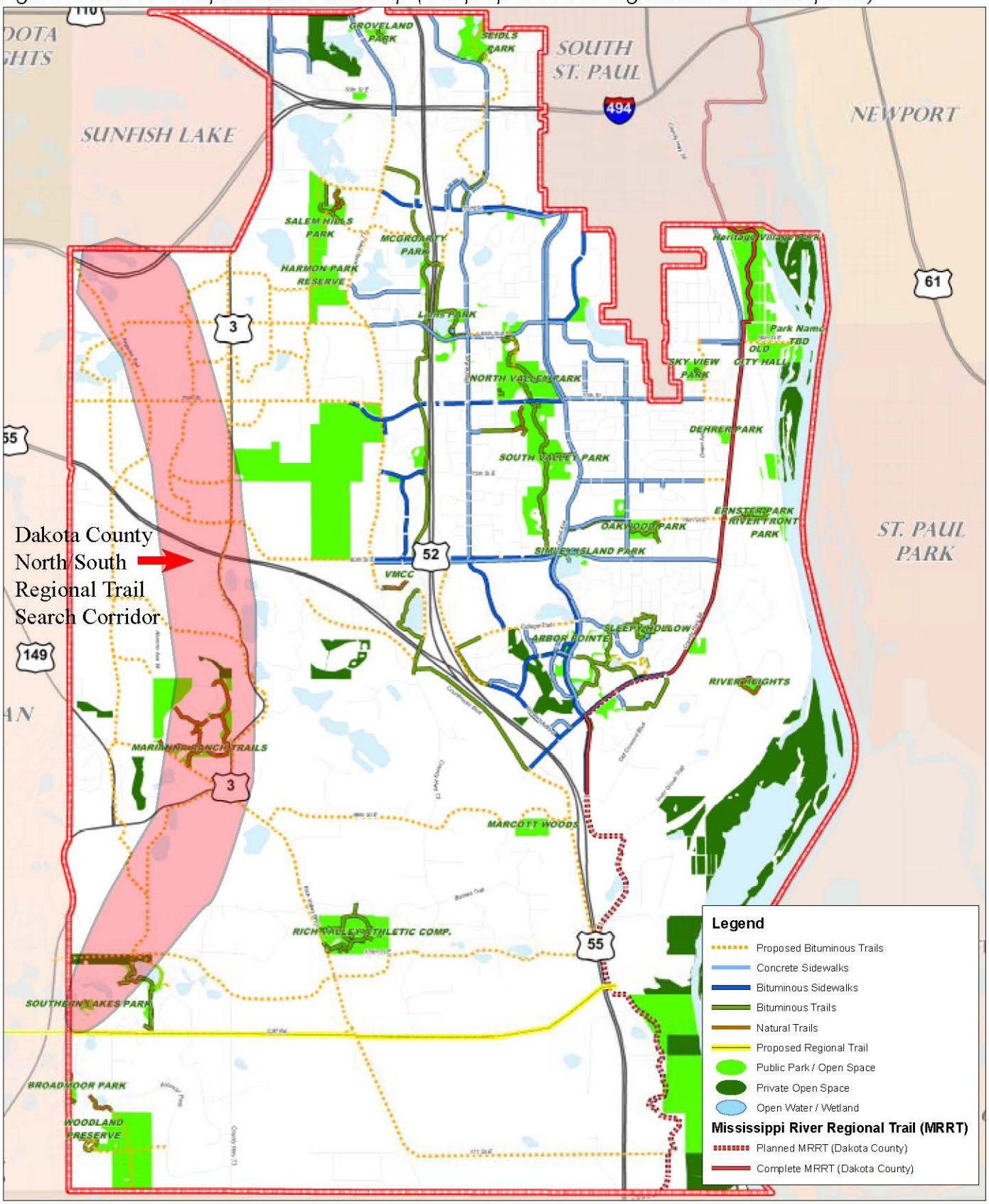


Figure 21. Mendota-Lebanon Hills Greenway concept plan

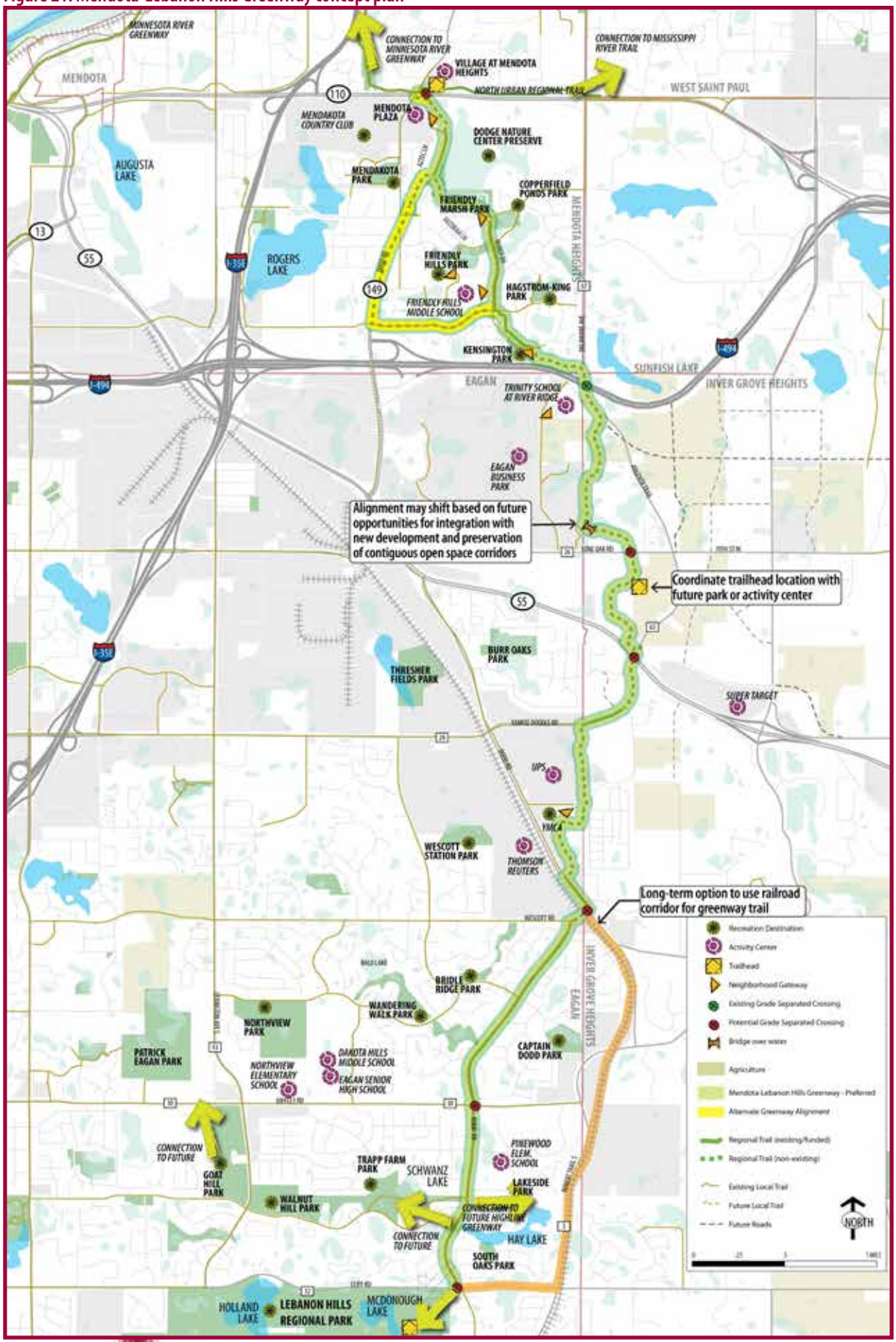
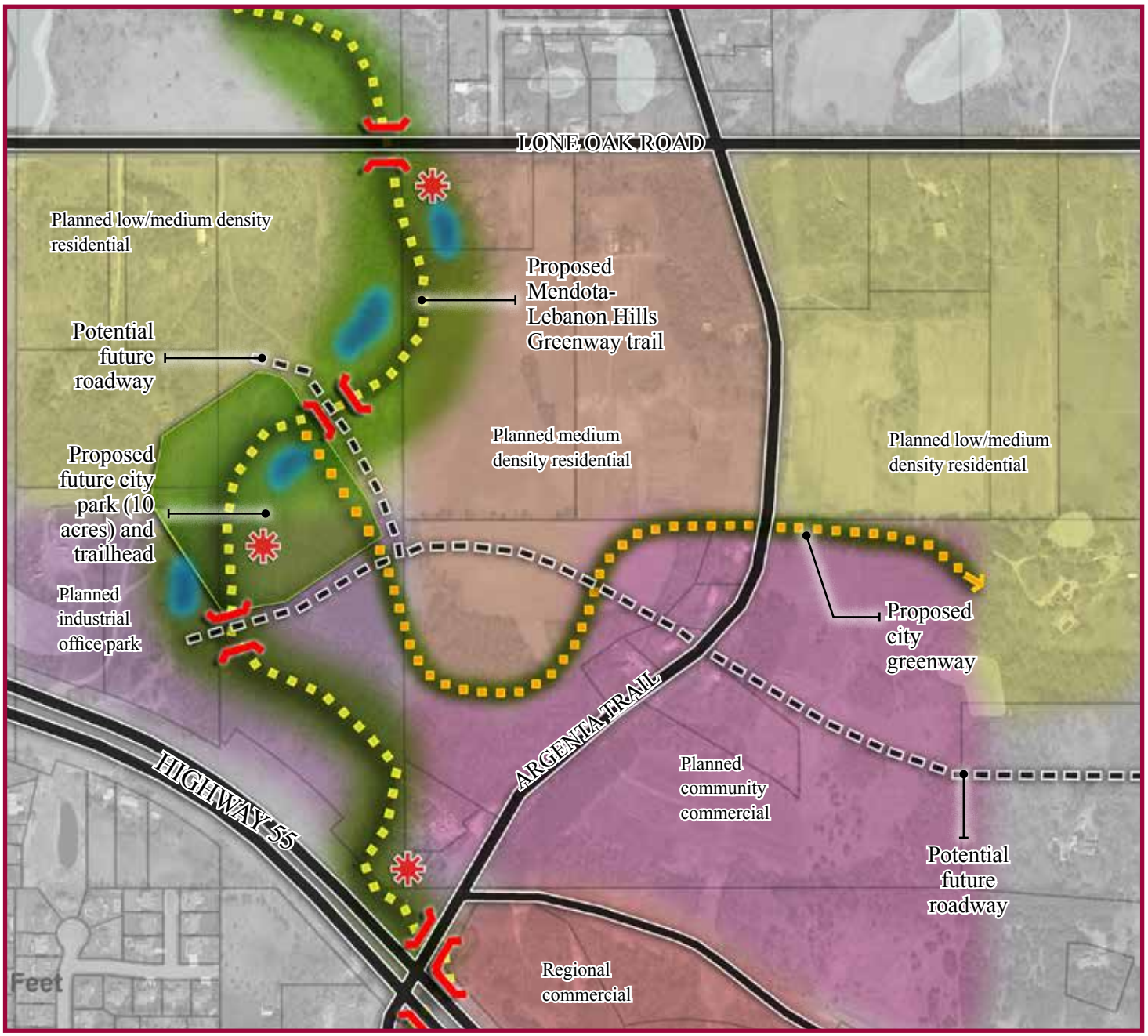


Figure 37. Inver Grove Heights future development detail



Minnesota Department of Transportation
Metro District
1500 West County Road B-2
Roseville, MN 5511

July 8, 2016

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

RE: Regional Solicitation Application for CSAH 26 (Lone Oak Rd/70th St) project

Dear Mr. Sorenson:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council/Transportation Advisory Board (TAB) 2016 Regional Solicitation. Your application for the CSAH 26 (Lone Oak Rd/70th St) impacts MnDOT right of way on TH 55 and TH 3.

MnDOT, as the agency with jurisdiction over TH 55 and TH 3, would allow the improvements included in the application for CSAH 26 (Lone Oak Rd/70th St). Details of any future maintenance agreement with the City would be determined during project development to define how the improvements will be maintained for the project's useful life.

This project currently has no funding from MnDOT. In addition, the Metro District currently has no discretionary funding in year 2020 of the State Transportation Improvement Program (STIP) or year 2021 of the Capital Highway Investment Plan (CHIP) to assist with construction or assist with MnDOT services such as the design or construction engineering of the project. Please continue to work with MnDOT Area staff to assist in identifying additional project funding.

Sincerely,

Scott McBride, P.E.
Metro District Engineer

Cc: Elaine Koustsoukos, Metropolitan Council
Jon Solberg, MnDOT Metro District – South Area Manager

City of Eagan

July 5, 2016

Mr. Mark Krebsbach
Dakota County Transportation Director/ County Engineer
14955 Galaxie Avenue
Apple Valley, MN 55124

Dear Mr. Krebsbach:

The City of Eagan is supportive of Dakota County's application for federal funding for the widening of CSAH 26 (Lone Oak Road) from its intersection with Trunk Highway (TH) 149/55 to the Eagan/ Inver Grove Heights border. The improvement of this segment of the County highway system is a priority for the City. In addition to improved safety the project will provide, the highway improvements will be an important part of the development of the northeast portion of Eagan.

The City supports this proposed project for federal funding and agrees to provide a financial commitment for the improvements directly related to the CSAH 26 Expansion.

Sincerely,

John Gorder
City Engineer

Municipal Center
3830 Pilot Knob Road
Eagan, MN 55122-1810
651.675.5000 phone
651.675.5012 fax
651.454.8535 TDD

Maintenance Facility
3501 Coachman Point
Eagan, MN 55122
651.675.5300 phone
651.675.5360 fax
651.454.8535 TDD

www.cityofeagan.com

City of Inver Grove Heights

www.ci.inver-grove-heights.mn.us

June 27, 2016

Mr. Mark Krebsbach
Dakota County Transportation Director/County Engineer
14955 Galaxie Avenue, 3rd Floor
Apple Valley, MN 55124

Re: Federal FAST Act Letter of Support for Dakota County
CSAH 50 A-Minor Arterial Reconstruction/Modernization Project

Dear Mr. Krebsbach:

The City of Inver Grove Heights is supportive of the Dakota County State Aid Highway (CSAH 26) Expansion project. The Dakota County Board of Commissioners has committed to fund and construct the proposed CSAH 26 expansion construction project in cooperation with the City of Inver Grove Heights.

The project is located along CSAH 26 from the Eagan/Inver Grove Heights border to Trunk Highway (TH) 3. CSAH 26 will be constructed to a four-lane divided roadway (concrete center median) with dedicated left/right turn lanes, and geometric improvements to vertical alignment. The project is a joint effort with Dakota County and the cities of Inver Grove Heights and Eagan.

Sincerely,

George Tourville

George Tourville
Mayor of Inver Grove Heights

GT/kf

cc: Joe Lynch, City Administrator

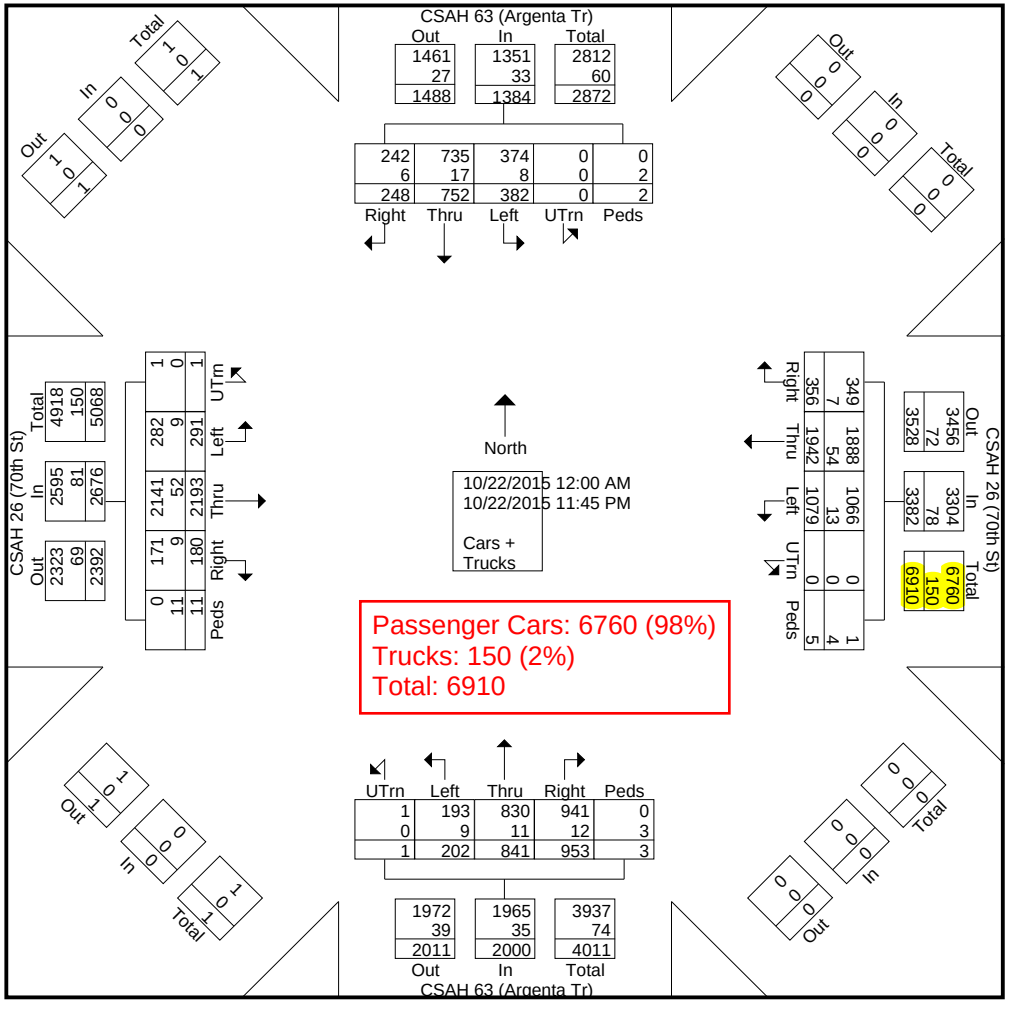
8150 Barbara Ave. ▪ Inver Grove Heights, MN 55077-3412
Telephone: 651-450-2500 ▪ Fax: 651-450-2502

Traffic Data Inc

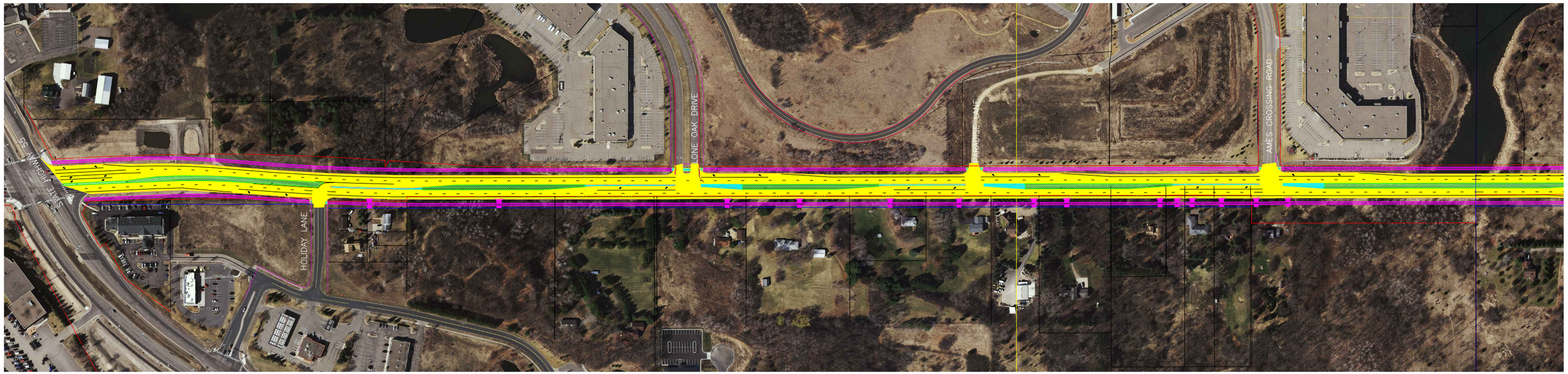
PO Box 16296
St. Louis Park, MN 55416

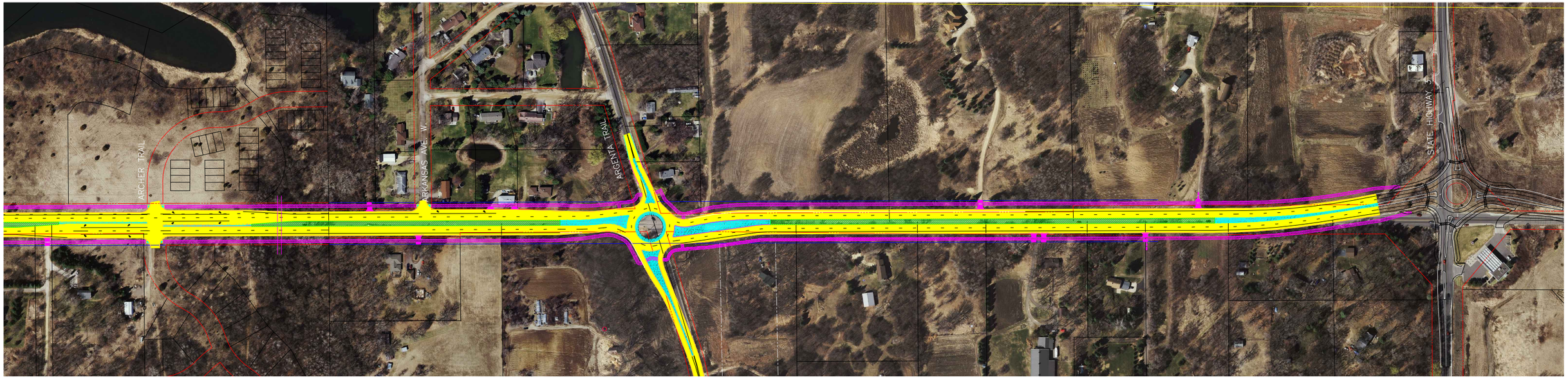
File Name : 50 - CSAH 26 & CSAH 63, 10-22-15, 12am-12am
Site Code : 50
Start Date : 10/22/2015
Page No : 5

50 - CSAH 26 & CSAH 63
Inver Grove Heights, MN



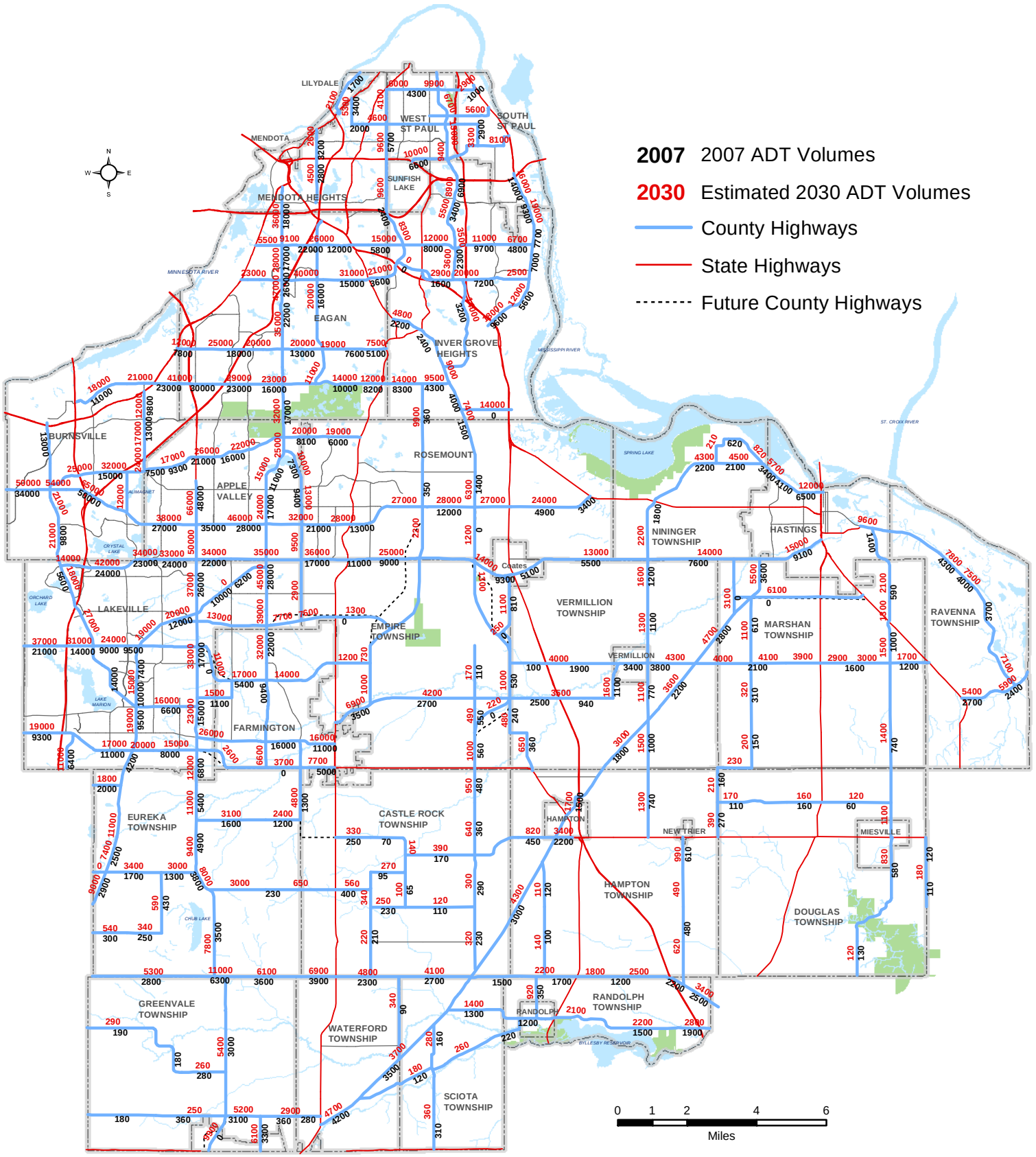
C.S.A.H. 26 (LONE OAK ROAD)
STATE HIGHWAY 55 TO STATE HIGHWAY 3





HORZ. 350 175 0 350

Average Daily Traffic - County Highways, 2007/2030



Prepared by:
Dakota County Office of GIS, 9/2011.

Dakota County 2030 Transportation Plan - Figure 6

BOARD OF COUNTY COMMISSIONERS
DAKOTA COUNTY, MINNESOTA

June 21, 2016 — Resolution No. 16-337
Motion by Commissioner Workman — Second by Commissioner Holberg

---

Approval Of Grant Application Submittals For Transportation Advisory Board 2016 Federal Funding Solicitation Process

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Fixing America's Surface Transportation (FAST) Act; 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 July 15, 2016; and

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

WHEREAS, subject to federal funding award, the Dakota County Board of Commissioners would be asked to consider authorization to execute a grant agreement at a future meeting.

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

1. 179th Street Extension from ½ mile west of County State Aid Highway (CSAH) 31 to CSAH 31 and the existing 179th Street intersection with Flagstaff Avenue in Lakeville
2. CSAH 9 (Dodd Boulevard) from Heritage Way to CSAH 50 in Lakeville
3. CSAH 26 (Lone Oak Road/70th Street) from Trunk Highway (TH) 55 to TH 3 (Robert Street) in Eagan and Inver Grove Heights
4. CSAH 32 (Cliff Road) at its intersection with CSAH 31 (Pilot Knob Road) in Eagan
5. CSAH 23 (Foliage Avenue) from CSAH 86 (280th Street) to County Road 96 (320th Street) in Greenvale Township
6. CSAH 50 (202nd Street) from Holyoke Avenue to CSAH 23 (Cedar Avenue) in Lakeville
7. CSAH 86 (280th Street) from CSAH 23 (Galaxie Avenue) to TH 3 in Eureka, Greenvale, Castle Rock, and Waterford Townships
8. Minnesota River Greenway – Eagan Gap Segment in Eagan
9. River to River Greenway – TH 149 Underpass in Mendota Heights
10. River to River Greenway – Robert Street Crossing Connections in West St Paul
11. North Creek Greenway – CSAH 42 Underpass east of Flagstaff in Apple Valley; and

STATE OF MINNESOTA
County of Dakota

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Schouweiler	Yes
Workman	Yes
Holberg	Yes
Gerlach	Yes

I, Jennifer Reynolds, 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 21st day of June, 2016, 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 23rd day of June, 2016.

Jeni Reynolds

Clerk to the Board

12. CSAH 14 - Southview Boulevard from 20th Avenue to 3rd Avenue and 3rd Avenue from Southview Boulevard to Marie Avenue in South St. Paul; and

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

13. 117th Street from CSAH 71 (Rich Valley Boulevard) to TH 52 – Lead Agency: Inver Grove Heights
14. Orange Line Extension – Lead Agency: Metro Transit
15. CSAH 73 (Oakdale Avenue) from CSAH 14 (Mendota Road) to CSAH 8 (Wentworth Avenue) – Lead Agency: West St. Paul
16. TH 149 (Dodd Road) from Mendota Heights Road to Decorah Lane and from Maple Street to Smith Avenue – Lead Agency: Mendota Heights
17. North Creek Greenway – Farmington Gap – Lead Agency: Farmington
18. CSAH 8 (Wentworth Avenue) from CSAH 63 (Delaware Avenue) to Humboldt Avenue – Lead Agency: West St. Paul
19. CSAH 8 (Wentworth Avenue) from TH 52 to 15th Avenue – Lead Agency: South St Paul; and

BE IT FURTHER RESOLVED, That, subject to federal funding award of the city led 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.

STATE OF MINNESOTA
County of Dakota

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Schouweiler	Yes
Workman	Yes
Holberg	Yes
Gerlach	Yes

I, Jennifer Reynolds, 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 21st day of June, 2016, 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 23rd day of June, 2016.

Jeni Reynolds

Clerk to the Board

Requirements – All Projects

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project. (Please see attached referenced sheets from the plan)

Goal A: Transportation System Stewardship (p. 2.17)

Objective: A. Efficiently preserve and maintain the regional transportation system is a state of good repair. (p. 2.17)

Strategy: A1. Regional transportation partners will place the highest priority for transportation investments on strategically preserving, maintaining, and operating the transportation system. (p. 2.17)

> *The project will preserve the regional transportation by supporting its role as a reliever to I-494 and providing relief to congestion along I-494 between I-35E and TH 3.*

Objective: B. Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations. (p. 2.17)

Strategy: A2. Regional transportation partners should regularly review planned preservation and maintenance projects to identify cost-effective opportunities to incorporate improvements for safety, lower-cost congestion management and mitigation, transit, bicycle, and pedestrian facilities. (p. 2.18)

> *The project will provide an efficient option to connect people and freight within the Cities of Eagan and Inver Grove Heights.*

Goal C: Access to Destinations (p. 2.24)

Objective: A. Increase the availability of multimodal travel options, especially in congested highway corridors. (p. 2.24)

Strategy: C1. Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel. (p. 2.24)

> *The proposed project will install multiuse trails along both the north and south side of CSAH 26. The trails will provide a connection point between the Cities of Eagan and Inver Grove Heights.*

Objective: E. Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations. (p. 2.24)

Strategy: C4. Regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities. (p. 2.28)

The proposed project will install multiuse trails along both the north and south side of the roadway. The trails will provide a connection between the Cities of Eagan and Inver Grove Heights and also connect to the Mendota Lebanon Greenway, providing a recreational aspect.

Goal E: Healthy Environment (p. 2.42)

Objective: C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active care-free lifestyles. (p. 2-42)

Strategy: E3. Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel. (p. 2-44)

The proposed project will install multiuse trails along both the north and south side of the roadway. With improved access to other modes of transportation, residents and employees of the area businesses will be more likely to use recreational facilities like the Mendota Lebanon Greenway.

A. Transportation System Stewardship

Goal:

Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.

Objectives:

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

B. Operate the regional transportation system to efficiently and cost-effectively move people and freight.

Strategies:

A1. Regional transportation partners will place the highest priority for transportation investments on strategically preserving, maintaining, and operating the transportation system.

The regional transportation system represents an enormous public investment that is essential to our economy and quality of life. Protecting this investment means maintaining the entire system in a state of good repair. Doing so ensures that infrastructure and all facilities and equipment function well for their entire design life and minimize costs over their life cycle.

The federal legislation Moving Ahead for Progress in the 21st Century Act (MAP-21) also recognized the importance of maintaining the existing transportation system. One of the seven national goals on which the federal-aid highway program should focus is infrastructure condition. In that area the national goal is to maintain the highway infrastructure asset system in a state of good repair. The USDOT will develop measures by which states can assess the condition of pavements on the Interstate highways and National Highway System and the condition of bridges on the National Highway System. These measures are scheduled to be released in the second quarter of 2015. Collecting data is important to the efficient preservation, maintenance and operation of all modes and allows for making strategic and timely investments. For example, deferring pavement maintenance can result in higher long-term needed investment in the pavement.

Preserving and maintainting the roadway system applies to bridges and roadway pavement, on-street bicycle facilities and adjacent trails within roadway rights-of-way, as well as all roadside infrastructure such as lighting, traffic signals, noise walls, and drainage systems.

Preserving and maintaining the transit system includes maintaining and replacing vehicles and equipment at consistent intervals, preserving the function and positive customer experience at customer facilities, and maintaining efficient support facilities.

Airport-related investments by public and private sectors in the region should focus on continued development of Minneapolis-Saint Paul International Airport as a major national and international hub. Investments should maximize the operational effectiveness and value of aviation services and airport infrastructure. For regional airports, airport sponsors should maintain and enhance existing facilities to their maximum capability before investing in new facilities.

Supportive local actions:

- Cooperate with MnDOT, regional transit providers, and regional parks implementing agencies in maintaining and operating shared and multimodal transportation facilities, including setting priorities for snow, ice and debris removal.

A2. Regional transportation partners should regularly review planned preservation and maintenance projects to identify cost-effective opportunities to incorporate improvements for safety, lower-cost congestion management and mitigation, transit, bicycle, and pedestrian facilities.

MnDOT should continue to regularly review highway maintenance and reconstruction projects to identify opportunities to integrate safety and lower-cost highway congestion management and mitigation. A similar approach should be used by cities and counties as they undertake local highway projects.

Regional transit providers should review preservation and maintenance projects to identify opportunities to improve the transit system and its integration with other systems. In addition, technology and design improvements in transit systems can be incorporated into maintenance, preservation, or replacement projects to provide a better customer experience or more efficient system.

Airport sponsors and air-service providers should establish airport business plans and agreements to deliver high-quality services at affordable prices to users. Airport sponsors should operate within a long-term financial plan that stresses maximizing non-regional funding sources to avoid or minimize financial impacts on regional taxpayers and maintaining a high bond rating for aviation improvements.

C. Access to Destinations

Goal:

People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

Objectives:

A. Increase the availability of multimodal travel options, especially in congested highway corridors.

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

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

D. Increase transit ridership and the share of trips taken using transit, bicycling and walking.

E. Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations.

Strategies:

C1. Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel.

Planning and design of highway and street corridors must continue to incorporate and improve the safety and mobility needs of all users, including trucks, buses, trains, pedestrians and people riding bicycles. The region and state have been pioneers in highway system management to increase multimodal efficiency. These efforts must be continued and expanded in the future. MnDOT, counties, and cities should provide advantages for transit on highways and streets, including bus-only shoulders, transit stations, bus bump-outs, transit signal priority, and ramp meter bypasses. MnDOT, counties, cities, and transit providers should provide facilities for people to safely walk or bike across highways, streets, and other major barriers in urban, suburban, and rural areas, especially on bridges.

C4. Regional transportation partners will promote multimodal travel options and alternatives to single occupant vehicle travel and highway congestion through a variety of travel demand management initiatives, with a focus on major job, activity, and industrial and manufacturing concentrations on congested highway corridors and corridors served by regional transit service.

Travel demand management (TDM) strategies emphasize reducing vehicle miles traveled and trips made driving alone. These strategies should be directed at increasing the use of travel options, easing congestion, reducing pollution, and encouraging transportation-efficient land development.

TDM strategies are most successful in areas with high travel demand and potential for using travel options. Thus, the Council and its TDM partners will focus local and regional TDM efforts on employment centers and corridors with significant investments in travel options. Travel options include transit service, transit and ridesharing advantages like MnPASS lanes, high-occupancy vehicle lanes that bypass freeway ramp meters, bus-only shoulders, and biking and walking facilities for users of all ages and levels of mobility.

The Council will provide TDM technical assistance and financial incentives to transportation management organizations (TMOs), especially those located in areas with high levels of congestion. The Council and its TDM partners will also provide assistance to local units of government to implement TDM strategies and to employers and property owners. Other TDM strategies include the development of TDM plans for specific sites or new developments, telework and flexible work schedule programs, avoiding the oversupply of parking and pricing strategies for parking, and employee training programs.

Supportive local actions:

- Support, collaborate, and implement travel demand management policies, programs, and land use regulations in collaboration with other government agencies, transit providers, travel management organizations, businesses, employees, and property owners.

E. Healthy Environment

Goal:

The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Objectives:

A. Reduce transportation-related air emissions.

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

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

D. Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations.

Strategies

E1. Regional transportation partners recognize the role of transportation choices in reducing emissions and will support state and regional goals for reducing greenhouse gas and air pollutant emissions. The Council will provide information and technical assistance to local governments in measuring and reducing transportation-related emissions.

State and regional goals are to reduce greenhouse gas emissions by 15% below 2005 levels by 2015, 30% by 2025 and 80% by 2050. Currently Minnesota is not on track to meet 2015 goals. Since one-quarter of statewide greenhouse gas emissions come from the transportation sector, reductions in transportation emissions will have to be part of the solution.

The Council will support efforts to reduce emissions through reductions in auto tripmaking and public education about the effects of transportation choices. An example of this education is Metro Transit's "Go Greener" campaign with its Trip Planner tool, which allows customers to see the greenhouse gas impact of their trip.

E3. Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel.

The transportation system needs to meet the needs of all potential users, from the youngest to the oldest. This includes people with a broad range of abilities and backgrounds.

In recent years, elements of community design have gained attention for the way that they can encourage or discourage physical activity. Public health policy discussions have identified opportunities for bicycling and walking as one element in the fight against obesity and other health problems related to a lack of physical activity. As a result, several counties in the Twin Cities metropolitan area have incorporated active living principles into their community and health planning programs. These efforts communicate to the traveling public the individual and collective benefits to personal health and the environment of walking and biking in performing daily errands.

As regional transportation partners preserve and modernize the transportation system, they should design facilities, including signs, to accommodate older travelers with changing vision and slower reaction times. All transit vehicles in the region have been accessible for many years and transit providers should adapt as technologies in this area continue to improve. Metro Mobility provides service that complies with ADA requirements to complement regular-route transit. Public transit providers can also work with schools to identify opportunities to coordinate services, such as the Student Pass fare card. On roadways, partners should also continue to implement their ADA transition plans, especially at highway interchanges, intersections, and near transit access locations.

E4. Regional transportation partners will protect, enhance and mitigate impacts on natural resources when planning, constructing, and operating transportation systems. This will include management of air and water quality and identification of priority natural resources through the Natural Resources Inventory developed by the Council and Minnesota Department of Natural Resources.

Thrive MSP 2040 emphasizes the protection and enhancement of environmental quality through its outcomes of stewardship, livability, and sustainability. The Council supports work toward this end through the Natural Resource Inventory, which provides comprehensive information about environmental resources throughout the seven-county metropolitan area.

Requirements – All Projects

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

The proposed project addresses the Goal 3 and Goal 4 of the adopted 2030 Dakota County Transportation plan.

Goal 3 – Preservation of Existing System (p. 148)

> The expansion of CSAH 26 will integrate into the existing transportation system by improving its current ability as a reliever to adjacent roadways, but it will also preserve the integration of bicycle and pedestrian modes with the installation of multi-use trails along both the north and south side of the roadway.

Goal 4 – Management to Increase Transportation System Efficiency, Improve Safety and Maximize Existing Highway Capacity (p. 163, 172)

> The proposed project will construct CSAH 26 as a 10 ton roadway (p. 176) and the project will include access management based on Table 10: Dakota County Access Guidelines (Spacing and Configuration) (p. 172).

The Regional Roadway System Visioning Study (RRSVS) Final Recommendations included the recommendation of the expansion of CSAH 26 in concurrence with other programed roadways within the northeast area of Eagan and the northwest area of Inver Grove Heights (p. 2). The County has begun planning for the proposed improvements and is in the process of expanding CSAH 28/63 at TH 55 in Inver Grove Heights.

Chapter 6

Goal 3:
Preservation of the Existing System

The most effective way to protect Dakota County's transportation system investments is to continually evaluate and maintain the existing system to reduce unnecessary or premature replacement investments while maintaining safety and mobility.

Importance

This is one of the most important Transportation Plan goals. Dakota County will continue to experience demands for limited resources to meet the transportation needs of the county. The investments to repair the extensive system of roads, bridges, supporting infrastructure and facilities can be expected to continue to increase. Therefore, the investments the County has made in its transportation system must be preserved. Preservation strategies and policies maintain existing transportation system infrastructure in their current condition to serve their current purposes.

The strategies and policies of this goal provide for current and future estimated investment needs for preservation of key transportation system elements. Preservation of the transportation system will be pursued through the following activities and CIP investment categories.

Activities

- *Highway Surface Evaluation*
- *Integration of Transit, Bicycle and Pedestrian Modes*
- *Pavement Management Program*
- *Gravel Maintenance, Resurfacing Efficiency and Conversion to Paved Highways*
- *Bridge Rehabilitation*
- *Traffic Safety and Operation including Pavement Markings, Guard Rails, Safety Edges, Culverts, Rumble Strips/Rumble Stripes and Signs*
- *Bicycle Trail Maintenance*
- *Winter Maintenance*

CIP Investment Categories

- Paved Highway Surface
- Gravel Highway Surface
- Bridge Rehabilitation
- Traffic Safety and Operation
- Transit, Pedestrian and Bicycle Facilities
- Storm Sewer Maintenance

Chapter 7

Goal 4:
Management to Increase Transportation System Efficiency, Improve Safety and Maximize Existing Highway Capacity

Safe travel on routes with minimal congestion is an integral part of Dakota County's vision for its transportation system. Fiscal, social and environmental constraints limit the ability for an accelerated road construction program to achieve this vision alone. Management strategies that optimize the capacity and safety of the existing transportation system must be pursued.

Importance

This goal aims to enhance the relationship and compatibility between land uses and transportation to assure an efficient and safe transportation system. Management of the system can cost effectively maximize mobility, safety and capacity of the County transportation system.

This section of the plan provides strategies and policies to support management of the existing transportation system. It also provides current and future estimated costs of the investments and measures for management of key transportation system elements. Management of the transportation system will be pursued through the following activities and CIP investment categories.

Activities

- Land Use
- 10-Ton Highways
- Identification of Best Access Location and Type
- Functional Classification
- Contiguous Plat Ordinance
- Permits for Activities in Right of Way

CIP Investment Categories

- Transportation System
- Access Management
- 10-Ton System
- Jurisdictional Classification
- Safety and Management
- Signal Projects
- Right of Way Preservation and Management

Table 10: Dakota County Access Guidelines (Spacing and Configuration)

Road Type (A)	Posted or Design Speed	Projected 2030 Average Daily Traffic	Full Movement Intersection	Partial Movement Intersection (B)
Principal Arterial	All	All	½ mile	¼ mile (C)
Divided Highway	All	> 35,000	½ mile	¼ mile (C)
	All	< 35,000	¼ mile	⅛ mile
Undivided Highway	(≤ 40 mph)	All	⅛ mile	N/A
	(≥ 45 mph)	> 1,500	¼ mile	N/A
	(≥ 45 mph)	< 1,500	Allowed per (D)	N/A

(A) Road type refers to the anticipated future roadway cross-section and functional classification.

(B) Partial Movement intersections do not allow left turns from the minor street to the major street or movements straight across the major street. Movements that are allowed will be based on engineering study.

(C) Right-in/right-out access may be permitted *at approximately ⅛ mile* for public or private (See Note #3) streets if the County determines the access improves the overall safety and/or efficiency of the transportation system.

(D) Private street or driveway access requests will be considered based on engineering judgment and the following factors: location, distance from other driveways and intersections, alignment with other access points, easement/access rights that allow widespread usage and system connectivity, the potential to combine accesses, visibility, adjacent land use, and other operational/safety issues.

N/A – Not Applicable to undivided roadway segments.

Access Spacing Notes:

1. These are minimum access spacing guidelines. The County may require accesses be spaced at distances greater than the minimums considering conditions specific to any County highway segment.
2. County roadways with full movement access spacing of ½ mile are shown in Figure 31. Considerations include regional transitways, adopted studies, principal arterials, system continuity and projected ADT > 35,000.
3. Access to County roadways is typically provided through public street connections. Private access will be considered along the County roadway system based on engineering assessment of the function and use of the private access point in consideration of the spacing criteria.
4. Specific corridor access plans or project designs developed through a public process and adopted by the County Board shall supersede these guidelines.
5. Medians may be added or median openings may be removed or modified at any time by the County to address safety and/or operational issues identified through engineering review.
6. Where there is opportunity for access on more than one public roadway, access shall be provided from the lower-function roadway, unless deemed impractical by the County. To support the objectives of system efficiency and connectivity, access to the higher-function County roadway may be allowed in addition to the lower-function roadway, provided there is adequate distance to accommodate access based on these access guidelines.

REGIONAL ROADWAY SYSTEM VISIONING STUDY

Recommendations

The intent of the study is to identify a transportation system plan that can support long-term growth and development in the region, as well as complement and build upon current transportation systems. The study area has one of the largest undeveloped areas (approximately 4,300 acres) adjacent to the I-494/I-694 beltway. This area will develop over time and as a result, add more traffic to the current transportation system. In addition, growth is also occurring in surrounding communities, particularly to the south and east; this traffic also impacts the transportations system in this area. It is therefore important to identify potential improvements needed to support this future growth, as well as ensure safe and efficient travel into, through and out of the area. With this plan and subsequent environmental studies, the appropriate agencies can work toward implementing improvements over time, as needs arise, and as opportunities and funding permit. In addition, the plan will allow for avoidance and minimization of property impacts and disruptions in services, especially as development occurs in the study area.

The study recommendations need to be put in the following planning context.

- The study is not an official environmental study and therefore does not carry any official environmental standing. More detailed analysis will need to be done to fully assess environmental, design and operational issues in accordance with the National Environmental Policy Act (NEPA) and Minnesota Environmental regulations at the time individual projects are developed. The study focused on a high-level screening of environmental elements to identify potential environmental issues, including a review of natural wetland inventory, special habitat designations and right-of-way impacts to residential and commercial properties.
- While a specific system alternative is identified as an outcome of this study, all of the remaining system alternatives (alternatives not selected) will need to be carried into future environmental studies to fulfill environmental requirements. However, some of these alternatives may end up in a considered, but dismissed narrative.
- Any changes in interstate access require a significant amount of analysis and study to ensure safe and efficient operations of the system. This lengthy process may ultimately determine that an additional access may not be warranted, or other modifications of the system may be needed in conjunction with access changes.

The following recommendations have been developed through the involvement of the cities of Eagan, Inver Grove Heights, Mendota Heights, and Sunfish Lake; Dakota County, the Minnesota Department of Transportation (MnDOT), the Metropolitan Council, and the Federal Highway Administration (FHWA). The recommendations are based on technical analysis, as well as public and committee input. These recommendations constitute a vision for the area transportation system that will allow the system to support area growth (as identified in local 2030 Comprehensive Plans) safely and efficiently.

The following key improvements that constitute the vision are listed below and shown in Figure 1:

a. Lone Oak Road (CSAH 26) – expand 2 to 4 lanes from TH 55 to Athena Way (where it is currently 4 lanes).

b. 65th Street – extend from Babcock Trail to Lone Oak Point.

c. CSAH 28 Realignment north of TH 55.

d. TH 3 – expand 2 to 4 lanes from Cliff Road to TH 55.

e. TH 149 – expand 2 to 4 lanes from TH 3 to Rich Valley Boulevard.

f. Baffin Trail Realignment – alignment to be determined in future studies.

g. CSAH 28 Realignment south of TH 55 – connection to Argenta Trail will be determined during future studies associated with the installation of a full interchange in the long term.

h. Lone Oak Road (CSAH 26) – expand 4 to 6 lanes from the I-35E West Ramps to Neil Armstrong Boulevard.

i. TH 55 – expand 4 to 6 lanes from TH 149 south junction to TH 149 north junction.

j. TH 149 – expand 4 to 6 lanes from TH 55 to I-494. This project recently received STP federal dollars for construction.

k. TH 3 – consider 2 to 4 lane expansion in the long term from Upper 55th Street to TH 55.

l. TH 149 Interchange Improvements with I-494 Mainline between I-35E and TH 149 – additional analysis is needed in an Interstate Access Request (IAR). As part of this study, a preliminary analysis was completed to determine how the TH 149 interchange ramps are currently being used, in relation to I-35E and I-494. Further study is necessary to determine the solutions to address the capacity problems at the TH 149 interchange and weaving issues between TH 149 and the I-35E exit.

m. Delaware Avenue – improvements as required by actual traffic conditions. Such improvements may include turn lanes, shoulders, and trails/sidewalks. No additional through lanes will be required.

n. New I-494 Interchange near Argenta Trail – approximately ½ mile east of the existing overpass with a configuration to minimize potential impacts to Hornbean Lake on the north. Additional analysis is needed in an Interstate Access Request (IAR).


Mendota
West St Paul
South St. Paul
110
14
149
Mendota Heights
63
Sunfish Lake
Evaluate Interchange Ramps
Evaluate Interchange Ramps
494
3
52
65th Street
35E
26
55
High-Capacity Intersection or Long-Term Interchange
Evaluate West Ramps
28
28
43
Eagan
149
To be Determined in Future Study
73
71
30
Inver Grove Heights
3
32
Legend
Future Roadway
4 Lane Expansion
6 Lane Expansion
I-494 Modification
Note: These needs are not currently funded.

Figure 17 - Long Term Transit Vision from Regional Roadway Visioning Study (RRSVS)

Figure 17

CSAH 26 (Lone Oak-70th St) from TH 55 to TH 3 (2013 -2015) - created on 06-15-2016 by rile1che

Crash data is managed by the MnDOT Office of Traffic, Safety, and Operations.

SYS	NUM	REF_POINT	GIS_ROUTE	GIS_TM	RD_DIR	ELEM	RELY	INV	R_U	ATP
04	19000026	002+00.677	0419000026	2.677	E		2	3	U	VEHICLE 2 WAS STOPPED IN TRAFFIC ON EAST BOUND LONE OAK ROAD NEAR THE BEGINNING OF THE LEFT TURN LA
04	19000026	002+00.690	0419000026	2.690	W		1	3	U	VEHICLE #1 TURNED FROM WEST LONE OAK TO NORTH COMMERS DRIVE. THE ROADWAY WAS COATED WITH BLACK ICE
04	19000026	002+00.766	0419000026	2.766	Z		A	3	U	VEHICLE 2 WAS STOPPED IN TRAFFIC AT THE RED LIGHT.
04	19000026	002+00.772	0419000026	2.772	Z		A	3	U	UNITS 1 AND 2 WERE TRAVELING WEST ON LONE OAK PARK
04	19000026	002+00.781	0419000026	2.781	E		A	3	U	VEHICLE 2 WAS STOPPED IN THE LEFT TURN LANE AT THE
04	19000026	002+00.781	0419000026	2.781	E		A	3	U	VEHICLES 1 AND 2 WERE EASTBOUND ON LONE OAK RD AP
04	19000026	002+00.781	0419000026	2.781	Z		A	1	U	V1 WAS A TRUCK TRACTOR PULLING A SEMI TRAILER TRAV
04	19000026	002+00.827	0419000026	2.827	Z		2	1	U	WITNESS STATED THAT UNIT 1 WAS TRAVELING IN THE RIGHT LANE AND UNIT 2 CUT ACROSS THE RIGHT LANE AS
04	19000026	002+00.968	0419000026	2.968	W		1	3	U	ACCORDING TO DRIVERS OF BOTH VEHICLES, UNIT #2 WAS STOPPED IN TRAFFIC WAITING TO TURN SOUTH ON HOLI
04	19000026	002+00.968	0419000026	2.968	W		1	3	U	VEHICLE 1 WAS WB LONE OAK APPROACHING HOLIDAY LANE. VEHICLE 1 SWERVED OFF ROAD TO AVOID ANOTHER VEH
04	19000026	002+00.968	0419000026	2.968	E		1	3	U	VEHICLE 1 EB ON LONEOAK APPROACHING HOLIDAY LANE. VEHCILE 2 WB ON LONEOAK APPROACHING HOLIDAY. VEHI
04	19000026	002+00.968	0419000026	2.968	Z		1	3	U	ALL 4 UNITS WERE GOING WEST ON C.S.A.H. 26 TOWARDS HOLIDAY LANE. UNIT #4 SLOWED DOWN AND SIGNALED T
04	19000026	002+00.968	0419000026	2.968	Z		1	3	U	VEHICLE 2 WAS WESTBOUND LONE OAK RD SLOWING TO MAKE A RIGHT TURN INTO 1485 LONE OAK RD. VEHICLE 1
04	19000026	002+00.968	0419000026	2.968	E		1	90	U	UNIT 1 WAS W/B LONE OAK RD MAKING A LEFT ONTO HOLIDAY LANE. UNIT 2 WAS E/B LONE OAK RD. DRIVER OF
04	19000026	003+00.221	0419000026	3.221	Z		1	3	U	VEHICLE 1 WAS TURNING RIGHT ONTO LONE OAK DR FROM WESTBOUND LONE OAK RD. VEHICLE 2 WAS TURNING LEF
04	19000026	003+00.221	0419000026	3.221	W		1	3	U	DRIVER 2 WAS TURNING NORTH FROM LONE OAK PKWY ONTO DODD ROAD. THE DRIVER STATED HE THOUGH IT WAS C
04	19000026	003+00.365	0419000026	3.365	Z		1	3	U	UNIT 1 TRAVELING W/B ON LONE OAK ROAD JUST EAST OF 640 LONE OAK ROAD. DRIVER STATED HE THINKS HE FE
04	19000026	003+00.661	0419000026	3.661	Z		1	3	U	VEH#1, WHICH WAS W/B ON LONE OAK RD. EAST OF AMES CROSSING RD., COLLIDED WITH A DEER. JUST AFTER V
04	19000026	004+00.794	0419000026	4.794	Z		1	3	U	UNIT #1 DRIVER STATED THAT SHE WAS STOPPED AT THE STOP SIGN. (TRAVELING NORTHBOUND ON SOUTH ROBERT)
04	19000026	004+00.794	0419000026	4.794	Z		1	3	U	VEH 1 WAS SB HWY 3 AND STOPPED AT THE STOP SIGN AT 70TH ST. VEH 2 WAS WB 70TH ST AND STOPPED AT TH
04	19000026	004+00.794	0419000026	4.794	Z		1	3	U	V1 WAS SB ROBERT ST JUST PAST 70TH ST. V2 WAS BEHIND V1 SB ROBERT ST. V1 STOPPED TO YIELD TO A VEHI
04	19000026	004+00.794	0419000026	4.794	S		1	3	U	ON HER BRAKES WITHOUT BEING REAR-ENDED. VEH 1 WAS TOWED BY SOUTHEAST. DRIVER SAID SHE DID NOT NEED
04	19000026	004+00.794	0419000026	4.794	Z		1	3	U	BOTH VEHICLE #1 AND VEHICLE #2 WERE TRAVELING WESTBOUND COUNTY ROAD 28/80TH STREET E AND APPROACHED

CO	CITY	DOW	MONTH	DAY	YEAR	TIME	SEV	NUM_KILLED	NUM_VEH	JUNC	SL	TYPE	DIAG	LOC1	TCD	LIT	WTHR1	WTHR2	SURF	CHAR	DESGN	ACC_NUM
19	1063	2-Mon	6	30	2014	1324	N	0	2	1	45	1	2	1	98	1	2	2	2	1	3	141810088
19	1063	3-Tue	1	29	2013	0800	C	0	2	2	30	1	8	1	4	1	5	0	5	3	8	130290288
19	1063	4-Wed	9	18	2013	0806	N	0	2	4	45	1	1	1	1	1	3	0	2	1	5	132610055
19	1063	2-Mon	5	4	2015	1805	N	0	2	4	45	1	1	1	1	1	1	0	1	1	5	151240156
19	1063	3-Tue	2	18	2014	1503	N	0	2	4	45	1	1	1	1	1	1	0	2	1	3	140500173
19	1063	4-Wed	2	26	2014	0900	N	0	2	4	45	1	2	1	1	1	1	0	5	2	3	140570260
19	1063	5-Thu	2	12	2015	0318	N	0	2	4	55	1	6	1	98	4	1	0	1	1	3	150430381
19	1063	3-Tue	11	10	2015	1835	N	0	2	4	50	1	2	1	1	4	1	0	1	1	3	153480239
19	1063	6-Fri	3	22	2013	1741	N	0	2	2	45	1	1	1	98	3	1	0	1	1	8	130820103
19	1063	5-Thu	7	18	2013	1722	N	0	1	2	45	26	98	4	98	1	1	1	1	3	8	131990144
19	1063	5-Thu	8	22	2013	1546	N	0	2	2	45	1	98	2	4	3	1	0	1	3	8	132360081
19	1063	4-Wed	10	16	2013	1642	N	0	4	2	50	1	1	1	98	1	1	0	1	1	8	132890161
19	1063	4-Wed	1	29	2014	1223	N	0	2	2	40	1	1	1	98	1	1	0	2	1	8	140290188
19	1063	3-Tue	2	10	2015	1553	C	0	2	2	50	1	98	1	98	1	4	0	3	2	8	150410267
19	1063	6-Fri	1	10	2014	0736	N	0	2	2	30	1	2	1	98	1	2	0	2	1	3	140100144
19	1063	6-Fri	2	7	2014	1644	N	0	2	2	45	1	1	1	1	3	1	0	1	1	5	140380373
19	1063	1-Sun	6	29	2014	0410	B	0	1	1	55	25	98	4	98	6	1	0	2	1	8	141800014
19	1063	5-Thu	5	16	2013	0711	N	0	2	1	50	8	90	1	98	1	1	0	1	4	8	131360086
19	1886	6-Fri	7	25	2014	1430	C	0	2	4	50	1	1	1	3	1	2	1	1	1	90	142060124
19	1886	7-Sat	10	25	2014	2055	N	0	2	4	40	1	5	1	3	4	1	0	1	1	8	142980121
19	1886	5-Thu	11	20	2014	1826	C	0	2	1	50	1	1	1	98	4	1	0	1	1	3	143240183
19	1886	5-Thu	10	22	2015	0641	N	0	1	1	50	8	8	1	98	6	6	0	1	1	8	152950025
19	1886	2-Mon	11	9	2015	1135	N	0	2	2	40	1	1	1	4	1	1	1	1	5	8	153130109

ACC_NUM	PERSON1 VTYPE	DIR	ACT	FAC1	FAC2	POSN	INJ	EQP	PHYS	AGE	SEX
141810088	31	3	14	8	8	1	N	4	1	37	M
130290288	1	5	1	1	0	1	N	4	1	62	F
132610055	1	3	11	1	0	1	N	4	1	25	M
151240156	1	7	1	4	0	1	N	4	1	26	F
140500173	1	3	9	2	0	1	N	4	1	51	M
140570260	3	3	1	1	0	1	N	4	1	19	M
150430381	2	4	1	1	0	1	N	4	1	24	M
153480239						1	N	4	1	31	M
130820103	3	7	11	1	0	1	N	4	1	19	M
131990144	1	7	13	4	1	1	N	4	1	48	M
132360081	3	3	1	1	1	1	N	4	1	70	M
132890161	1	7	1	90	0	1	N	4	1	59	F
140290188	3	7	1	15	2	1	N	4	1	46	M
150410267	1	3	1	61	0	1	N	4	1	67	F
140100144	2	1	5	8	0	1	N	4	1	59	F
140380373	1	7	1	1	0	1	N	4	1	36	M
141800014	1	7	1	90	0	1	B	4	1	35	M
131360086	3	3	1	1	0	1	N	4	1	52	F
142060124	3	1	1	15	4	1	C	4	1	65	F
142980121	4	7	1	1	0	1	N	4	1	81	M
143240183	3	5	1	1	0	1	C	4	1	50	F
152950025	1	5	1	1	0	1	N	4	1	18	F
153130109	1	7	5	15	4	1	N	4	1	18	M

ACC_NUM	PERSON2 VTYPE	DIR	ACT	FAC1	FAC2	POSN	INJ	EQP	PHYS	AGE	SEX	PERSON3 VTYPE	DIR	ACT	FAC1	FAC2	POSN	INJ	EQP	PHYS	AGE	SEX	PERSON4 VTYPE	DIR	ACT	FAC1	FAC2	POSN	INJ	EQP	PHYS	AGE	SEX
141810088	3	3	11	1	1	1	N	4	1	38	F																						
130290288	1	8	5	15	0	1	C	4	1	25	F																						
132610055	1	3	1	3	0	1	N	4	1	20	F																						
151240156	3	7	3	90	0	1	N	4	1	50	F																						
140500173	4	3	11	1	0	1	N	4	1	40	F																						
140570260	1	3	10	3	46	1	N	4	1	20	F																						
150430381	35	3	3	8	0	1	N	4	1	58	M																						
153480239						1	N	4	1	69	M																						
130820103	3	7	1	33	15	1	N	4	1	32	M																						
131990144																																	
132360081	4	7	6	2	2	1	N	4	1	40	F																						
132890161	1	7	1	90	0	1	N	4	1	53	M	1	7																				
140290188	1	7	5	1	0	1	N	4	1	49	M																						
150410267	1	7	6	2	0	1	C	4	1	29	F																						
140100144	1	1	6	1	0	1	N	4	1	26	M																						
140380373	1	7	1	4	32	1	N	4	1	56	F																						
141800014																																	
131360086	2	7	1	1	0	1	N	4	1	46	M																						
142060124	3	1	11	1	99	1	C	4	1	34	F																						
142980121	1	5	1	2	0	1	N	4	1	40	F																						
143240183	3	5	1	4	0	1	C	4	1	29	M																						
152950025																																	
153130109	1	7	5	1	1	1	N	4	1	69	F																						

131990144	ror
132360081	lt turn
150410267	lt turn
141800014	ror

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 26	From TH 55/149 to TH 3			Dakota County	1/1/2013	12/31/2015

Description of Proposed Work: Expand 2 lane roadway to 4 lane divided and construct roundabout at CSAH 26 & CSAH 63

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					1				**1**
		C	2		1			1		1	5
	Property Damage	**PD**	8	4	1	1	1	1		1	**17**
% Change in Crashes *Use Desktop Reference for Crash Reduction Factors	Fatal	**F**									
	PI	**A**									
		B					-66%				
		C	-66%		-66%			-66%		-66%	
	Property Damage	**PD**	-66%	-66%	-66%	-66%	-66%	-66%		-66%	
Change in Crashes = No. of crashes **x** % change in crashes	Fatal	**F**									
	PI	**A**									
		B					**-0.66**				**-0.66**
		C	**-1.32**		**-0.66**			**-0.66**		**-0.66**	**-3.30**
	Property Damage	**PD**	**-5.27**	**-2.64**	**-0.66**	**-0.66**	**-0.66**	**-0.66**		**-0.66**	**-11.20**

Year (Safety Improvement Construction): **2021**

		Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
Project Cost (exclude Right of Way)	**$ 12,800,000**					
Right of Way Costs (optional)	**$ 5,500,000**	**F**			**$ 10,600,000**	
Traffic Growth Factor	**3.0%**	**A**			**$ 570,000**	
Capital Recovery		**B**	**-0.66**	**-0.22**	**$ 170,000**	**$ 37,377**
1. Discount Rate	**5%**	**C**	**-3.30**	**-1.10**	**$ 83,000**	**$ 91,245**
2. Project Service Life (n)	**20**	**PD**	**-11.20**	**-3.74**	**$ 7,600**	**$ 28,407**
		Total				**$ 157,029**

B/C= 0.21

Using present worth values,

B= $ 2,747,058

C= $ 12,800,000

See "Calculations" sheet for amortization.

Office of Traffic, Safety and Technology **August 2015**

CMF ID	CMF	CRF	COUNTERMEASURE	Type	Severity
7566	0.341	0.659	Convert 2 lane roadway to 4 lane divided	All	all

CSAH 26 (Lone Oak-70th St) from TH 55 to TH 3 (2013 -2015) - created on 06-15-2016 by rile1che

Crash data is managed by the MnDOT Office of Traffic, Safety, and Operations.

SYS	NUM	REF_POINT	GIS_ROUTE	GIS_TM	RD_DIR	ELEM	RELY	INV	R_U	ATP
04	19000026	002+00.677	0419000026	2.677	E		2	3	U	VEHICLE 2 WAS STOPPED IN TRAFFIC ON EAST BOUND LONE OAK ROAD NEAR THE BEGINNING OF THE LEFT TURN LA
04	19000026	002+00.690	0419000026	2.690	W		1	3	U	VEHICLE #1 TURNED FROM WEST LONE OAK TO NORTH COMMERS DRIVE. THE ROADWAY WAS COATED WITH BLACK ICE
04	19000026	002+00.766	0419000026	2.766	Z		A	3	U	VEHICLE 2 WAS STOPPED IN TRAFFIC AT THE RED LIGHT.
04	19000026	002+00.772	0419000026	2.772	Z		A	3	U	UNITS 1 AND 2 WERE TRAVELING WEST ON LONE OAK PARK
04	19000026	002+00.781	0419000026	2.781	E		A	3	U	VEHICLE 2 WAS STOPPED IN THE LEFT TURN LANE AT THE
04	19000026	002+00.781	0419000026	2.781	E		A	3	U	VEHICLES 1 AND 2 WERE EASTBOUND ON LONE OAK RD AP
04	19000026	002+00.781	0419000026	2.781	Z		A	1	U	V1 WAS A TRUCK TRACTOR PULLING A SEMI TRAILER TRAV
04	19000026	002+00.827	0419000026	2.827	Z		2	1	U	WITNESS STATED THAT UNIT 1 WAS TRAVELING IN THE RIGHT LANE AND UNIT 2 CUT ACROSS THE RIGHT LANE AS
04	19000026	002+00.968	0419000026	2.968	W		1	3	U	ACCORDING TO DRIVERS OF BOTH VEHICLES, UNIT #2 WAS STOPPED IN TRAFFIC WAITING TO TURN SOUTH ON HOLI
04	19000026	002+00.968	0419000026	2.968	W		1	3	U	VEHICLE 1 WAS WB LONE OAK APPROACHING HOLIDAY LANE. VEHICLE 1 SWERVED OFF ROAD TO AVOID ANOTHER VEH
04	19000026	002+00.968	0419000026	2.968	E		1	3	U	VEHICLE 1 EB ON LONEOAK APPROACHING HOLIDAY LANE. VEHCILE 2 WB ON LONEOAK APPROACHING HOLIDAY. VEHI
04	19000026	002+00.968	0419000026	2.968	Z		1	3	U	ALL 4 UNITS WERE GOING WEST ON C.S.A.H. 26 TOWARDS HOLIDAY LANE. UNIT #4 SLOWED DOWN AND SIGNALED T
04	19000026	002+00.968	0419000026	2.968	Z		1	3	U	VEHICLE 2 WAS WESTBOUND LONE OAK RD SLOWING TO MAKE A RIGHT TURN INTO 1485 LONE OAK RD. VEHICLE 1
04	19000026	002+00.968	0419000026	2.968	E		1	90	U	UNIT 1 WAS W/B LONE OAK RD MAKING A LEFT ONTO HOLIDAY LANE. UNIT 2 WAS E/B LONE OAK RD. DRIVER OF
04	19000026	003+00.221	0419000026	3.221	Z		1	3	U	VEHICLE 1 WAS TURNING RIGHT ONTO LONE OAK DR FROM WESTBOUND LONE OAK RD. VEHICLE 2 WAS TURNING LEF
04	19000026	003+00.221	0419000026	3.221	W		1	3	U	DRIVER 2 WAS TURNING NORTH FROM LONE OAK PKWY ONTO DODD ROAD. THE DRIVER STATED HE THOUGH IT WAS C
04	19000026	003+00.365	0419000026	3.365	Z		1	3	U	UNIT 1 TRAVELING W/B ON LONE OAK ROAD JUST EAST OF 640 LONE OAK ROAD. DRIVER STATED HE THINKS HE FE
04	19000026	003+00.661	0419000026	3.661	Z		1	3	U	VEH#1, WHICH WAS W/B ON LONE OAK RD. EAST OF AMES CROSSING RD., COLLIDED WITH A DEER. JUST AFTER V
04	19000026	004+00.794	0419000026	4.794	Z		1	3	U	UNIT #1 DRIVER STATED THAT SHE WAS STOPPED AT THE STOP SIGN. (TRAVELING NORTHBOUND ON SOUTH ROBERT)
04	19000026	004+00.794	0419000026	4.794	Z		1	3	U	VEH 1 WAS SB HWY 3 AND STOPPED AT THE STOP SIGN AT 70TH ST. VEH 2 WAS WB 70TH ST AND STOPPED AT TH
04	19000026	004+00.794	0419000026	4.794	Z		1	3	U	V1 WAS SB ROBERT ST JUST PAST 70TH ST. V2 WAS BEHIND V1 SB ROBERT ST. V1 STOPPED TO YIELD TO A VEHI
04	19000026	004+00.794	0419000026	4.794	S		1	3	U	ON HER BRAKES WITHOUT BEING REAR-ENDED. VEH 1 WAS TOWED BY SOUTHEAST. DRIVER SAID SHE DID NOT NEED
04	19000026	004+00.794	0419000026	4.794	Z		1	3	U	BOTH VEHICLE #1 AND VEHICLE #2 WERE TRAVELING WESTBOUND COUNTY ROAD 28/80TH STREET E AND APPROACHED

CO	CITY	DOW	MONTH	DAY	YEAR	TIME	SEV	NUM_KILLED	NUM_VEH	JUNC	SL	TYPE	DIAG	LOC1	TCD	LIT	WTHR1	WTHR2	SURF	CHAR	DESGN	ACC_NUM
19	1063	2-Mon	6	30	2014	1324	N	0	2	1	45	1	2	1	98	1	2	2	2	1	3	141810088
19	1063	3-Tue	1	29	2013	0800	C	0	2	2	30	1	8	1	4	1	5	0	5	3	8	130290288
19	1063	4-Wed	9	18	2013	0806	N	0	2	4	45	1	1	1	1	1	3	0	2	1	5	132610055
19	1063	2-Mon	5	4	2015	1805	N	0	2	4	45	1	1	1	1	1	1	0	1	1	5	151240156
19	1063	3-Tue	2	18	2014	1503	N	0	2	4	45	1	1	1	1	1	1	0	2	1	3	140500173
19	1063	4-Wed	2	26	2014	0900	N	0	2	4	45	1	2	1	1	1	1	0	5	2	3	140570260
19	1063	5-Thu	2	12	2015	0318	N	0	2	4	55	1	6	1	98	4	1	0	1	1	3	150430381
19	1063	3-Tue	11	10	2015	1835	N	0	2	4	50	1	2	1	1	4	1	0	1	1	3	153480239
19	1063	6-Fri	3	22	2013	1741	N	0	2	2	45	1	1	1	98	3	1	0	1	1	8	130820103
19	1063	5-Thu	7	18	2013	1722	N	0	1	2	45	26	98	4	98	1	1	1	1	3	8	131990144
19	1063	5-Thu	8	22	2013	1546	N	0	2	2	45	1	98	2	4	3	1	0	1	3	8	132360081
19	1063	4-Wed	10	16	2013	1642	N	0	4	2	50	1	1	1	98	1	1	0	1	1	8	132890161
19	1063	4-Wed	1	29	2014	1223	N	0	2	2	40	1	1	1	98	1	1	0	2	1	8	140290188
19	1063	3-Tue	2	10	2015	1553	C	0	2	2	50	1	98	1	98	1	4	0	3	2	8	150410267
19	1063	6-Fri	1	10	2014	0736	N	0	2	2	30	1	2	1	98	1	2	0	2	1	3	140100144
19	1063	6-Fri	2	7	2014	1644	N	0	2	2	45	1	1	1	1	3	1	0	1	1	5	140380373
19	1063	1-Sun	6	29	2014	0410	B	0	1	1	55	25	98	4	98	6	1	0	2	1	8	141800014
19	1063	5-Thu	5	16	2013	0711	N	0	2	1	50	8	90	1	98	1	1	0	1	4	8	131360086
19	1886	6-Fri	7	25	2014	1430	C	0	2	4	50	1	1	1	3	1	2	1	1	1	90	142060124
19	1886	7-Sat	10	25	2014	2055	N	0	2	4	40	1	5	1	3	4	1	0	1	1	8	142980121
19	1886	5-Thu	11	20	2014	1826	C	0	2	1	50	1	1	1	98	4	1	0	1	1	3	143240183
19	1886	5-Thu	10	22	2015	0641	N	0	1	1	50	8	8	1	98	6	6	0	1	1	8	152950025
19	1886	2-Mon	11	9	2015	1135	N	0	2	2	40	1	1	1	4	1	1	1	1	5	8	153130109

	PERSON1											PERSON2											PERSON3	
ACC_NUM	VTYPE	DIR	ACT	FAC1	FAC2	POSN	INJ	EQP	PHYS	AGE	SEX	VTYPE	DIR	ACT	FAC1	FAC2	POSN	INJ	EQP	PHYS	AGE	SEX	VTYPE	DIR
141810088	31	3	14	8	8	1	N	4	1	37	M	3	3	11	1	1	1	N	4	1	38	F		
130290288	1	5	1	1	0	1	N	4	1	62	F	1	8	5	15	0	1	C	4	1	25	F		
132610055	1	3	11	1	0	1	N	4	1	25	M	1	3	1	3	0	1	N	4	1	20	F		
151240156	1	7	1	4	0	1	N	4	1	26	F	3	7	3	90	0	1	N	4	1	50	F		
140500173	1	3	9	2	0	1	N	4	1	51	M	4	3	11	1	0	1	N	4	1	40	F		
140570260	3	3	1	1	0	1	N	4	1	19	M	1	3	10	3	46	1	N	4	1	20	F		
150430381	2	4	1	1	0	1	N	4	1	24	M	35	3	3	8	0	1	N	4	1	58	M		
153480239						1	N	4	1	31	M						1	N	4	1	69	M		
130820103	3	7	11	1	0	1	N	4	1	19	M	3	7	1	33	15	1	N	4	1	32	M		
131990144	1	7	13	4	1	1	N	4	1	48	M													
132360081	3	3	1	1	1	1	N	4	1	70	M	4	7	6	2	2	1	N	4	1	40	F		
132890161	1	7	1	90	0	1	N	4	1	59	F	1	7	1	90	0	1	N	4	1	53	M	1	7
140290188	3	7	1	15	2	1	N	4	1	46	M	1	7	5	1	0	1	N	4	1	49	M		
150410267	1	3	1	61	0	1	N	4	1	67	F	1	7	6	2	0	1	C	4	1	29	F		
140100144	2	1	5	8	0	1	N	4	1	59	F	1	1	6	1	0	1	N	4	1	26	M		
140380373	1	7	1	1	0	1	N	4	1	36	M	1	7	1	4	32	1	N	4	1	56	F		
141800014	1	7	1	90	0	1	B	4	1	35	M													
131360086	3	3	1	1	0	1	N	4	1	52	F	2	7	1	1	0	1	N	4	1	46	M		
142060124	3	1	1	15	4	1	C	4	1	65	F	3	1	11	1	99	1	C	4	1	34	F		
142980121	4	7	1	1	0	1	N	4	1	81	M	1	5	1	2	0	1	N	4	1	40	F		
143240183	3	5	1	1	0	1	C	4	1	50	F	3	5	1	4	0	1	C	4	1	29	M		
152950025	1	5	1	1	0	1	N	4	1	18	F													
153130109	1	7	5	15	4	1	N	4	1	18	M	1	7	5	1	1	1	N	4	1	69	F		

PERSON3 (continued): ACT, FAC1, FAC2, POSN, INJ, EQP, PHYS, AGE, SEX — no entries.

PERSON4: VTYPE, DIR, ACT, FAC1, FAC2, POSN, INJ, EQP, PHYS, AGE, SEX — no entries.

131990144	ror
132360081	lt turn
150410267	lt turn
141800014	ror

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 26	From TH 55/149 to TH 3			Dakota County	1/1/2013	12/31/2015

Description of Proposed Work: Expand 2 lane roadway to 4 lane divided and construct roundabout at CSAH 26 & CSAH 63

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					1				1
		C	2		1			1		1	5
	Property Damage	PD	8	4	1	1	1	1		1	17
% Change in Crashes *Use Desktop Reference for Crash Reduction Factors	Fatal	F									
	PI	A									
		B					-66%				
		C	-66%		-66%			-66%		-66%	
	Property Damage	PD	-66%	-66%	-66%	-66%	-66%	-66%		-66%	
Change in Crashes = No. of crashes x % change in crashes	Fatal	F									
	PI	A									
		B					-0.66				-0.66
		C	-1.32		-0.66			-0.66		-0.66	-3.30
	Property Damage	PD	-5.27	-2.64	-0.66	-0.66	-0.66	-0.66		-0.66	-11.20

Year (Safety Improvement Construction): 2021

		Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
Project Cost (exclude Right of Way)	$ 12,800,000					
Right of Way Costs (optional)	$ 5,500,000	F			$ 10,600,000	
Traffic Growth Factor	3.0%	A			$ 570,000	
Capital Recovery		B	-0.66	-0.22	$ 170,000	$ 37,377
1. Discount Rate	5%	C	-3.30	-1.10	$ 83,000	$ 91,245
2. Project Service Life (n)	20	PD	-11.20	-3.74	$ 7,600	$ 28,407
		Total				$ 157,029

B/C= 0.21

Using present worth values,

B= $ 2,747,058

C= $ 12,800,000

See "Calculations" sheet for amortization.

Office of Traffic, Safety and Technology **August 2015**

CMF ID	CMF	CRF	COUNTERMEASURE	Type	Severity
7566	0.341	0.659	Convert 2 lane roadway to 4 lane divided	All	all

Amortizing…

Year	Crash Benefits	Present Worth Benefits	Present Worth Costs
2021	$ 157,029	$ 157,029	$ 12,800,000
2022	$ 161,740	$ 154,775	
2023	$ 166,592	$ 152,554	
2024	$ 171,590	$ 150,364	
2025	$ 176,738	$ 148,206	
2026	$ 182,040	$ 146,078	
2027	$ 187,501	$ 143,981	
2028	$ 193,126	$ 141,915	
2029	$ 198,920	$ 139,878	
2030	$ 204,888	$ 137,870	
2031	$ 211,034	$ 135,891	
2032	$ 217,365	$ 133,940	
2033	$ 223,886	$ 132,018	
2034	$ 230,603	$ 130,123	
2035	$ 237,521	$ 128,255	
2036	$ 244,647	$ 126,414	
2037	$ 251,986	$ 124,599	
2038	$ 259,546	$ 122,811	
2039	$ 267,332	$ 121,048	
2040	$ 275,352	$ 119,310	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
Totals =		**$ 2,747,058 (B)**	**$ 12,800,000 (C)**

year (n)= 1, 2, 3,….
discount rate (i) = 7%

$$\text{Crash Benefits (@ year n)} = (\text{Crash Benefits})_{n-1} \times (1 + \text{Traffic Growth Factor})$$

$$\text{Present Worth Benefits (@ year n)} = (\text{Crash Benefits})_{n} \times 1/(1 + \text{Discount Rate})^{n}$$

Type of Crash	Crash Severity	Cost per Crash
Fatal	K	$ 10,600,000
Personal Injury	A Incapacitating	$ 570,000
	B Non-Incapacitating	$ 170,000
	C Possible	$ 83,000
Property Damage	PDO or N	$ 7,600

Source: MnDOT Office of Transportation System Management
(July 2015)