Application

04751 - 2016 Roadway Expansion

05178 - CSAH 9 (Dodd Blvd) convert Icenic Trail/Heritage Dr to 3/4 intersection and construct multi-lane roundabout at CSAH 50 in Lakeville

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	07/14/2016 4:08 PM

Primary Contact

Name:*	Ms.	Holly	Jo	Anderson
	Salutation	First Name	Middle Name	Last Name
Title:	P.E.S.			
Department:	Dakota County Transportation Dept			
Email:	Holly.Anderson@co.dakota.mn.us			
Address:	14955 Galaxie Avenue			
*	Apple Valley	Minnesota	55124	
	City	State/Province	Postal Code/Zip	
Phone:*	952-891-7090			
	Phone		Ext.	
Fax:				
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 (City) Minnesota (State/Province) 55124 (Postal Code/Zip)
County:	Dakota
Phone:*	952-891-7100 Ext.
Fax:	
PeopleSoft Vendor Number	0000002621A15

Project Information

Project Name	CSAH 9 at CSAH 50 Multilane Roundabout, CSAH 9 at Icenic Tr/Heritage Dr (convert to 3/4 intersection) in Lakeville
Primary County where the Project is Located	Dakota
Jurisdictional Agency (If Different than the Applicant):	

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

The proposed project includes upgrading two intersections along CSAH 9 (A-Minor Arterial Expander) roadway in the City of Lakeville. The first proposed intersection project, CSAH 9 at CSAH 50 (A-Minor Arterial Expander) includes upgrading the existing signalized intersection to a urban multilane roundabout with four (4) approaches with eight (8) approach lanes, two circulatory lanes and pedestrian/bike accommodations. The current intersection is deficient and does not meet current standards for this area that provides interstate access to Downtown Lakeville, Airlake Industrial Park, a developing retail area and medium to long suburb-to-suburb trips. The project also includes the intersection of CSAH 9 at Icenic Trail/Heritage Drive to convert the full access intersection to a ¾ intersection to address crashes and reduce points of conflict to better conform to access spacing guidelines in the area.

The multilane roundabout project addresses preservation and management needs, mitigates congestion, improves safety and optimizes the roadway arterial performance of both CSAH 9 and CSAH 50.

The project objectives are to improve safety and mobility, and facilitate transit, bicycle and pedestrian movements through the area.

The project includes the following elements:

10-Ton pavement design, intersection improvements, removal of aged Traffic Signal, replacement of concrete median, ADA compliant pedestrian facilities & lighting. The existing pavement is generally in poor condition, with severe cracking, patching and potholes. Reconstruction of the intersections will provide smooth surface & improve drainage. Drainage structures & utility manholes require adjustment to address settlement and deterioration that has occurred over the years. Existing curb & gutter is in

need of replacement due to settlement and impacts from snow maintenance.

The project will remove identified sidewalk/trail obstructions that are currently located within the pedestrian access route. The CSAH 9 (Dodd) and CSAH 50 (Kenwood) corridors are both identified on the Regional Bicycle Transportation Network (RBTN) Corridors as Tier 2 Regional Bicycle Transportation Corridors. The project area trails connect users to recreational opportunities, educational, commercial, business and industrial areas.
Dakota County commits to operate/maintain the project for the useful life of the improvement.

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)

CSAH 9 at CSAH 50 Multilane Roundabout, CSAH 9 at Icenic Tr/Heritage Dr (convert to 3/4 intersection) in Lakeville

Project Length (Miles)

0.19

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

$2,495,000.00

Match Amount

$630,000.00

Minimum of 20% of project total

Project Total

$3,125,000.00

Match Percentage

20.16%

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

Source of Match Funds

Dakota County & City of Lakeville

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:

2020

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

Additional Program Years:	2019
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 - 19
Functional Class of Road	A-Minor Arterial Expander
Road System	CSAH
TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET	
Road/Route No.	9
i.e., 53 for CSAH 53	
Name of Road	Dodd Boulevard
Example; 1st ST., MAIN AVE	
Zip Code where Majority of Work is Being Performed	55044
(Approximate) Begin Construction Date	02/01/2020
(Approximate) End Construction Date	11/24/2020

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

From: (Intersection or Address)	At CSAH 50 (Kenwood tr) Multi-lane Roundabout
To: (Intersection or Address)	At Icenic Tr/Heritage Dr (convert to 3/4 intersection)
DO NOT INCLUDE LEGAL DESCRIPTION	
Or At	
Primary Types of Work	Grade, Agg Base, Bit Base, Bit Surf, Stormsewer/Watermain, Sidewalk, Lighting, Bike Path, Ped Ramps,
Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.	

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:	n/a
New Bridge/Culvert No.:	
Structure is Over/Under (Bridge or culvert name):	

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$112,000.00

Removals (approx. 5% of total cost)	$92,500.00
Roadway (grading, borrow, etc.)	$403,000.00
Roadway (aggregates and paving)	$703,750.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$925,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$262,500.00
Traffic Control	$136,750.00
Striping	$44,000.00
Signing	$91,750.00
Lighting	$0.00
Turf - Erosion & Landscaping	$58,250.00
Bridge	$0.00
Retaining Walls	$248,000.00
Noise Wall (do not include in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$0.00
Other Roadway Elements	$0.00
Totals	**$3,077,500.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
Path/Trail Construction	$26,750.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$20,750.00
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	**$47,500.00**

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	$3,125,000.00
Construction Cost Total	$3,125,000.00
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: B Safety and Security (p. 2.20)
The regional transportation system is safe and secure for all users.

Objectives: A. Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

Strategies:

B1. Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, operations. (p. 2.20)
B6. Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system. (p. 2.23)

Goal: C. Access to Destinations

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.

Strategies:
C2. Local units of government should provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets

principles. (p. 2.25)

Goal: E. Healthy Environment

The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, ad developed environments. (p. 2.42)

Objectives:

Reduce transportation related air emissions.

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

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

Strategies: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)

E4. Regional transportation partners will protect, enhance and mitigate impacts on natural resources when planning, constructing, and operation transportation systems. (p.2.44-2.45)

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:

Dakota County 2030 Transportation Plan:

2030 Capacity Deficiencies Figure 5, p. 2-16

Policy M.10 Intersection Traffic Control Changes, install or remove intersection controls (such as traffic signals, roundabouts, stop signs and channelization) based on a County engineering study that indicates the best measure for the safety and operation of an intersection.
Dakota County Road Age, Figure 39

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

Polity M.2 Access Guidelines -Local Streets and Driveways

Pursue spacing and configuration of intersection local streets and driveways in accordance with access management principles and with the County's adopted access guidelines through the plat approval process, in conjunction with construction projects, corridor studies, or as required by safety and operation of the highway. p. 7-12

Strategy Intersection Traffic Control Study, The County will study or monitor intersection s on a case-by-case basis to determine the most appropriate traffic control to install. p. 7-26

Goal 5 Replace Deficient Elements of the System; Highway Replacement and Reconstruction

The County will reconstruct highways when they have exceeded their functional lives. The highway useful life is based on the adequacy of structural, operational or functional highway elements. Safety and operational improvements are also

incorporated into reconstruction projects when appropriate. p. 8-2

Policy R.1 Highway Replacement

Reconstruct highways or highway elements that have exceeded their useful life based on structural, functional, operational or safety factors. p. 8-2

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:	Expander
Area	0.658
Project Length	0.187
Average Distance	3.5187
Upload Map	1467992290720_CSAH9-RADmap.pdf

Reliever: Relieves a Principle Arterial that is a Freeway Facility

Facility being relieved

Number of hours per day volume exceeds capacity (based on the Congestion Report) 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:	6202
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	1059
Existing Students:	0
Upload Map	1467992340755_CSAH9-REmap.pdf

Measure C: Current Heavy Commercial Traffic

Location:	CSAH 9 (Dodd Blvd) south of CSAH 50 (Kenwood Trail) in Lakeville
Current daily heavy commercial traffic volume:	322
Date heavy commercial count taken:	12/10/2015

Measure D: Freight Elements

Response (Limit 1,400 characters; approximately 200 words)	Freight will be safely integrated within the corridor. Utilizing the following freight elements will improve efficiency, security & safety - the CSAH 9 (Dodd) & CSAH 50 roadway will be designed/constructed to 10-ton standards. Signalized intersection at CSAH 9/CSAH 50 is reconstructed to a multi-lane roundabout. CSAH 9/Icenic/Heritage intersection is converted from full to ¾ intersection reducing points of conflict. All intersections will accommodate turning radius of larger trucks. City of Lakeville Fire Station No. 1 is located ½ mile east of CSAH 9/CSAH 50 intersection. This is the southernmost fire station and protects the southerly Lakeville region. Airlake Industrial Park is 1.25 miles south of the project. Airlake Industrial Park is the second largest industrial park by acreage in the Twin Cities metropolitan area & one of the major generator s of truck trips in the Region. Airlake Industrial Park includes Airlake Airport, performing reliever functions for the Metropolitan Airports commission. Trucks are the predominate mode for most regional and short-haul freight trips. The reconstruction of the CSAH 9 intersections will provide safe, timely, convenient, and efficient connections between communities, activity generators and employment concentrations. Dakota County 2030 Transportation Plan identifies proposed 10-ton highway system.

Measure A: Current Daily Person Throughput

Location	CSAH 9 south of CSAH 50
Current AADT Volume	10000
Existing Transit Routes on the Project	N/A
For New Roadways only, list transit routes that will be moved to the new roadway	
Upload Transit Map	1467991942663_CSAH9-TCmap.pdf

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0

Current Daily Person Throughput	13000.0

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	Methodology: 2015 count and 2030 Model, does a straight line projection out to 2040. Dak Co Traffic Engineer compared results to reasonable capacity of each roadway. (Refer to 07.01.2016 e-mails between Dak Co (Brian Sorenson) & Met Council (Elaine Koutsoukos)
Forecast (2040) ADT volume	25000

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:	
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:	Yes

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

The project will improve mobility and safety along the roadway, removal of the signalized intersection at CSAH 9 & CSAH 50 and constructing a multi-lane roundabout will improve throughput, decrease delay, reduce vehicle emissions/air pollution and decrease the severity of crashes. Converting the full intersection at CSAH 9 & Icenic/Heritage to a ¾ intersection will reduce points of conflict to enhance safety. This project will effectively enhance linkages between existing and future jobs, education & housing. The project is located approx. 1 mile from Lakeville North High School, Lake Marion Elementary School, McGuire Junior High School and Kennedy Elementary School. Airlake Industrial Park is 1.25 miles to the south of the project. The shared multi-use trail along both sides of the project will fill gaps in the existing sidewalk/trail system. The project will add multi-use trails and pedestrian ramps which will provide a benefit to those who rely on walking as a mode of transportation, ADA compliant pedestrian ramps will be installed to provide smooth transitions form the sidewalk to the roadway at intersections. The Regional Bicycle Transportation Network (RBTN) Corridors map shows the CSAH 9/CSAH 50 project area as a Tier 2 Regional Bicycle Transportation Corridor.

The comprehensive plan designates the area near the roadway as mixed use. The vision for this area is to establish a neighborhood area that integrates higher density residential uses with neighborhood commercial services. The opportunity exists to integrate variety of land uses making neighborhood commercial areas truly accessible to the surrounding residential neighborhood both due to the close proximity of the uses and a pedestrian sidewalk/trial system that provides direct linkages to residential, recreational, and commercial and employment. This project is in a desirable area of Lakeville with close (non-motorized) access to education, employment and affordable housing.

Transit Link & Metro Mobility dial-a-ride service provides mobility to the elderly, disabled that reside in the area. Winsor Plaza Senior Housing (Dakota County CDA) is located within ¾ mile, accepts Section 8 housing, and has senior nutrition programs thru the Dakota County CAP Agency. Fairfield Terrace Senior Housing is located within 1 mile, offers beautifully maintained apartments in a relaxed retirement atmosphere for seniors 62 and older. Rents are affordable to income qualified seniors. Advantage Services provides support services designed to help residents live independently in a caring community. Rental Programs such as Section 8 & Section 202 housing are accepted.

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

Upload Map 1467992554977_CSAH9-SEmap.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
City of Lakeville	0.187
	0

Total Project Length

Total Project Length (Total Population) 0.19

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) 0.187

Total Housing Score 0

Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1998.0	0.077	153.846	822.706
2000.0	0.11	220.0	1176.471
	0	**374**	**1999**

Average Construction Year

Weighted Year	1999.177

Total Segment Length (Miles)

Total Segment Length	0.187

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
8.0	2.0	6.0	1186.0	7116.0	n/a	1468428255997_HCM 2010-Synchro PM - Peak Hour Report.pdf
27.0	11.9	15.1	2208.0	33340.8	n/a	1468428289781_HCM 2010-Synchro PM - Peak Hour Report.pdf

Total Delay

Total Peak Hour Delay Reduced	40456.8

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):
0.001	0.001	0	1186.0	0
0.002	0.002	0	2208.0	0
0	**0**		**3394**	**0**

Total

Total Emissions Reduced:	0
Upload Synchro Report	1468428581519_HCM 2010-Synchro PM - Peak Hour Report.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

Crash Modification Factor Used:

CSAH 9 & CSAH 50 Roundabout: CMF 4194 & 4195

CSAH 9 at Icenic/Heritage: CMF 5465

(See attachments)

(Limit 700 Characters; approximately 100 words)

Methodology:

Benefit Worksheets for each intersection were developed separately. Crash Modification Factors from CMF Clearinghouse were used with the exception of one. A CMF of 0.17 was assumed to apply to right angle crashes because none was available. Crossing conflict points are reduced from 24 to 4, or 83%, so an 83% reduction in crashes seems reasonable.

Rationale for Crash Modification Selected:

The two separate Benefit Worksheets were then combined into one. The crashes and percent change in crashes are reported in a "CSAH 9 & CSAH 50 / CSAH 9 & Heritage/Icenic" format. The values from each sheet were combined at the Change in Crashes section to avoid the need to combine CMFs and crashes from different intersections and intersection treatments. The combined benefit from the sum of the change in crashes is the total project benefit.

(See attachments for additional information)

(Limit 1400 Characters; approximately 200 words)

Project Benefit ($) from B/C Ratio: 4584176.0

Worksheet Attachment 1468427059021_benefit-cost-worksheet-CSAH 50-aug2015.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)

This project replaces the signalized intersection of CSAH 9 (Dodd) & CSAH 50 (Kenwood) with a multi-lane roundabout and converts the intersection to the north (CSAH 9 & Icenic/Heritage) from a full intersection to a ¾ intersection. The roadway pavement is in need of repair with uneven surface, cracking & potholes. There are gaps in the existing sidewalk/trail system in this area. This project fills in trail system gaps along both sides of CSAH 9 (east side of CSAH 9 south of CSAH 50) and CSAH 50 (north side of CSAH 50 west of CSAH 9). Trails along the CSAH 9 & CSAH 50 roadways are identified on the proposed Regional Bicycle Transportation Network (RBTN) Corridors as Tier 2 Transportation Corridors. Off road trails will provide separation & reduce conflict between non-motorized & motorized traffic. The trails/sidewalk will have lighting to increase visibility and safety from sundown to sunup. The multi-use trails will connect into the existing trail system & connect to local city trails/sidewalks at cross streets. This will provide a non-automobile option and connectivity to Lakeville's central downtown, Heritage Commons commercial area, Airlake Industrial Park and Airlake Airport.

Dakota County is developing a comprehensive transit system, bicycle and pedestrian network and other non-automobile modes for people to maximize the efficiency of the transportation system by providing safe, timely & efficient connections between communities, activity generators & employment centers. Increasingly, pedestrian & bicycle facilities in the developing cities of Dakota County are serving the dual role of providing recreational value as well as viable options for commuters (for work or shopping). The expansion of commuter pedestrian & bicyclist use is expected into the future with the expansion of transit facilities and expected continued increases in automobile cost. To better develop opportunities for Dakota County residents to walk & bike for

transportation and for recreation, the county is working closely with local communities to improve walkability.

Lakeville will promote the provision of transit services and facilities, to meet the transportation needs of persons who cannot or choose not to use automobile transportation. Transit Link (formerly Dial-A-Ride) is a curb-to-curb minibus or van service for the general public. Transit Link customers can transfer to a Metro Transit bus without paying a separate fare. Transit Link & Metro Mobility dial-a-ride service provides mobility to the elderly, disabled that reside in the area.

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 08/01/2019

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 07/01/2019

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: 06/01/2019

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 12/01/2019

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project

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%*	Yes
Railroad Right-of-Way Agreement required; negotiations not begun *0%*	
Anticipated date or date of executed Agreement	10/01/2019

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 *100%*	Yes
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%*	Yes
Construction plans have not been started *0%*	
Anticipated date or date of completion	09/01/2019

10)Letting

Anticipated Letting Date	02/01/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$3,125,000.00
Enter Amount of the Noise Walls:	$0.00

Total Project Cost subtract the amount of the noise walls:	$3,125,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
2040Forecast.pdf	2040 Dakota County Traffic Methodology - 07.01.2016 E-Mail	647 KB
4194.pdf	Crash Modification Factor 4194	129 KB
4195.pdf	Crash Modification Factor 4195	129 KB
5465.pdf	Crash Modification Factor 5465	133 KB
benefit-cost-worksheet-CSAH 9 & CSAH 50-aug2015.xls	B/C worksheet CSAH 9 & CSAH 50	83 KB
benefit-cost-worksheet-CSAH 9 & Heritage-aug2015.xls	B/C worksheet CSAH 9 & Icenic/Heritage	83 KB
CSAH 9 (Dodd Blvd) @ Heritage Dr (2013 -2015).xls	MnDOT Crash CSAH 9 at Icenic/Heritage	142 KB
CSAH 9 from CSAH 50 to Ideal Way (2013 - 2015).xls	MnDOT Crash CSAH 9 Corridor	150 KB
CSAH 9 (Dodd Blvd) @ CSAH 50 (202nd St) 2013 -2015.xls	MnDOT Crash CSAH 9 at CSAH 50	140 KB
CSAH50Cover1998.pdf	CSAH 50 at CSAH 9 Plan Cover Sheet 1998 Assumes appox 400' of (987' total proj length = 0.187 mile) constructed with this project.	219 KB
CSAH9atCSAH50-Trucks.pdf	CSAH 9 Heavy Commercial Count	40 KB
CSAH9Cover2000.pdf	CSAH 9 north of CSAH 50 intersection Plan Cover 2000 Assumes 587' constructed (of 987' total project length =0.187 mile)	1.4 MB
Dakota County Resolution June 21 2016.pdf	Dakota County Resolution	178 KB
DODD HERITAGE.pdf	Layout CSAH 9 at CSAH 50 Roundabout; at Icenic/Heritage 3/4 intersection conversion in Lakeville	609 KB
LvilleSupport.pdf	City of Lakeville - letter of support	54 KB

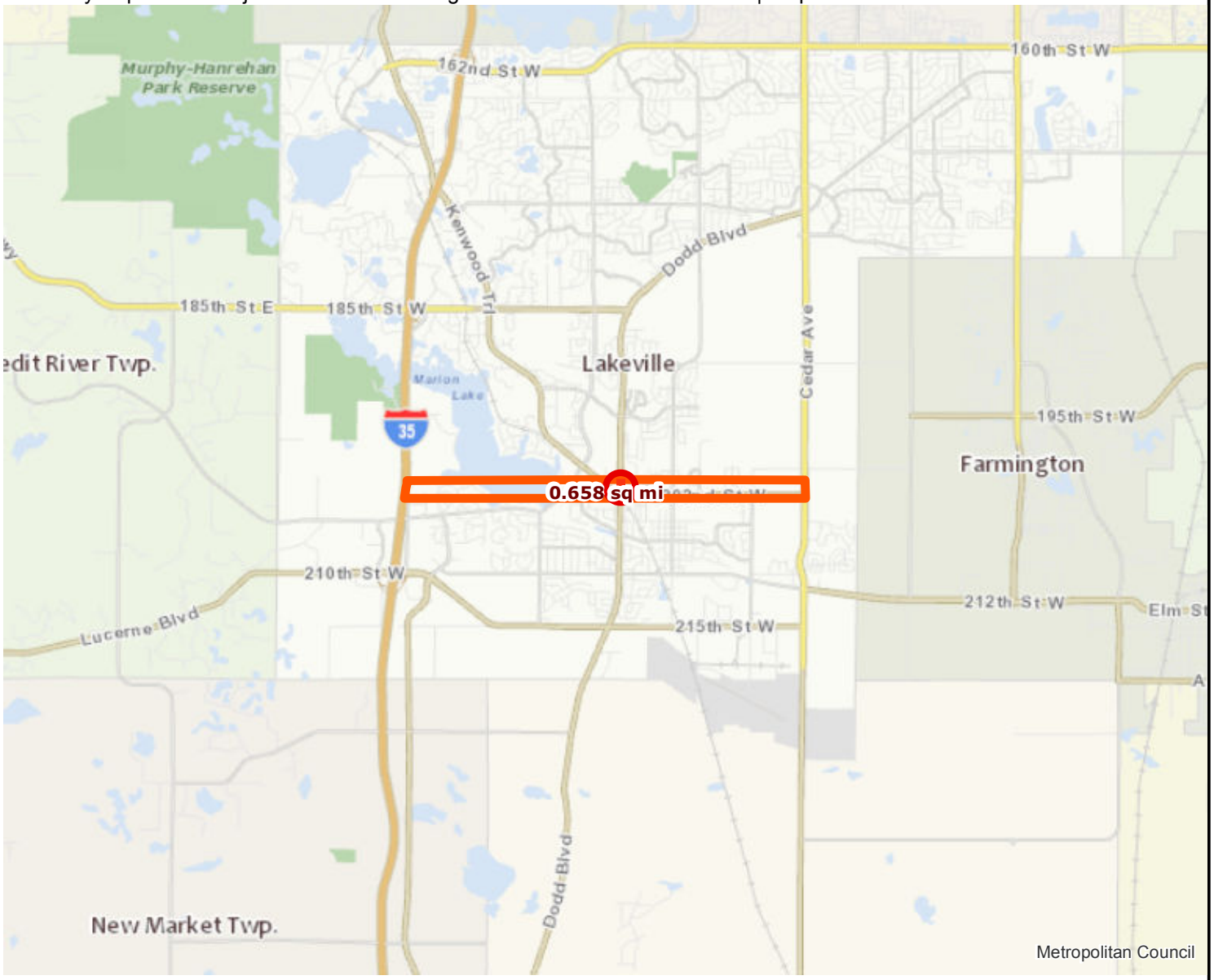
Roadway Area Definition

Roadway Expansion Project: CSAH 9 - Heritage Dr & CSAH 50 Intersections | Map ID: 1466193044936

Results

Project Length: 0.187 miles

Project Area: 0.658 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: 6/17/2016
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 9 - Heritage Dr & CSAH 50 Intersections | Map ID: 1466193044936

Results

WITHIN ONE MI of project:

Totals by City:

Lakeville

Population: 13998

Employment: 6202

Mfg and Dist Employment: 1059

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: 6/17/2016

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 9 - Heritage Dr & CSAH 50 Intersections | Map ID: 1466193044936

Results

Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

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

Project | Transit Routes | BRT, Red Line - Phase 2

0 0.75 1.5 3 4.5 6 Miles

Created: 6/17/2016
LandscapeRSA3

METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Expansion Project: CSAH 9 - Heritage Dr & CSAH 50 Intersections | Map ID: 1466193044936

Results

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:
(0 to 12 Points)

NCompass Technologies

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: 6/17/2016
LandscapeRSA2

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

METROPOLITAN COUNCIL

1: CSAH 9 (Dodd Blvd) & Icenic Trail/Heritage Dr

Direction	All
Future Volume (vph)	1243
Total Delay / Veh (s/v)	8
CO Emissions (kg)	0.83
NOx Emissions (kg)	0.16
VOC Emissions (kg)	0.19

2: Dodd Blvd/CSAH 9 (Dodd Blvd) & CH 50

Direction	All
Future Volume (vph)	2107
Total Delay / Veh (s/v)	27
CO Emissions (kg)	2.57
NOx Emissions (kg)	0.50
VOC Emissions (kg)	0.60

1: CSAH 9 (Dodd Blvd) & Icenic Trail/Heritage Dr

Direction	All
Future Volume (vph)	1186
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.67
NOx Emissions (kg)	0.13
VOC Emissions (kg)	0.15

2: CSAH 9 (Dodd Blvd) & CSAH 50 (Kenwood Trl)

Direction	All
Future Volume (vph)	2208
Total Delay / Veh (s/v)	0
CO Emissions (kg)	2.40
NOx Emissions (kg)	0.47
VOC Emissions (kg)	0.56

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

CSAH 9 (Dodd Blvd) & Icenic
•Total (CO, NOX, and VOC) Peak Hour Emissions/Vehicle without the Project (Kilograms): 0.00099kg
•Total (CO, NOX, and VOC) Peak Hour Emissions/Vehicle with the Project (Kilograms): 0.0008 kg
•Total (CO, NOX, and VOC) Peak Hour Emissions Reduced/Vehicle by the Project (Kilograms): 0.00019 kg
•Volume (Vehicles Per Hour): 1186 vph
•Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0.23 kg

CSAH 9 (Dodd Blvd) & CSAH 50
•Total (CO, NOX, and VOC) Peak Hour Emissions/Vehicle without the Project (Kilograms): 0.0017 kg
•Total (CO, NOX, and VOC) Peak Hour Emissions/Vehicle with the Project (Kilograms): 0.0016 kg
•Total (CO, NOX, and VOC) Peak Hour Emissions Reduced/Vehicle by the Project (Kilograms): 0.0001 kg
•Volume (Vehicles Per Hour): 2208 veh
•Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0.24 kg

0.23 kg + 0.24 kg = 0.47 kg

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	621	775	497	508
Demand Flow Rate, veh/h	633	790	507	518
Vehicles Circulating, veh/h	624	615	695	748
Vehicles Exiting, veh/h	642	587	562	657
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	11.3	13.8	10.4	11.2
Approach LOS	B	B	B	B

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.471	0.529	0.470	0.530	0.469	0.531	0.469	0.531
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	298	335	371	419	238	269	243	275
Cap Entry Lane, veh/h	708	730	712	735	671	695	645	669
Entry HV Adj Factor	0.979	0.982	0.982	0.980	0.981	0.979	0.983	0.979
Flow Entry, veh/h	292	329	364	411	233	263	239	269
Cap Entry, veh/h	693	717	699	720	658	680	634	655
V/C Ratio	0.421	0.459	0.521	0.570	0.355	0.387	0.377	0.411
Control Delay, s/veh	11.0	11.5	13.2	14.3	10.2	10.5	11.0	11.3
LOS	B	B	B	B	B	B	B	B
95th %tile Queue, veh	2	2	3	4	2	2	2	2

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

CSAH 9 (Dodd Blvd) & Icenic
•Total Peak Hour Delay/Vehicle without the Project (Seconds/Vehicle): 8 sec/veh
•Total Peak Hour Delay/Vehicle with the Project (Seconds/Vehicle): 2 sec/veh
•Total Peak Hour Delay/Vehicle Reduced by the Project (Seconds/Vehicle): 6 sec/veh
•Volume (Vehicles Per Hour): 1186 vph
•Total Peak Hour Delay Reduced by the Project (Seconds): 7116 sec

CSAH 9 (Dodd Blvd) & CSAH 50
•Total Peak Hour Delay/Vehicle without the Project (Seconds/Vehicle): 27 sec/veh
•Total Peak Hour Delay/Vehicle with the Project (Seconds/Vehicle): 11.9 sec/veh
•Total Peak Hour Delay/Vehicle Reduced by the Project (Seconds/Vehicle): 15.1 sec/veh
•Volume (Vehicles Per Hour): 2208 vph
•Total Peak Hour Delay Reduced by the Project (Seconds): 33341 sec

7116 sec + 33341 sec = 40457 sec

1: CSAH 9 (Dodd Blvd) & Icenic Trail/Heritage Dr

Direction	All
Future Volume (vph)	1243
Total Delay / Veh (s/v)	8
CO Emissions (kg)	0.83
NOx Emissions (kg)	0.16
VOC Emissions (kg)	0.19

2: Dodd Blvd/CSAH 9 (Dodd Blvd) & CH 50

Direction	All
Future Volume (vph)	2107
Total Delay / Veh (s/v)	27
CO Emissions (kg)	2.57
NOx Emissions (kg)	0.50
VOC Emissions (kg)	0.60

1: CSAH 9 (Dodd Blvd) & Icenic Trail/Heritage Dr

Direction	All
Future Volume (vph)	1186
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.67
NOx Emissions (kg)	0.13
VOC Emissions (kg)	0.15

2: CSAH 9 (Dodd Blvd) & CSAH 50 (Kenwood Trl)

Direction	All
Future Volume (vph)	2208
Total Delay / Veh (s/v)	0
CO Emissions (kg)	2.40
NOx Emissions (kg)	0.47
VOC Emissions (kg)	0.56

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

CSAH 9 (Dodd Blvd) & Icenic
•Total (CO, NOX, and VOC) Peak Hour Emissions/Vehicle without the Project (Kilograms): 0.00099kg
•Total (CO, NOX, and VOC) Peak Hour Emissions/Vehicle with the Project (Kilograms): 0.0008 kg
•Total (CO, NOX, and VOC) Peak Hour Emissions Reduced/Vehicle by the Project (Kilograms): 0.00019 kg
•Volume (Vehicles Per Hour): 1186 vph
•Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0.23 kg

CSAH 9 (Dodd Blvd) & CSAH 50
•Total (CO, NOX, and VOC) Peak Hour Emissions/Vehicle without the Project (Kilograms): 0.0017 kg
•Total (CO, NOX, and VOC) Peak Hour Emissions/Vehicle with the Project (Kilograms): 0.0016 kg
•Total (CO, NOX, and VOC) Peak Hour Emissions Reduced/Vehicle by the Project (Kilograms): 0.0001 kg
•Volume (Vehicles Per Hour): 2208 veh
•Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0.24 kg

0.23 kg + 0.24 kg = 0.47 kg

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	621	775	497	508
Demand Flow Rate, veh/h	633	790	507	518
Vehicles Circulating, veh/h	624	615	695	748
Vehicles Exiting, veh/h	642	587	562	657
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	11.3	13.8	10.4	11.2
Approach LOS	B	B	B	B

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.471	0.529	0.470	0.530	0.469	0.531	0.469	0.531
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	298	335	371	419	238	269	243	275
Cap Entry Lane, veh/h	708	730	712	735	671	695	645	669
Entry HV Adj Factor	0.979	0.982	0.982	0.980	0.981	0.979	0.983	0.979
Flow Entry, veh/h	292	329	364	411	233	263	239	269
Cap Entry, veh/h	693	717	699	720	658	680	634	655
V/C Ratio	0.421	0.459	0.521	0.570	0.355	0.387	0.377	0.411
Control Delay, s/veh	11.0	11.5	13.2	14.3	10.2	10.5	11.0	11.3
LOS	B	B	B	B	B	B	B	B
95th %tile Queue, veh	2	2	3	4	2	2	2	2

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

CSAH 9 (Dodd Blvd) & Icenic
•Total Peak Hour Delay/Vehicle without the Project (Seconds/Vehicle): 8 sec/veh
•Total Peak Hour Delay/Vehicle with the Project (Seconds/Vehicle): 2 sec/veh
•Total Peak Hour Delay/Vehicle Reduced by the Project (Seconds/Vehicle): 6 sec/veh
•Volume (Vehicles Per Hour): 1186 vph
•Total Peak Hour Delay Reduced by the Project (Seconds): 7116 sec

CSAH 9 (Dodd Blvd) & CSAH 50
•Total Peak Hour Delay/Vehicle without the Project (Seconds/Vehicle): 27 sec/veh
•Total Peak Hour Delay/Vehicle with the Project (Seconds/Vehicle): 11.9 sec/veh
•Total Peak Hour Delay/Vehicle Reduced by the Project (Seconds/Vehicle): 15.1 sec/veh
•Volume (Vehicles Per Hour): 2208 vph
•Total Peak Hour Delay Reduced by the Project (Seconds): 33341 sec

7116 sec + 33341 sec = 40457 sec

1: CSAH 9 (Dodd Blvd) & Icenic Trail/Heritage Dr

Direction	All
Future Volume (vph)	1243
Total Delay / Veh (s/v)	8
CO Emissions (kg)	0.83
NOx Emissions (kg)	0.16
VOC Emissions (kg)	0.19

2: Dodd Blvd/CSAH 9 (Dodd Blvd) & CH 50

Direction	All
Future Volume (vph)	2107
Total Delay / Veh (s/v)	27
CO Emissions (kg)	2.57
NOx Emissions (kg)	0.50
VOC Emissions (kg)	0.60

1: CSAH 9 (Dodd Blvd) & Icenic Trail/Heritage Dr

Direction	All
Future Volume (vph)	1186
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.67
NOx Emissions (kg)	0.13
VOC Emissions (kg)	0.15

2: CSAH 9 (Dodd Blvd) & CSAH 50 (Kenwood Trl)

Direction	All
Future Volume (vph)	2208
Total Delay / Veh (s/v)	0
CO Emissions (kg)	2.40
NOx Emissions (kg)	0.47
VOC Emissions (kg)	0.56

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

CSAH 9 (Dodd Blvd) & Icenic
•Total (CO, NOX, and VOC) Peak Hour Emissions/Vehicle without the Project (Kilograms): 0.00099kg
•Total (CO, NOX, and VOC) Peak Hour Emissions/Vehicle with the Project (Kilograms): 0.0008 kg
•Total (CO, NOX, and VOC) Peak Hour Emissions Reduced/Vehicle by the Project (Kilograms): 0.00019 kg
•Volume (Vehicles Per Hour): 1186 vph
•Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0.23 kg

CSAH 9 (Dodd Blvd) & CSAH 50
•Total (CO, NOX, and VOC) Peak Hour Emissions/Vehicle without the Project (Kilograms): 0.0017 kg
•Total (CO, NOX, and VOC) Peak Hour Emissions/Vehicle with the Project (Kilograms): 0.0016 kg
•Total (CO, NOX, and VOC) Peak Hour Emissions Reduced/Vehicle by the Project (Kilograms): 0.0001 kg
•Volume (Vehicles Per Hour): 2208 veh
•Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0.24 kg

0.23 kg + 0.24 kg = 0.47 kg

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	621	775	497	508
Demand Flow Rate, veh/h	633	790	507	518
Vehicles Circulating, veh/h	624	615	695	748
Vehicles Exiting, veh/h	642	587	562	657
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	11.3	13.8	10.4	11.2
Approach LOS	B	B	B	B

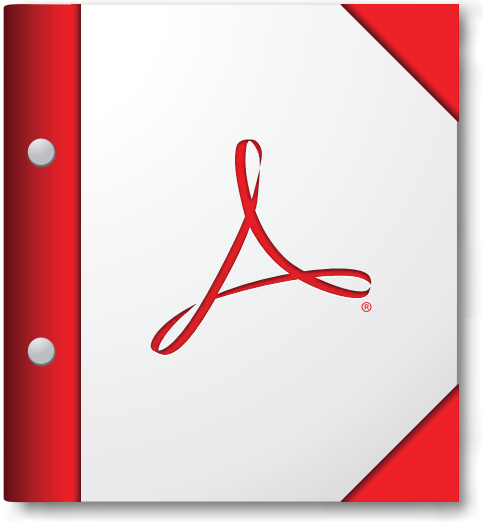
Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.471	0.529	0.470	0.530	0.469	0.531	0.469	0.531
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	298	335	371	419	238	269	243	275
Cap Entry Lane, veh/h	708	730	712	735	671	695	645	669
Entry HV Adj Factor	0.979	0.982	0.982	0.980	0.981	0.979	0.983	0.979
Flow Entry, veh/h	292	329	364	411	233	263	239	269
Cap Entry, veh/h	693	717	699	720	658	680	634	655
V/C Ratio	0.421	0.459	0.521	0.570	0.355	0.387	0.377	0.411
Control Delay, s/veh	11.0	11.5	13.2	14.3	10.2	10.5	11.0	11.3
LOS	B	B	B	B	B	B	B	B
95th %tile Queue, veh	2	2	3	4	2	2	2	2

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

CSAH 9 (Dodd Blvd) & Icenic
•Total Peak Hour Delay/Vehicle without the Project (Seconds/Vehicle): 8 sec/veh
•Total Peak Hour Delay/Vehicle with the Project (Seconds/Vehicle): 2 sec/veh
•Total Peak Hour Delay/Vehicle Reduced by the Project (Seconds/Vehicle): 6 sec/veh
•Volume (Vehicles Per Hour): 1186 vph
•Total Peak Hour Delay Reduced by the Project (Seconds): 7116 sec

CSAH 9 (Dodd Blvd) & CSAH 50
•Total Peak Hour Delay/Vehicle without the Project (Seconds/Vehicle): 27 sec/veh
•Total Peak Hour Delay/Vehicle with the Project (Seconds/Vehicle): 11.9 sec/veh
•Total Peak Hour Delay/Vehicle Reduced by the Project (Seconds/Vehicle): 15.1 sec/veh
•Volume (Vehicles Per Hour): 2208 vph
•Total Peak Hour Delay Reduced by the Project (Seconds): 33341 sec

7116 sec + 33341 sec = 40457 sec



For the best experience, open this PDF portfolio in Acrobat X or Adobe Reader X, or later.

Get Adobe Reader Now!

CMF / CRF Details

CMF ID: 4194

Conversion of signalized intersection into single- or multi-lane roundabout

Description:

Prior Condition: Signalized intersection

Category: Intersection geometry

Study: *Safety Effectiveness of Converting Signalized Intersections to Roundabouts*, Gross et al., 2012

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

Crash Modification Factor (CMF)	
Value:	0.81
Adjusted Standard Error:	
Unadjusted Standard Error:	0.06

Crash Reduction Factor (CRF)

Value:	19 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	6

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	2
Road Division Type:	
Speed Limit:	15-35 mph
Area Type:	Urban and suburban
Traffic Volume:	
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Roundabout
Major Road Traffic Volume:	5300 to 52500 Annual Average Daily Traffic (AADT)

Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	2000 to 2009
Municipality:	
State:	CO, FL, IN, MD, MI, NY, NC, SC, VT, WA
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	Sites
Before Sample Size Used:	16 Sites
After Sample Size Used:	16 Sites

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	
Comments:	Conversion to 2-lane roundabout

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

CMF / CRF Details

CMF ID: 4195

Conversion of signalized intersection into single- or multi-lane roundabout

Description:

Prior Condition: Signalized intersection

Category: Intersection geometry

Study: *Safety Effectiveness of Converting Signalized Intersections to Roundabouts*, Gross et al., 2012

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

Crash Modification Factor (CMF)	
Value:	0.29
Adjusted Standard Error:	
Unadjusted Standard Error:	0.07

Crash Reduction Factor (CRF)

Value:	71 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	7

Applicability

Crash Type:	All
Crash Severity:	Serious injury,Minor injury
Roadway Types:	Not Specified
Number of Lanes:	2
Road Division Type:	
Speed Limit:	15-35 mph
Area Type:	Urban and suburban
Traffic Volume:	
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Roundabout
Major Road Traffic Volume:	5300 to 52500 Annual Average Daily Traffic (AADT)

Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	2000 to 2009
Municipality:	
State:	CO, FL, IN, MD, MI, NY, NC, SC, VT, WA
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	Sites
Before Sample Size Used:	16 Sites
After Sample Size Used:	16 Sites

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	
Comments:	Conversion to 2 lane roundabout

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

CMF / CRF Details

CMF ID: 5465

Convert an open median to a left-in only median

Description: Convert a full median opening to a left-in only median

Prior Condition: Roadways with full median openings

Category: Access management

Study: *Safety Effects of Median Treatments Using Longitudinal Channelizers: Empirical Bayesian Before-and-After Study*, Zhou et al., 2013

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

Crash Modification Factor (CMF)	
Value:	0.55
Adjusted Standard Error:	
Unadjusted Standard Error:	0.1183

Crash Reduction Factor (CRF)

Value:	45 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	11.83

Applicability

Crash Type:	Left turn
Crash Severity:	All
Roadway Types:	Principal Arterial Other
Number of Lanes:	4 to 6
Road Division Type:	Divided by Median
Speed Limit:	40mph to 55mph
Area Type:	Urban and suburban
Traffic Volume:	45000 to 75000 *Annual Average Daily Traffic (AADT)*
Time of Day:	Not specified

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:	2003 to 2010
Municipality:	Tampa
State:	FL
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	Crashes
After Sample Size Used:	5 Crashes

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Apr-30-2014
Comments:	CMF for left-turn crashes (based on the KABCO scale). The SPF only included VMT. It was not clear if annual calibration factors or other methods were used to account for trends.

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

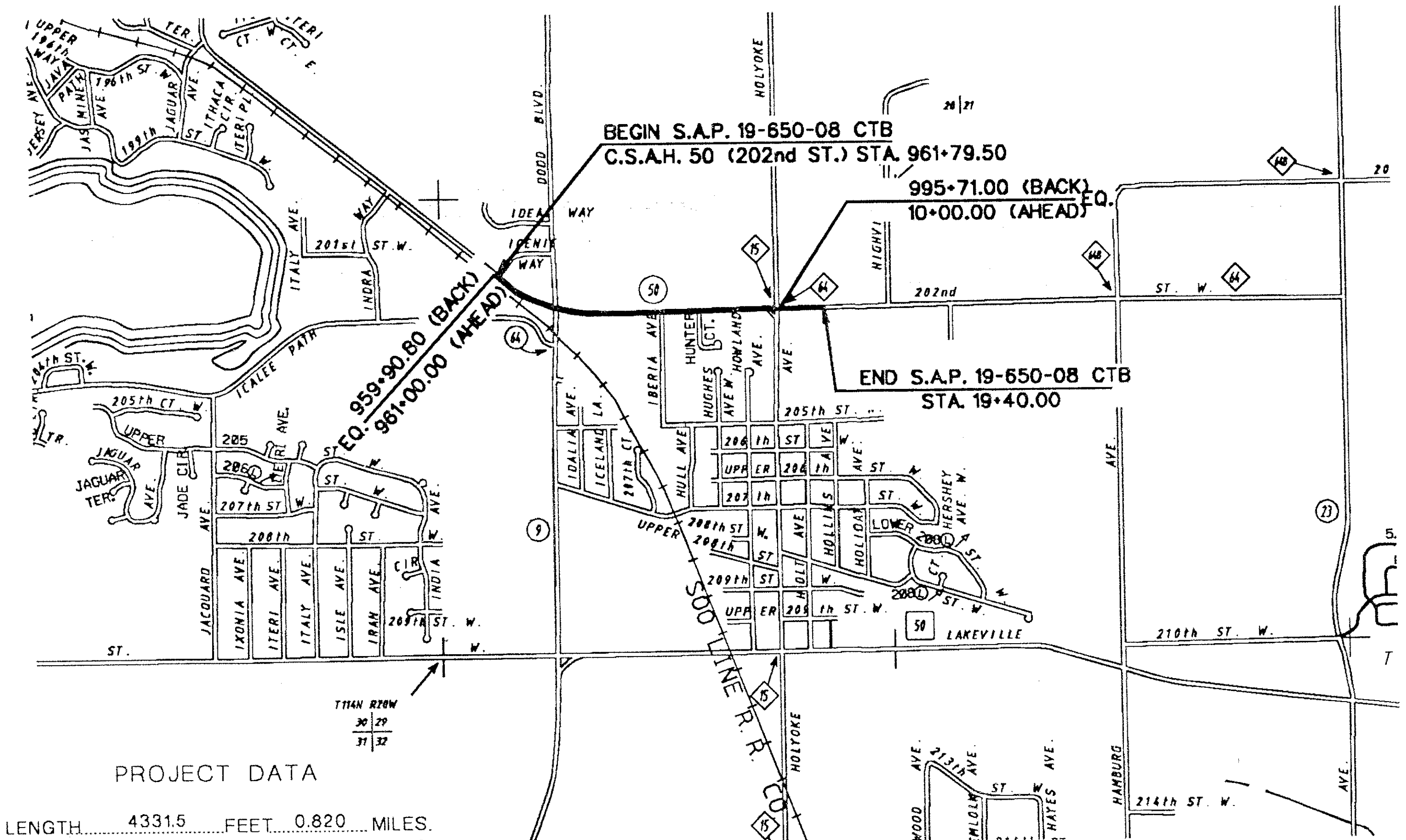
Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

STREET CONSTRUCTION, STORM SEWER & APPURTENANT WORK
C.S.A.H. 50 (202nd STREET)
COUNTY PROJECT NO. 50-02- S.A.P. 19-650-08 CTB
DAKOTA COUNTY, MINNESOTA
CITY PROJECT NO. 94-13
LAKEVILLE, MINNESOTA

CONSTRUCTION PLAN FOR STREET WIDENING & OVERLAY CONSTRUCTION, STORM SEWER, STREET LIGHTING, TRAFFIC SIGNAL, AND APPURTENANT WORK

LOCATED ON C.S.A.H. 50 FROM ICENIC WAY TO 940 FEET EAST OF HOLYOKE AVE.



PLAN SYMBOLS

- RIGHT-OF-WAY LINE
- TEMPORARY EASEMENT
- PRESENT RIGHT-OF-WAY
- CONSTRUCTION LIMITS
- RIGHT OF ENTRY
- CONTROL OF ACCES LINE
- PROPERTY LINES (EXCEPT LAND LINES)
- VACATED PLATTED PROPERTY
- CORPORATE OR CITY LIMITS
- TRUNK HIGHWAY CENTER LINE
- RETAINING WALL
- RAILROAD
- RAILROAD RIGHT-OF-WAY
- RIVER OR CREEK
- DRY RUN
- DRAINAGE DITCH
- DRAIN TILE
- CULVERT
- DROP INLET
- GUARD RAIL
- BARBED WIRE FENCE
- WOVEN WIRE FENCE
- CHAIN LINK FENCE
- RAILROAD SNOW FENCE
- STONE WALL OR FENCE
- HEDGE
- RAILROAD CROSSING SIGN
- RAILROAD CROSSING BELL
- ELECTRIC WARNING SIGN
- CROSSING GATE
- MEANDER CORNER
- SPRINGS
- MARSH
- TIMBER / ORCHARD / BRUSH / NURSERY (TIMBER)
- CATCH BASIN — CB
- FIRE HYDRANT
- CATTLE GUARD
- OVERPASS (HIGHWAY OVER)
- UNDERPASS (HIGHWAY UNDER)
- BRIDGE
- BUILDING (ONE STORY FRAME) — 1-5-F 35 / 75
  - F - FRAME C - CONCRETE
  - S - STONE T - TILE
  - B - BRICK ST- STUCCO
- IRON ROD OR PIPE
- MONUMENT (STONE, CONCRETE, OR METAL) — MONU.
- WOODEN HUB
- GRAVEL PIT
- SAND PIT
- BORROW PIT
- ROCK QUARRY
- PIEZOMETER LOCATION

UTILITY SYMBOLS

- POWER POLE LINE
- TELEPHONE OR TELEGRAPH POLE LINE
- JOINT TELEPHONE AND POWER
  - ON POWER POLE
  - ON TELEPHONE POLES
- ANCHOR
- STREET LIGHT
- PEDESTAL (TELEPHONE CABLE TERMINAL) — PED.
- GAS MAIN — G
- WATER MAIN
- CONDUIT
- TELEPHONE CABLE IN CONDUIT — T
- ELECTRIC CABLE IN CONDUIT — P
- TELEPHONE MANHOLE — T
- ELECTRIC MANHOLE — P
- BURIED TELEPHONE CABLE — T-BUR
- BURIED ELECTRIC CABLE — P-BUR
- AERIAL TELEPHONE CABLE — T-AE
- SEWER (SANITARY OR STORM)
- SEWER MANHOLE

SCALES

INDEX MAP	0	1000	2000
PLAN	0	30	60
PROFILE HORIZ.	0	30	60
VERT.	0	10	20
CROSS SECTION	0	10	20
VERT.	0	5	10

PROJECT DATA

GROSS LENGTH 4331.5 FEET 0.820 MILES.
BRIDGES-LENGTH .... FEET .... MILES
EXCEPTIONS-LENGTH .... FEET .... MILES
NET LENGTH 4331.5 FEET 0.820 MILES
REF. POINT .... TO REF. POINT ....

DESIGN DESIGNATION C.S.A.H. 50 (202nd ST.)

R VALUE = 12	EN18 (20) 1,610,000
ADT (Current Year) 1998 = 9,200	Design Speed 40 MPH
ADT (Future Year) 2018 = 19,300	Based on STOPPING Sight Distance
DHV (Design Hr. Vol.) =	Height of eye 3.5 Height of object 0.5
D (Directional Distr.) = 50 %	Design Speed not achieved at:
T (Heavy Commercial) =	Functional Classification ARTERIAL-HIGH DENSITY
SOIL FACTOR N.A.	No. of Traffic Lanes 4
HCADT (FUTURE)	No. of Parking Lanes 0
	Ton Design 10

GOVERNING SPECIFICATIONS

THE 1988 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" AS AMENDED BY THE "SUPPLEMENTAL SPECIFICATIONS" DATED MAY 2, 1994, SHALL APPLY.

INDEX

(NOTE : THIS PLAN SET CONTAINS 40 SHEETS)

NOTE:
ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE MMUTCD, INCLUDING FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS, APRIL 1995

ALL APPLICABLE FEDERAL, STATE AND LOCAL LAWS AND ORDINANCES WILL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

APPROVED [signature] 3/10 19 98 — CITY OF LAKEVILLE ENGINEER

APPROVED [signature] 3-11-98 — DAKOTA COUNTY ENGINEER

~~RECOMMENDED FOR APPROVAL~~ 19 — ~~STATE SIGNAL ENGINEER~~

REVIEWED FOR COMPLIANCE WITH STATE AID RULES/POLICY: [signature] 7/20 19 98 — METRO-ASSISTANT DIVISION ENGINEER-STATE AID

APPROVED FOR STATE AID FUNDING: [signature] 19 10-1-98 — STATE AID ENGINEER

833

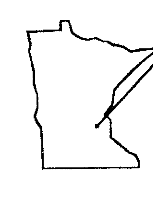
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

[signature]

DATE 3/02/98 REG. NO. 12393

PLAN REVISIONS

DATE	SHEET NO.	APPROVED BY



PROJECT LOCATION
COUNTY : DAKOTA
DISTRICT : METRO

COUNTY PROJECT NO. 50-02
S.A.P. 19-650-08 CTB

SHEET NO. 1 OF 40 SHEETS

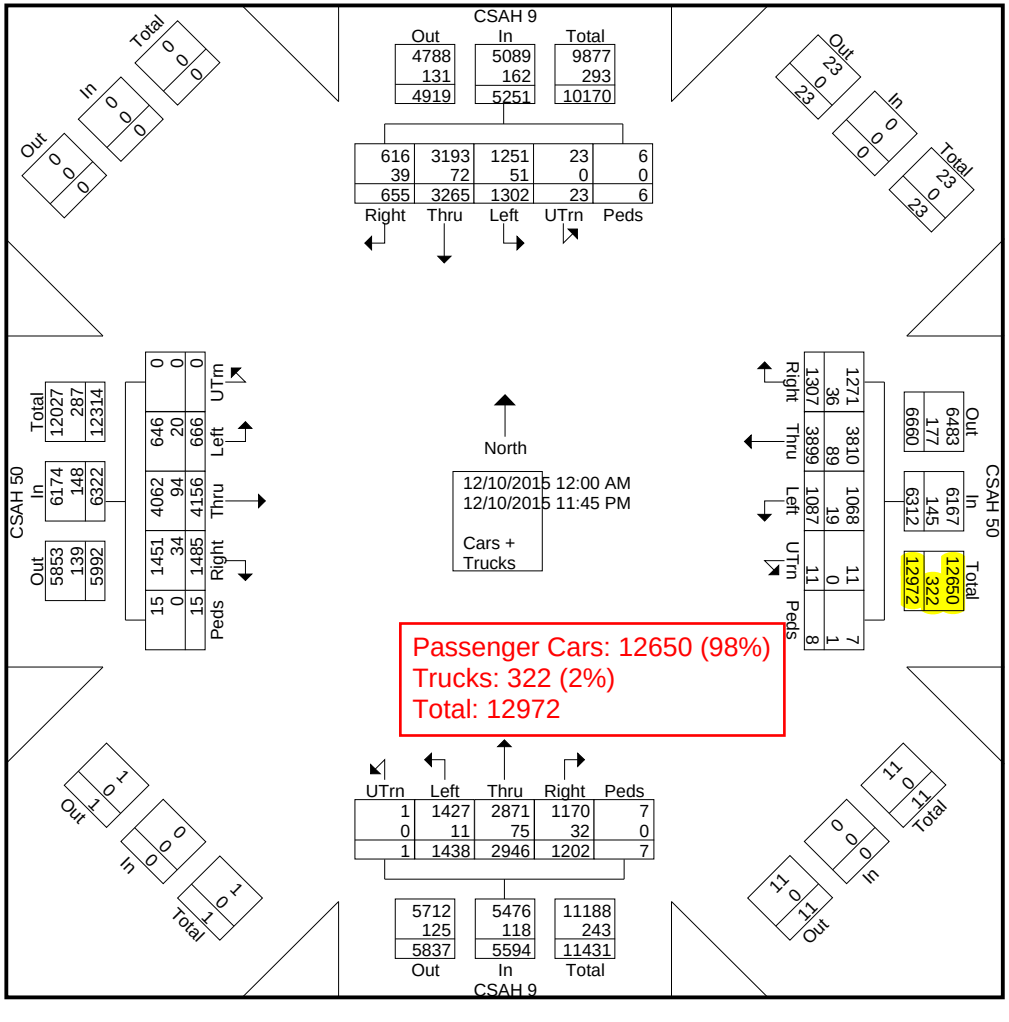
TITLE.DGN

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 71 - CSAH 50 & CSAH 9, 12-10-15, 12am-12am
Site Code : 71
Start Date : 12/10/2015
Page No : 5

CSAH 50 & CSAH 9
Lakeville, MN



CITY OF LAKEVILLE

DAKOTA COUNTY, MINNESOTA

CONSTRUCTION PLANS FOR:

GRADING, AGGREGATE BASE, BITUMINOUS SURFACE, STORM SEWER, CONCRETE CURB & GUTTER, BITUMINOUS WALKS, AND TURF ESTABLISHMENT

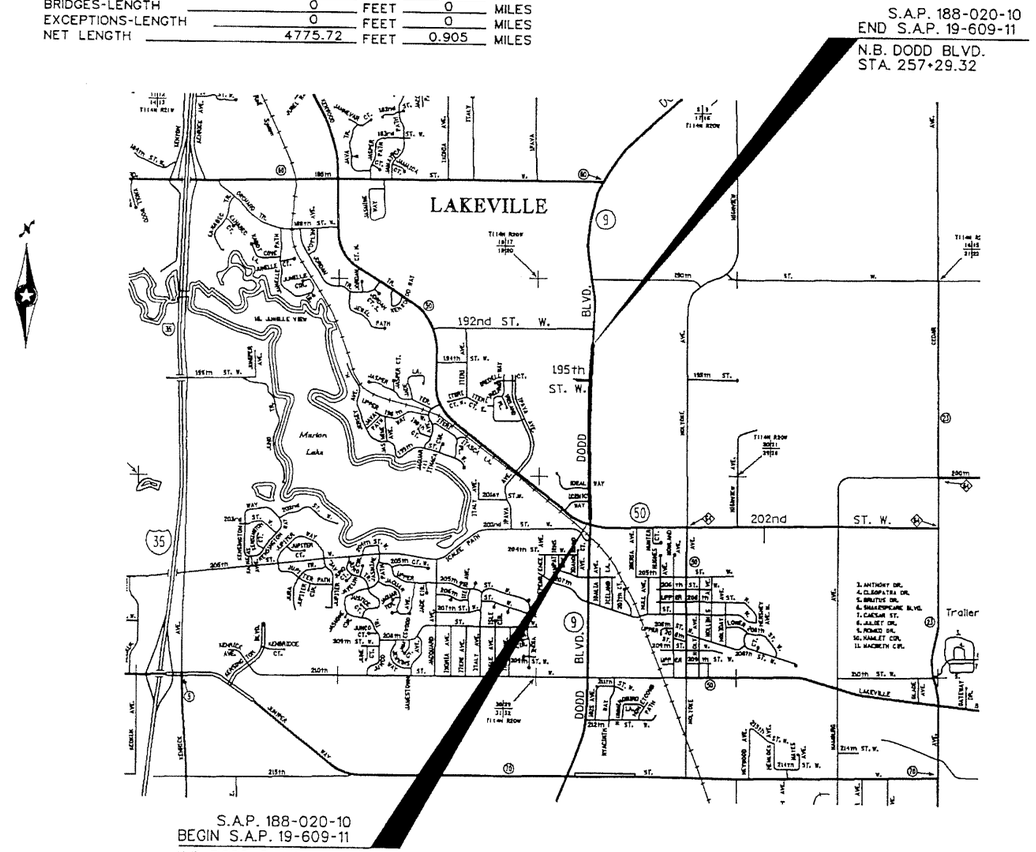
DODD BLVD. (DAKOTA CSAH 9)

CITY OF LAKEVILLE PROJECT NO. 99-05 (S.A.P. 188-020-10)
DAKOTA COUNTY PROJECT NO. 9-27 (S.A.P. 19-609-11)

DODD BLVD.

BETWEEN CSAH 50 AND 192ND STREET

GROSS LENGTH	4775.72	FEET	0.905	MILES
BRIDGES-LENGTH	0	FEET	0	MILES
EXCEPTIONS-LENGTH	0	FEET	0	MILES
NET LENGTH	4775.72	FEET	0.905	MILES



PLAN REVISIONS		
DATE	SHEET NO.	APPROVED BY

PLAN SYMBOLS

STATE LINE
COUNTY LINE
TOWNSHIP OR RANGE LINE
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
RIGHT-OF-WAY LINE
PRESENT RIGHT-OF-WAY LINE
CONTROL OF ACCESS LINE
PROPERTY LINE (Except Land Lines)
VACATED PLATTED PROPERTY
CORPORATE OR CITY LIMITS
TRUNK HIGHWAY CENTER LINE
CONC. RETAINING WALL
RAILROAD
RAILROAD RIGHT-OF-WAY LINE
RIVER OR CREEK
DRY RUN
DRAINAGE DITCH
DRAIN TILE
CULVERT
DROP INLET
GUARD RAIL
BARBED WIRE FENCE
WOVEN WIRE FENCE
CHAIN LINK FENCE
RAILROAD SNOW FENCE
STONE WALL OR FENCE
HEDGE
RAILROAD CROSSING SIGN
RAILROAD CROSSING BELL
ELECTRIC WARNING SIGN
CROSSING GATE
MEANDER CORNER
MAIL BOX
SPRINGS
MARSH
TIMBER
ORCHARD
BRUSH
NURSERY
CATCH BASIN
FIRE HYDRANT
CATTLE GUARD
OVERPASS (Highway Over)
UNDERPASS (Highway Under)
BRIDGE
BUILDING (One Story Frame)
F-FRAME C-CONCRETE
S-STONE T-TILE
B-BRICK ST-STUCCO
IRON PIPE OR ROD
MONUMENT (STONE, CONCRETE, OR METAL)
WOODEN HUB
GRAVEL PIT
SAND PIT
BORROW PIT
ROCK QUARRY

UTILITY SYMBOLS

POWER POLE LINE
TELEPHONE OR TELEGRAPH POLE LINE
JOINT TELEPHONE AND POWER ON POWER POLES ON TELEPHONE POLES
ANCHOR
STEEL TOWER
STREET LIGHT
PEDESTAL (TELEPHONE CABLE TERMINAL,)
GAS MAIN
WATER MAIN
CONDUIT
TELEPHONE CABLE IN CONDUIT
ELECTRIC CABLE IN CONDUIT
TELEPHONE MANHOLE
ELECTRIC MANHOLE
BURIED TELEPHONE CABLE
BURIED ELECTRIC CABLE
AERIAL TELEPHONE CABLE
SEWER, (SANITARY)
SEWER, (STORM)
SEWER MANHOLE
HANDHOLE

NAME: 3353.COV DATE: Mar. 10, 2000

GOVERNING SPECIFICATIONS:

THE 1988 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" AS AMENDED BY THE MAY 02, 1994 SUPPLEMENTAL SPECIFICATIONS SHALL GOVERN.

ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE MMUTCD INCLUDING "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS", DATED JANUARY 1998.

INDEX

THIS PLAN CONTAINS 66 SHEETS

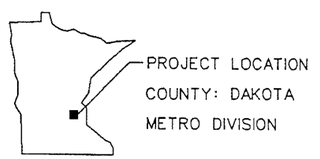
DESIGN DESIGNATION — DODD BLVD. (CSAH 9)

R	14
ADT 2000	7000
ADT 2020	16000
PAVEMENT DESIGN	9 TON
FUNCTIONAL CLASSIFICATION	MINOR ARTERIAL
NO. OF TRAFFIC LANES	4
SIGMA N 18 (20)	1,760,000
DESIGN SPEED *	45 MPH
BASED ON SIGHT DISTANCE	STOPPING
HEIGHT OF EYE	3.5 FT.
HEIGHT OF OBJECT	0.5 FT.
NO. OF PARKING LANES	0
DESIGN SPEED NOT ACHIEVED AT:	N/A

* NORTH OF STATION 232+55 DESIGN SPEED IS 55 MPH

SCALES

PLAN	50'
PROFILE	VERT. 5' HOR. 50'
INDEX MAP	2000'
GENERAL LAYOUT	100'



I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

ENGR. Michael C. Aaron
Reg. No. 25721 Date 04-24-00

SRF CONSULTING GROUP, INC.

APPROVED: Keith Nelson — CITY OF LAKEVILLE ENGINEER — 4/25/00 DATE

APPROVED: Jon J. Hess — DAKOTA COUNTY ENGINEER — 5.4.00 DATE

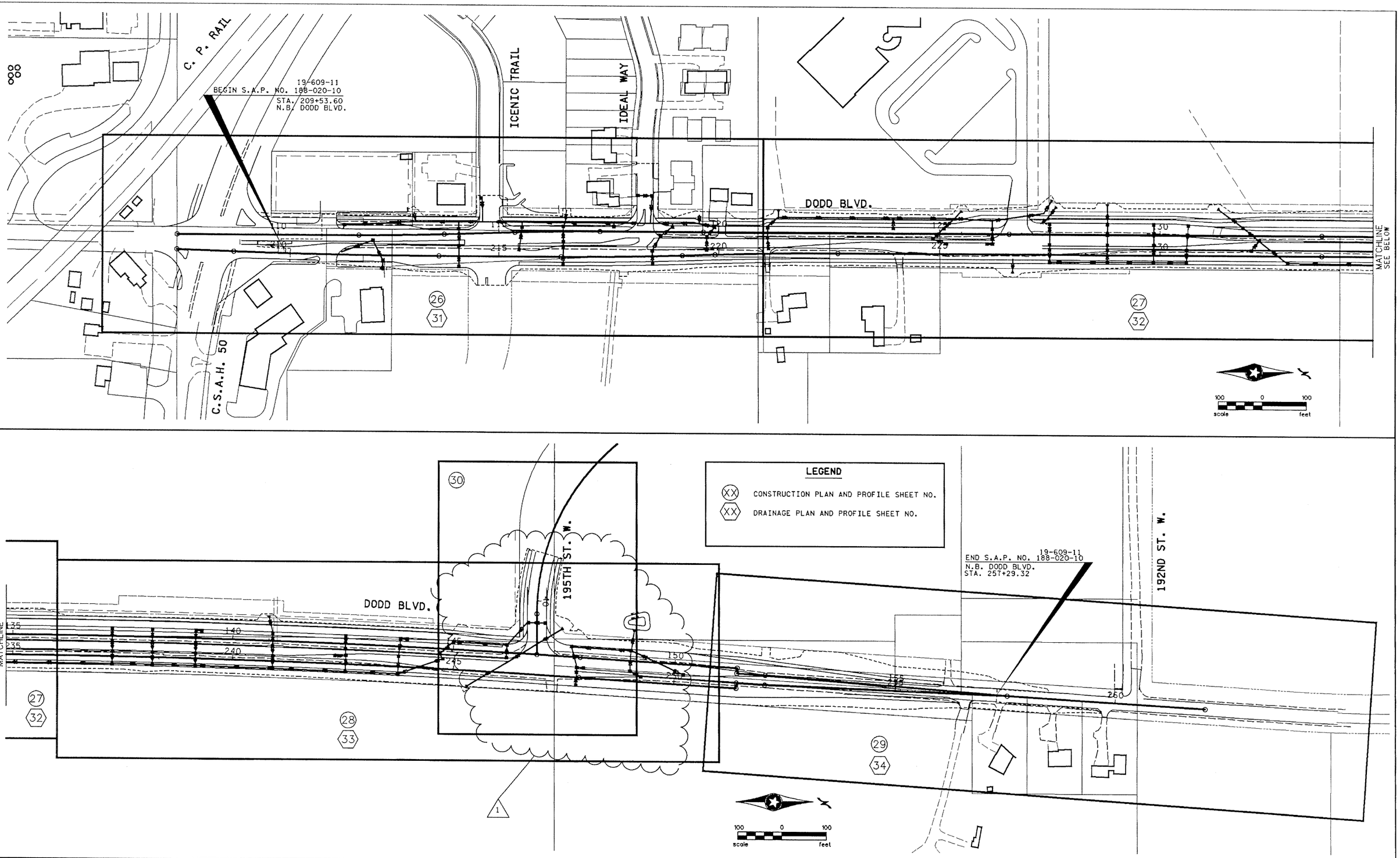
REVIEWED FOR COMPLIANCE WITH STATE AID RULES AND POLICY: Patt J. Loken — METRO - ASSISTANT DIVISION ENGINEER - STATE AID — 5-17-00 DATE

APPROVED FOR STATE AID FUNDING: Patt J. Loken — STATE AID ENGINEER — 5-17-00 DATE

S.A.P. 188-020-10
S.A.P. 19-609-11

FILE 840

SHEET NO. 1 OF 66 SHEETS



NO	DATE	BY	CKD	APPR	REVISION
1	6-20-00	MCA	MH	MH	ADDENDUM NO. 2

NAME: 3353.GLB DATE: Mar. 10, 2000

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota.

Date 5-10-00 Reg. No. 25721

STATE AID PROJECT NO.
188-020-10
19-609-11

CITY PROJECT NO.
99-05

COUNTY PROJECT NO.
9-27

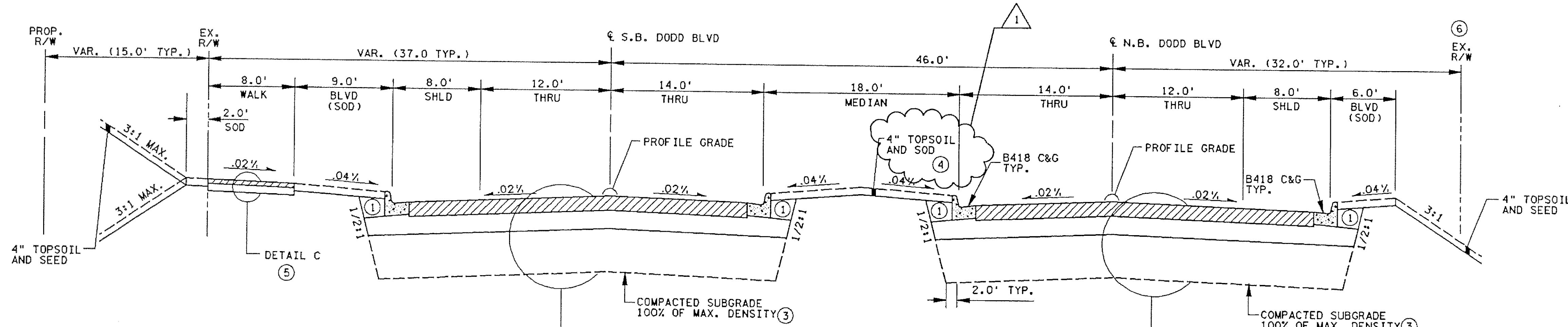
DRAWN BY V. GRAF DATE 02-00
DESIGNED BY M. AARON 02-00
CHECKED BY M. HANSON 3-00
COMM. NO. 0993353

SRF CONSULTING GROUP, INC.

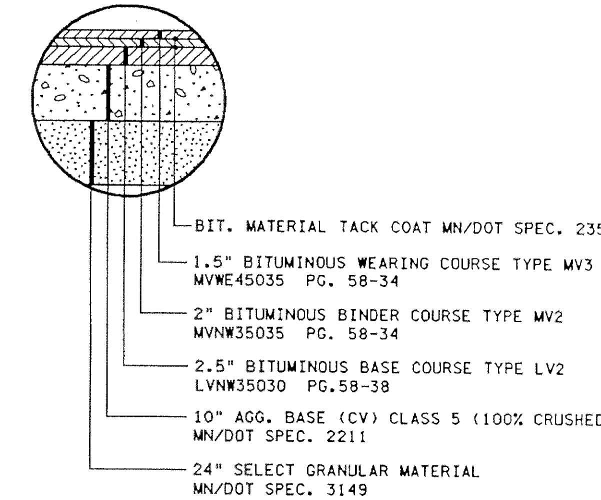
CITY OF LAKEVILLE
GENERAL LAYOUT
DODD BLVD (DAKOTA CSAH 9) 840

SHEET 2 OF 66

DESIGN FILE: n:\civil\047\3353\3353.GLB
PRF_FILE: n:\civil\047\3353\PRF\GLB.prf
PLOTTER: MS-HP55.MX
PLOT DATE/TIME: 06/19/2000 14:31:23



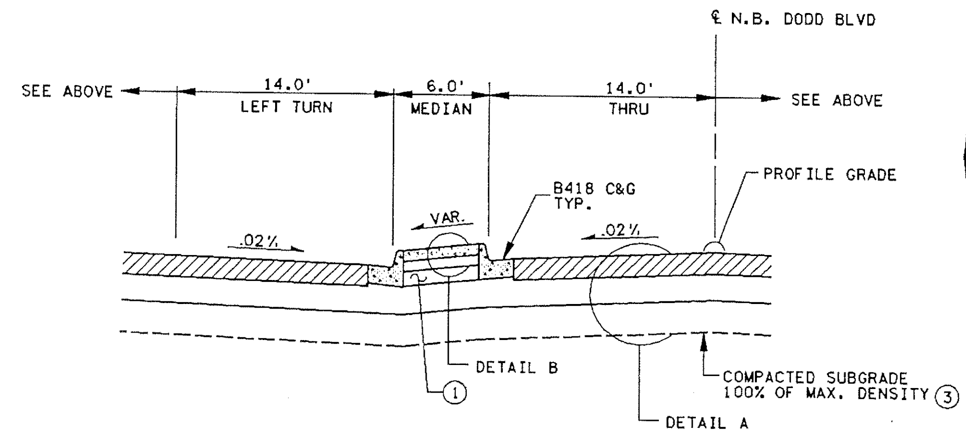
DODD BLVD



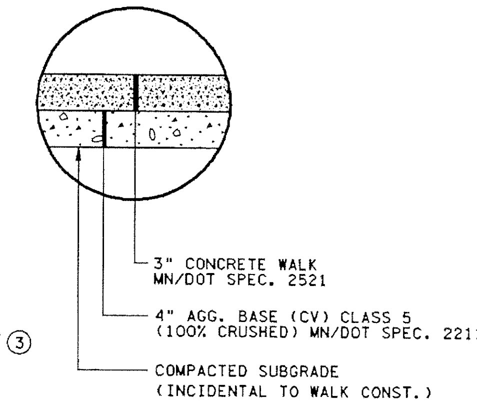
DETAIL A
DODD BLVD.

NOTES:

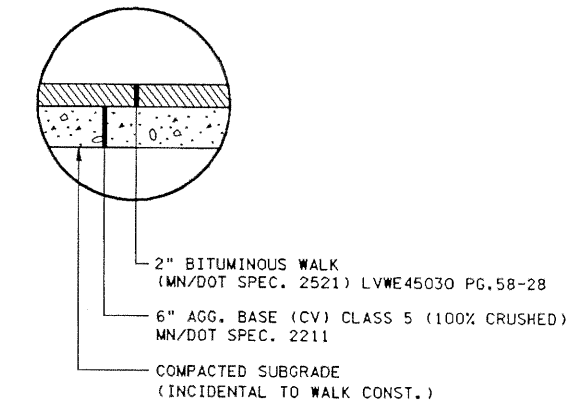
1. BACKFILL WITH SUITABLE GRADING MATERIAL.
2. BLANK
3. SUBGRADE PREPARATION (INCIDENTAL) SHALL BE PERFORMED IN ACCORDANCE WITH MN/DOT SPEC. 2112 (MODIFIED TO A DEPTH OF 1.0 FT.)
4. CONSTRUCT ACCORDING TO DETAIL B WHEN MEDIAN WIDTH IS LESS THAN 18 FT. FACE TO FACE OR AS INDICATED ON CONSTRUCTION PLANS. ALSO SEE CONSTRUCTION PLANS FOR LOCATIONS OF STAMPED COLORED CONCRETE MEDIAN AREAS.
5. CONSTRUCT 8.0' WALK ACCORDING TO DETAIL B, EXCEPT THAT CONCRETE THICKNESS SHALL BE 4", SOUTH OF STA. 215+00.
6. SEE CONSTRUCTION PLANS FOR LOCATIONS OF NEW RIGHT-OF-WAY.



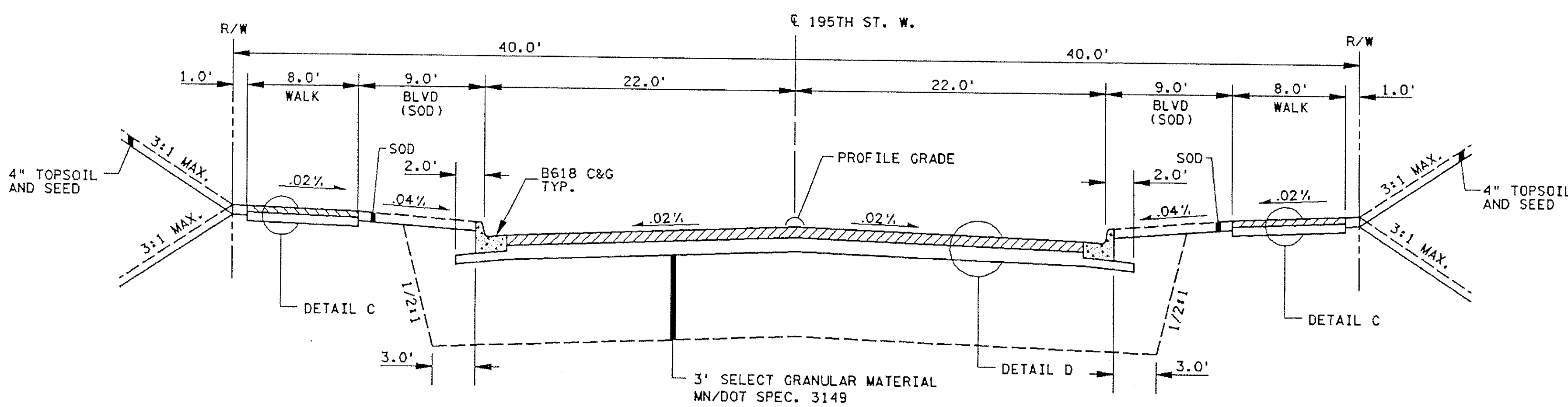
DODD BLVD W/ TURN LANE



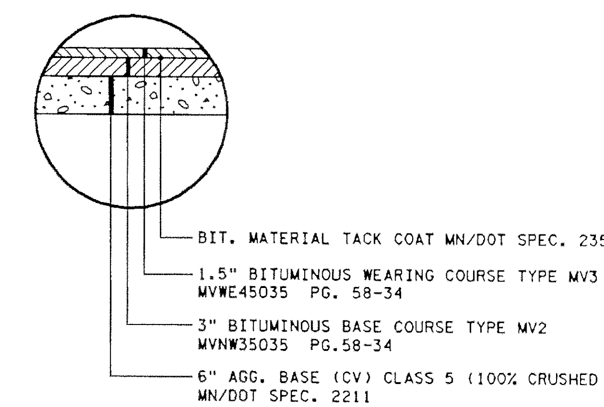
DETAIL B
CONCRETE WALK



DETAIL C
BITUMINOUS WALK



195TH ST. W.
STA. 38+90 TO STA. 40+60



DETAIL D
195TH ST. W.

NO	DATE	BY	CKD	APPR	REVISION
1	6-20-00	MCA	MH	MH	ADDENDUM NO. 2

NAME: 3353.TSA DATE: Mar. 14, 2000

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota

Date 5-10-00 Reg. No. 25721

STATE AID PROJECT NO. 188-020-10 19-609-11
CITY PROJECT NO. 99-05
COUNTY PROJECT NO. 9-27

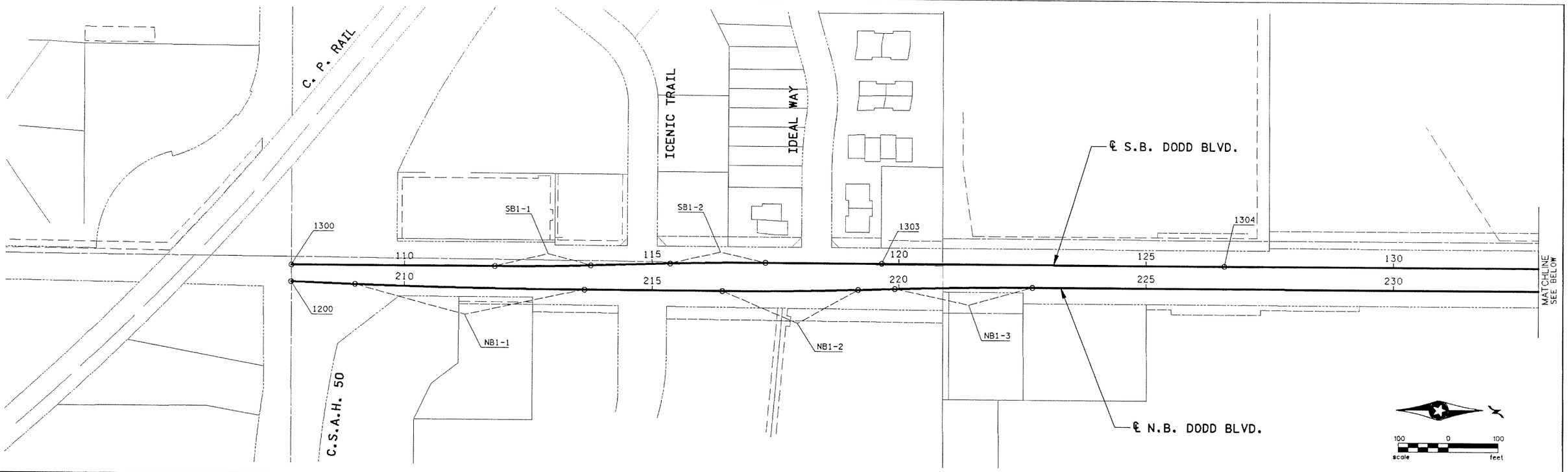
DRAWN BY V. GRAF DATE 02-00
DESIGNED BY M. AARON 02-00
CHECKED BY M. HANSON 3-00
COMM. NO. 0993353

SRF CONSULTING GROUP, INC.

CITY OF LAKEVILLE
TYPICAL SECTIONS
DODD BLVD (DAKOTA CSAH 9)
DODD BLVD. / 195TH ST. W.

SHEET 9 OF 66

PLOTTER: MS-HP5SIMX
PLOT DATE/TIME: 06/19/2000 09:04:56



NO	DATE	BY	CKD	APPR	REVISION
NAME: 3353.APB	DATE: Mar. 16, 2000				

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota.

Date 5-10-00 Reg. No. 25721

STATE AID PROJECT NO. 188-020-10 19-609-11

CITY PROJECT NO. 99-05

COUNTY PROJECT NO. 9-27

DRAWN BY V. GRAF DATE 03-00

DESIGNED BY M. AARON 03-00

CHECKED BY ~~M. HANSON~~ D. DODD

COMM. NO. 0993353

SRF CONSULTING GROUP, INC.

CITY OF LAKEVILLE

ALIGNMENT PLAN

DODD BLVD (DAKOTA CSAH 9) 840

SHEET 22 OF 66

DESIGN FILE: n:\civil\047\3353\3353.APB
PRF FILE: n:\civil\047\3353\3353.prf
PLOTTER: WS-HP55!MX
PLOT DATE/TIME: 05/08/2000 08:55:17

PT. NO.	POINT	STATION	CURVE DATA Δ	D	R	T	L	COORDINATES X	Y	AZIMUTH
℄ N.B. DODD BLVD.										
1200	POT	C/L N.B. DODD BLVD. 207+70.22						516,645.114	167,114.457	1° 54' 33"
NB1-1	PC	209+00.01						516,649.438	167,244.180	
	PI	211+32.14	1° 53' 53" LT	0° 24' 32"	14,012.000'	232.121'	464.200'	516,657.172	167,476.172	PI
	PT	213+64.22						516,657.217	167,708.294	0° 00' 40"
	CC							502,645.217	167,711.015	
NB1-2	PC	216+42.26						516,657.271	167,986.340	
	PI	217+79.83	1° 54' 28" LT	0° 41' 37"	8,262.000'	137.571'	275.116'	516,657.298	168,123.911	PI
	PT	219+17.38						516,652.744	168,261.407	358° 06' 12"
	CC							508,395.271	167,987.945	
NB1-3	PC	219+91.61						516,650.287	168,335.603	
	PI	221+30.52	1° 55' 55" RT	0° 41' 44"	8,238.000'	138.907'	277.787'	516,645.689	168,474.433	PI
	PT	222+69.40						516,645.775	168,613.340	0° 02' 07"
	CC							524,883.773	168,608.270	
NB1-4	PC	233+67.33						516,646.451	169,711.269	
	PI	240+76.39	3° 32' 52" RT	0° 15' 01"	22,895.328'	709.063'	1,417.672'	516,646.887	170,420.331	PI
	PT	247+85.00						516,691.199	171,128.008	3° 34' 59"
	CC							539,541.774	169,697.179	
1206	POT	251+40.00						516,713.385	171,482.311	
1207	POT	251+40.00						516,701.408	171,483.061	3° 35' 04"
1400	POT	252+04.51						516,705.442	171,547.447	2° 20' 00"
1401	POT	257+54.64						516,727.838	172,097.122	3° 34' 59"
1402	POT	162+04.06						516,755.924	172,545.661	
1402	POT	162+04.06						516,755.924	172,545.661	
℄ S.B. DODD BLVD.										
1300	POT	C/L S.B. DODD BLVD. 107+70.73						516,611.100	167,114.861	0° 00' 40"
SB1-1	PC	111+82.48						516,611.181	167,526.615	
	PI	112+79.40	1° 56' 32" LT	1° 00' 08"	5,717.600'	96.911'	193.803'	516,611.200	167,623.526	PI
	PT	113+76.29						516,607.934	167,720.382	358° 04' 09"
	CC							510,893.581	167,527.730	
SB1-2	PC	115+36.15						516,602.548	167,880.151	
	PI	116+33.47	1° 56' 32" RT	0° 59' 52"	5,741.600'	97.326'	194.632'	516,599.269	167,977.422	PI
	PT	117+30.78						516,599.288	168,074.747	0° 00' 41"
	CC							522,340.888	168,073.612	
1303	PI	119+65.16						516,599.334	168,309.123	0° 03' 21"
1304	PI	126+58.22						516,600.008	169,002.190	0° 02' 09"
SB1-3	PC	133+67.48						516,600.450	169,711.443	
	PI	140+77.88	3° 32' 50" RT	0° 14' 59"	22,941.328'	710.408'	1,420.362'	516,600.893	170,421.851	PI
	PT	C/L S.B. DODD BLVD. 147+87.84=						516,645.290	171,130.870	3° 34' 59"
	A PT. ON C/L S.B. DODD BLVD. POT	147+85.00								
	CC							539,541.773	169,697.145	
1308	POT	151+40.01						516,667.477	171,485.186	
	A PT. 12.00' RT. C/L S.B. DODD BLVD. POT	151+40.01=								
1309	POT	C/L S.B. DODD BLVD. 151+40.01						516,679.453	171,484.436	
1500	POT	152+04.52						516,683.485	171,548.822	
1501	POT	C/L S.B. DODD BLVD. 157+54.64=						516,727.838	172,097.122	
	A PT. ON C/L N.B. DODD BLVD. POT	257+54.64								
℄ 195TH ST. W.										
1600	POT	C/L 195TH ST. W. 33+72.54						516,026.085	171,382.358	142° 05' 26"
195CL1	PC	35+66.82						516,145.456	171,229.071	
	PI	38+15.57	52° 00' 00" LT	11° 14' 04"	510.000'	248.744'	462.861'	516,298.288	171,032.816	PI
	PT	40+29.69						516,547.031	171,032.423	
	CC							516,547.837	171,542.423	90° 05' 26"
1602	POT	41+21.98						516,639.329	171,032.277	

NO	DATE	BY	CKD	APPR	REVISION

NAME: 3353.ATA DATE: Mar. 13, 2000

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota.

Date 5-10-00 Reg. No. 25721

STATE AID PROJECT NO. 188-020-10 19-609-11

CITY PROJECT NO. 99-05

COUNTY PROJECT NO. 9-27

DRAWN BY V. GRAF DATE 3-00
DESIGNED BY M. AARON 3-00
CHECKED BY MMH[illegible]SEN 3-00
COMM. NO. 0993353

SRF CONSULTING GROUP, INC.

CITY OF LAKEVILLE

ALIGNMENT TABULATION

DODD BLVD (DAKOTA CSAH 9) 840

SHEET 23 OF 66

DESIGN FILE: n:\civil\047\3353\3353.ATA
PRF FILE: n:\civil\047\3353\prfvata.prf
PLOTTER: MS-HP55.MX
PLOT DATE/TIME: 05/10/2000 08:15:54

19-609-11
BEGIN S.A.P. NO. 188-020-10
STA. 209+53.60
N.B. DODD BLVD.

C. P. RAIL
R.R. R/W
C.S.A.H. 50
EX. R/W
℄ S.B. DODD BLVD.
T.E.
8' CONCRETE WALK
EX. R/W
ICENIC TRAIL
CONST. LIMIT
VIKING SQ.
BLK 1
BLK 2
IDEAL WAY
8' BIT. WALK
PROP. R/W
B418 C&G
8' SHLD
P.E.
B418 C&G EX. R/W
CONST. LIMIT
℄ N.B. DODD BLVD.
MATCHLINE STA. 221+00
SEE SHEET NO. 27

ISLAND RADII			
RADIUS	ALIGNMENT	STATION	LOCATION
250.0'	DBNB	210+19.30	265.0' (LT)
90.0'	DBNB	215+73.59	104.0' (LT)
40.0'	DBNB	217+96.00	66.0' (LT)
60.0'	DBNB	218+02.92	72.1' (LT)
1.0'	DBSB	118+16.90	15.0' (LT)
8.0'	DBSB	118+25.51	22.0' (LT)
250.0'	DBNB	218+76.08	264.0' (LT)
3.0'	DBSB	118+55.50	17.0' (RT)

50 0 50
scale feet

LEGEND
INDICATES AREA OF COLORED STAMPED CONCRETE. ALL STATIONS ARE N.B. DODD BLVD. UNLESS NOTED OTHERWISE.

NOTES:
- (A) PEDESTRIAN CURB RAMP PER LAKEVILLE STD. PLATE LV-ST-9.
- (B) CONCRETE MEDIAN APPROACH NOSE PER MNDOT STD. PLATE 7113A.
- (C) CONCRETE DRIVEWAY APRON PER LAKEVILLE STD. PLATE LV-ST-1.
- (D) CONCRETE DRIVEWAY APRON PER LAKEVILLE STD. PLATE LV-ST-4.

GENERAL NOTES:
- (1) PROVIDE 6" DIA. HOLES IN CONCRETE MEDIAN FOR SIGN POSTS.
- (2) SEE SHEET 31 FOR IDEAL WAY CENTERLINE PROFILE.

B.M. ELEV. 988.48
TNH N.W. QUAD. DODD BLVD. & IDEAL WAY.

℄ E.B. CSAH 50
℄ W.B. CSAH 50
℄ ENTRANCE
℄ ICENIC TRAIL
℄ IDEAL WAY
℄ DRWY
N.B. DODD BLVD.
PROPOSED FINISHED GRADE
EXISTING GROUNDLINE
ELEV: 986.080
PVC +60.00 ELEV: 986.39
PVI 211+50.000 ELEV: 987.310
PVT/PVC +40.00 ELEV: 986.80
PVT +60.00 ELEV: 986.69
PVC +60.00 ELEV: 985.19
PVI 216+50.000 ELEV: 984.740
PVT +40.00 ELEV: 985.21
PVI 212+50.000 ELEV: 986.740
+1.02%
-0.57%
-0.50%
+0.52%
1:20
M=+0.00' 20' V.C.
M=-0.36' 180' V.C.
M=+0.23' 180' V.C.
+28.6
+12.9
+3.33'
+83.0
+36.0
+08.0

STREET RADII			
RADIUS	ALIGNMENT	STATION	LOCATION
3.5'	DBNB	210+88.03	17.5' (RT)
3.5'	DBNB	211+36.51	17.5' (RT)
30.0'	DBNB	214+23.62	56.0' (RT)
30.0'	DBNB	215+45.61	50.0' (RT)
15.0'	DBSB	111+46.53	41.0' (LT)
35.0'	DBSB	114+24.26	49.0' (LT)
35.0'	DBSB	115+38.26	49.0' (LT)
50.0'	DBSB	117+65.63	64.0' (LT)
35.0'	DBSB	118+86.56	49.0' (LT)
3.5'	DBNB	211+36.51	17.5' (RT)
30.0'	DBNB	214+23.62	56.0' (RT)
30.0'	DBSB	215+45.61	50.0' (RT)

SEE SHEET 36 FOR SBL PROFILE

NO	DATE	BY	CKD	APPR	REVISION

NAME: 3353.CPC DATE: Jun. 05, 2000

DESIGN FILE: h:\civil\047\3353\3353.cpc
PRF FILE: h:\civil\047\3353\3353.prf
PLOTTER: MS-HP5SIMX
PLOT DATE/TIME: 06/05/2000 16:26:42

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota.
Michael C. Cox
Date 5-10-00 Reg. No. 25721

STATE AID PROJECT NO.	188-020-10 19-609-11
CITY PROJECT NO.	99-05
COUNTY PROJECT NO.	9-27
DRAWN BY	V. GRAF DATE 02-00
DESIGNED BY	M. AARON 02-00
CHECKED BY	M. HANSON 3-00
COMM. NO.	0993353

SRF CONSULTING GROUP, INC.

CITY OF LAKEVILLE
CONSTRUCTION PLAN & PROFILE
DODD BLVD (DAKOTA CSAH 9) 840
N.B. DODD BLVD. STA. 209+53.60 TO STA 221+00

SHEET 26 OF 66

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

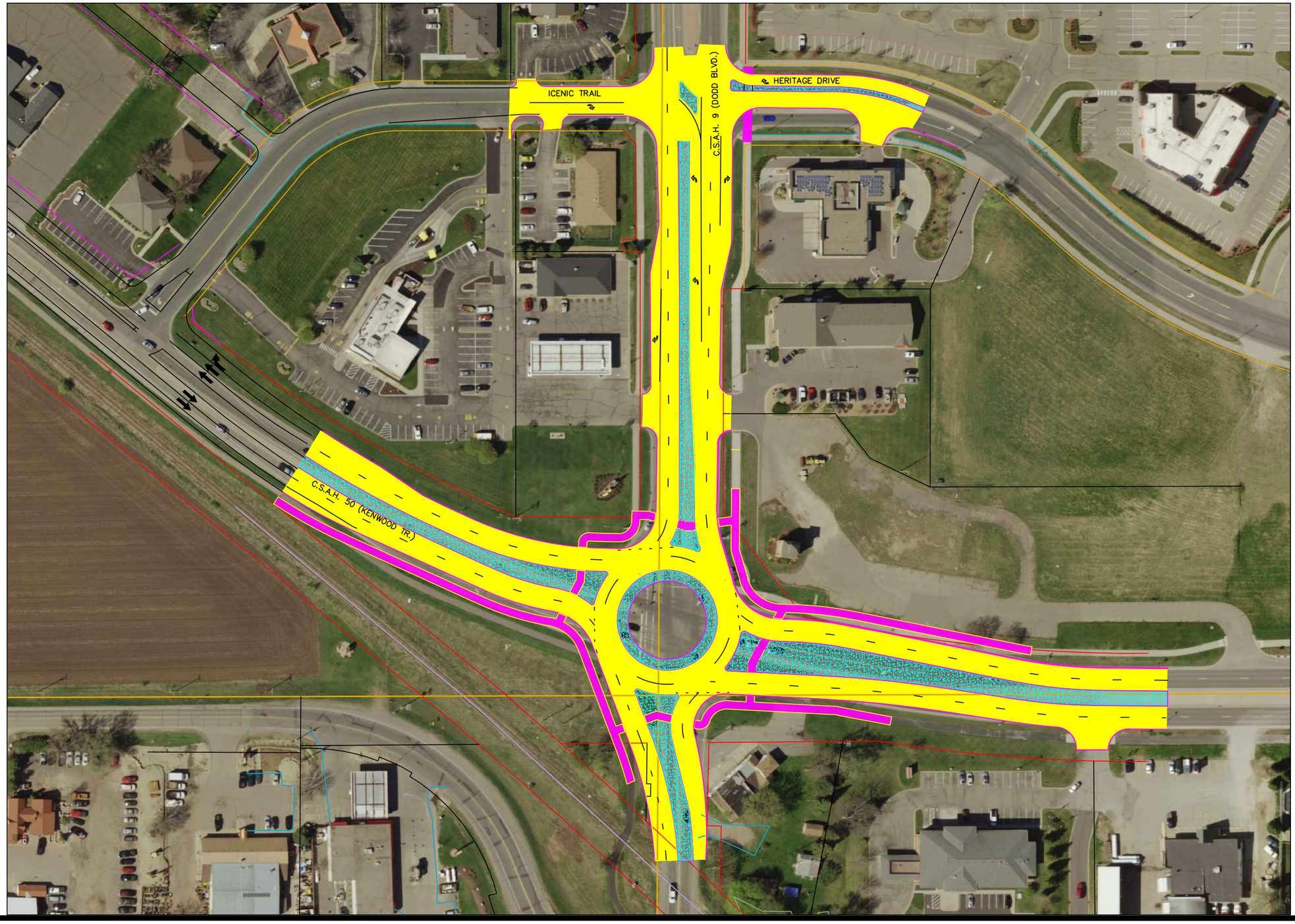
I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 21st 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

C.S.A.H. 50 (KENWOOD TR.) & C.S.A.H 9 (DODD BLVD.) & C.S.A.H. 9 (DODD BLVD.) & HERITAGE DRIVE/ICENIC TR. INTERSECTION IMPROVEMENTS



120 60 0 120

City of Lakeville
Positioned to Thrive

July 12, 2016

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

SUBJECT: Federal FAST Act Letter of Support for Dakota County
County State Aid Highway (CSAH) 9 A-Minor Arterial Expander Project

Dear Mark,

This City of Lakeville supports Dakota County's application for federal funding for the County State Aid Highway (CSAH) 9 (Dodd Boulevard) A-Minor Arterial Expander Project. The City of Lakeville understands the project is a joint effort between the City and County, and that the Dakota County Board of Commissioners is committed to fund and construct the project in cooperation with the City.

The City of Lakeville is aware of and understands the proposed project includes the construction of a roundabout at the CSAH 9 and CSAH 50 (202nd Street) intersection, and the conversion of CSAH 9 at Heritage Drive/Icenic Trail to a ¾ intersection. The project also integrates other modes of transportation with the highway project. Dakota County has jurisdiction over CSAH 9 and CSAH 50 and commits to operate and maintain these roadways for their design life.

The City supports this project for federal funding and agrees to provide a financial commitment for the improvements directly related to CSAH 9 and CSAH 50, consistent with the current County cost participation policy. Thank you for making us aware of this application effort and the opportunity to provide support.

Respectfully,

Zach Johnson, P.E.
City Engineer

C: Justin Miller, City Administrator

20195 Holyoke Avenue, Lakeville, MN 55044
952-985-4400 • 952-985-4499 fax
www.lakevillemn.gov