



Application

13860 - 2020 Roadway Expansion

14344 - CSAH 9 (Dodd Boulevard) reconstruction project and 179th Street realignment project in the City of Lakeville.

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 05/15/2020 11:41 AM

Primary Contact

Name:* Matthew John Parent
Salutation First Name Middle Name Last Name

Title: Senior Project Manager

Department: Transportation

Email: matthew.parent@co.dakota.mn.us

Address: 14955 Galaxie Avenue

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

Phone:* 952-891-7271
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 9 (179th Street) Realignment Project

Primary County where the Project is Located

Dakota

Cities or Townships where the Project is Located:

City of Lakeville

Jurisdictional Agency (If Different than the Applicant):

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

Realignment and construction of the new segment of CSAH 9 (179th Street) from east of Highview Avenue to Cedar Avenue (CSAH 23). This roadway will function as an A-minor Expander. 179th Street will be designed as a four-lane divided urban roadway with pedestrian trails along both sides of the roadway between Hayes Avenue and Cedar Avenue. Access modifications and intersection improvements will be included at the intersections of Cedar Avenue (CSAH 23) at Glacier Way, Dodd Boulevard and 179th Street.

The proposed project is needed to complete an important East-West County Highway to better serve the needs of a growing region. The alignment proposed will be a more efficient and safe corridor for vehicles and pedestrians.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

Realignment and construction of the new segment of CSAH 9 (179th Street)

Project Length (Miles)

0.9

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

\$3,920,000.00

Match Amount

\$980,000.00

Minimum of 20% of project total

Project Total

\$4,900,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage

20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

County Capital Improvement Program, CSAH, City Funding

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:

2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years:

2022

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

Project Information-Roadways

County, City, or Lead Agency

Dakota County

Functional Class of Road

A Minor Expander

Road System

CSAH 9 and MSAS 179th Street

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

Road/Route No.

9

i.e., 53 for CSAH 53

Name of Road

179th Street

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55044
(Approximate) Begin Construction Date 04/01/2022
(Approximate) End Construction Date 10/31/2023

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

From: Hayes Avenue
(Intersection or Address)
To: CSAH 23
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Miles of Sidewalk (nearest 0.1 miles) 0
Miles of Trail (nearest 0.1 miles) 0.9
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles) 0.9

Primary Types of Work

New construction of four lane divided road, grading, trail construction, turn lanes, signal reconstruction, curb and gutter, storm sewer

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.

Dakota County and the City of Lakeville have partnered on the current County Road 9 and 179th Street Corridor reconstruction project to coordinate efforts and identify required improvements to serve as a basis for the jurisdictional transfer of two roadway segments in the City of Lakeville - County Road 9 (Dodd Boulevard) and 179th Street between Highview Avenue and Pilot Knob Road. Dodd Boulevard will be turned back to the City and 179th Street will be turned up to the County. In order to meet the safety standards and traffic needs, both corridors will be reconstructed so they can function appropriately. The planned improvements to these two roadways will provide for improved safety, traffic operations and increasing traffic levels that can better serve the region in the future.

Briefly list the goals, objectives, strategies, and associated pages:

This project meets the following goals of the 2040 Transportation Policy Plan:

B6 ? The project will include a new separated trail for pedestrians and bicyclists as part of the realignment project.

C1 / C2 / F5 / E3? This project will include a new separated trail for pedestrians and bicyclists that will connect to existing, off road trails along CSAH 23 and 179th street. This project will make connections to the larger trail and sidewalk system within the City of Lakeville.

C6 ? Right-of-way is needed for this project. With that in mind, the City of Lakeville and Dakota County coordinated future development to dedicate the necessary right-of-way needed for the new alignment of 179th years in advance of construction.

C7 / C8 ? The City of Lakeville and Dakota County have coordinated planning and construction efforts to efficiently move throughput along this corridor by reconstructing intersections as well as adding through lanes to add capacity and reduce congestion in this region.

C9 / C17 ? The 179th Project will increase the capacity of the principal arterial system and support access to jobs within the City of Lakeville and the surrounding commercial development adjacent to the project.

C15 / C16 ? By adding additional trail connections as part of this project, the regional bicycle network will be improved with direct connections to the local networks of trails and sidewalks.

D1 / D2 ? This project will provide safer and more reliable access to jobs by providing a multimodal corridor that is usable by freight modes.

E6 ? This project underwent a corridor study with a robust public involvement plan. Prior to the corridor study adoption, the plan for improvements in the project area has been included in studies dating back to the 1990's which included many different types of engagement lead by the City and County.

Limit 2,800 characters, approximately 400 words

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.

Dakota County East-West Corridor Preservation
Study completed June 2003

List the applicable documents and pages:

City of Lakeville Comprehensive Plan

County Road 9 and 179th Street Corridor Study

Limit 2,800 characters, approximately 400 words

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 State Aid 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.

Strategic Capacity (Roadway Expansion): \$1,000,000 to \$10,000,000

Roadway Reconstruction/Modernization: \$1,000,000 to \$7,000,000

Traffic Management Technologies (Roadway System Management): \$250,000 to \$3,500,000

Spot Mobility and Safety: \$1,000,000 to \$3,500,000

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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 06/01/2018

Link to plan:

<https://www.co.dakota.mn.us/Transportation/TransportationStudies/Past/Documents/ADATransitionPlan.pdf>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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 and Strategic Capacity 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.

Bridge Rehabilitation/Replacement projects only:

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 National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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

Roadway Expansion, Reconstruction/Modernization, 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 as described in Appendix F of the 2040 Transportation Policy Plan.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$169,000.00
Removals (approx. 5% of total cost)	\$160,100.00
Roadway (grading, borrow, etc.)	\$299,500.00
Roadway (aggregates and paving)	\$691,200.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$200,000.00
Ponds	\$125,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$360,000.00
Traffic Control	\$101,000.00
Striping	\$3,400.00
Signing	\$23,800.00
Lighting	\$136,000.00
Turf - Erosion & Landscaping	\$173,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$330,000.00
Wetland Mitigation	\$0.00

Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$761,000.00
Other Roadway Elements	\$913,000.00
Totals	\$4,446,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$280,000.00
Sidewalk Construction	\$160,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$14,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$454,000.00

Specific Transit and TDM Elements

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

Transit Operating Costs

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

Totals

Total Cost	\$4,908,045.00
Construction Cost Total	\$4,908,045.00
Transit Operating Cost Total	\$0.00

Congestion within Project Area:

The measure will analyze the level of congestion within the project area. Council staff will provide travel speed data on the "Level of Congestion" map. The analysis will compare the peak hour travel speed within the project area to free-flow conditions.

Free-Flow Travel Speed:	39
Peak Hour Travel Speed:	32
Percentage Decrease in Travel Speed in Peak Hour compared to Free-Flow:	17.95%
Upload Level of Congestion map:	1588979324805_Level Of Congestion Map.pdf

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	160th Street
Adjacent Parallel Corridor Start and End Points:	
Start Point:	Highview Avenue
End Point:	Cedar Avenue
Free-Flow Travel Speed:	45
<i>The Free-Flow Travel Speed is black number.</i>	
Peak Hour Travel Speed:	34
<i>The Peak Hour Travel Speed is red number.</i>	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow:	24.44%
Upload Level of Congestion Map:	1588979324805_Level Of Congestion Map.pdf

Principal Arterial Intersection Conversion Study:

Proposed interchange or at-grade project that reduces delay at a High Priority Intersection:

(80 Points)

Proposed at-grade project that reduces delay at a Medium Priority Intersection:

(60 Points)

Proposed at-grade project that reduces delay at a Low Priority Intersection:

(50 Points)

Proposed interchange project that reduces delay at a Medium Priority Intersection:

(40 Points)

Proposed interchange project that reduces delay at a Low Priority Intersection:

(0 Points)

Not listed as a priority in the study: Yes

(0 Points)

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

Existing Employment within 1 Mile:	555
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	34
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1588979958689_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:

Miles: 0

(to the nearest 0.1 miles)

Along Tier 2:

Miles: 0

(to the nearest 0.1 miles)

Along Tier 3:

Miles: 0

(to the nearest 0.1 miles)

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 23 and 179th Street

Current AADT Volume 6100

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 1588986588300_Transit Connections Map.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership 0

Current Daily Person Throughput 7930.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume Yes

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

Forecast (2040) ADT volume

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

1. Sub-measure: Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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.

The intent of public engagement for this project has been to bring people together to inform, educate, and engage area stakeholders including landowners, businesses, and the public at large regarding the proposed improvements to the roadway segments.

A Public Engagement Plan was developed to determine engagement goals,

identify stakeholders, address key considerations, and determine appropriate outreach strategies.

Dakota County and the City of Lakeville were committed to implementing thoughtful, effective, and convenient public engagement to help shape the improvement recommendations and design outcomes.

Response:

A project specific website was established to inform the public about the background and purpose, study schedule, opportunities for public participation and serve as a repository for meeting materials, contact information and showcasing the study area map. The website also provided an additional tool for agency staff, stakeholders and the community to keep up with key milestones of the project as it progressed.

To identify and gather the needs, concerns, and desires of the public as well as document their input, a survey was conducted near the beginning of the study coinciding with the first open house meeting. This allowed the public an additional opportunity to share their thoughts if that was the preferred method of communicating with them or if they were unable to attend in person engagement.

Paper copies were provided at the open house meeting as well for those not inclined to use the internet. The survey was available from March 7, 2019 to March 29, 2019. Over 200 members of the community participated.

Two public open houses were held. These meetings provided staff an in-person opportunity to present information to members of the public, collect feedback and answer questions regarding key aspects of the design and analysis of the corridors.

Display boards, surveys, comment forms, visualizations, and corridor layouts were used. The open house meetings were held at the Lakeville Central Maintenance Facility near the project area.

The first public open house was held on March 12, 2019. The first open house introduced the project, its purpose, and provided an overview of known existing conditions.

The public was asked to share feedback and comments regarding their thoughts of the two roadways and corridor trail needs, plus opportunities for varying improvements.

The second public open house (August 1, 2019) offered an opportunity for residents to review and provide input on the draft corridor concepts for Dodd Boulevard and 179th Street. Community members were encouraged to fill out comment forms, add comments to corridor layouts, and view visualization models that demonstrated potential changes to the corridor.

(Limit 2,800 characters; approximately 400 words)

2. Sub-measure: *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

Response:

The implementation of the proposed reconstruction will install a four-lane divided raised median typical section that includes two 10-foot shared-use trails along the north and south edges of the new project. Sub-measure 1, discussed above, highlighted the population demographic and the measures taken during public engagement to be all inclusive. Pedestrian facilities will exist along the corridor that will connect to the Red Line which is a Regional Transitway.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

The implementation of multi-modal pedestrian facilities adjacent to the project and within our project area creates recreation and commuting opportunity previously not available. Providing access to the public facilities in the area and access for non-vehicle mobility will open recreational opportunities for those without means of transportation. Persons with disabilities, youth and elderly will be provided facilities that create safe locations to commute along and cross CSAH 23.

Response:

The implementation of shared-use trails along 179th provides a local community benefit for those adjacent to the corridor or that live in proximity to it. Additionally, it closes a trail gap that creates opportunity for the commuting public that desires to use non-vehicle means of travel. The trails from CSAH 23 and along Dodd Boulevard will connect into existing transportation trail networks. Closing this gap creates a commuting benefit for those who currently attempt to commute on the minimal roadway shoulders or are forced to take longer routes to bypass the trail gap.

(Limit 2,800 characters; approximately 400 words)

Select one:

3. Sub-measure: Bonus Points *Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*

a. 25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b. 20 points to projects within an Area of Concentrated Poverty

c. 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d. 10 points for all other areas

Project is located in an Area of Concentrated Poverty where 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

(up to 40% of maximum score)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map

1589060409194_Socio-Economic Conditions Map.pdf

Measure B: Part 1: Housing Performance Score

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
Lakeville	13014.0	1.0	68.0	68.0

Total Project Length

Total Project Length 0.9

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 13014.0

Total Housing Score 68.0

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

As discussed under the Socio-Economic sub measures, the reconstruction corridor includes the addition of shared-use trails on the new segment of 179th will contain pedestrian facilities. The project will close a trail gap on the County highway system and connect existing transportation trails and greenway networks while providing pedestrian and bicycle access.

The HousingLink tool identified two properties that included 412 affordable units based on area median income. Existing pedestrian facilities adjacent to 179th Street provide non-vehicle access to the corridor. Once this project is complete, residents and commuters will be able to take advantage of the community buildings, easier access to the Red Line and trail system networks. Residents wishing to commute along 179th Street will now be provided the opportunity not previously available. This non-vehicle commute route will open a new link to serve members that do not have vehicle opportunity due to fiscal, disability or age reasons.

The inclusion of trail networks along 179th also creates a transit opportunity for residents living along the corridor. Met Council Red Line has stops less than 1.0 miles north of the project corridor. Residents who do not currently have an accessible non-vehicle route to the bus stops will be able to commute along the proposed shared-use trails to the bus stops. This will provide multi-modal connection to a community that previously did not have designated non-vehicle routes to gain access to transit.

Response:

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589135394186_Housing Performance.pdf

Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
2022.0	1.0	2022.0	2022.0
	1	2022	2022

Average Construction Year

Weighted Year	2022.0
---------------	--------

Total Segment Length (Miles)

Total Segment Length	1.0
----------------------	-----

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 without the Project (Vehicles per hour)	Volume with the Project (Vehicles Per Hour):	Total Peak Hour Delay Reduced by the Project:	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
118.0	131.0	-13	3552	3552	-46176	-46176	We used Synchro AM and PM peak values for our calculations	158921015 7524_CSA H 9 from Hayes Ave to CSAH 31 - AM Peak Proposed Report.pdf
						-46176		

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	-46176
Total Peak Hour Delay Reduced	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):
0	0	0

Total

Total Emissions Reduced: 0

Upload Synchro Report

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):	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):
29.04	29.45	-0.41
29	29	0

Total Parallel Roadway

Emissions Reduced on Parallel Roadways -0.41

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:	55.0
Vehicle miles traveled with the project:	1.0
Total delay in hours with the project:	81.0
Total stops in vehicles per hour with the project:	2976.0
Fuel consumption in gallons:	114.683
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):	11.434

With Project

EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)

Total Delay (hrs) = (3+1+21+8)AM + (4+1+28+15)PM = 81 hrs

Total Stops (veh/hr) = (359+171+1343+634)AM + (334+229+1803+1079)PM = 5,952 stops for 2 hrs (AM & PM), so for one hour = 2,976 veh/hr

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

-6.033

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:

None

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:

The intersection of Dodd and Cedar is currently signalized. As part of this project this intersection will be converted to a 3/4 intersection. There have been 34 crashes at this intersection between 2016 - 2018.

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio: \$0.00

Total Fatal (K) Crashes:

Total Serious Injury (A) Crashes:

Total Non-Motorized Fatal and Serious Injury Crashes:

Total Crashes:

Total Fatal (K) Crashes Reduced by Project:

Total Serious Injury (A) Crashes Reduced by Project:

Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:

Total Crashes Reduced by Project:

Worksheet Attachment

1589316709209_CSAH 9 (Dodd Boulevard) from Hayes Avenue to CSAH 23 (Cedar Ave.).pdf

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

Response:

This project will include a new separated trail for pedestrians and bicyclists that will connect to existing, off road trails along CSAH 23 and 179th street. Another important connection this project will make will be connections to the existing Red Line Transit Corridor as the new trail sections will connect to the existing trail sections already in place along CSAH 23.

This project will also make connections to the larger trail and sidewalk system within the City of Lakeville. Adding additional trail connections as part of this project, the regional bicycle network will be improved with direct connections to the local networks of trails and sidewalks.

Measure A: Multimodal Elements and Existing Connections

The project construction area from CSAH 23 to Hayes Avenue will include bicycle and pedestrian facilities adjacent to the roadway. The inclusion of 10-foot shared-use trails along both the north and south edges of the 1-mile reconstruction will create new trail within the County system.

The proposed 10-foot shared-use trails created with this project will provide vital safe connections to parks located within reconstruction project.

Transit service along CSAH 23 is adjacent to this project and will provide commuting benefits by introducing the adjacent shared-use trails. Commuters and recreational users will have connections to the Red Line.

Response:

The 179th construction area does not directly contain a Major River Bicycle Barrier Crossing (MRBBC). The construction that is tied to this solicitation will close a bicycle trail gap and create an opportunity to connect more users to transit service more safely.

The Dakota County ADA Transition Plan (June 2018) inventoried County highways within municipalities and determined that 390 miles of highway are considered viable for pedestrian facilities on both sides of the roadway. It also identified that 25% of the 3165 pedestrian ramps are non-compliant for ADA. The 179th construction will apply shared-use trails to both sides of the roadway and will replace all non-compliant ADA ramps.

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 (25 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. Yes

100%

Attach Layout

1589139764443_CP 9-56 LAYOUT.pdf

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.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (15 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 (25 Percent of Points)

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

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (15 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

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public: 08/01/2019

Meeting with partner agencies: 12/17/2019

Targeted online/mail outreach: 03/07/2019

Number of respondents: 200

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need. Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

A project-specific website was established to inform the public about the background and purpose, schedule, opportunities for public participation and serve as a repository for meeting materials, contact information and showcasing the project area map. The website also provided an additional tool for agency staff, stakeholders and the community to keep up with key milestones.

Two public open houses were held at key milestones. These meetings provided the project team an in-person opportunity to present information to members of the public, collect

feedback and answer questions regarding key aspects of the design and analysis of the corridors. Display boards, surveys, comment forms, visualizations, and corridor layouts were used. The open house meetings were held at the Lakeville Central Maintenance Facility near the study area. The first public open house was held early in the study process (March 12, 2019). The first open house introduced the project, its purpose, and provided an overview of known existing conditions.

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

The public was asked to share feedback and comments regarding their thoughts of the two roadways and corridor trail needs, plus opportunities for varying improvements.

At the second open house meeting (August 1), visualizations were presented to provide attendees an opportunity to see how the corridors will look under reconstructed conditions. These visualization videos were an eye-catching and effective use of technology that helped residents conceptualize proposed changes.

To identify and gather the needs, concerns, and desires of the public as well as document their input, a survey was conducted near the beginning of the study coinciding with the first open house

meeting. The survey was conducted online using SurveyMonkey. This allowed the public an

additional opportunity to share their thoughts if that was the preferred method of communicating

with them or if they were unable to attend in person engagement. Paper copies were provided at the open house meeting as well for those not inclined to use the internet. The survey was available from March 7, 2019 to March 29, 2019. Over 200 members of the community participated.

Newsletters and social media posts were shared with area stakeholders in advance of both open

houses. The newsletter addressed why the study was needed, what was happening, and how to stay

involved. The newsletter also served as an invitation to both open houses and was sent to property owners along Dodd Boulevard and 179th Street within the study limits. In addition to the

newsletter, the open houses were promoted using the City of Lakeville and Dakota County's social

media pages (Facebook, Twitter, and Instagram where available) and the Nextdoor app.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$4,900,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$4,900,000.00

Enter amount of any outside, competitive funding: \$0.00

Attach documentation of award:

Points Awarded in Previous Criteria

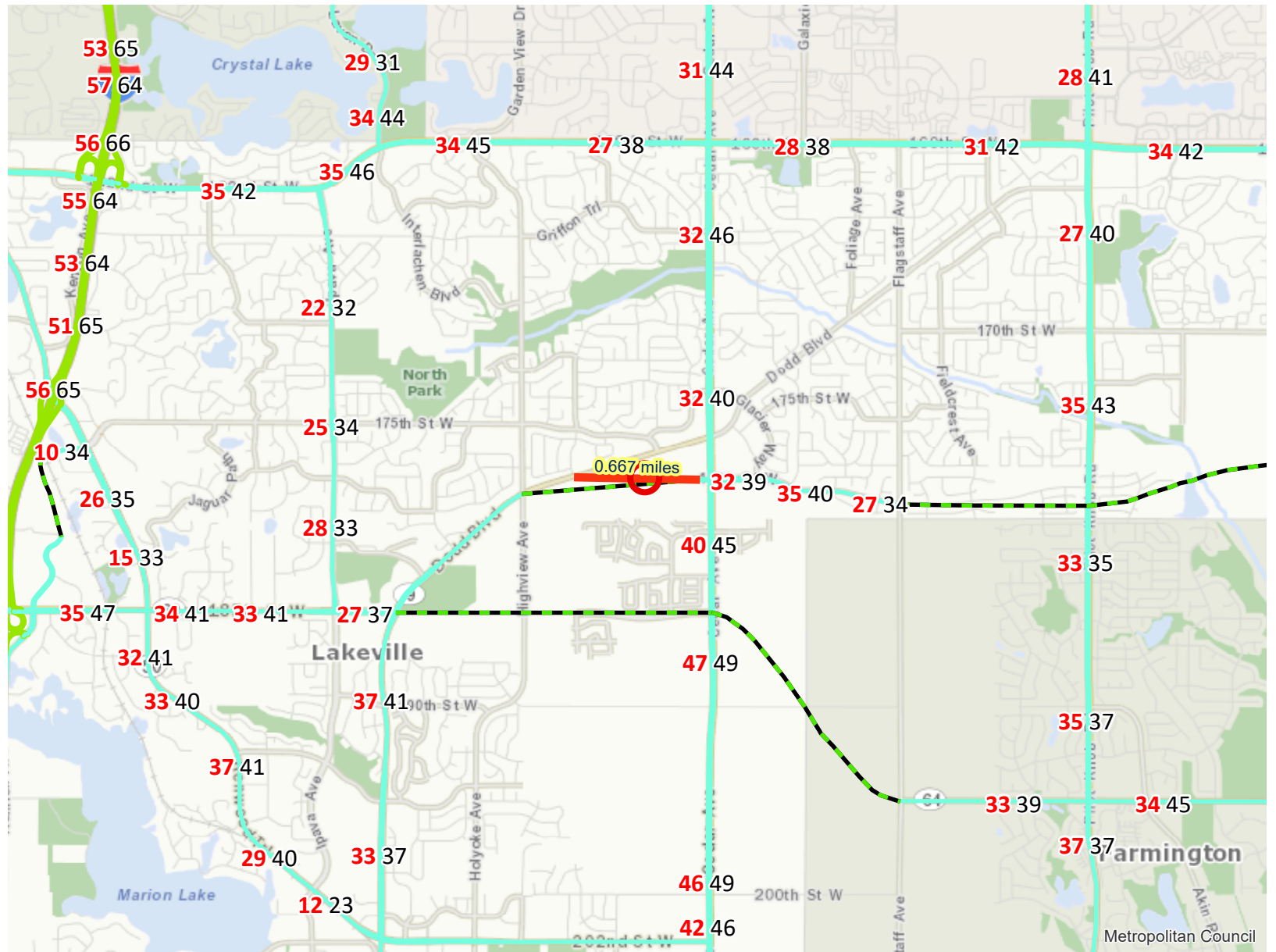
Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
200505CP2105_City Letter of Support County Project 9-56.pdf	City of Lakeville Letter of Support	162 KB
2020-2024 CIP FINAL 10.7.19 Lakeville.pdf	City of Lakeville CIP	774 KB
2020-2024CapitalImprovementProgram_CP 9_56.pdf	Dakota County CIP	625 KB
CP 9-56 LAYOUT.pdf	Proposed Layout	1.7 MB
CP 9-56 RegSolic Summary.pdf	Project Summary	235 KB
Executive Summary.pdf	Corridor Study Executive Summary	2.2 MB

Level of Congestion

Roadway Expansion Project: 09-56 | Map ID: 1585946651688



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



Created: 4/3/2020
LandscapeRSA1

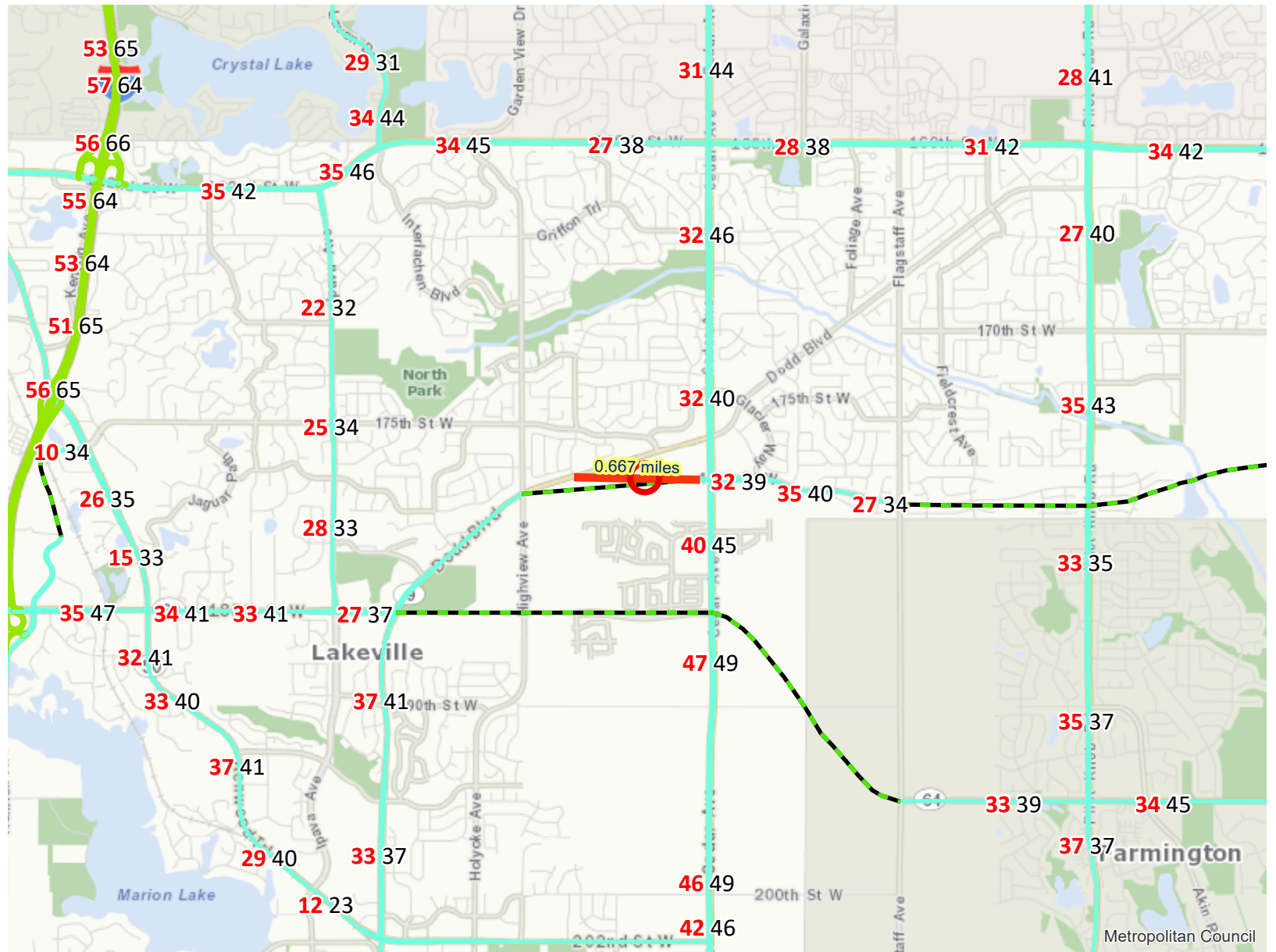


For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Level of Congestion

Roadway Expansion Project: 09-56 | Map ID: 1585946651688



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



Created: 4/3/2020
LandscapeRSA1



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



Regional Economy

Roadway Expansion Project: 09-56 | Map ID: 1585946651688

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

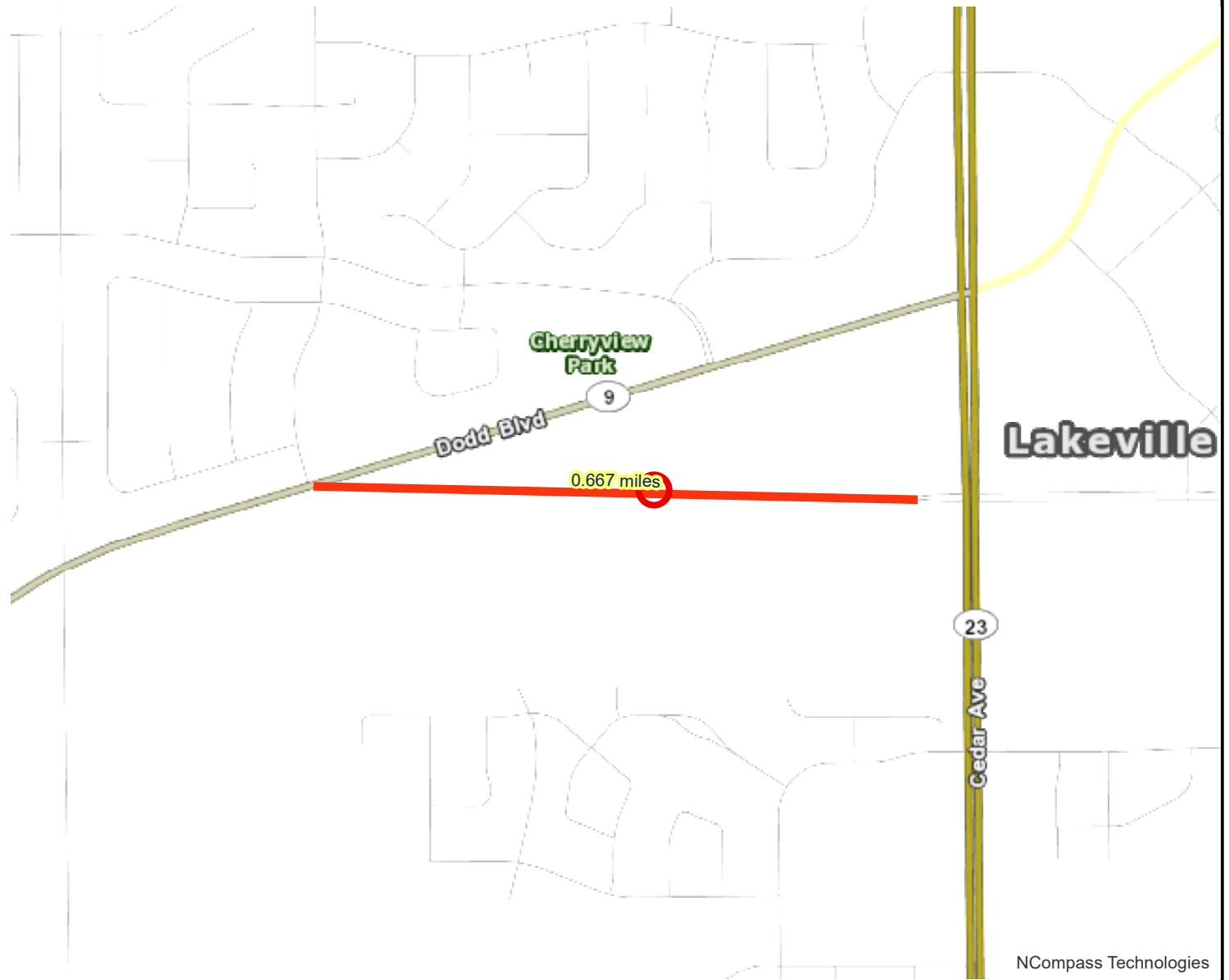
Totals by City:





Farmington

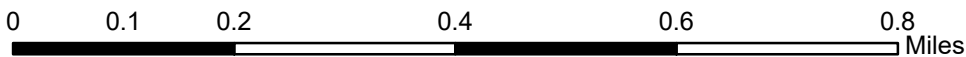
Population: 158
Employment: 2
Mfg and Dist Employment: 0

Lakeville

Population: 12856
Employment: 553
Mfg and Dist Employment: 34



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



Created: 4/3/2020
LandscapeRSA5



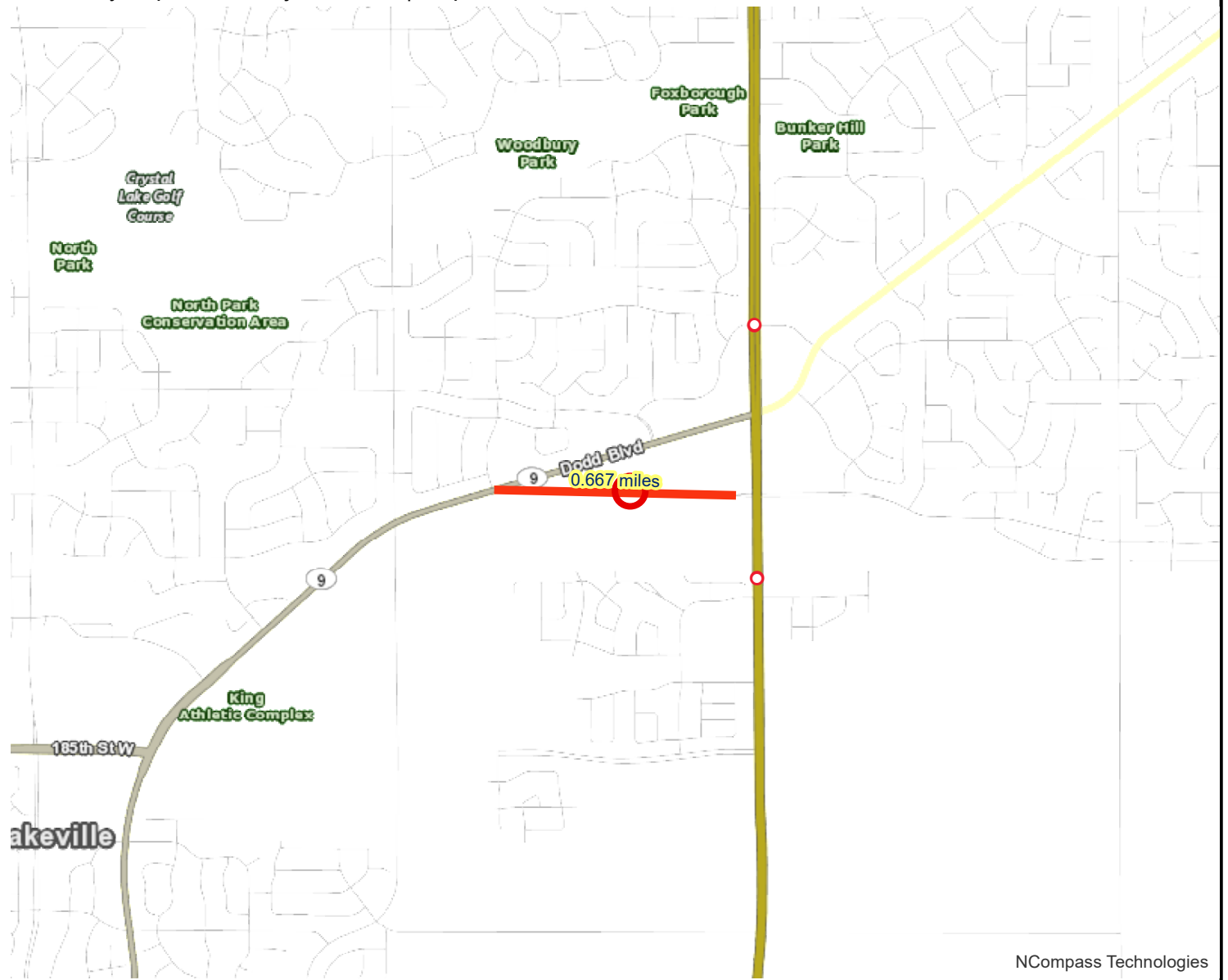
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



NCompass Technologies

Transit Connections

Roadway Expansion Project: 09-56 | Map ID: 1585946651688



Results

Transit with a Direct Connection to project:

*Red Line Extension

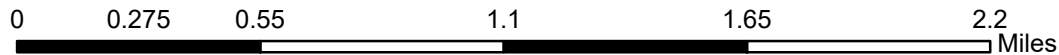
*indicates Planned Alignments

Transit Market areas: 4

 Project Points **Planned Transitway Stations**

 Project  Red Line - Future Stages

 Project Area



Created: 4/3/2020
LandscapeRSA3



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



NCompass Technologies

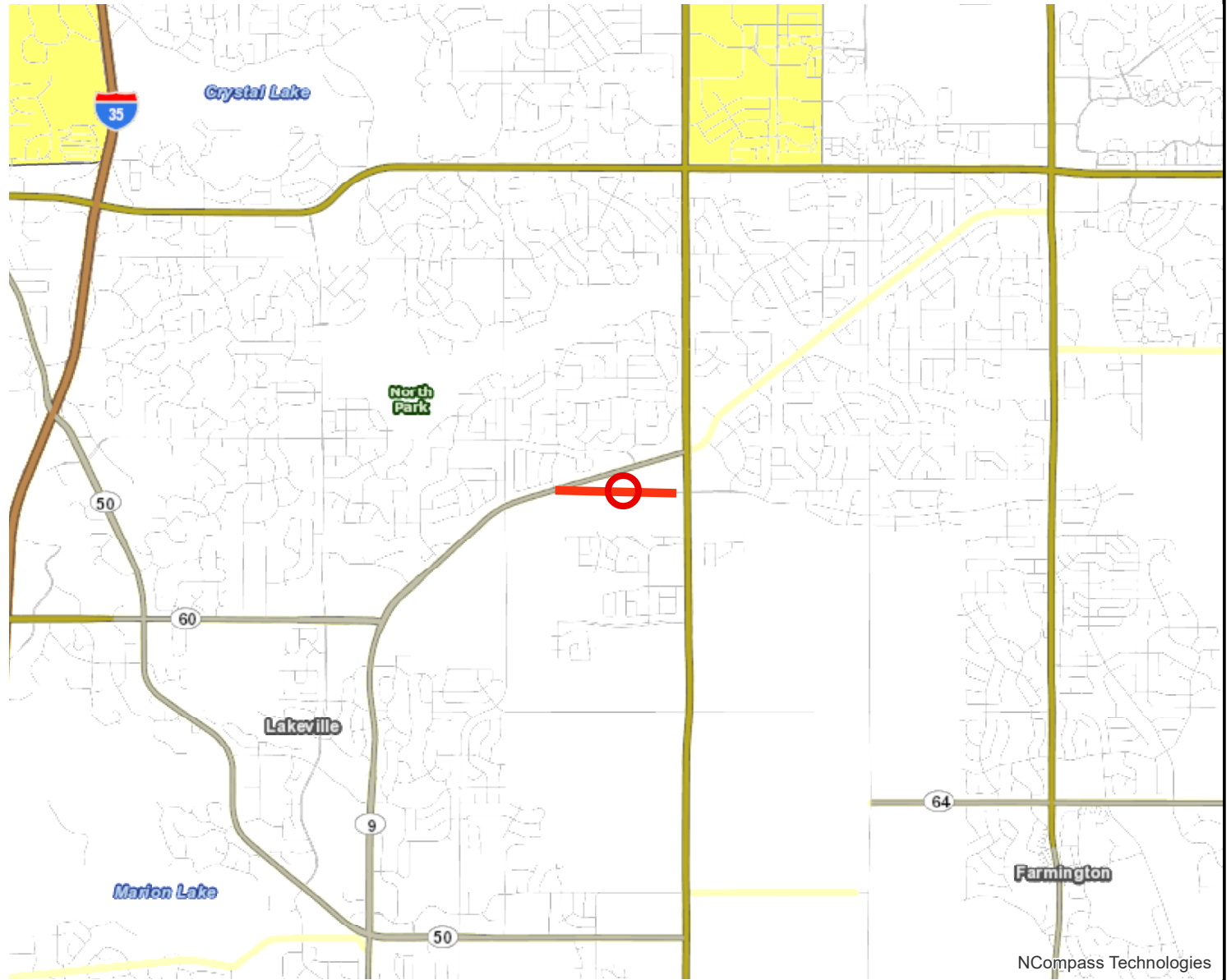
Socio-Economic Conditions

Roadway Expansion Project: 09-56 | Map ID: 1585946651688

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)


Tracts within half-mile:
60816 60817 60818
60819




 Points

 Lines

 Area of Concentrated Poverty > 50% residents of color

 Area of Concentrated Poverty

 Above reg'l avg conc of race/poverty



Created: 4/3/2020
LandscapeRSA2



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





Streams

[Return to main site](#)

Streams (Data through 12/31/2018)

[About Streams](#)

Search by Property Name or Address

Or Search by HUD, MN Housing, Public Housing, USDA/RD, or Tax Credit ID

Or filter by:

Funding Source		Obligation End Year	
Federal	<input checked="" type="checkbox"/>	Start Year	<input type="text"/>
State	<input type="checkbox"/>	End Year	<input type="text"/>
Local	<input type="checkbox"/>	Last Finance Year	
Philanthropic	<input type="checkbox"/>	Start Year	<input type="text"/>
Funding Categories		End Year	<input type="text"/>
Project-Based Subsidy	<input type="checkbox"/>	First Finance Year	
Public Housing	<input type="checkbox"/>	Start Year	<input type="text"/>
Tax Credit	<input type="checkbox"/>	End Year	<input type="text"/>
Tax Credit (LIHTC 4%)	<input type="checkbox"/>	<input type="checkbox"/> New Construction	
Tax Credit (LIHTC 9%)	<input type="checkbox"/>	<input type="checkbox"/> Other	
Subsidized-Other	<input type="checkbox"/>		
Groups Served			
Family	<input type="checkbox"/>		
Elderly	<input type="checkbox"/>		
Disabled	<input type="checkbox"/>		

[Show Results](#)

[Clear All](#)

[Map Search](#) [City Search](#) [Greater MN](#)



Properties found.

[Send us feedback](#)

Property Search Summary

Properties	Total Units	30% AMI*	50% AMI*	60% AMI*	80% AMI*	Total Aff Units*
2	412	359	9	44	0	412

* AMI level and units are estimated if not provided, set to least restrictive AMI for largest number of units.

** Obligation expiration dates are estimated based on program definition if not provided.

*** There may be other funders. This funder provided for reference.

5: 179th St/Hayes Ave.

Direction	All
Future Volume (vph)	1399
Total Delay / Veh (s/v)	9
CO Emissions (kg)	1.36
NOx Emissions (kg)	0.27
VOC Emissions (kg)	0.32

7: 175th St. W

Direction	All
Future Volume (vph)	1236
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.79
NOx Emissions (kg)	0.15
VOC Emissions (kg)	0.18

48:

Direction	All
Future Volume (vph)	0
Total Delay / Veh (s/v)	
CO Emissions (kg)	0.00
NOx Emissions (kg)	0.00
VOC Emissions (kg)	0.00

627: CSAH 23/Cedar Ave & CSAH 9/Dodd Blvd

Direction	All
Future Volume (vph)	2378
Total Delay / Veh (s/v)	32
CO Emissions (kg)	3.81
NOx Emissions (kg)	0.74
VOC Emissions (kg)	0.88

727: CSAH 23 & 179th St

Direction	All
Future Volume (vph)	1685
Total Delay / Veh (s/v)	17
CO Emissions (kg)	2.82
NOx Emissions (kg)	0.55
VOC Emissions (kg)	0.65

Network Totals

Number of Intersections	5
Total Delay / Veh (s/v)	18
CO Emissions (kg)	8.78
NOx Emissions (kg)	1.71
VOC Emissions (kg)	2.04
Performance Index	39.6

objectid	Incident ID	Date and Time	Year	Hour	Crash Seve	Number	Kil
1777227	388094	10/20/2016	2016		8 Property D.		0
1811114	626348	8/8/2018,	2018		11 Property D.		0
1816559	382569	9/28/2016,	2016		17 Property D.		0
1824317	651027	10/10/2018	2018		17 Property D.		0
1855174	325800	2/3/2016, 9	2016		9 Property D.		0
1915161	605721	6/20/2018,	2018		16 Property D.		0
1940017	377946	9/9/2016, 7	2016		19 Property D.		0
1952629	342771	4/16/2016,	2016		12 Property D.		0
1972861	447721	4/26/2017,	2017		6 Property D.		0
2019433	402777	12/9/2016,	2016		10 Possible Inj		0
2046676	322803	1/23/2016,	2016		18 Property D.		0
2051391	634493	9/13/2018,	2018		12 Property D.		0
2052026	603621	6/11/2018,	2018		17 Minor Injur		0
2071058	430552	3/20/2017,	2017		17 Possible Inj		0
2072559	316738	1/4/2016, 6	2016		18 Property D.		0
2096701	509669	10/18/2017	2017		0 Property D.		0
2100048	606855	6/26/2018,	2018		11 Possible Inj		0
2107072	428107	3/10/2017,	2017		15 Property D.		0
2111483	384891	10/5/2016,	2016		14 Property D.		0
2165636	651931	10/14/2018	2018		16 Possible Inj		0
2211736	321985	1/20/2016,	2016		17 Possible Inj		0
2237238	317393	1/6/2016, 3	2016		23 Property D.		0
2286857	407132	12/21/2016	2016		9 Property D.		0
2292083	388121	10/20/2016	2016		1 Property D.		0
2368168	603907	6/12/2018,	2018		17 Property D.		0
2368269	623638	7/26/2018,	2018		17 Property D.		0
2412201	357866	6/20/2016,	2016		8 Property D.		0
2416827	650637	10/9/2018,	2018		17 Possible Inj		0
2428285	495890	8/22/2017,	2017		17 Property D.		0
2430321	667611	12/12/2018	2018		7 Property D.		0
2527151	318158	1/8/2016, 6	2016		18 Property D.		0
2532486	604905	6/17/2018,	2018		9 Property D.		0
2558552	652051	10/15/2018	2018		8 Property D.		0
2579083	328870	2/13/2016,	2016		18 Property D.		0
2584830	663110	11/27/2018	2018		9 Possible Inj		0

5-2018)

Officer Narrative

Constructive

On 10/20/2016 at approximately 0820 hours, a City of Lakeville CSO observed two MV's off the road. The witness was behind vehicle 2 in the westbound lanes of Dodd Blvd at the intersection of Cedar Avenue. On September 28, 2016 at approximately 17:20 I Officer Hanson 4820 responded to a two-vehicle accident. Vehicle 1 and 2 were merging from two lanes down to 1. Vehicle 2 merged in and traffic stopped. Lakeville Police Case File #16-000427 Statement of Lakeville Police Officer Johannes #4881 On (M) Responded to minor property damage accident near intersection of Cedar Avenue and Dodd Blvd. UNIT #1 WAS IN THE #1 LANE N/B CEDAR AT A RED LIGHT AT DODD BLVD. UNIT #2 WAS BEHIND VEHICLE 1. On 04/17/2016 at approximately 1209 hours, a property damage hit and run crash was reported. Vehicle 1 was northbound Cedar Ave. in the left lane approaching Dodd Blvd. and traveling at 15 mph. V1 WAS TRAVELING WB ON DODD APPROACHING THE INTERSECTION OF DODD AND CEDAR. I observed Driver 2 was traveling northbound Cedar Ave stopped in the turn lane to turn left onto westbound Dodd Blvd. On 09.13.2018 at 12:00 hours, I responded to Cedar Ave and Dodd Blvd. on the report of a property damage accident. On 6/11/18 at approximately 17:25 hours I Officers Field, Danielson and myself were dispatched to a two-vehicle accident. Vehicle 1 and vehicle 2 were stopped for red light at intersection of Northbound Cedar Avenue and Dodd Blvd. Unit #1 and unit #2 stopped on red light at Cedar Ave(NB) & Dodd Blvd intersection. Both vehicles were damaged. On the listed date and time I was dispatched to a MV Crash without injuries. Upon arrival I contacted Driver 1, Off. M. Field #4893, responded to an accident with no reported injuries on westbound Dodd Blvd. On the listed date and time I responded to the intersection of Dodd Blvd and Cedar Ave on the report of a property damage accident. On October 7, 2016 I spoke to driver #2 who advised that on October 5, 2016 he was involved in a two-vehicle accident. On October 14, 2018 at approximately 16:00 hours, Officer's were dispatched to the area of Cedar Avenue. Vehicle 1 was traveling north in the left lane of Cedar Avenue. Driver stated he saw the green traffic light. Unit 1 was traveling EB Dodd Blvd, when the traffic light changed from green to yellow. Unit 1 was traveling northbound Cedar Avenue. Vehicle 2 was on Dodd Blvd just west of Cedar Ave when the vehicle in front of him slowed to a stop. Vehicle 1 was traveling north through the parking lot within the travel lane. The driver stated he saw the green traffic light. Vehicle 1 was traveling nb cedar avenue near intersection with dodd blvd when driver indicated he saw the green traffic light. I, Off. M. Field #4893 responded to an accident with no reported injuries near the intersection of Cedar Avenue and Dodd Blvd. On 06/20/2016 at approximately 0804 hours, I was dispatched to a Property Damage Crash location. Vehicle 1 southbound Cedar Ave in the right turn lane to westbound Dodd Blvd. Vehicle 2 southbound Cedar Ave in the left lane. On the listed date and time, I responded to the listed location in reference to a two-vehicle property damage accident. I, Off. M. Field #4893 responded to an accident with no reported injuries at the intersection of Cedar Avenue and Dodd Blvd. On 01.08.2016 at 1840 hours, I Officer Jacobson was dispatched to the listed location in regard to a property damage accident. I, Off. M. Field #4893, was dispatched to take the report of an accident with possible injuries to a two-vehicle accident. Upon arrival at the intersection of Dodd Blvd and Cedar Ave, I observed both vehicles southbound Cedar Avenue. According to both witnesses, Driver 1 was facing e/b Dodd Blvd @ Cedar Ave in the lane to continue on Dodd Blvd. Upon arrival to the intersection of Cedar Ave and Dodd Blvd, I observed Vehicle 1 in the intersection.

County	City	Township	Route Type	Route ID	Route Mea	Roadway N	Divided Ro	Intersection
DAKOTA	Lakeville		County Sta	040000659	9.6027	DODD BLVI South		CEDAR AVE
DAKOTA	Lakeville		County Sta	040000659	16.88507	CEDAR AVE		DODD BLVI
DAKOTA	Lakeville		County Sta	040000659	9.613903	DODD BLVI North		
DAKOTA	Lakeville		County Sta	040000659	9.56899	DODD BLVD		
DAKOTA	Lakeville		County Sta	040000659	9.61247	DODD BLVI East		CEDAR AVE
DAKOTA	Lakeville		County Sta	040000659	16.87128	CEDAR AVE North		DODD BLVI
DAKOTA	Lakeville		County Sta	040000659	16.88582	CEDAR AVE North		DODD BLVI
DAKOTA	Lakeville		County Sta	040000659	9.602046	DODD BLVD		CEDAR AVE
DAKOTA	Lakeville		County Sta	040000659	16.86403	CEDAR AVE North		
Dakota	Lakeville		County Sta	040000659	16.91659	CEDAR AVE		
DAKOTA	Lakeville		County Sta	040000659	9.607715	DODD BLVD		CEDAR AVE
DAKOTA	Lakeville		County Sta	040000659	16.89738	CEDAR AVE South		
DAKOTA	Lakeville		County Sta	040000659	16.89079	CEDAR AVE North		DODD BLVI
DAKOTA	Lakeville		County Sta	040000659	16.8793	CEDAR AVE		DODD BLVI
DAKOTA	Lakeville		County Sta	040000659	16.88576	CEDAR AVE North		
DAKOTA	Lakeville		County Sta	040000659	9.603834	DODD BLVI South		CEDAR AVE
DAKOTA	Lakeville		County Sta	040000659	9.576298	DODD BLVI West		
DAKOTA	Lakeville		County Sta	040000659	9.602353	DODD BLVD		
DAKOTA	Lakeville		County Sta	040000659	9.611316	DODD BLVD		
DAKOTA	Lakeville		County Sta	040000659	9.598237	DODD BLVI East		CEDAR AVE
DAKOTA	Lakeville		County Sta	040000659	16.86419	CEDAR AVE		
DAKOTA	Lakeville		County Sta	040000659	16.88817	CEDAR AVE East		DODD BLVI
DAKOTA	Lakeville		County Sta	040000659	9.555461	DODD BLVD		
DAKOTA	Lakeville		Non-Trafficway			-- NOT ON	Not Applicable	
DAKOTA	Lakeville		County Sta	040000659	16.88787	CEDAR AVE North		DODD BLVI
DAKOTA	Lakeville		County Sta	040000659	9.608441	DODD BLVI East		CEDAR AVE
DAKOTA	Lakeville		County Sta	040000659	9.598018	DODD BLVI North		CEDAR AVE
DAKOTA	Lakeville		County Sta	040000659	16.89088	CEDAR AVE		DODD BLVI
DAKOTA	Lakeville		County Sta	040000659	9.610634	DODD BLVD		
DAKOTA	Lakeville		County Sta	040000659	16.89444	CEDAR AVE West		DODD BLVI
DAKOTA	Lakeville		County Sta	040000659	16.8976	CEDAR AVE South		
DAKOTA	Lakeville		County Sta	040000659	9.594984	DODD BLVI East		CEDAR AVE
DAKOTA	Lakeville		County Sta	040000659	9.623298	DODD BLVI	Not Applicable	
DAKOTA	Lakeville		County Sta	040000659	9.629644	DODD BLVI North		
DAKOTA	Lakeville		County Sta	040000659	16.89301	CEDAR AVE South		

Manner of First Harmf	Relative Tr	Lighting Co	Road Circu	road_circu	Road Circu	road_circu	Relative Int
Sideswipe - Motor Veh	On Roadw	Daylight	None				Four-Way I
Angle	Motor Veh	On Roadw	Daylight	None			Four-Way I
Front to Fr	Motor Veh	On Roadw	Daylight	None			Four-Way I
Front to Re	Motor Veh	On Roadw	Sunset	None			Not at Inter
Front to Re	Motor Veh	On Roadw	Daylight	Road Surface Condition (wet, icy, snow, slush,			Four-Way I
Front to Re	Motor Veh	On Roadw	Daylight	None			Four-Way I
Front to Re	Motor Veh	On Roadw	Daylight	None			Four-Way I
Sideswipe - Motor Veh	On Roadw	Daylight	None				Four-Way I
Sideswipe - Motor Veh	On Roadw	Sunrise	None				Not at Inter
Angle	Motor Veh	On Roadw	Daylight	None			Four-Way I
Angle	Motor Veh	On Roadw	Dark (Stree	None			Four-Way I
Angle	Motor Veh	On Roadw	Daylight	None			Four-Way I
Front to Re	Motor Veh	On Roadw	Daylight	None			Four-Way I
Front to Re	Motor Veh	On Roadw	Daylight	None			Four-Way I
Front to Re	Motor Veh	On Roadw	Dark (Stree	None			Four-Way I
Front to Re	Motor Veh	On Roadw	Daylight	None			Four-Way I
Front to Re	Motor Veh	On Roadw	Daylight	None			Not at Inter
Front to Re	Motor Veh	On Roadw	Daylight	None			Four-Way I
Front to Re	Motor Veh	On Roadw	Daylight	Unknown			Intersection
Front to Re	Motor Veh	On Roadw	Daylight	None			Four-Way I
Front to Re	Motor Veh	On Roadw	Dark (Stree	None			Four-Way I
Other	Motor Veh	On Roadw	Dark (Stree	Road Surface Condition (wet, icy, snow, slush,			Four-Way I
Front to Re	Motor Veh	On Roadw	Daylight	None			Not at Inter
Front to Fr	Motor Veh	Parking Lot	Daylight	None			Not at Inter
Front to Re	Motor Veh	On Roadw	Daylight	None			Four-Way I
Front to Re	Motor Veh	On Roadw	Daylight	None			Four-Way I
Other	Motor Veh	On Roadw	Daylight	None			Four-Way I
Front to Re	Motor Veh	On Roadw	Sunset	None			Four-Way I
Front to Re	Motor Veh	On Roadw	Daylight	None			Four-Way I
Angle	Motor Veh	On Roadw	Daylight	Road Surface Condition (wet, icy, snow, slush,			Four-Way I
Front to Re	Motor Veh	On Roadw	Dark (Stree	Road Surface Condition (wet, icy, snow, slush,			Four-Way I
Front to Re	Motor Veh	On Roadw	Daylight	None			Four-Way I
Front to Re	Motor Veh	On Roadw	Daylight	None			Four-Way I
Front to Fr	Motor Veh	On Roadw	Dark (Stree	None			Five-Way Ir
Angle	Motor Veh	On Roadw	Daylight	None			Four-Way I

Traffic Con:	Weather Pi	Weather S	Surface Co	Work Zone	Work Zone	Work Zone	Workers Pr	Unit1	Type
Traffic Con: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Cloudy	Unknown		Dry	2		NOT APPLICABLE		Motor Veh	
No Control: Rain			Wet	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Blowing Sa		Snow	Snow	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
Not Applic: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Rain			Wet	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Cloudy			Wet	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Clear			Wet	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
No Control: Rain	Cloudy		Wet	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Cloudy			Dry	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Unknown			Unknown	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Cloudy			Dry	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Snow	Cloudy		Snow	2		NOT APPLICABLE		Motor Veh	
No Control: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
rsection, Int: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Rain	Cloudy		Wet	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Sleet, Hail (Cloudy		Ice/Frost	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Snow	Sleet, Hail (Wet	Wet	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Clear			Dry	2		NOT APPLICABLE		Motor Veh	
Traffic Con: Clear			Dry	2		NOT APPLICABLE		Motor Veh	

Unit1 Vehic	Unit1 Direc	Unit1 Factc	Unit1 Factc	Unit1 Most	Unit1 Vehic	Unit1 Traff	Unit1 Post	Unit1 Horiz
Passenger	Southbound	Failure to Yield Right-o	Motor Veh	Turning Rig	Two-Way, I		50	Straight
Sport Utilit	Southbound	Ran Red Light	Motor Veh	Moving For	Two-Way, I		50	Straight
Passenger	Northbound	Ran Red Light	Motor Veh	Moving For	Two-Way, I		55	Straight
Passenger	Westbound	Following Too Closely	Motor Veh	Moving For	Two-Way, I		55	Straight
Passenger	Eastbound	Swerved or Avoided Di	Motor Veh	Slowing	Two-Way, I		55	Straight
Pickup	Northbound	No Clear Contributing	Motor Veh	Moving For	Two-Way, I		50	Straight
Passenger	Northbound	No Clear Contributing	Motor Veh	Vehicle Sto	Two-Way, I		50	Straight
Passenger	Southbound	Operated N	Operated M	Motor Veh	Moving For	Two-Way, I	50	Straight
Sport Utilit	Northbound	No Clear Contributing	Motor Veh	Swerved or	Two-Way, I		55	Straight
Passenger	Westbound	No Clear Contributing	Action	Moving For	Two-Way, I		55	Straight
Pickup	Southbound	Ran Red Light	Motor Veh	Moving For	Two-Way, I		55	Straight
Passenger	Southbound	Failure to Yield Right-o	Motor Veh	Moving For	Other		50	Straight
Sport Utilit	Northbound	Failure to Yield Right-o	Motor Veh	Moving For	Two-Way, I		50	Straight
Passenger	Northbound	No Clear Contributing	Motor Veh	Other	Two-Way, I		50	Straight
Passenger	Northbound	Unknown	Motor Veh	Vehicle Sto	Two-Way, I		55	Straight
Other Light	Southbound	No Clear Contributing	Motor Veh	Vehicle Sto	Two-Way, I		45	Straight
Passenger	Westbound	Operated	Motor Vehic	Motor Veh	Moving For	Two-Way, I	55	Straight
Passenger	Eastbound	Operated	Motor Vehic	Motor Veh	Moving For	Two-Way, I	50	Straight
Passenger	Northbound	Unknown	Motor Veh	Moving For	Two-Way, I		55	Straight
Passenger	Eastbound	No Clear Contributing	Motor Veh	Slowing	Two-Way, I		55	Straight
Pickup	Northbound	Driver Distracted	Motor Veh	Moving For	Two-Way, Divided, Me		55	Straight
Passenger	Eastbound	Operated	Motor Vehic	Motor Veh	Swerved or	Two-Way, I	55	Straight
Passenger	Westbound	Operated	Motor Vehic	Motor Veh	Moving For	Two-Way, I	55	Straight
Passenger Car		Failed to Ke	Wrong Side	Motor Veh	Turning Right			
Passenger	Northbound	No Clear Contributing	Motor Veh	Slowing	Two-Way, I		50	Straight
Passenger	Eastbound	No Clear Contributing	Motor Veh	Moving For	Two-Way, I		55	Straight
Other	Not on Roa	Failure to Y	Disregard	Other Traffic	Moving For	Two-Way, Divided, Un		Straight
Sport Utilit	Southbound	No Clear Contributing	Motor Veh	Turning Rig	Two-Way, I		55	Straight
Passenger	Northbound	Failed to Keep in Prop	Motor Veh	Moving For	Two-Way, I		55	Straight
Passenger	Westbound	No Clear Contributing	Motor Veh	Moving For	Two-Way, I		50	Straight
Pickup	Southbound	Other Contributing Act	Motor Veh	Moving For	Two-Way, Divided, Me		55	Straight
Passenger	Eastbound	No Clear Contributing	Motor Veh	Vehicle Sto	Two-Way, I		55	Straight
Medium / I	Westbound	Driver Distracted	Motor Veh	Moving For	Two-Way, I		55	Straight
Passenger	Northbound	Disregard C	Improper T	Motor Veh	Turning Lef	Two-Way, I	50	Straight
Sport Utilit	Southbound	Disregard C	Driver Dist	Motor Veh	Moving For	Two-Way, I	55	Straight

Unit1 Road	Unit1 Nonr	Unit1 Injur	Unit1 Physi	Unit1 Age	Unit1 Sex	Unit2 Type	Unit2 Vehic	Unit2 Direc
Level	No Appare	Apparently		77	Male	Motor Veh	Passenger	Southboun
Level	No Appare	Apparently		29	Female	Motor Veh	Passenger	Westboun
Level	No Appare	Apparently		55	Female	Motor Veh	Sport Utilit	Eastbound
Level	No Appare	Apparently		37	Female	Motor Veh	Passenger	Westboun
Level	No Appare	Apparently		40	Female	Motor Veh	Sport Utilit	Eastbound
Level	No Appare	Apparently		52	Male	Motor Veh	Sport Utilit	Northboun
Level	No Appare	Apparently		22	Female	Motor Veh	Passenger	Northboun
Level	No Appare	Unknown		20	Male	Motor Veh	Passenger	Southboun
Level	No Appare	Apparently		40	Male	Motor Veh	Passenger	Northboun
Level	No Appare	Apparently		21	Male	Motor Veh	Other Light	Southboun
Level	No Appare	Apparently		28	Male	Motor Veh	Passenger	Northboun
Level	No Appare	Apparently		74	Male	Motor Veh	Pickup	Southboun
Level	Suspected	Apparently		29	Female	Motor Veh	Passenger	Northboun
Level	Possible Inj	Apparently		55	Female	Motor Veh	Passenger	Northboun
Level	No Appare	Apparently		16	Male	Motor Veh	Passenger	Northboun
Level	No Appare	Apparently		31	Male	Motor Veh	Sport Utilit	Southboun
Level	Possible Inj	Apparently		31	Male	Motor Veh	Passenger	Westboun
Level	No Appare	Apparently		22	Male	Motor Veh	Pickup	Eastbound
Level	No Appare	Unknown		44	Male	Motor Veh	Passenger	Northboun
Level	Possible Inj	Apparently		42	Female	Motor Veh	Passenger	Eastbound
Level	No Appare	Apparently		52	Male	Motor Veh	Passenger	Northboun
Sag (Bottom)	No Appare	Apparently		21	Male	Motor Veh	Passenger	Southboun
Level	No Appare	Apparently		20	Female	Motor Veh	Passenger	Westboun
	No Appare	Apparently		21	Female	Motor Veh	Passenger Car	
Level	No Appare	Apparently		19	Female	Motor Veh	Sport Utilit	Northboun
Level	No Appare	Apparently		51	Male	Motor Veh	Passenger	Eastbound
Level	No Appare	Apparently		68	Male	Motor Veh	Pickup	Northboun
Level	Possible Inj	Apparently		56	Male	Motor Veh	Pickup	Southboun
Level	No Appare	Apparently		37	Male	Motor Veh	Passenger	Northboun
Level	No Appare	Apparently		17	Female	Motor Veh	Passenger	Southboun
Level	No Appare	Apparently		19	Male	Motor Veh	Passenger	Southboun
Level	No Appare	Apparently		25	Female	Motor Veh	Passenger	Eastbound
Level	No Appare	Apparently		64	Male	Motor Veh	Passenger	Westboun
Level	No Appare	Apparently		75	Female	Motor Veh	Sport Utilit	Northboun
Level	Possible Inj	Apparently		62	Male	Motor Veh	Medium / I	Westboun

Unit2 Factc	Unit2 Factc	Unit2 Most	Unit2 Vehic	Unit2 Nonr	Unit2 Injur	Unit2 Physi	Unit2 Age	Unit2 Sex
No Clear Contributing	, Motor Veh	Moving Forward		No Appare	Apparently		17	Male
No Clear Contributing	, Motor Veh	Moving Forward		No Appare	Apparently		20	Female
No Clear Contributing	Action	Moving Forward		No Appare	Apparently		33	Male
No Clear Contributing	, Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently		52	Female
No Clear Contributing	, Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently		23	Female
Following Too Closely	Motor Veh	Moving Forward		No Appare	Apparently		26	Male
Operated Motor Vehic	Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently		38	Male
No Clear Contributing	, Motor Veh	Moving Forward		No Appare	Apparently		19	Female
Improper Turn/Merge	Motor Veh	Changing Lanes		No Appare	Apparently		16	Female
Failure to Yield Right-o	Motor Veh	Moving Forward		Possible Inj	Apparently		37	Male
No Clear Contributing	, Motor Veh	Turning Left		No Appare	Apparently		57	Female
Operated Motor Vehic	Motor Veh	Moving Forward		No Appare	Apparently		34	Male
No Clear Contributing	, Motor Veh	Slowing		No Appare	Apparently		40	Female
Other Contributing Act	Motor Veh	Moving Forward		No Appare	Apparently		35	Female
No Clear Contributing	, Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently		39	Female
No Clear Contributing	, Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently		53	Female
No Clear Contributing	, Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently		66	Female
No Clear Contributing	, Motor Veh	Turning Right		No Appare	Apparently		40	Male
No Clear Contributing	, Motor Veh	Other		No Appare	Apparently		49	Male
Following Too Closely		Slowing		No Appare	Apparently		18	Male
No Clear Contributing	, Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently		45	Female
No Clear Contributing	, Motor Veh	Moving Forward		No Appare	Apparently		54	Female
No Clear Contributing	, Motor Veh	Slowing		No Appare	Apparently		78	Male
No Clear Contributing	, Motor Veh	Moving Forward		No Appare	Apparently		68	Female
Following Too Closely	Motor Veh	Moving Forward		No Appare	Apparently		24	Female
Operated Motor Vehic	Motor Veh	Moving Forward		No Appare	Apparently		16	Male
No Clear Contributing	, Motor Veh	Moving Forward		No Appare	Apparently		41	Female
Other Contributing Act	Motor Veh	Moving Forward		No Appare	Apparently		42	Male
No Clear Contributing	, Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently		60	Female
Driver Spec Operated	Motor Veh	Turning Right		No Appare	Apparently		43	Male
No Clear Contributing	, Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently		22	Male
Operated Motor Vehicle in Carele	Motor Veh	Moving Forward		No Appare	Apparently		17	Male
No Clear Contributing	, Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently		49	Male
No Clear Contributing	, Motor Veh	Moving Forward		No Appare	Apparently		44	Female
No Clear Contributing	, Motor Veh	Moving Forward		No Appare	Apparently		38	Male

Unit3 Type Unit3 Vehic Unit3 Direc Unit3 Factc Unit3 Factc Unit3 Most Unit3 Vehic Unit3 Nonr Unit3 Injur

Motor Veh Sport Utilit Southboun Driver Distracted

Moving Forward

No Appare

Motor Veh Passenger (Northboun No Clear Contributing , Motor Veh Vehicle Stopped or Sta Possible Inj

Unit3 Physi Unit3 Age Unit3 Sex Unit4 Type Unit4 Vehic Unit4 Direc Unit4 Factc Unit4 Factc Unit4 Most

Apparently 44 Female

Apparently 31 Female

Unit4 Vehic Unit4 Nonr Unit4 Injur Unit4 Physi Unit4 Age Unit4 Sex interchang otst_inters city_section

DODD BLVD AND CED#
DODD BLVD AND CED#
DODD BLVD AND CED#

DODD BLVD AND CED#

DODD BLVD AND CED#
DODD BLVD AND CED#

DODD BLVD AND CED#
DODD BLVD AND CED#
DODD BLVD AND CED#
DODD BLVD AND CED#
DODD BLVD AND CED#
DODD BLVD AND CED#

DODD BLVD AND CED#
DODD BLVD AND CED#

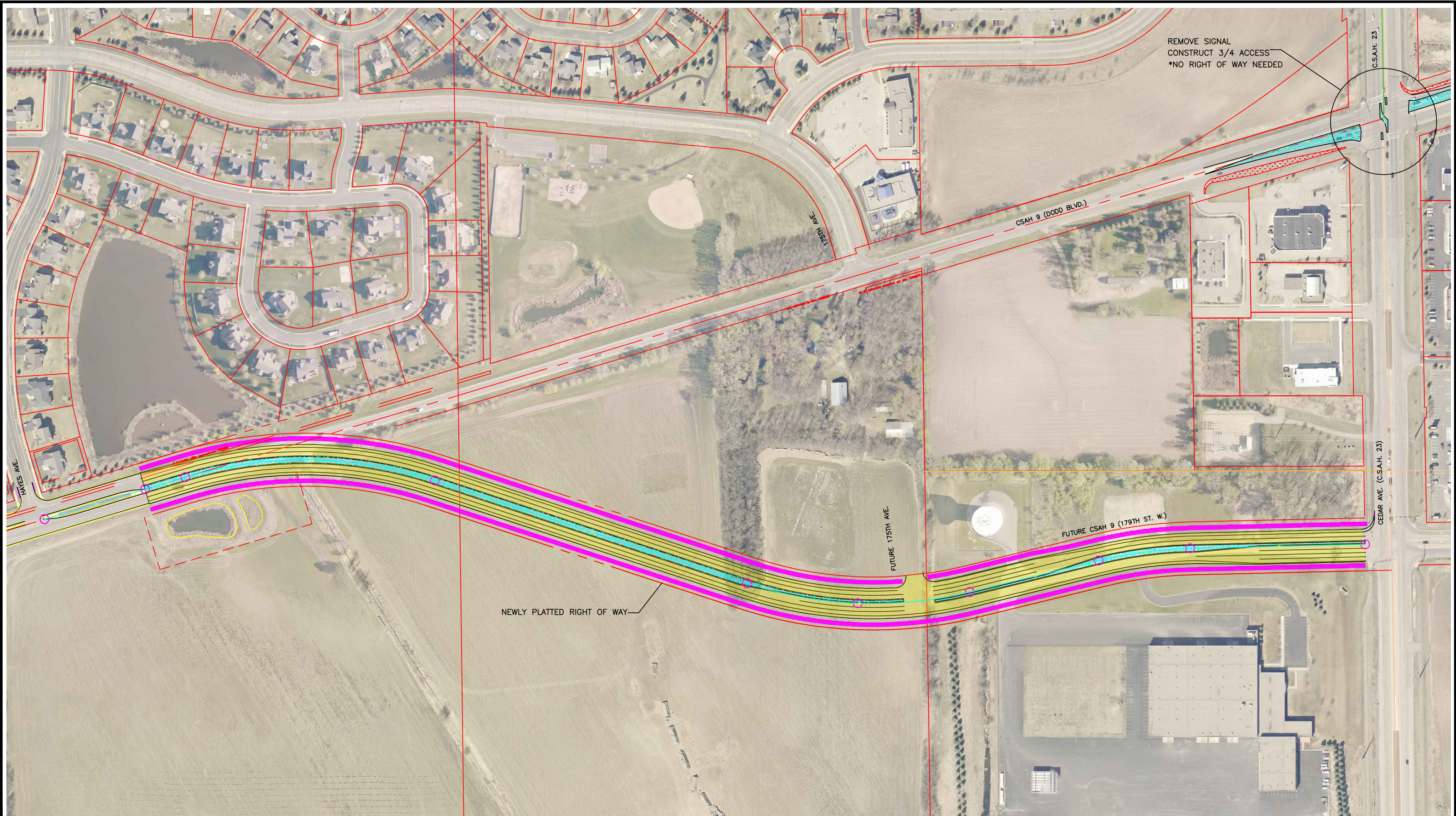
DODD BLVD AND CED#

DODD BLVD AND CED#
DODD BLVD AND CED#

DODD BLVD AND CED#
DODD BLVD AND CED#
DODD BLVD AND CED#
DODD BLVD AND CED#

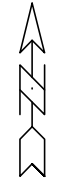
DODD BLVD AND CED#
DODD BLVD AND CED#
DODD BLVD AND CED#

utm_x	utm_y	x	y
482754.9	4949074	482754.9	4949074
482757.8	4949069	482757.8	4949069
482772.4	4949078	482772.4	4949078
482696.8	4949042	482696.8	4949042
482771.1	4949070	482771.1	4949070
482779	4949047	482779	4949047
482776.4	4949071	482776.4	4949071
482753.6	4949075	482753.6	4949075
482775.8	4949036	482775.8	4949036
482766.1	4949120	482766.1	4949120
482762.6	4949076	482762.6	4949076
482774.7	4949089	482774.7	4949089
482776.8	4949079	482776.8	4949079
482781.1	4949060	482781.1	4949060
482778.5	4949071	482778.5	4949071
482755.4	4949084	482755.4	4949084
482703.8	4949060	482703.8	4949060
482753.6	4949077	482753.6	4949077
482768.4	4949077	482768.4	4949077
482738.7	4949067	482738.7	4949067
482776.6	4949036	482776.6	4949036
482757.9	4949074	482757.9	4949074
482681.8	4949053	482681.8	4949053
482818.1	4949052	482818.1	4949052
482780.8	4949074	482780.8	4949074
482753.6	4949074	482753.6	4949074
482747.1	4949074	482747.1	4949074
482755.4	4949078	482755.4	4949078
482766.3	4949085	482766.3	4949085
482755.3	4949084	482755.3	4949084
482760.5	4949089	482760.5	4949089
482733.2	4949067	482733.2	4949067
482777.5	4949075	482777.5	4949075
482795.3	4949088	482795.3	4949088
482755.9	4949081	482755.9	4949081



REMOVE SIGNAL
CONSTRUCT 3/4 ACCESS
*NO RIGHT OF WAY NEEDED

NEWLY PLATTED RIGHT OF WAY





City of Lakeville
Positioned to Thrive

May 5, 2020

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

**RE: 2020 Regional Solicitation Letter of Support for Dakota County
CP 09-56 - CSAH 9 (179th Street) Realignment Project**

Dear Mr. Krebsbach:

The City of Lakeville supports Dakota County's application for federal funding for the realignment and construction of the new segment of CSAH 9 (179th Street) from east of Highview Avenue to Cedar Avenue (CSAH 23). 179th Street will be designed as a four-lane divided urban roadway with pedestrian trails along both sides of the roadway between Hayes Avenue and Cedar Avenue. Access modifications and intersection improvements will be included at the intersections of Cedar Avenue (CSAH 23) at Glacier Way, Dodd Boulevard and 179th Street.

The City of Lakeville understands the project is a joint effort between the City of Lakeville and Dakota County and that the Dakota County Board of Commissioners is committed to fund and construct the project in cooperation with the City of Lakeville.

The City of Lakeville concurs with the improvements in the geometric layout and is supportive of the implementation of the project. The City also supports this project for federal funding and agrees to provide a financial commitment for the improvements, consistent with the polices included in the current adopted Dakota County Transportation Plan and Joint Powers Agreement. Thank you for making us aware of this application effort and the opportunity to provide support.

Sincerely,

Zachary Johnson, P.E.
City Engineer

2020-2024
CITY OF LAKEVILLE
CAPITAL IMPROVEMENT PLAN

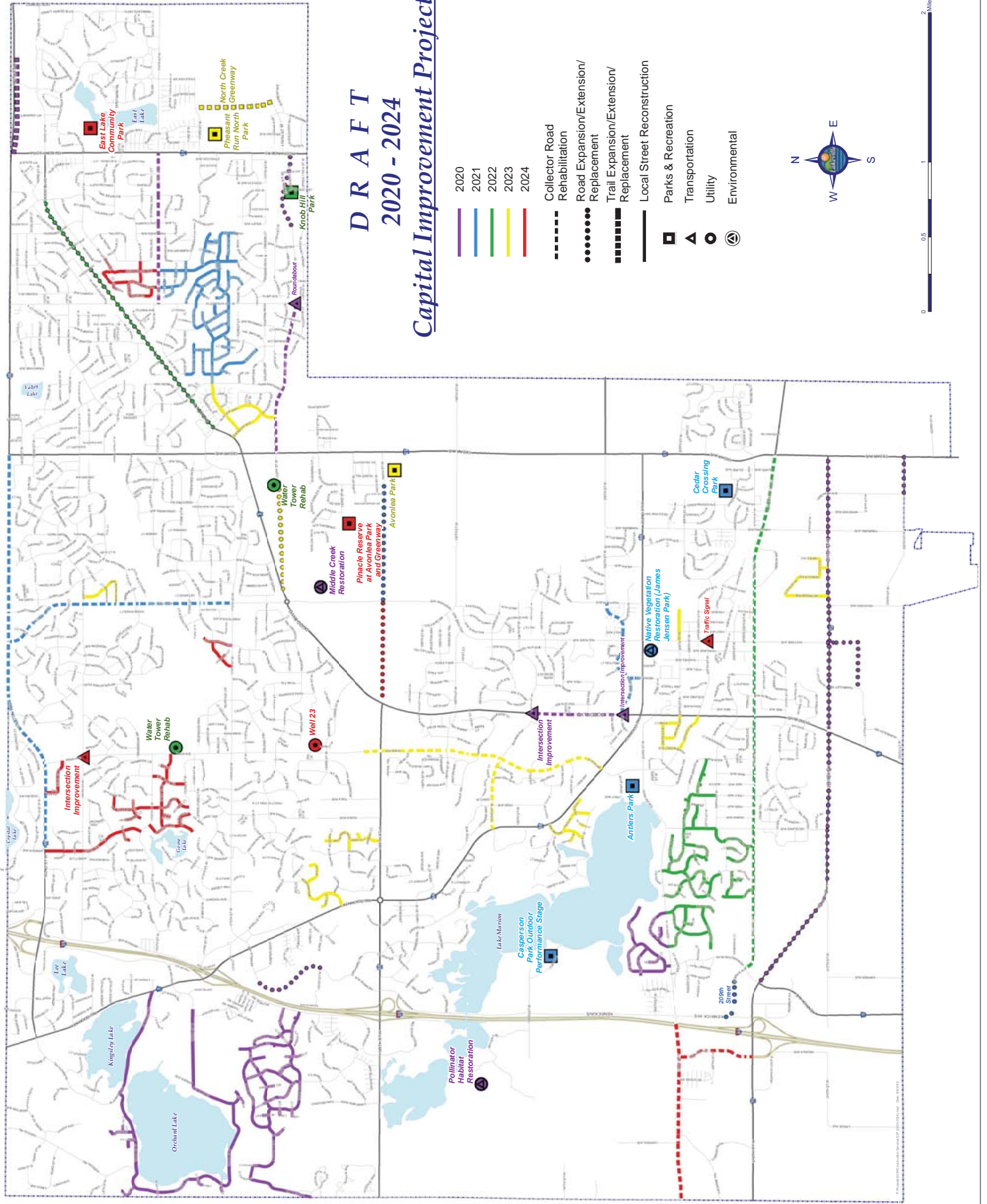


based on applicable County policies, including 15% maximum cap of total County-eligible project costs. Bond funding anticipated for this project.

- CP 20-09: Kenrick Avenue Extension (181st St – Canadian Pacific Railroad)
Programmed for 2020 construction. Kenrick Avenue programmed as a 2-lane undivided collector roadway consistent with City Transportation Plans. Project to be completed with Developer-installed improvements in conjunction with adjacent development.
- CP 20-10: 185th St/Future CSAH 60 (Highview Ave - Hamburg Ave)
Programmed for 2020/2021 construction. Identified as a future transfer to Dakota County jurisdiction, 185th Street will be constructed as a 2-lane divided highway consistent with City and County Transportation Plans. Project to be completed with Developer-installed improvements in conjunction with adjacent development (Pinnacle Reserve at Avonlea). City's estimated project construction cost-share and final payment programmed for 2023. Project is subject to development.
- CP 21-05: Dodd Boulevard/CSAH 9 (Gerdine Path - Dodd Lane)
Programmed for 2022 construction. Identified as a future transfer to City jurisdiction, Dodd Boulevard designed as a 2-lane undivided collector roadway, consistent with City Transportation Plans (see further discussion above under project 20-08). Cost estimate based on applicable County policies.
- CP 21-06: 209th Street (Kenrick Ave – 1/8th mile west of Kensington Blvd)
Programmed for 2021 construction. 209th Street (Kenrick Avenue) to be realigned from the existing 210th Street/CSAH 70 intersection (permanently removing access) to existing terminus 1/8th mile west of Kensington Boulevard to improve intersection geometrics and operations, make safety improvements and provide for increasing traffic levels. 209th Street programmed as a 2-lane undivided collector roadway, consistent with City Transportation Plans. Project to be completed with Developer-installed improvements in conjunction with adjacent development. Cost estimate based on applicable County policies.
- CP 23-04: 179th St/Future CSAH 9 (Hayes Ave – Cedar Ave)
Programmed for 2023 construction. Identified as a future transfer to Dakota County jurisdiction, 179th Street will be constructed as a 4-lane divided highway consistent with City and County Transportation Plans. Cost estimate based on applicable County policies. Bond funding anticipated for this project.

CIP #	Project #	Funding Source	Project Type	Status*	2020	2021	2022	2023	2024	Total
20-07	Dodd Blvd/CSAH 9 & Heritage Drive/Icenic Trail	Municipal State Aid Dakota County Other grant	3/4 Intersection	IP	45,000 100,000 400,000 545,000	- - - -	- - - -	- - - -	- - - -	45,000 100,000 400,000 545,000
20-08	179th St/Future CSAH 9 & Flagstaff Ave Roundabout 179th St (Cedar Ave/CSAH 23 - Flagstaff Ave) - Note 1	Municipal State Aid Dakota County Special Assessments Stormwater Infrastructure Fund Water Operating Fund Sanitary Operating Fund Street Light Operating Fund	Roundabout Collector Rehabilitation	IP IP	- 4,245,120 217,328 335,000 200,000 200,000 72,000 5,269,448	- - - - - - - -	- - - - - - - -	3,066,280 - - - - - - 3,066,280	- - - - - - - -	3,066,280 4,245,120 217,328 335,000 200,000 200,000 72,000 8,335,728
20-09	Kenrick Ave Extension (181st St to Canadian Pacific Railroad)	Tax Increment Fund	Extension	N	200,000 200,000	- -	- -	- -	- -	200,000 200,000
20-10	185th St/Future CSAH 60 (Highview Ave- Hamburg Ave)	Municipal State Aid Dakota County Street Light Operating Fund Park Dedication Fund Stormwater Infrastructure Fund	Extension	IP	- 262,103 5,400 49,700 19,516 336,719	- - - - - -	- - - - - -	165,682 - - - - 165,682	- - - - - -	165,682 262,103 5,400 49,700 19,516 502,401
20-12	Dodd Blvd/CSAH 9 and 194th St	Municipal State Aid	3/4 Intersection	IP	-	-	247,500	-	-	247,500
21-03	Highview Ave (175th St- 160th St), Heritage Dr (Dodd Blvd- Highview Ave), and Iberia Ave (202nd St- Heritage Dr) - Note 1	Municipal State Aid Property Tax Levy Special Assessments Water Operating Fund Sanitary Sewer Operating Fund	Collector Rehabilitation	IP	- 119,888 - - - 119,888	- 3,111,567 484,803 170,000 110,000 3,876,370	- - - - -	- - - - -	- - - - -	- 3,231,455 484,803 170,000 110,000 3,996,258
21-05	Dodd Blvd/CSAH 9 (Gerdine Path - Dodd Ln)	Municipal State Aid Park Dedication Fund Street Light Operating Fund	Replacement	IP	- - -	- - -	130,000 10,000	700,000 -	- -	700,000 130,000 10,000
21-06	209th St (Kenrick Ave- West of Kensington Blvd)	Dakota County Tax Increment Fund	Extension	N	- -	890,152 200,000 1,090,152	- -	- -	- -	890,152 200,000 1,090,152

CIP #	Financing / Project	Status*	2020	2021	2022	2023	2024	Total 2020-2024
Municipal State Aid/Municipal State Aid Bonds								
XX-01	Pavement Management - Maintenance	R	120,000	120,000	120,000	120,000	120,000	600,000
14-10	Kenwood Tr./CSAH 50 (185th St-Dodd Blvd)	IP	1,000,000	-	-	-	-	1,000,000
15-12	202nd St/CSAH 50 (Holyoke Ave-Cedar Ave/CSAH 23) - Note 1 (bonds)	IP	1,403,750	-	-	-	-	1,403,750
20-05	County Road 70 Expansion Project - Note 1 (bonds)	IP	-	-	656,250	-	3,323,250	3,979,500
20-07	Dodd Blvd/CSAH 9 & Heritage Drive/Icenic Trail	IP	45,000	-	-	-	-	45,000
20-08	179th St & Flagstaff Ave Roundabout	IP	-	-	-	3,066,280	-	3,066,280
20-10	185th St/Future CSAH 60 (Highview Ave- Street 7)	IP	-	-	-	165,682	-	165,682
20-12	Dodd Blvd/CSAH 9 and 194th St	N	-	-	247,500	-	-	247,500
21-05	Dodd Blvd/CSAH 9 (Gerdine Path - Dodd Ln)	N	-	-	-	700,000	-	700,000
23-04	179th St/Future CSAH 9 (Hayes Ave - Cedar Ave)	IP	-	-	105,859	685,680	-	791,539
24-04	185th St/Future CSAH 60 (Dodd Blvd - Highview Ave) - Note 1 (bonds)	IP	-	-	119,984	578,592	1,151,942	1,850,518
24-05	Holyoke Ave & 207th St	-	-	-	-	9,750	315,250	325,000
24-06	Ipava Ave & 165th St	N	-	-	-	26,700	780,000	806,700
	Total Municipal State Aid		2,568,750	120,000	1,249,593	5,352,684	5,690,442	14,981,469
Property Taxes and Fund Balance Reserves								
XX-02	Street Reconstruction	R	293,019	273,559	303,324	285,671	288,893	1,444,466
XX-01	Pavement Management - Maintenance	R	1,422,074	1,451,757	1,508,627	1,567,772	1,629,283	7,579,513
	Total Property Taxes and Fund Balance Reserves		1,715,093	1,725,316	1,811,951	1,853,443	1,918,176	9,023,979
Tax Increment Fund								
20-09	Kenrick Ave Extension (181st St to Canadian Pacific Railroad)	N	200,000	-	-	-	-	200,000
21-06	209th St (Kenrick Ave- Kensington Blvd)	N	-	200,000	-	-	-	200,000
	Total Property Taxes and Fund Balance Reserves		200,000	200,000	-	-	-	400,000
Dakota County (Transportation projects only)								
18-09	179th St/Future CSAH 9 (Fieldcrest Ave- Pilot Knob Rd)	IP	690,000	-	-	-	-	690,000
20-07	Other grant- Dodd Blvd/CSAH 9 & Heritage Drive/Icenic Trail	-	100,000	-	-	-	-	100,000
20-08	179th St & Flagstaff Ave Roundabout	IP	4,245,120	-	-	-	-	4,245,120
20-10	185th St/Future CSAH 60 (Highview Ave- Street 7)	IP	262,103	-	-	-	-	262,103
21-06	209th St (Kenrick Ave- Kensington Blvd)	N	-	890,152	-	-	-	890,152
	Total Dakota County (transportation contributions)		5,297,223	890,152	-	-	-	6,187,375
	Total Transportation Projects		23,812,011	13,439,281	13,586,967	17,476,669	14,717,568	83,032,496
Water Trunk Fund - Fees								
15-12	202nd St/CSAH 50 (Holyoke Ave-Cedar Ave/CSAH 23)	IP	625,000	-	-	-	-	625,000
20-05	County Road 70 Expansion Project	IP	600,000	600,000	-	-	-	1,200,000
22-03	Lakeville Blvd (Holyoke Ave - Cedar Ave), 210th Street (Kensington Blvd - Holyoke Ave)	IP	-	-	165,000	-	-	165,000
24-04	185th St/Future CSAH 60 (Dodd Blvd - Highview Ave)	IP	-	-	-	-	425,000	425,000
U-4	Well Construction	R	-	-	-	50,000	1,000,000	1,050,000
U-5	Watermain Trunk Extensions	R	265,000	265,000	265,000	265,000	265,000	1,325,000
U-6	Water Distribution Features	N	150,000	-	150,000	-	150,000	450,000
	Total		1,640,000	865,000	580,000	315,000	1,840,000	5,240,000
	Total Water Trunk Fund		1,640,000	865,000	580,000	315,000	1,840,000	5,240,000

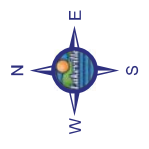


D R A F T

2020 - 2024

Capital Improvement Projects

- 2020
- 2021
- 2022
- 2023
- 2024
- Collector Road Rehabilitation
- Road Expansion/Extension/Replacement
- Trail Expansion/Extension/Replacement
- Local Street Reconstruction
- Parks & Recreation
- Transportation
- Utility
- Environmental

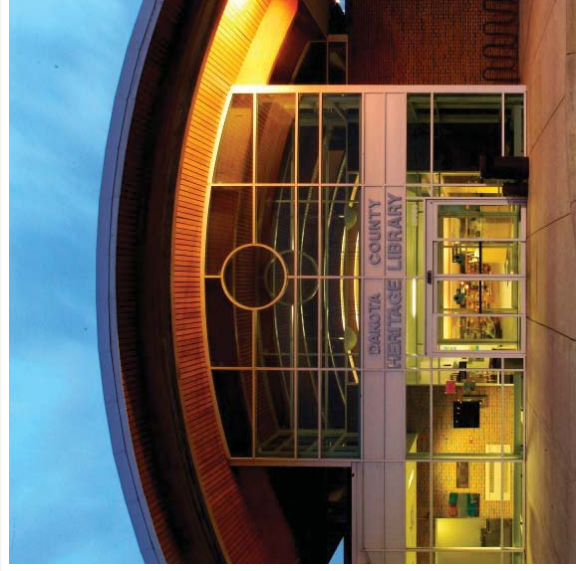


0 0.5 1 2 Miles

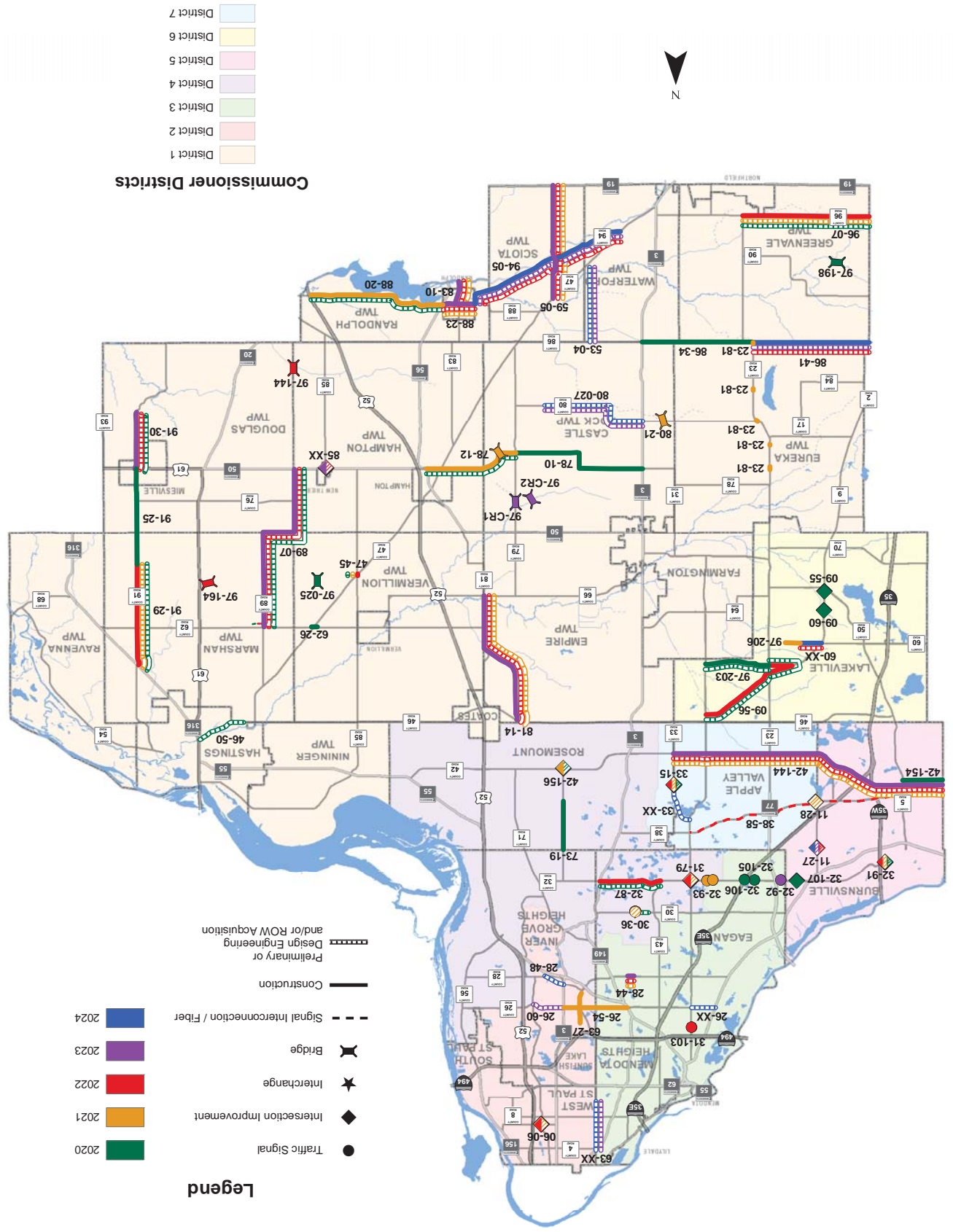
CAPITAL IMPROVEMENT PROGRAM



2020-2024

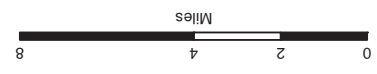


2020 - 2024 Transportation Capital Improvement Program



Commissioner Districts

- District 1
- District 2
- District 3
- District 4
- District 5
- District 6
- District 7



Copyright 2019, Dakota County
 This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information, and data located in various city, county, and state offices and other sources, affecting the area shown, and is to be used for reference purposes only. Dakota County is not responsible for any inaccuracies herein contained. If discrepancies are found, please contact this office.

Map Date: December 3, 2019

2020 - 2024 Transportation Capital Improvement Program



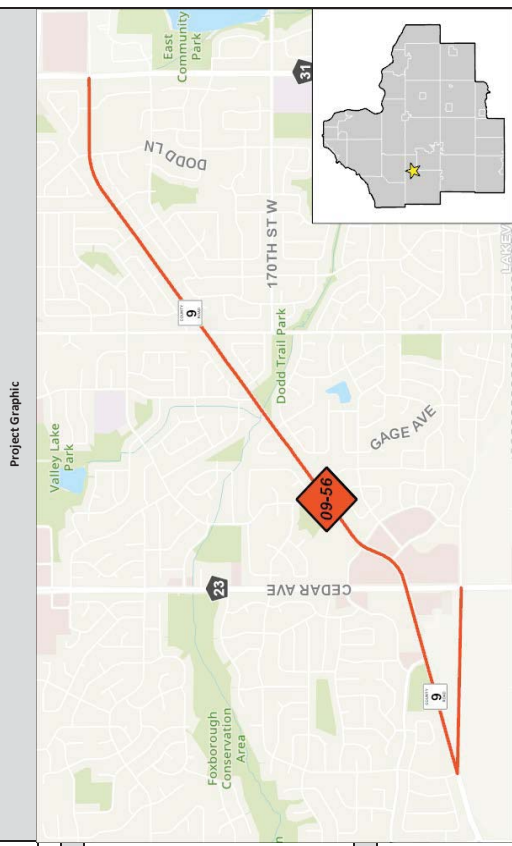
Page	JL Key	Project Number	Road	Segment	Short Description	City Location	Annual Cost	City	Federal	State	CSAH	Gravel Tax & Other	County Funds	County Levy	Total Project Cost	Lead Agency	
2020 Section																	
PRESERVATION:																	
73	142154	42154	CSAH 42	West Dakota County line to CSAH 5	Bituminous Mill & Overlay	Burnsville	1,485,000	-	1,188,000	-	277,000	-	20,000	-	1,735,000	Dakota County	
24	199011	99011		Highway Surface - Gravel Repairs	Spot Locations Durable Pavement Markings		50,000	-	-	-	-	-	50,000	-	250,000	Dakota County	
25				Traffic Control Devices			750,000	-	-	-	-	-	750,000	-	2,750,000	Dakota County	
22				Highway Surface - Bituminous			6,400,000	-	-	-	5,900,000	230,000	-	-	270,000	Dakota County	
23				Highway Surface - Gravel			320,000	-	-	-	-	-	320,000	-	3,200,000	Dakota County	
26				Bike Trail			1,000,000	-	-	-	-	-	1,000,000	-	4,100,000	Cities/Other	
27				Storm Sewer System Repair			300,000	100,000	-	-	-	-	400,000	-	2,300,000	Dakota County/Cities	
2020 Preservation Subtotal:							11,105,000	100,000	1,188,000	-	6,177,000	230,000	3,410,000	-	-	-	
MANAGEMENT:																	
29	T09055	955	CSAH 9	At Lentic 17/Merage Dr	Construct 3/4 Intersection	Lakeville	500,000	-	360,000	-	120,000	-	20,000	-	550,000	Dakota County	
30	T09056	956	CSAH 9	Pretech	ROW Acquisition	Lakeville	2,000,000	500,000	-	-	750,000	-	750,000	-	10,600,000	Dakota County	
92	T09060	960	CSAH 9	CSAH 43 (Pilot Knob)	Construct 3/4 Intersection ROW	Lakeville	400,000	-	-	-	400,000	-	-	-	400,000	Lakeville	
36	T32087	32887	CSAH 32	CSAH 43 (Pilot Knob)	Acquisition	Egan	3,000,000	750,000	-	-	2,250,000	-	-	-	8,800,000	Dakota County	
74	T32101	32101	CSAH 32	TH 13 to Crimmon Ridge Trail (Only County S shown)	Trail - ROW Acq. Construction	Burnsville (Egan)	1,900,000	-	-	-	1,880,000	-	20,000	-	1,900,000	Burnsville	
45	T62026	6226	CSAH 62	Resign CSAH 62, add turn lanes CSAH 47	Construction	Vermillion Twp	2,200,000	-	-	-	2,178,000	-	22,000	-	8,140,000	Dakota County	
76	T92203	92203	179th St	CSAH 23 Cedar Ave to CSAH 31 (Pilot Knob)	ROW Acq/Construction	Lakeville	7,700,000	3,465,000	-	-	2,117,500	-	1,000,000	-	9,000,000	Dakota County	
63				Jurisdictional Classification			1,000,000	-	-	-	275,000	-	725,000	-	3,000,000	Dakota County	
64				ROW Preservation & Management			500,000	225,000	-	-	275,000	-	225,000	-	9,000,000	Dakota County	
65				Safety & Management			1,500,000	342,000	-	-	76,400	-	883,000	-	9,000,000	Dakota County	
66				Signal Projects	Signal Revisions/Communications		148,000	71,600	-	-	76,400	-	883,000	-	1,598,000	Dakota County	
2020 Management Subtotal:							20,848,000	5,353,600	360,000	-	10,046,900	-	5,087,500	-	-	-	
REPLACEMENT:																	
47	T73019	73-19	CR 73	Bonaire Path to IGH/Rosemount line	Construction	Rosemount	6,000,000	1,500,000	-	-	-	-	1,836,613	2,663,387	8,250,000	Dakota County	
48	T78010	78-10	CSAH 78	TH 3 to CSAH 79 (Blaine Ave)	Construction	Castle Rock Township	7,200,000	-	2,450,075	-	4,677,925	-	72,000	-	7,200,000	Dakota County	
49	T78012	78-12	CSAH 78	CSAH 79 (Blaine) to CSAH 47	ROW Acquisition	Castle Rock Twp, Hampton	1,044,800	-	-	-	1,044,800	-	-	-	5,284,800	Dakota County	
53	T86034	86-34	CSAH 86	E of CSAH 23 (Follage Ave) to TH 3	Construction (Flex Hwy 5)	Castle Rock, Eureka, Greenlee, Waterford Twp	11,000,000	-	4,200,000	-	6,800,000	-	110,000	-	14,200,000	Dakota County	
54	T88020	88-20	CSAH 88	TH 56 to TH 52	ROW Acquisition, Construction & Box Culvert	Randolph Township	1,750,100	-	-	-	1,750,100	-	-	-	10,250,100	Dakota County	
57	T91025	91-25	CSAH 91	TH 61 to 210th Street	Construction	Milville, Marshan & Douglas Twp	8,219,400	-	-	-	8,137,200	-	82,200	-	10,001,400	Dakota County	
96	T91025	91-25	Twp Bridge	Replace Bridge 13234, Lewiston Ave	Construct Bridge	Vermillion Township	200,000	-	180,000	-	20,000	-	-	-	200,000	Dakota County	
85	T91198	91-198	Twp Bridge	Replace Bridge 13267, Hale Ave	Construct Bridge	Greenlee Township	200,000	-	180,000	-	20,000	-	-	-	200,000	Dakota County	
77				Retaining Wall Set Aside	Construct Retaining Wall		350,000	-	-	-	330,000	-	-	-	1,750,000	Dakota County	
67				Signal Projects-Various Locations	Replace/New/Geometrics		1,210,000	410,000	-	-	800,000	-	-	-	7,580,000	Dakota County	
2020 Replacement Subtotal:							37,174,300	1,910,000	4,200,000	2,810,075	23,430,025	40,000	2,120,813	2,663,387	-	-	
EXPANSION:																	
No projects programmed at this time																	
2020 Expansion Subtotal:																	
RESOURCES:																	
98	T30036	30-36	CSAH 30	Dillely/Daniel to Braddock Area	Design - City Lead	Egan	250,000	-	-	-	-	-	250,000	-	250,000	Egan	
37	T32091	32-91	CSAH 32	DuPont Ave to I-35	Design Roundabout Design	Burnsville	50,000	-	-	-	50,000	-	-	-	2,200,000	Burnsville	
38	T32015	32-15	CSAH 33	At 140th St/Commemora Trail Roundabout	Roundabout Consultant	Apple Valley/Rosemount	200,000	90,000	-	-	110,000	-	-	-	2,600,000	Dakota County	
94	T42156	42-156	CSAH 42	At CR 73 (Akon Ave) to east by Tech College	Design Consultant	Rosemount	200,000	54,000	-	-	146,000	-	-	-	1,700,000	Dakota County	
42	T46050	46-50	CSAH 46	Pleasant Dr to TH 61 (Vermillion St)	Roadway Study	Hastings	300,000	75,000	-	-	-	-	225,000	-	300,000	Dakota County	
93	T47045	47-45	CSAH 47	At CSAH 85 (Goodwin Ave)	Design	Vermillion Township	50,000	-	-	-	50,000	-	-	-	2,500,000	Dakota County	
47	T73019	73-19	CR 73	Bonaire Path to IGH/Rosemount line	Consultant Construct Admin	Rosemount	600,000	150,000	-	-	-	-	450,000	-	11,497,800	Dakota County	
56	T88007	88-07	CR 89	TH 50 (2400th St) to CSAH 62	Design	Hampton, Douglas, Marshan Twp	240,000	-	-	-	120,000	-	-	-	6,120,000	Dakota County	
58	T91025	91-25	CSAH 91	210th St to TH 52	Design	Marshan Township	120,000	-	-	-	90,000	-	-	-	3,915,000	Dakota County	
59	T91050	91-50	CSAH 91	West Dakota County line to CSAH 23	Design (Rice County \$16)	Milville, Douglas Twp	150,000	-	-	-	16,000	-	-	-	8,424,400	Dakota County	
91	T96007	96-07	CSAH 91	CSAH 23 (Cedar Ave) to CSAH 31 (Pilot Knob)	Design (Only Co S shown)	Greenlee Twp	400,000	-	-	-	400,000	-	-	-	900,000	Dakota County	
70	T9203	92-03	179th St	At Pilot Knob	Design Retaining Walls Consultant	Lakeville	100,000	-	-	-	80,000	-	-	-	1,531,722	Dakota County	
68				At Pilot Knob	Design Retaining Walls Consultant	Apple Valley	248,904	548,377	-	-	2,359,026	-	-	-	24,692,781	Dakota County	
69				CIP Reimbursement to Operations			300,000	135,000	-	-	-	-	165,000	-	1,500,000	Dakota County	
70				Future Studies/Professional Services			20,900	-	-	-	-	-	20,900	-	125,400	Dakota County	
71				Township Road Distribution			78,633,575	1,053,377	-	-	3,005,026	16,000	3,762,172	-	-	-	
2020 Resources Subtotal:							78,633,575	1,053,377	-	-	3,005,026	16,000	3,762,172	-	-	-	
2020 Total:							76,963,875	8,416,977	5,748,000	2,810,075	42,658,951	286,000	14,380,485	2,663,387	-	-	-



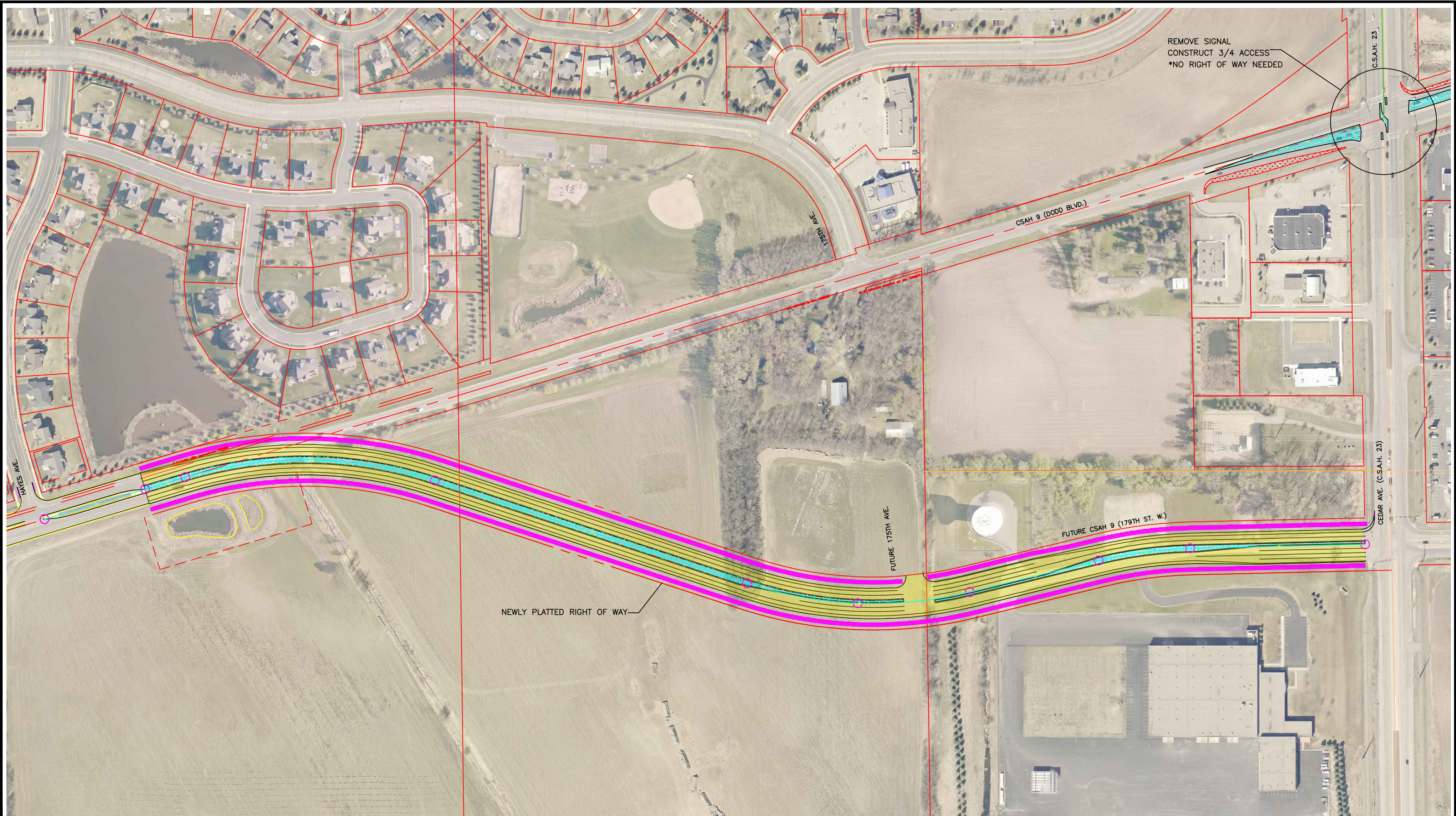
2020 CAPITAL BUDGET

and 2020 - 2024 TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM

Project Title:	CSAH 9 (Dodd) from Hayes to CSAH 31 (Pilot Knob); & 179th St from Hayes to CSAH 23 in Lakeville	
Project Number(s):	9-56	
Year of Board Authorization:	2019	
Target Completion:	2022	
Project Type:	Management	
JL Key:	T09056	
Project Location:	City of Lakeville	
Project Description:	<p>MANAGEMENT: Safety and Management / Future Turnback Reconstruction of CSAH 9 (Dodd Boulevard) from Hayes Avenue to CSAH 31 (Pilot Knob Road) in Lakeville; and the portion of 179th Street (new alignment) from Hayes Avenue to CSAH 23 (Cedar Avenue) in Lakeville.</p> <p>This project will bring CSAH 9 to "County Standards" in preparation for future turnback to the city of Lakeville. Once 179th Street provides connection from Hayes to CSAH 23 it will become the new County Road/County State Aid Highway. A Joint Powers Agreement will need to be entered into prior to turnback and new County Road/County State Aid Highway designation.</p>	
Project and Fiscal History:		



Project Revenues	Original Project Estimate	Approved Budget	2020		2021		2022		2023		2024		Beyond 2024		Total Revised Project Revenues Estimate		2020 Project Revenues Estimate Change		
			Budget	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate
Local	-	200,000	500,000	-	1,600,000	-	-	-	-	-	-	-	-	-	2,300,000	2,300,000	-	2,300,000	
CSAH	-	-	750,000	-	3,200,000	-	-	-	-	-	-	-	-	-	3,950,000	3,950,000	-	3,950,000	
County Funds	-	400,000	750,000	-	3,200,000	-	-	-	-	-	-	-	-	-	4,350,000	4,350,000	-	4,350,000	
Total	-	600,000	2,000,000	-	8,000,000	-	-	-	-	-	-	-	-	-	10,600,000	10,600,000	-	10,600,000	
Project Expenditures	Original Project Estimate	Approved Budget																	
Land Acquisition	-	-	2,000,000	-	-	-	-	-	-	-	-	-	-	-	-	2,000,000	2,000,000	-	2,000,000
Consulting Services	-	600,000	-	-	-	-	-	-	-	-	-	-	-	-	600,000	600,000	-	600,000	
New Construction	-	-	-	-	8,000,000	-	-	-	-	-	-	-	-	-	8,000,000	8,000,000	-	8,000,000	
Total	-	600,000	2,000,000	-	8,000,000	-	-	-	-	-	-	-	-	-	10,600,000	10,600,000	-	10,600,000	
			2020 Budget		2021 Estimate		2022 Estimate		2023 Estimate		2024 Estimate		Beyond 2024 Estimate		Total Revised Project Expenditures Estimate		2020 Project Expenditures Estimate Change		



NEWLY PLATTED RIGHT OF WAY

REMOVE SIGNAL
CONSTRUCT 3/4 ACCESS
*NO RIGHT OF WAY NEEDED





COUNTY

May 15, 2020

Regional Solicitation Funding Application for Roadway Expansion Project of 179th Street (CP 9-56)

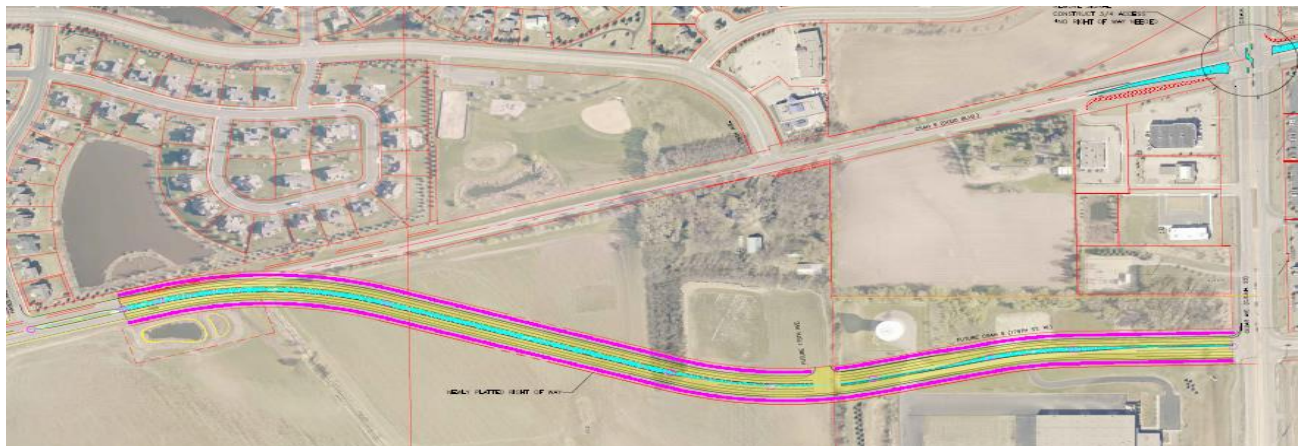
The Dakota County Transportation Capital Improvements Program (CIP) identifies County Project (CP) 9-56, the reconstruction of CSAH 9 (Dodd Boulevard) from Gerdine Path to CSAH 31 (Pilot Knob Road) in Lakeville; and the portion of 179th Street (new alignment) from Hayes Avenue to CSAH 23 (Cedar Avenue) in Lakeville. This project will bring CSAH 9 (179th Street) to current County standards and Dodd Boulevard to current City standards in preparation for future turnback to the City of Lakeville. Once 179th Street provides connection from Hayes to CSAH 23 it will become the new County Road/County State Aid Highway. Additionally, the signal at the intersection of CSAH 9 and CSAH 23 will be removed and reconfigured to a $\frac{3}{4}$ directional access intersection condition.

On May 20, 2003 (Resolution No. 03-285), the Dakota County Board of Commissioners adopted the East West Corridor Preservation Study, which defined the general location of three new county roadways. The study identified the 179th Street alignment through the City of Lakeville, as a future county minor arterial route as Alignment B. This alignment serves the transportation needs across multiple local jurisdictions including Lakeville, Empire Township and the City of Farmington by eventually connecting Dodd Boulevard (CSAH 9) to Trunk Highway 3. Dodd Boulevard north and east of Highview Avenue is planned as a City Major Collector roadway, following jurisdictional transfer.

CSAH 9 (Dodd Boulevard) was constructed in 1948 from Highview Avenue to CSAH 31 (Pilot Knob Road) as a two-lane rural roadway. In 2003 CSAH 9 was reconstructed as a four-lane divided urban section from a point 600 feet west to a point 3,000 feet east of CSAH 23. In addition, 179th street was constructed in 2003 from CSAH 23 to Flagstaff Avenue as part of the Crossroads Development. The project included the reconstruction of the CSAH 9 and CSAH 23 and CSAH 9 and 179th Street intersections as a signalized intersection.

In 2019, the City and County completed an updated Corridor Study of the CSAH 9 corridor between Highview Avenue and Pilot Knob Road. The Study included updates to the regional traffic model to better predict the traffic volume and pattern changes once the transportation improvements are completed along Dodd Boulevard and 179th Street, including the intersection modifications at Dodd/Cedar. Design alternatives were prepared for both Dodd Boulevard (Gerdine to Pilot Knob Road) and 179th Street (Cedar to Flagstaff). In 2020, final construction documents were prepared for the reconstruction of 179th Street between Cedar Avenue to Fieldcrest Avenue, including a roundabout at Flagstaff Avenue. These improvements will be constructed in 2020. Additionally, 179th Street will be extended to Pilot Knob Road from Fieldcrest Avenue in 2020 through a private development improvement project

- Total Construction Cost: \$10,600,000
- Requested Award Amount: \$7,000,000



Executive Summary

Background/Introduction

For nearly two decades, Dakota County and the City of Lakeville have been planning for an East-to-West roadway that would help accommodate an area wide system and travel network. The Dakota County East-West Corridor Preservation Study was completed in June 2003. This study assessed the transportation system needs for the rapidly growing area in the Lakeville, Farmington and Empire Township communities in southern Dakota County. The East-West Corridor Preservation Study was to address east-west transportation system deficiencies and to identify preservation corridors for future east-west roadway connections. Five preservation corridors were identified and adopted by the affected communities. 179th Street was the corridor identified within Lakeville; it was identified as a corridor to preserve for future east-west arterial roadway system connectivity between I-35 on the west and TH 3 on the east.

Dakota County and the City of Lakeville have partnered on the current County Road 9 and 179th Street Corridor Study to coordinate planning efforts and identify required improvements to serve as a basis for the jurisdictional transfer of two roadway segments in the City of Lakeville - County Road 9 (Dodd Boulevard) and 179th Street between Highview Avenue and Pilot Knob Road. The planned improvements to these two roadways will provide for improved safety, traffic operations and increasing traffic levels that can better serve the region in the future.

The County Road 9 and 179th Street Corridor Study includes preliminary feasibility study and analysis of intersection and roadway improvements, preliminary engineering designs, necessary surveying and cost estimates to better inform Dakota County and the City of Lakeville on how the two roadway segments need to be improved to meet anticipated future traffic demands.

The jurisdictional transfer limits of County Road 9 (Dodd Boulevard) and future County Road 9 (179th Street) are from Highview Avenue to Pilot Knob Road. The focus of the preliminary feasibility study and traffic analysis is from Gerdine Path to Dodd Lane along Dodd Boulevard, including intersection improvement analysis at Dodd Boulevard and Cedar Avenue; and the 179th Street segment from Cedar Avenue through the Flagstaff Avenue intersection (see **Figure 1**).

Study Objectives and Major Tasks

The key outcome of the County Road 9 and 179th Street Corridor Study was to identify, technically evaluate, and develop visual concepts for geometric design layouts of Dodd Boulevard and 179th Street. The Study evaluated existing and future transportation conditions, including:

- Jurisdictional Classification
- Functional Classification
- Trail/Sidewalk Systems
- Natural Resource Constraints
- Corridor Access

- Safety
- Traffic Analysis
- Roadway Design Needs

The County Road 9 and 179th Street Corridor Study began in January 2019 as a cooperative effort between Dakota County and Lakeville. SRF Consulting Group (SRF) was retained to assist with technical analysis, public engagement, and corridor design recommendations for the two corridors within the study limits.

The study partners and consultant team collaboratively engaged the public during the process to understand their perspective regarding roadway needs, issues, and opportunities. The resultant recommendations contained herein were developed with input from the public and fortified by the technical analysis. The sections that follow provide an overview of the input received from the public, outcomes of the analysis, and final recommendations to be implemented with upcoming programmed or planned projects.

Dakota County/Lakeville Planned Improvement Projects

Based on the results of the Corridor Study, Dakota County and the City of Lakeville are partnering on several projects along 179th Street and Dodd Boulevard over the next few years to improve intersection operations, make safety improvements and provide for increasing traffic levels. The reconstruction of 179th Street from Cedar Avenue to Fieldfare Way is programmed to begin in the Spring/Summer of 2020. Proposed improvements include:

- a) reconstruction to a two-lane divided highway;
- b) roundabout at the 179th Street/Flagstaff Avenue intersection;
- c) dedicated turn lanes at intersections; and
- d) geometric modifications to meet County roadway standards.

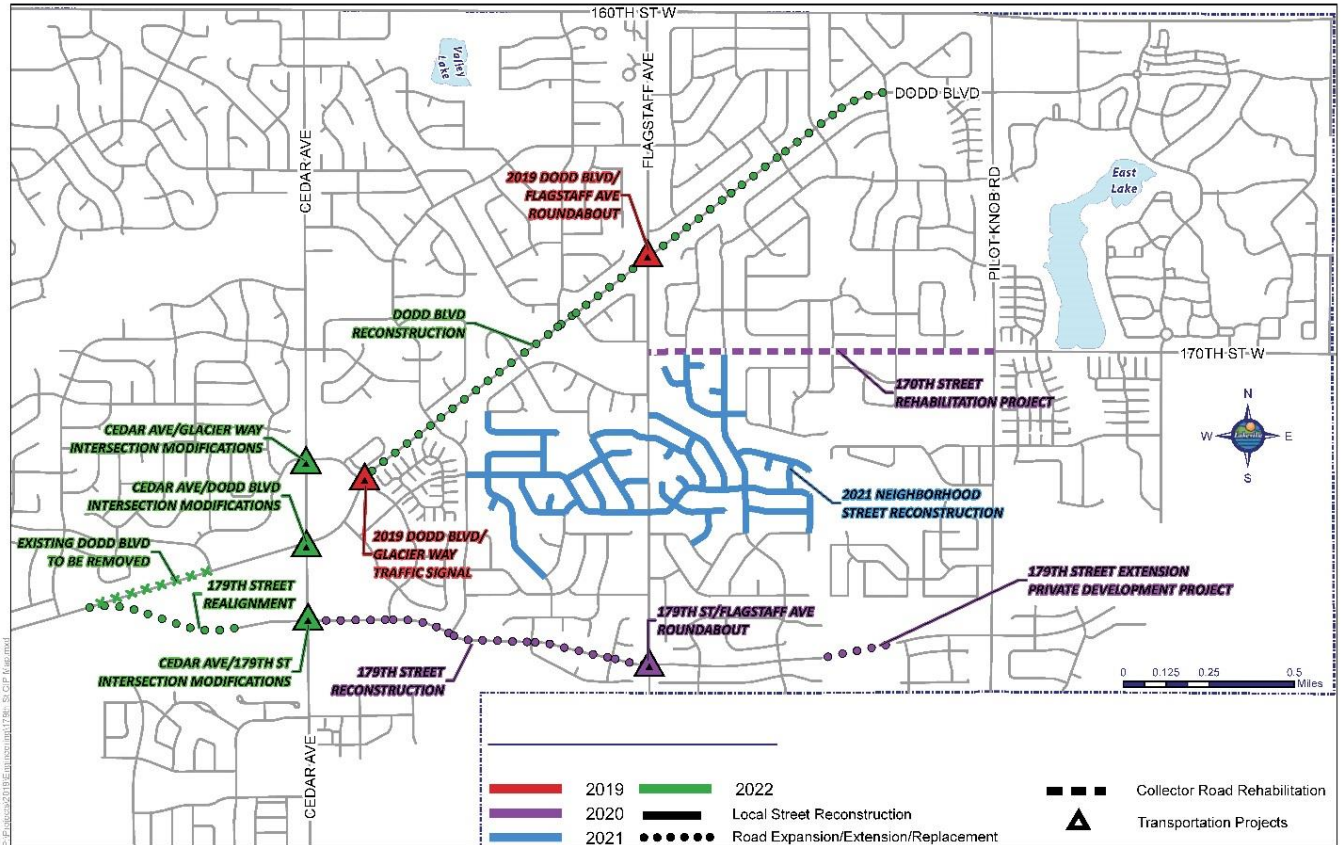
179th Street will be constructed and extended between Fieldcrest Avenue and Pilot Knob Road by November 2020 through a private development agreement with the City of Lakeville. In 2022, improvements are programmed along 179th Street and Dodd Boulevard. The 179th Street improvements include the extension and realignment of 179th Street as a four-lane divided roadway west of Cedar Avenue connecting with Dodd Boulevard at Hayes Avenue. In conjunction with the realignment, the existing Dodd Boulevard roadway will be removed between Hayes Avenue and 175th Street.

The Dodd Boulevard improvements include reconstruction between Gerdine Path and Dodd Lane to a City standard collector roadway. The programmed improvements include:

- a) reconstruction and widening of the roadway to a two-lane undivided urban road (i.e., curbs installed), with turn lanes at certain intersections;
- b) pedestrian trails along the north and south side of the roadway; and
- c) potential traffic calming measures will be reviewed during preliminary design (i.e., raised median in the center of the road, curb “bump outs” at intersections, mid-block pedestrian/bicycle crossing(s), etc.).

Additionally, upon completion of the 179th Street realignment and Dodd Boulevard improvements, the traffic signal at Cedar Avenue and Dodd Boulevard will be removed and replaced by a 3/4 directional access intersection. The intersection will allow all movements from Cedar Avenue onto Dodd Boulevard, but will restrict access to right turns only from Dodd Boulevard to Cedar Avenue.

Following completion of the transportation improvement projects, the City and County will transfer jurisdiction (who owns and oversees the roads) of 179th Street (will become a County roadway) and Dodd Boulevard (will become a City roadway). This ownership and oversight change of the two roadways will indicate who plows the road, maintains the road, handles future project costs, etc.



Planned Transportation Improvement Projects

The documentation contained herein supports the improvement projects outlined for Dodd Boulevard and 179th Street within the limits of this study.

I:\Projects\12000\12306\TPI\Documentation\Figures\Use These

