



Application

10353 - 2018 Roadway Expansion

10936 - CSAH 26 Expansion from TH 55 in Eagan to TH 3 in Inver Grove Heights

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted  
Submitted Date: 07/12/2018 3:18 PM

---

## Primary Contact

**Name:** \* Jenna Lee Fabish  
Salutation First Name Middle Name Last Name

**Title:** Senior Project Manager

**Department:** Transportation

**Email:** jenna.fabish@co.dakota.mn.us

**Address:** 14955 Galaxie Avenue, 3rd Floor

\* Apple Valley Minnesota 55124  
City State/Province Postal Code/Zip

**Phone:** \* 952-891-7984  
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

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

**Cities or Townships where the Project is Located:**

Cities of Eagan and Inver Grove Heights

**Jurisdictional Agency (If Different than the Applicant):**

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. As part of the CSAH 26 Expansion, CSAH 63 will be realigned to improve safety and operations at the CSAH 26 & 63 intersection. CSAH 26 is classified as an A-minor reliever and plays a large role in the regional economy of the area.

**Brief Project Description (Include location, road name/functional class, type of improvement, etc.)**

The proposed project includes access management, installation of multimodal facilities and preservation of the regional system. The proposed access management items include limiting full access intersections (1/4 mile spacing), limited access intersections (1/8 mile spacing) and the addition of turn lanes at intersections along CSAH 26. The proposed project will construct multi-use trails along both the north and south side of CSAH 26 and along CSAH 63 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 have seen recent 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 seen several commercial developments and

more is expected.

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

**TIP Description Guidance (will be used in TIP if the project is selected for funding)**

Expansion of CSAH 26 to a divided 4 lane roadway with pedestrian facilities from TH 55 in Eagan to TH 3 in Inver Grove Heights

**Project Length (Miles)**

2.02

*to the nearest one-tenth of a mile*

---

## Project Funding

**Are you applying for competitive 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**

\$9,840,000.00

*Minimum of 20% of project total*

**Project Total**

\$16,840,000.00

**Match Percentage**

58.43%

*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:**

2022

*Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.*

**Additional Program Years:**

2021

*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** 55077  
**(Approximate) Begin Construction Date** 03/01/2021  
**(Approximate) End Construction Date** 10/31/2022

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

**From:** Intersection of CSAH 26 and TH 55 in Eagan  
**(Intersection or Address)**  
**To:** Intersection of CSAH 26 and TH 3 in Inver Grove Heights  
**(Intersection or Address)**

*DO NOT INCLUDE LEGAL DESCRIPTION*

**Or At**

**Primary Types of Work**

GRADE, AGG. BASE, BIT. BASE, BIT SURF., SIDEWALK,  
CURB AND GUTTER,

*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):**

---

## 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 (2015), 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 goals, objectives, and strategies that relate to the project.*

Goal A: Transportation System Stewardship (p. 2.17)

Objective: A. Efficiently preserve and maintain the regional transportation system in 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 TH 55. It will provide congestion relief to both I-494 between I-35E and TH 3 and TH 55 between TH 149 to TH 3.

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

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 a direct connection to a RBTN Tier 1 route and will construct the Tier 2 alignment along CSAH 26 from TH 55 in Eagan to TH 3 in Inver Grove Heights. The expansion of

CSAH 26 will allow for improved safety and mobility for freight, vehicles and non-motorized users with Dakota County.

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 CSAH 26 and 63. This area has been underserved with non-motorized options and the project will provide residents and visitors the ability to reach their destinations or available transit.

*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)

**List the applicable documents and pages:**

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 programmed 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.

The project is currently programmed in the County and Cities CIPs for construction in 2020.

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, 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 Modernization and Spot Mobility:** \$1,000,000 to \$7,000,000

**Traffic Management Technologies (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 (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

**The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.**

Date plan adopted by governing body

**The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.** Yes

01/01/2016

12/31/2019

Date process started

Date of anticipated plan completion/adoption

**The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.**

Date self-evaluation completed

**The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.**

Date process started

Date of anticipated plan completion/adoption

**(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.**

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. 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**

13. 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**

14. 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 and Spot Mobility 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 MnDOT's Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

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.**

### Roadway Expansion, Reconstruction/Modernization and Spot Mobility, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process.

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

---

## Requirements - Roadways Including Multimodal Elements

---

### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$600,000.00
Removals (approx. 5% of total cost)	\$575,000.00
Roadway (grading, borrow, etc.)	\$4,825,000.00
Roadway (aggregates and paving)	\$2,200,000.00
Subgrade Correction (muck)	\$450,000.00
Storm Sewer	\$1,000,000.00
Ponds	\$1,650,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$400,000.00
Traffic Control	\$120,000.00
Striping	\$100,000.00
Signing	\$130,000.00
Lighting	\$50,000.00
Turf - Erosion & Landscaping	\$1,000,000.00
Bridge	\$1,000,000.00
Retaining Walls	\$1,300,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$350,000.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$15,750,000.00</b>

---

### Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,000,000.00

Sidewalk Construction	\$30,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$60,000.00
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
<b>Totals</b>	<b>\$1,090,000.00</b>

### Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

### Transit Operating Costs

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

### Totals

<b>Total Cost</b>	<b>\$16,840,000.00</b>
-------------------	------------------------



Construction Cost Total	\$16,840,000.00
Transit Operating Cost Total	\$0.00

### Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	Interstate 494
<b>Adjacent Parallel Corridor Start and End Points:</b>	
Start Point:	TH 149 in Eagan/ Mendota Heights
End Point:	TH 3 in Inver Grove Heights
Free-Flow Travel Speed:	62
<i>The Free-Flow Travel Speed is black number.</i>	
Peak Hour Travel Speed:	44
<i>The Peak Hour Travel Speed is red number.</i>	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow:	29.03%
Upload Level of Congestion Map:	

### Principal Arterial Intersection Conversion Study:

<b>Proposed interchange or at-grade project that reduces delay at a High Priority Intersection:</b>	
<i>(80 Points)</i>	
<b>Proposed at-grade project that reduces delay at a Medium Priority Intersection:</b>	
<i>(60 Points)</i>	
<b>Proposed at-grade project that reduces delay at a Low Priority Intersection:</b>	
<i>(50 Points)</i>	
<b>Proposed interchange project that reduces delay at a Medium Priority Intersection:</b>	
<i>(40 Points)</i>	
<b>Proposed interchange project that reduces delay at a Low Priority Intersection:</b>	
<i>(0 Points)</i>	
<b>Not listed as a priority in the study:</b>	Yes
<i>(0 Points)</i>	

### 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 Post-Secondary Students within 1 Mile:	0
Upload Map	1530044621108_CSAH 26 Regional Economy Map.pdf

Please upload attachment in PDF form.

### Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the Regional Truck Corridor Study:

Along Tier 1:

Along Tier 2:

Along Tier 3:

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: Yes

None of the tiers:

### Measure A: Current Daily Person Throughput

Location	CSAH 26 between TH 55 and Ames Crossing Road
Current AADT Volume	6700
Existing Transit Routes on the Project	2

For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).

Upload Transit Connections Map 1530111458843\_CSAH 26 Transit Connections Map.pdf

Please upload attachment in PDF form.

### Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	164.0
Current Daily Person Throughput	8874.0

### 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 County and Cities of Eagan and Inver Grove Heights are in the process of finalizing the CSAH 26 Study. Through the study's traffic analysis, it is estimated that the 2040 traffic volumes on CSAH 26 between TH 55 and CSAH 63 are 19,000 and between CSAH 63 and TH 3 are 17,600.

Forecast (2040) ADT volume

19000

## Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score )

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

Yes

(up to 60% of maximum score )

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:

(up to 40% of maximum score )

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Through the preliminary design of the CSAH 26 expansion, the project team hosted two open houses and invited residents within a minimum of quarter mile of the project. During the preliminary design, the project team neighborhood meetings to gather input from adjacent properties. Information about the project and any public meetings was posted to the County's project website. The project team used social media (Facebook and Next Door) to notify the public about upcoming meetings.

Response:

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

*2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.*

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 provide an alternative mode of transportation for residents and allow them to safely travel between the two communities. The project would connect into a non-motorized network that would provide access to the transit station located in the City of Eagan.

**Response:**

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.

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

*3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.*

*Below is a list of negative impacts. Note that this is not an exhaustive list.*

*Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.*

*Increased noise.*

*Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.*

*Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.*

*Increased speed and/or cut-through traffic.*

*Removed or diminished safe bicycle access.*

*Inclusion of some other barrier to access to jobs and other destinations.*

*Displacement of residents and businesses.*

*Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.*

*Other*

1. Increased traffic width and traffic volume

The project will be constructing trails along both sides of CSAH 26 which reduces the need to cross CSAH 26, constructing a concrete median which can provide refuge for users crossing at an intersection and constructing a grade separated crossing of CSAH 26 that will be incorporated into the Mendota Lebanon Hills Greenway.

2. Displacements of residents

The project will work to reduce any potential resident displacements. The project will work with any displacement residents through the process to find them comparable homes.

3. Construction Disruption

As part of the final design, the project team will review the proposed staging and detour routes to minimize impacts to area and regional users. The project will be staging to minimize delays on both local and regional roadways.

Response:

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

Upload Map

1530299809514\_CSAH 26 Socio-Economic Map.pdf

---

## Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
------	--	-------------------------------------	-------	---

Eagan	1.0	0.5	84.0	41.584
Inver Grove Heights	1.02	0.5	79.0	39.891

---

### Total Project Length

Total Project Length (as entered in the "Project Information" form) 2.02

---

### Affordable Housing Scoring

Total Project Length (Miles) or Population 2.02  
 Total Housing Score 81.475

---

### Affordable Housing Scoring

---

### 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: Congestion Reduction/Air Quality



Total Peak Hour Delay Per Vehicle Without The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/Vehicle)	Volume (Vehicles per hour)	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
29.0	20.0	9.0	958	8622.0	N/A	15314226685_46_CSAH 26 Synchro Report - Measure A Congestion.pdf

### Vehicle Delay Reduced

Total Peak Hour Delay Reduced 8622.0

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

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
6.58	6.39	0.19
7	6	0

### Total

Total Emissions Reduced: 0.19

Upload Synchro Report 1531423209812\_CSAH 26 Synchro Report - Measure A Congestion.pdf

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

### 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  
without the Project  
(Kilograms):

0

Total (CO, NOX, and VOC)  
Peak Hour Emissions with  
the Project (Kilograms):

0

Total (CO, NOX, and VOC)  
Peak Hour Emissions  
Reduced by the Project  
(Kilograms):

0

---

## Total Parallel Roadway

Emissions Reduced on Parallel Roadways 0

Upload Synchro Report

*Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)*

---

## 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:

7566 (2 to 4 lane conversion) & 5285 (3ft. to 8ft. shoulder)

*(Limit 700 Characters; approximately 100 words)*

7566 (2 to 4 lane conversion)

This CMF was used for the crashes since CSAH 26 is being expanded from a rural 2 lane roadway to a divided 4 lane roadway.

Rationale for Crash Modification Selected:

5285 (3ft. to 8ft. shoulder)

This CMF was for crashes since the existing shoulder is 3 ft. minimum and the proposed CSAH 26 expansion will construct 8 ft. paved shoulders.

*(Limit 1400 Characters; approximately 200 words)*

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

0.65

Worksheet Attachment

1531423591531\_CSAH 26 benefit-cost worksheet 2018.xls

*Please upload attachment in PDF form.*

---

## 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

Currently, CSAH 26 does not have existing trails or sidewalks along the roadway and is shown as a RBTN Tier 2 alignment. The portion of the project in Eagan is currently served by Minnesota Valley Transit Authority for Route 436 and 489 and at the CSAH 26 intersections with Lone Oak Drive and Ames Crossing Road, trails have been constructed for a future trail along CSAH 26. The portion of the project in Inver Grove Heights will have trails at the intersection of CSAH 26 and TH 3 and portions of the Mendota Lebanon Greenway have been constructed with recent development.

**Response:**

The proposed project will construct 10 foot wide multiuse trails along both sides of CSAH 26 and CSAH 63. This will provide access for the residents in both Eagan and Inver Grove Heights to connect into an existing residential, roadway and regional trail system. The trail along CSAH 26 will provide a direct connection to the RBTN Tier 1 corridor along TH 149 (Dodd Road) in Eagan and to the Mendota Lebanon Hills Greenway in Inver Grove Heights. The connection to both the RBTN Tier 1 corridor and 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.

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

---

## **Transit Projects Not Requiring Construction**

*If the applicant is completing a transit 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 - Construction Projects

### 1)Layout (30 Percent of Points)

*Layout should include proposed geometrics and existing and proposed right-of-way boundaries.*

**Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100%

#### Attach Layout

*Please upload attachment in PDF form.*

**Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.** Yes

50%

#### Attach Layout

1531424016062\_CSAH 26 - 30% Layout.pdf

*Please upload attachment in PDF form.*

#### Layout has not been started

0%

**Anticipated date or date of completion** 12/28/2018

### 2)Review of Section 106 Historic Resources (20 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%

**There are historical/archeological properties present but determination of no historic properties affected is anticipated.**

100%

**Historic/archeological property impacted; determination of no adverse effect anticipated**

80%

**Historic/archeological property impacted; determination of adverse effect anticipated**

40%

**Unsure if there are any historic/archaeological properties in the project area.**

0%

**Project is located on an identified historic bridge**

### 3)Right-of-Way (30 Percent of Points)

**Right-of-way, permanent or temporary easements either not required or all have been acquired**

100%

**Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete**

50%

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

Yes

25%

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

0%

Anticipated date or date of acquisition

#### 4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

#### Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

---

### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$16,840,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$16,840,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

### Other Attachments

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
2018-07-09_LTR of Support for CSAH 26 Improvements.pdf	City of Inver Grove Heights Letter of Support	601 KB
2018-2022CIPFinal - CSAH 26.pdf	2018-2022 Approved Dakota County CIP Project Page	226 KB
CP 26-54 Project Summary.pdf	Project Summary	97 KB
CSAH 26 - 5285 CMF Details.pdf	CMF 5285 Detail	89 KB
CSAH 26 - 7566 CMF Details.pdf	CMF 7566 Details	90 KB
CSAH 26 - Congestion Emissions Chart Information for the 3 intersections.pdf	Congestion Emissions Chart showing the 3 intersections	42 KB
CSAH 26 - Project Layout.pdf	CSAH 26 Project Layout	2.7 MB
CSAH 26 Draft Intersection Analysis - Measure B 2040 Forecast Add. Info.pdf	CSAH 26 Study - Intersection Analysis Report pages for 2040 Volumes	43 KB
CSAH 26 Requirements All Projects - Questions 2 and 3 add. info.pdf	Additional Info for Req. All Projects No. 2 & 3	2.4 MB
Eagan - Letter of Support - CSAH 26.pdf	City of Eagan Letter of Support	45 KB
Existing CSAH 26 conditions.pdf	Existing CSAH 26 Conditions	3.0 MB
RRSVS - Figure 17 Long Term Vision - Transit.pdf	RRSVS Figure 17 - Future Transitways	552 KB

# Regional Economy

Roadway Expansion Project: CSAH 26 Expansion | Map ID: 1530029677447

## Results

**WITHIN ONE MI of project:**  
Postsecondary Students: 0

Totals by City:

### Eagan

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

### Inver Grove Heights

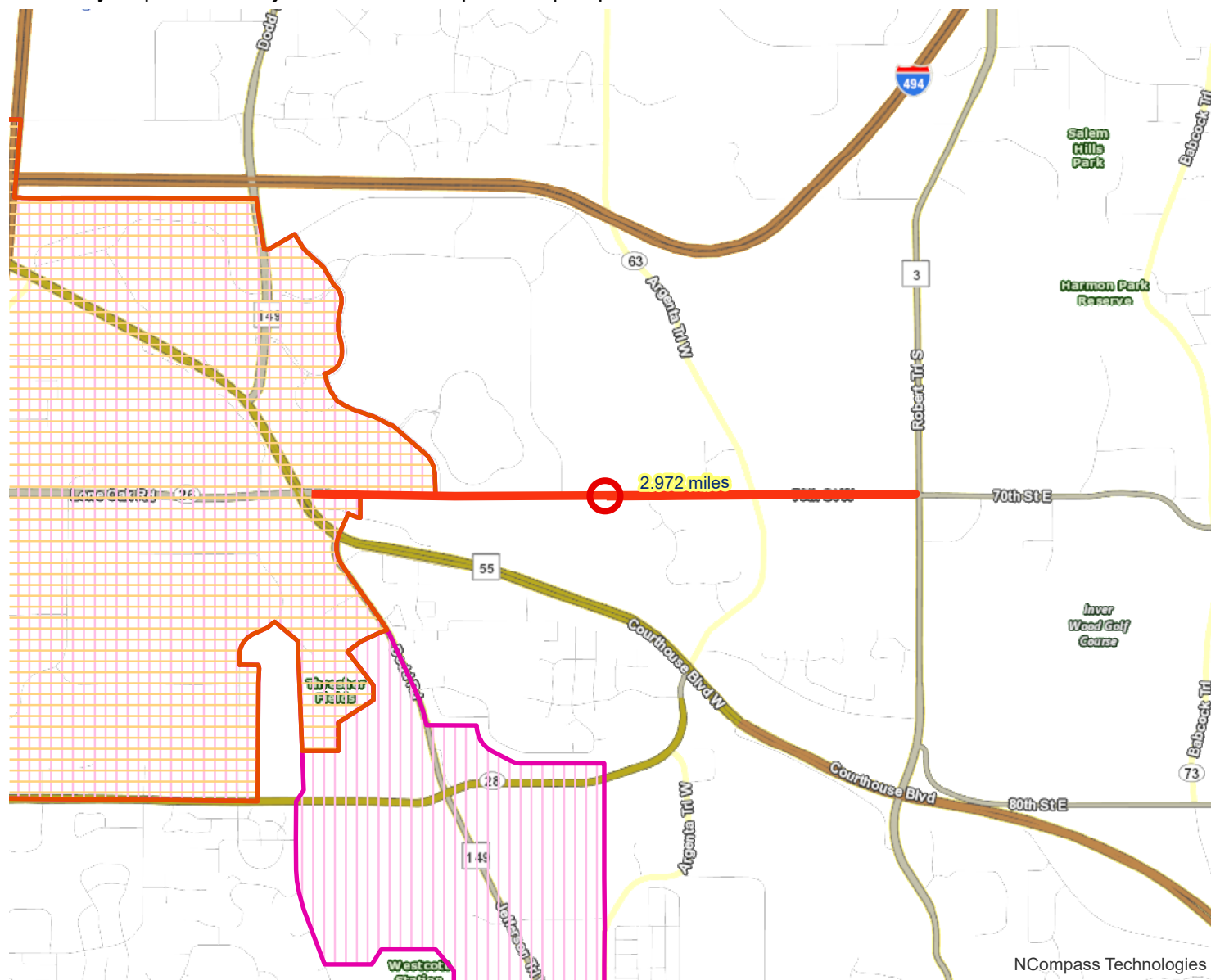
Population: 573  
Employment: 55  
Mfg and Dist Employment: 0





### Mendota Heights

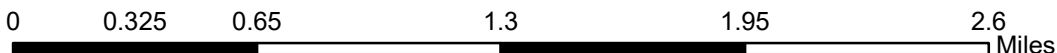
Population: 1553  
Employment: 78  
Mfg and Dist Employment: 20

### Sunfish Lake

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



-  Project Points
-  Manufacturing/Distribution Centers
-  Project
-  Job Concentration Centers



Created: 6/26/2018  
LandscapeRSA5



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

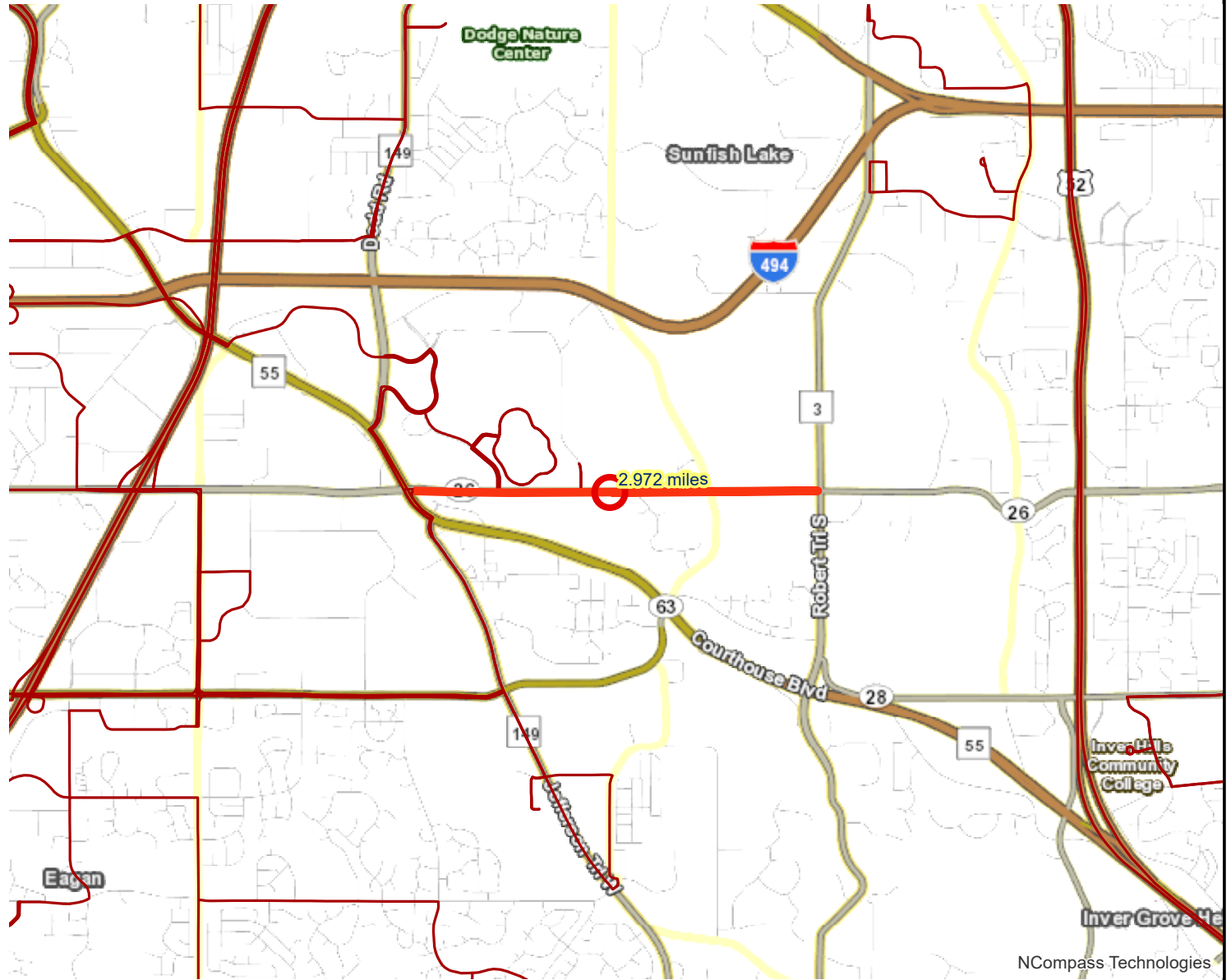


NCompass Technologies



# Transit Connections

Roadway Expansion Project: CSAH 26 Expansion | Map ID: 1530029677447



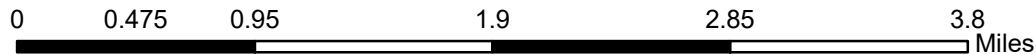
## Results

Transit with a Direct Connection to project:  
436 489

*\*indicates Planned Alignments*

 Project Points  Transit Routes

 Project



Created: 6/26/2018  
LandscapeRSA3



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



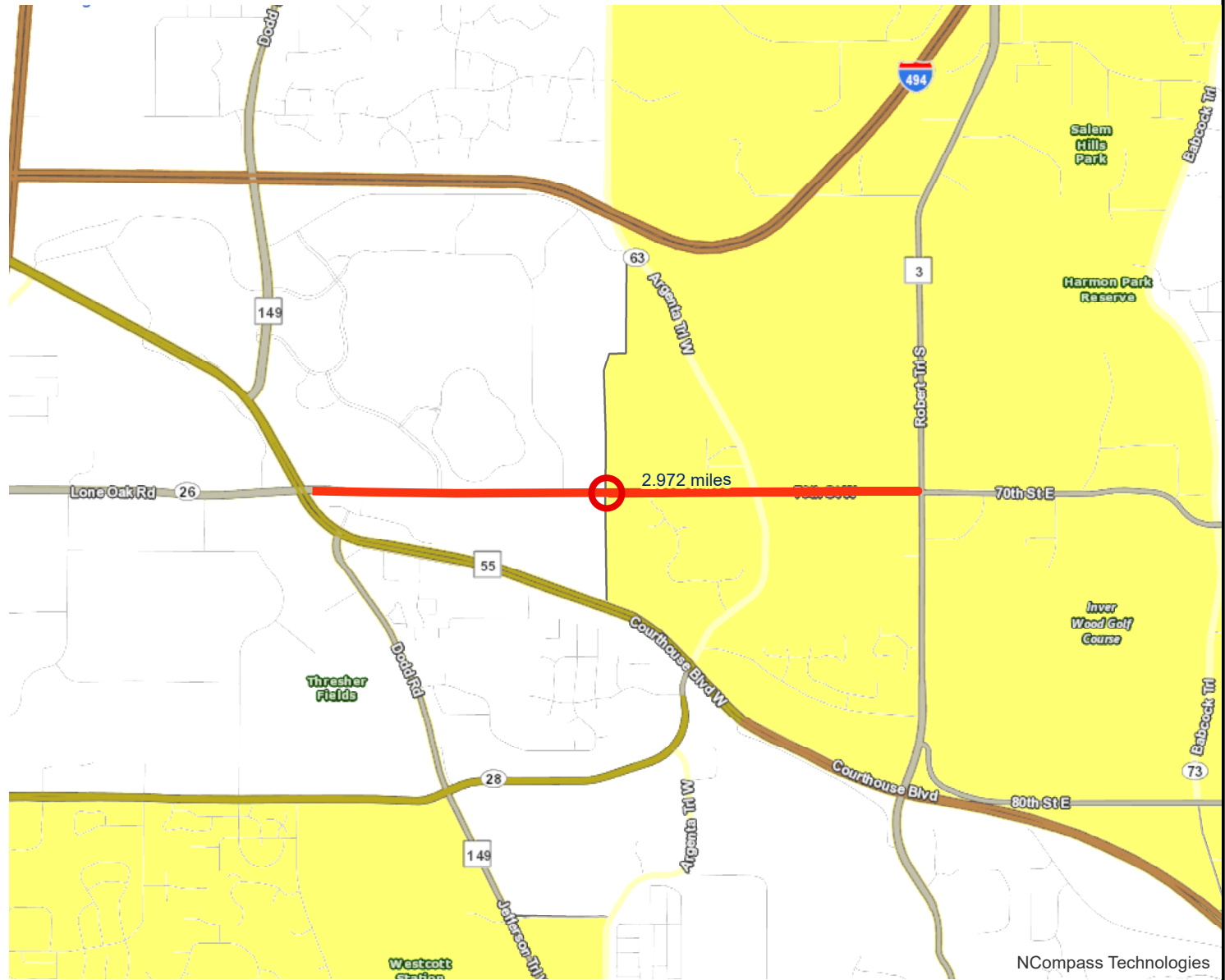
NCompass Technologies

# Socio-Economic Conditions

Roadway Expansion Project: CSAH 26 Expansion | Map ID: 1530029677447

## Results


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



 Project Points

 Project

 Area of Concentrated Poverty > 50% residents of color

 Area of Concentrated Poverty

 Above reg'l avg conc of race/poverty



Created: 6/26/2018  
LandscapeRSA2



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



NCompass Technologies

**1: CSAH 26 & Lone Oak Road**

Direction	All
Future Volume (vph)	1040
Total Delay / Veh (s/v)	6
CO Emissions (kg)	1.35
NOx Emissions (kg)	0.26
VOC Emissions (kg)	0.31

**2: CSAH 26 & Ames Crossing Road**

Direction	All
Future Volume (vph)	810
Total Delay / Veh (s/v)	4
CO Emissions (kg)	1.07
NOx Emissions (kg)	0.21
VOC Emissions (kg)	0.25

**3: Argenta Trail & CSAH 26**

Direction	All
Future Volume (vph)	1025
Total Delay / Veh (s/v)	19
CO Emissions (kg)	2.19
NOx Emissions (kg)	0.43
VOC Emissions (kg)	0.51

---

**1: CSAH 26 & Lone Oak Road**

---

Direction	All
Future Volume (vph)	1040
Total Delay / Veh (s/v)	5
CO Emissions (kg)	1.33
NOx Emissions (kg)	0.26
VOC Emissions (kg)	0.31

---

**2: CSAH 26 & Ames Crossing Road**

---

Direction	All
Future Volume (vph)	810
Total Delay / Veh (s/v)	3
CO Emissions (kg)	1.07
NOx Emissions (kg)	0.21
VOC Emissions (kg)	0.25

---

**3: Argenta Trail & CSAH 26**

---

Direction	All
Future Volume (vph)	1025
Total Delay / Veh (s/v)	12
CO Emissions (kg)	2.08
NOx Emissions (kg)	0.40
VOC Emissions (kg)	0.48

**1: CSAH 26 & Lone Oak Road**

Direction	All
Future Volume (vph)	1040
Total Delay / Veh (s/v)	6
CO Emissions (kg)	1.35
NOx Emissions (kg)	0.26
VOC Emissions (kg)	0.31

**2: CSAH 26 & Ames Crossing Road**

Direction	All
Future Volume (vph)	810
Total Delay / Veh (s/v)	4
CO Emissions (kg)	1.07
NOx Emissions (kg)	0.21
VOC Emissions (kg)	0.25

**3: Argenta Trail & CSAH 26**

Direction	All
Future Volume (vph)	1025
Total Delay / Veh (s/v)	19
CO Emissions (kg)	2.19
NOx Emissions (kg)	0.43
VOC Emissions (kg)	0.51

---

**1: CSAH 26 & Lone Oak Road**

---

Direction	All
Future Volume (vph)	1040
Total Delay / Veh (s/v)	5
CO Emissions (kg)	1.33
NOx Emissions (kg)	0.26
VOC Emissions (kg)	0.31

---

**2: CSAH 26 & Ames Crossing Road**

---

Direction	All
Future Volume (vph)	810
Total Delay / Veh (s/v)	3
CO Emissions (kg)	1.07
NOx Emissions (kg)	0.21
VOC Emissions (kg)	0.25

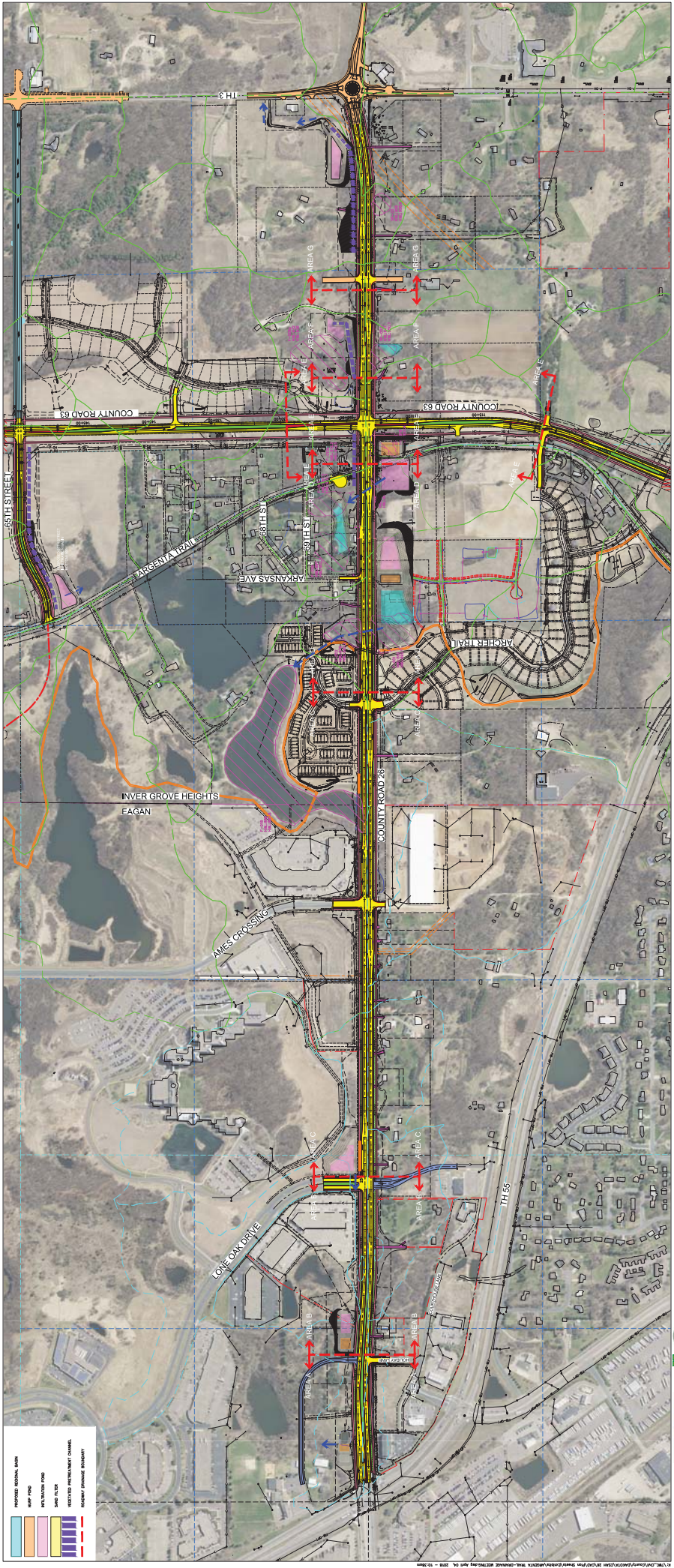
---

**3: Argenta Trail & CSAH 26**

---

Direction	All
Future Volume (vph)	1025
Total Delay / Veh (s/v)	12
CO Emissions (kg)	2.08
NOx Emissions (kg)	0.40
VOC Emissions (kg)	0.48





- PROPOSED EXISTING BANK
- PUMP POND
- INFILTRATION POND
- SAND FILTER
- VEGETATIVE TREATMENT CHANNEL
- WETLAND BOUNDARY

CSAH 26 PRELIMINARY DESIGN  
 (FOR INFORMATIONAL PURPOSES)







# City of Inver Grove Heights

[www.ci.inver-grove-heights.mn.us](http://www.ci.inver-grove-heights.mn.us)

July 9, 2018

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

RE: Federal FAST Act Letter of Support for Dakota County  
CSAH 26 A-Minor Arterial Reconstruction/Modernization Project

Dear Mr. Krebsbach:

The City of Inver Grove Heights 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 in Eagan to its intersection with TH 3 in Inver Grove Heights including the realignment of CSAH 63 from CSAH 28 to existing CSAH 63 in Inver Grove Heights. The improvements of both the CSAH 26 and CSAH 63 segments of the County highway system are 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 northwest portion of Inver Grove Heights.

The project is a joint effort with Dakota County and the Cities of Inver Grove Heights and 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 and the CSAH 63 realignment within Inver Grove Heights.

Sincerely,

A handwritten signature in black ink that reads "George Tourville". The signature is written in a cursive style with a large initial 'G'.

George Tourville  
Mayor of Inver Grove Heights

GT/kf

cc: Joe Lynch, City Administrator

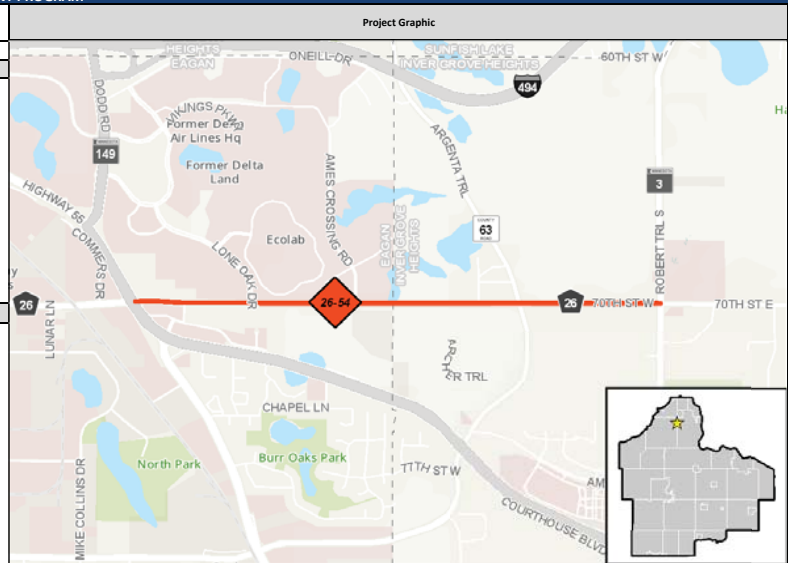




## 2018 CAPITAL BUDGET

and 2018 - 2022 TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM

<b>Project Title:</b>	CSAH 26 (Lone Oak Road) from Trunk Highway 55 to Trunk Highway 3 in Eagan and Inver Grove Heights	
<b>Project Number(s):</b>	26-54	
<b>Year of Board Authorization:</b>	2018	
<b>Target Completion:</b>	2020	
<b>Project Type:</b>	Improve and Expansion	<b>Project Description:</b>
<b>JL Key:</b>	T26054	RESOURCES: Design IMPROVEMENT AND EXPANSION: Lane Additions
<b>Project Location:</b>	Construction of CSAH 26 (Lone Oak Road) to a four-lane divided roadway from Trunk Highway 55 to Trunk Highway 3 (South Robert Trail) in Eagan and Inver Grove Heights.	
Cities of Eagan and Inver Grove Heights	This project will improve CSAH 26 roadway operations, make safety improvements, and provide for the increased traffic levels.	



<b>Project and Fiscal History:</b>
Increase of \$7,560,000 State Aid and \$8,640,000 cities

Project Revenues	Original Project Estimate	Approved Budget	2018	2019	2020	2021	2022	Beyond	Total Revised Project Revenues Estimate	2018 Project Revenues Estimate Change
			Budget	Estimate	Estimate	Estimate	Estimate	2022		
County Funds	-	-	-	-	3,040,000	-	-	-	3,040,000	3,040,000
Federal	-	-	-	-	-	-	-	-	-	-
CSAH	-	-	560,000	3,000,000	4,000,000	-	-	-	7,560,000	7,560,000
State	-	-	-	-	-	-	-	-	-	-
Local <sup>(1)</sup>	-	-	380,000	2,500,000	5,760,000	-	-	-	8,640,000	8,640,000
<b>Total</b>	-	-	940,000	5,500,000	12,800,000	-	-	-	19,240,000	19,240,000

Project Expenditures	Original Project Estimate	Approved Budget	2018	2019	2020	2021	2022	Beyond	Total Revised Project Expenditures Estimate	2018 Project Expenditures Estimate Change
			Budget	Estimate	Estimate	Estimate	Estimate	2022		
Land Acquisition	-	-	-	5,500,000	-	-	-	-	5,500,000	5,500,000
Modifications/Repairs	-	-	-	-	-	-	-	-	-	-
Consulting Services	-	-	940,000	-	-	-	-	-	940,000	940,000
New Construction	-	-	-	-	12,800,000	-	-	-	12,800,000	12,800,000
Other	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	-	-	940,000	5,500,000	12,800,000	-	-	-	19,240,000	19,240,000

### Project Overview

Dakota County, in cooperation with the Cities of Eagan and Inver Grove Heights is reconstructing County State Aid Highway (CSAH) 26 from Trunk Highway (TH) in the City of Eagan to TH 3 in Inver Grove Heights. The purpose of the project is to improve safety and operations, and accommodate increasing traffic volumes.

Work on the project is anticipated to include:

- Expanding the highway from a rural 2-lane with minimal shoulders to a 4-lane divided roadway
- Shifting the CSAH 26 & 63 intersection and realigning CSAH 63
- Constructing turn lanes at public road intersections along the corridor
- Improving drainage along the corridor
- Managing access along the corridor

### Project Benefits

The expansion of CSAH 26 will provide several benefits to the corridor and the area. The proposed project will:

- Add capacity to a residential and business area that continues to grow
- Reduce delays and increase safety along the corridor
- Address various drainage issues that exist
- Install multi-use trails along both CSAH 26 & 63

### Project Funding

- Based on updated CSAH 26 Costs (to be included in Dakota County 2019-2023 Capital Improvements Program)
  - Estimated Costs
    - Design = \$1,700,000
    - Right of Way = \$15,160,000
    - Construction = \$16,840,000
    - Total Project Cost = \$33,700,000\*
- \*Dakota County is requesting \$7,000,000 in federal funds for construction in the 2018 FAST federal funding application

### Project Schedule

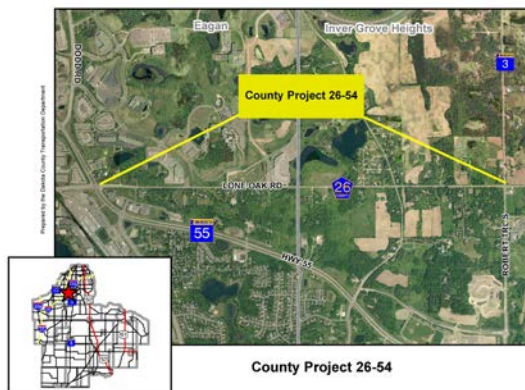
- Design –2019
- Right of Way acquisition – 2019-2020
- Construction – 2020-2021

### For More Information

- Contacts:  
Jenna Fabish, Dakota County Project Manager  
952-891-7984  
[jenna.fabish@co.dakota.mn.us](mailto:jenna.fabish@co.dakota.mn.us)

John Gorder, City of Eagan Engineer  
651-675-5645  
[JGorder@cityofeagan.com](mailto:JGorder@cityofeagan.com)

Scott Thureen, City of Inver Grove Heights Public Work Director  
651-450-2571  
[sthureen@invergroveheights.org](mailto:sthureen@invergroveheights.org)





## CMF / CRF Details

**CMF ID: 5285**

### Widen paved shoulder from 3 ft to 8 ft

**Description:**

**Prior Condition:** Paved shoulder width = 3ft

**Category:** Shoulder treatments

**Study:** [NCHRP Report 633: Impact of Shoulder Width and Median Width on Safety, Stamatiadis et al., 2009](#)

**Star Quality Rating:** [View score details]

#### Crash Modification Factor (CMF)

**Value:** 0.71

**Adjusted Standard Error:**

**Unadjusted Standard Error:**

#### Crash Reduction Factor (CRF)

**Value:** 29 (This value indicates a **decrease** in crashes)

**Adjusted Standard Error:**

**Unadjusted Standard Error:**

#### Applicability

**Crash Type:** All

**Crash Severity:** All

**Roadway Types:** All

**Number of Lanes:**

**Road Division Type:** Undivided

**Speed Limit:**

**Area Type:** Not specified

<b>Traffic Volume:</b>	
<b>Time of Day:</b>	
<i>If countermeasure is intersection-based</i>	
<b>Intersection Type:</b>	
<b>Intersection Geometry:</b>	
<b>Traffic Control:</b>	
<b>Major Road Traffic Volume:</b>	
<b>Minor Road Traffic Volume:</b>	

**Development Details**

<b>Date Range of Data Used:</b>	
<b>Municipality:</b>	
<b>State:</b>	CA, KY, MN
<b>Country:</b>	
<b>Type of Methodology Used:</b>	Regression cross-section
<b>Sample Size (mile-years):</b>	2308 mile-years

**Other Details**

<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	Dec-02-2013
<b>Comments:</b>	

[\[View the Full Study Details\]](#)

[Export Detail](#)  
[Page As A PDF](#)

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

For more information, contact Karen Scurry at karen.scurry@dot.gov

*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.*



## 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:**

<b>Area Type:</b>	Urban
<b>Traffic Volume:</b>	
<b>Time of Day:</b>	All

***If countermeasure is intersection-based***

<b>Intersection Type:</b>	
<b>Intersection Geometry:</b>	
<b>Traffic Control:</b>	
<b>Major Road Traffic Volume:</b>	
<b>Minor Road Traffic Volume:</b>	

**Development Details**

<b>Date Range of Data Used:</b>	2002 to 2012
<b>Municipality:</b>	
<b>State:</b>	FL
<b>Country:</b>	USA
<b>Type of Methodology Used:</b>	Before/after using empirical Bayes or full Bayes
<b>Sample Size (crashes):</b>	69 crashes before, 30 crashes after
<b>Sample Size (sites):</b>	41 sites before, 41 sites after
<b>Sample Size (miles):</b>	8.578 miles before, 8.578 miles after

**Other Details**

<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	Nov-01-2015
<b>Comments:</b>	

[\[View the Full Study Details\]](#)

[Export Detail Page As A PDF](#)

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

For more information, contact Karen Scurry at karen.scurry@dot.gov

*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.*

Congestion Reduction/ Air Quality

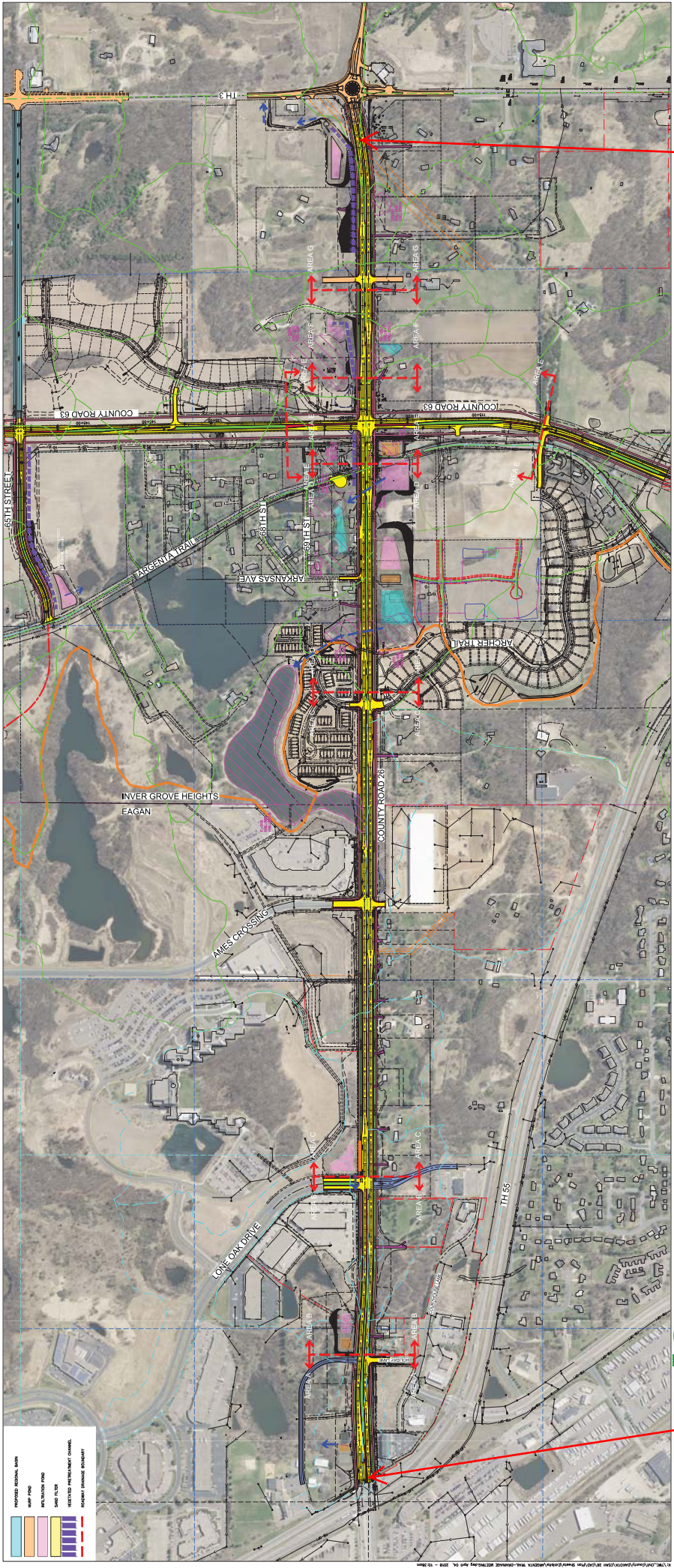
5. Congestion Reduction/ Air Quality Response A

	CSAH 26 & Lone Oak Road	CSAH 26 & Ames Crossing Road	CSAH 26 & 63	Total
Total Peak Hour Delay/ Vehicle without the Project (Seconds/ vehicle)	6	4	19	29
Total Peak Hour Delay/ Vehicle with the Project (Seconds/ vehicle)	5	3	12	20
Total Peak Hour Delay/ Vehicle Reduced by the Project (Seconds/ vehicle)	1	1	7	9
Volume (Vehicles per hour)	1040	810	1025	958
Total Peak Hour Delay Reduced by the Project (Seconds)	1040	810	7175	8625

5. Congestion Reduction/ Air Quality Response B

	CSAH 26 & Lone Oak Road	CSAH 26 & Ames Crossing Road	CSAH 26 & 63	Total
Total (CO, NOX, and VOC) Peak Hour Emissions/ Vehicle without the project (Kilograms)	1.92	1.53	3.13	6.58
Total (CO, NOX, and VOC) Peak Hour Emissions/ Vehicle with the project (Kilograms)	1.9	1.53	2.96	6.39
Total (CO, NOX, and VOC) Peak Hour Emissions reduced/ Vehicle by the project (Kilograms)	0.0200	0.0000	0.1700	0.19
Volume (Vehicles per hour)	1040	810	1025	958
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the project (Kilograms)	20.8	0	174.25	182.08





Project CSAH  
26 End

Project CSAH 26  
Begin

CSAH 26 PRELIMINARY DESIGN  
© 2014 KIMLEY-HORN AND ASSOCIATES, P.C.





## DRAFT MEMORANDUM

To: Kristi Sebastian, P.E., PTOE  
Dakota County Traffic Engineer

From: JoNette Kuhnau, P.E., PTOE  
Doug Arnold, P.E.  
Kimley-Horn and Associates, Inc.

Date: May 2, 2018

Re: CSAH 26/CSAH 63 Intersection Control Analysis  
Dakota County, MN

---

### BACKGROUND INFORMATION

Kimley-Horn is providing preliminary engineering services for CSAH 26 (Lone Oak Road/70<sup>th</sup> Street West) from TH 55/149 in Eagan to TH 3 in Inver Grove Heights. The purpose of the project is to identify future roadway needs and define locations of future permanent right-of-way to consider through the platting process of current and future developments. The plan will also help with the future design of the realignment of the CSAH 26/CSAH 63 intersection and connections to the proposed CSAH 26/CSAH 3 roundabout improvement project.

The following memorandum provides an evaluation of Existing Year and Future Year conditions at the CSAH 26/CSAH 63 intersection, and provides an evaluation of four layout options that have been developed for the project.

### EXISTING CONDITIONS

CSAH 26 is identified as an A-Minor Arterial in Dakota County's 2030 Comprehensive Plan. The roadway begins at TH 13 (Sibley Memorial Highway) to the west and terminates at TH 56 (Concord Boulevard) to the east, with interchanges at I-35E and TH 52. The existing cross section varies from a two-lane undivided roadway to a four-lane divided roadway; within the study limits of the project, CSAH 26 is a two-lane undivided roadway. The current posted speed of the roadway is 50 miles per hour (mph) along CSAH 26, 40 mph on CSAH 63 south of CSAH 26, and 45 mph on CSAH 63 north of CSAH 26. The CSAH 26/CSAH 63 intersection is currently all-way stop control with a single lane approach in all four directions. The location of the study corridor is provided in Figure 1.

The 2017 Annual Average Daily Traffic (AADT) along CSAH 26 is 6,700 vehicles per day (vpd) west of CSAH 63 and 6,500 vpd east of CSAH 63. The existing AADT along CSAH 63 is 2,600 vpd north of CSAH 26 and 3,750 vpd south of CSAH 26. Figure 2 provides the weekday AM and PM peak hour turning movement volumes at the CSAH 26/CSAH 63 intersection. Raw count data is provided in Attachment A.

Table 4: Crash Summary (Roadway Segments)

Roadway Segment	Total Number of Crashes	Crash Type					Observed Crash Rate (crashes/MVM)	Statewide Average Crash Rate <sup>1</sup> (crashes/MVM)	Critical Crash Rate	Critical Index
		PD	C	B	A	K				
CSAH 26, West of Lone Oak Drive	4	0	0	0	0	4	0.65	0.57	1.44	0.45
CSAH 26, Lone Oak Drive to Ames Crossing Road	2	1	0	1	0	0	0.20	0.57	1.24	0.16
CSAH 26, Ames Crossing Road to CSAH 63	3	0	1	0	1	1	0.19	0.57	1.10	0.17
CSAH 26, East of CSAH 63	1	0	0	0	0	1	0.08	0.57	1.15	0.07
CSAH 63, North of CSAH 26	9	0	1	1	2	5	2.11	0.42	1.34	1.57
CSAH 63, South of CSAH 26	8	0	0	0	3	5	0.99	0.42	1.07	0.93

1. Source: MnDOT 2015 Segment Green Sheet, Urban 2-lane section.

## FUTURE YEAR TRAFFIC FORECASTS

Future traffic growth was forecasted along CSAH 26 and CSAH 63 based on a review of historic daily traffic information, volume forecasts as part of Dakota County’s 2030 Comprehensive Plan, and the Regional Roadway Visioning Study. Additionally, the traffic forecasts contained in the Vikings Headquarters and Mixed-Use Development Alternative Urban Areawide Review (AUAR) were reviewed.

### Historic Growth

The study area has experienced slow to modest growth over the past 10 years. Based on a review of the historic AADT from 2007 and 2017, CSAH 26 has grown an average of 1.0% annually, while CSAH 63 has grown an average of 2.5% annually over the past ten years. The 2007 and 2017 volumes are shown in Table 5.

### Past Studies

The 2030 forecast volumes contained in the Dakota County 2030 Comprehensive Plan are shown in Table 5. It should be noted that the 2030 Comprehensive Plan did not assume an interchange on Interstate 494 at CSAH 63. Dakota County will be updating their comprehensive plan in 2018, but in general the 2040 forecasts will be similar to the previous 2030 forecasts, indicating a slower rate of growth than previously anticipated in the 2030 Comprehensive Plan.

The Regional Roadway Visioning Study was completed in 2010 to evaluate future year roadway needs based on multiple land use and roadway network scenarios. The forecasts for Alternative E in the Visioning Study, which included a proposed interchange on Interstate 494 at CSAH 63 and was the preferred alternative, have been considered for this study. The forecasts for CSAH 26 and CSAH 63 for Alternative E are also shown in Table 5.

The Vikings AUAR was reviewed to determine future volume forecasts along CSAH 26 and CSAH 63 that includes the increase in traffic due to the proposed development. Based on the traffic forecast from that report, the 2035 ADT on CSAH 26 was 14,000 vehicles per day west of CSAH 63 and 12,000 vehicles per day east of CSAH 63. The 2035 ADT on CSAH 63 was 4,500 vehicles per day north of CSAH 26 and 10,000 vehicles per day south of CSAH 26.

### Future Year Daily Volume Forecast

Table 5 provides a summary of the Future Year ADT volume forecast. The forecasts take into account historic growth, volume forecasts from the 2030 Comprehensive Plan, Regional Roadway Visioning Study, the Vikings AUAR, and input from Dakota County staff. The horizon year is assumed to be 2040, but it may take beyond 2040 for these volumes to be reached. Assuming a 2040 horizon year, the volume forecasts generally result in an annual growth rate of +/- 4.5% along CSAH 26 and CSAH 63. Figure 3 provides the Existing and Future Year ADT traffic volumes.

Table 5: Future Year ADT Forecast

Count Location	Daily Traffic Volumes (vehicles/day)				Future Year ADT Volume
	2007 AADT (MnDOT)	2017 AADT (MnDOT)	2030 Comprehensive Plan	Regional Roadway Visioning Study	
CSAH 26, Between TH 55 and CSAH 63	6,000	6,700	17,000	16,800	19,000
CSAH 26, East of CSAH 63	6,000	6,500	16,000	22,000	17,600
CSAH 63, North of CSAH 26	1,950	2,600	8,300	33,000	8,300 / 33,000 <sup>1</sup>
CSAH 63, South of CSAH 26	2,950	3,750	10,000	31,000	10,000 / 31,000 <sup>1</sup>

Note 1: The first volume listed does not include the interchange at Interstate 494, while the second number includes the interchange.

Using the existing turning movement volumes and the Future Year ADT volumes along CSAH 26 and CSAH 63, forecast peak hour turning movement volumes were developed. Figure 3 also provides the forecasted turning movement volumes for the AM and PM peak hours at the CSAH 26/CSAH 63 intersection.

### Recommended Roadway Cross Sections

Based on the Future Year volume forecasts, CSAH 26 will need to be widened to a four-lane roadway west of CSAH 63 in order to accommodate the future volume demand including the anticipated short-term growth as a result of the Vikings Headquarters and Mixed-Use development. East of CSAH 63, the forecasted volume along CSAH 26 would eventually necessitate the need for capacity expansion to a four-lane roadway. However, this segment will likely grow more slowly given current zoning and development patterns in Inver Grove Heights. The existing two-lane section on CSAH 26, without left-turn lanes, would be expected to operate acceptably up to a capacity of approximately 12,000 to 14,000 vehicles per day.

The forecast volumes on CSAH 63 indicate that a two-lane section with added turn lanes would accommodate the future volumes until the interchange is constructed at Interstate 494.

2018 Regional Solicitation  
Requirement – All Projects

All Projects

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

Goal A: Transportation System Stewardship (p. 2.17)

Objective: A. Efficiently preserve and maintain the regional transportation system in 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 TH 55. It will provide congestion relief to both I-494 between I-35E and TH 3 and TH 55 between TH 149 to 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 a direct connection to a RBTN Tier 1 route and will construct the Tier 2 alignment along CSAH 26 from TH 55 in Eagan to TH 3 in Inver Grove Heights. The expansion of CSAH 26 will allow for improved safety and mobility for freight, vehicles and non-motorized users with Dakota County.*

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 CSAH 26 and 63. This area has been underserved with non-motorized options and the project will provide residents and visitors the ability to reach their destinations or available transit.*

# 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 maintaining 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.



## 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 programmed 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.

The project is currently programmed in the County and Cities CIPs for construction in 2020.



## 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 transportation 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).





Figure 1



June 26, 2018

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

**RE: Federal FAST Act Letter of Support for Dakota County  
CSAH 26 A-Minor Roadway Expansion Project**

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 in Eagan to its intersection with TH 3 in Inver Grove Heights including the realignment of CSAH 63 from CSAH 28 to existing CSAH 63 in Inver Grove Heights. The improvement of the CSAH 26 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 project is a joint effort with Dakota County and the Cities of Inver Grove Heights and 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 in Eagan from TH 55 to the Eagan/ Inver Grove Heights border.

Sincerely,

John Gorder  
City Engineer



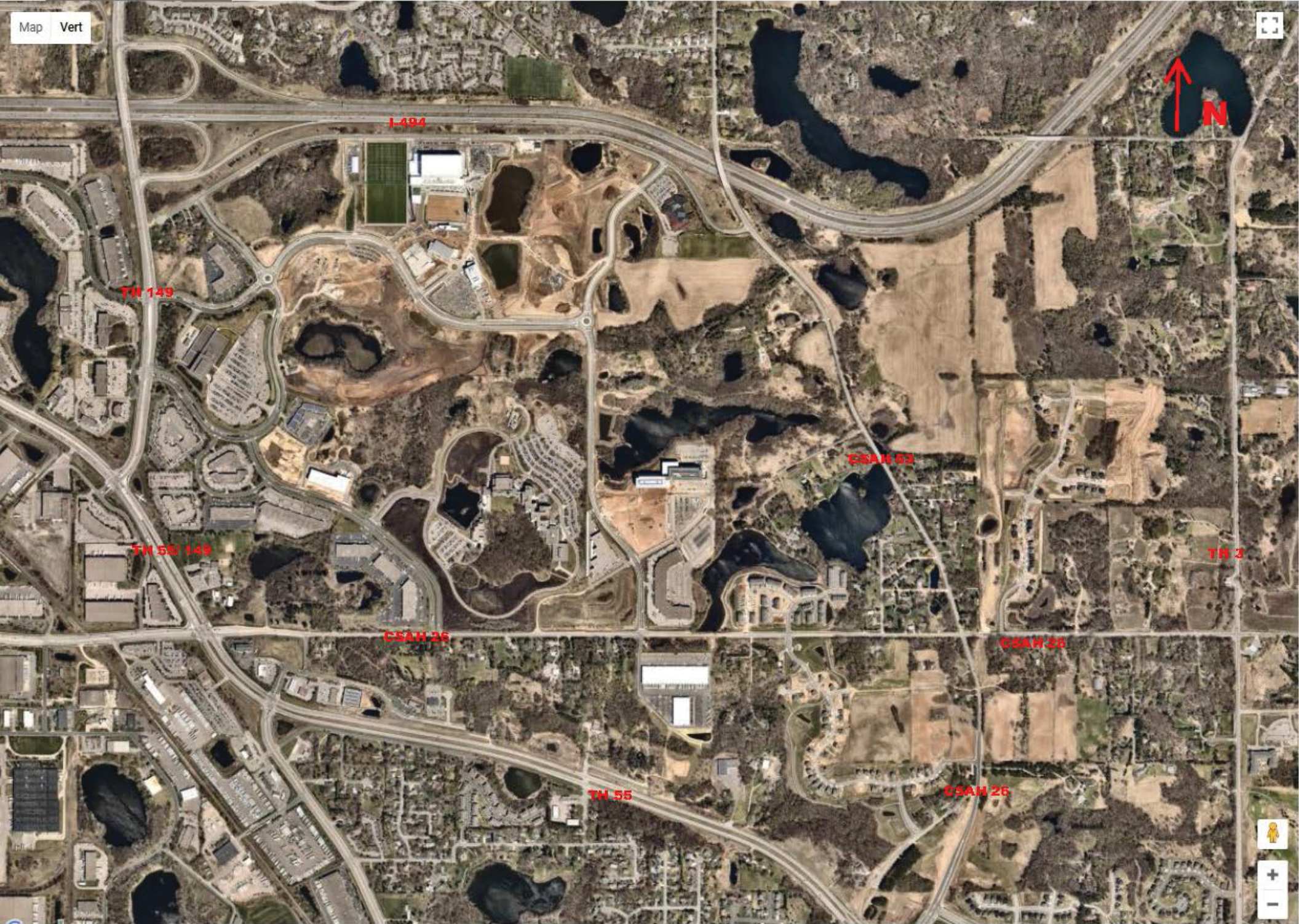




Figure 17 - Long Term Transit Vision from Regional Roadway Visioning Study (RRSVS)



URS Corporation N:\31810282\projects\LongTerm\_vision.mxd Date: 4/23/2008 2:03:33 PM