Application

13860 - 2020 Roadway Expansion

14399 - 185th Street Extension

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	05/15/2020 12:19 PM

Primary Contact

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

Organization Information

Name:	LAKEVILLE, CITY OF

Jurisdictional Agency (if different):	
Organization Type:	City
Organization Website:	
Address:	20195 HOLYOKE AVE
*	LAKEVILLE (City) Minnesota (State/Province) 55044 (Postal Code/Zip)
County:	Dakota
Phone:*	952-985-2800 Ext.
Fax:	
PeopleSoft Vendor Number	0000020957A1

Project Information

Project Name	185th Street Extension
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):	Dakota County

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

To promote an efficient transportation system Dakota County and the City of Lakeville are partnering on the 185th Street extension including the design, right of way, and construction of portions of future County road. On April 7, 2003 (Resolution No. 03-60), the Lakeville City Council adopted a resolution in support of the Dakota County East-West Corridor Preservation Study. On May 20, 2003 (Resolution No. 03-285), the Dakota County Board of Commissioners adopted the Dakota County East-West Corridor Preservation Study.

The Study defined the general location of three new A-Minor Arterial County roadways. The study identified the Alignments C (185th Street) through the City of Lakeville as future County minor arterial route. This alignment will serve the transportation needs across multiple local jurisdictions, including Lakeville, Empire Township and the City of Farmington, by eventually connecting Interstate 35 to Trunk Highway 52. This portion of Alignment C will be constructed as a two-lane divided roadway expandable to a four-lane divided roadway. Construction will be on new alignment and include two lanes, turn lanes, stormwater infrastructure, a median to provide access management of city streets with full access intersections minimum ¼ mile spacing and multi-use trails on both sides

of the roadway.

The project is from the intersection of CSAH 60 (185th Street) and CSAH 9 (Dodd Boulevard) on the west to the intersection of 185th Street and Highview Avenue. The project provides a continuations connection to CSAH 23 (Cedar Avenue).

In 2018 the adopted preservation corridor Alignment C between Highview Avenue to CSAH 23 (Cedar Avenue) following the proposed 185th Street alignment was constructed in coordination with development. The 2018 project included design, right of way dedication and construction of approximately one-half mile of a future County road (185th Street) to meet County standards in conjunction with the preliminary plat Avonlea 4th Addition development.

The project attains system arterial spacing guidelines of 2-miles between parallel arterial facilities (Alignment B is approximately 2-miles to the north). The current east-west roadway system in the project area is disjointed and requires multiple turns for east-west travel. Based on this deficiency, the focus of this project is on east-west connections. The current east-west roadway system is also expected to have capacity deficiencies as traffic volumes continue to increase in the future. The

increasing traffic demand through the area including school bus traffic is driving the need for the roadway improvements through this area of Lakeville.

(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.

New construction of CSAH 60 between CSAH 9 and CSAH 23

Project Length (Miles)

0.7

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	$1,800,000.00
Match Amount	$450,000.00

Minimum of 20% of project total

Project Total	$2,250,000.00

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	Local Dakota County and City of Lakeville

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

Preferred Program Year

Select one:	2025

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

Additional Program Years:	2023

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

Project Information-Roadways

County, City, or Lead Agency	City of Lakeville
Functional Class of Road	A-Minor Expander
Road System	Future CSAH

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

Road/Route No.	60

i.e., 53 for CSAH 53

Name of Road	185th Street

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed	55044
(Approximate) Begin Construction Date	02/01/2023
(Approximate) End Construction Date	11/24/2023

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

From: **(Intersection or Address)**	CSAH 60 and CSAH 9 intersection
To: **(Intersection or Address)**	185th Street and Highview Intersection

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Miles of Sidewalk (nearest 0.1 miles)	0

Miles of Trail (nearest 0.1 miles)	1.4
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)	1.4
Primary Types of Work *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.*	Grade, agg base, bit surf, curb and gutter, storm sewer, signals, bike path

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.

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

Goal A: Transportation System Stewardship (p. 2.17)

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

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

This project is part of the Dakota County East-West Corridor Preservation Study

Identification of Preferred System Plan that was completed in June 2003. The study partners recognize that the deficiencies associated with the currently disjointed system east-west roadways in the southern area of Dakota County. As development continues occur, practical opportunities for future east-west county corridor alignment options will continue to disappear. Without aggressive planning for enhancement to the transportation system, safety and mobility (roadway capacity) deficiencies are expected to increase for area residents and roadway system users.

Objective: B. Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations (p. 217).

Strategy: A2. Regional transportation partners should regularly review planned preservation and maintenance projects to identify cost-effective opportunities to

incorporate improvements for safety, lower-cost congestion management and mitigation, transit, bicycle, and pedestrian facilities. (p. 2.18)

This corridor results in the need for a two- lane facility with 150 feet of corridor

preservation width, implementation is approached with flexibility in mind. The construction of CSAH 60 on a new alignment will allow for improved safety and mobility for freight, vehicles and non-motorized users with Dakota County.

Goal C: Access to Destinations (p. 2.24)

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

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

The proposed project will install multiuse trails along CSAH 60. This area has been under served with non-motorized options and the project will provide residents and visitors the ability to reach their destinations or available transit.

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

Lakeville 2040 Transportation Plan

Lakeville Goals and Policies

Goal 1 (P2). Provide sustainable investments in the transportation system which are protected by strategically preserving, maintaining, and operating system assets. Goal 2 (P3). Ensure the regional transportation system is safe and secure for all users. Goal 5 (P5). Confirm the regional transportation system advances equity and contributes to the community?s livability and sustainability while protecting the natural, cultural, and developed environments.

List the applicable documents and pages:

Planned and Programmed Improvements (P15) 185th St (CSAH 60) Dodd Blvd (CSAH 9) to 200th St (CR 64) in Farmington Extension Dakota County2 Sources: 2 2018-2022 Dakota County Capital Improvement Program, Dakota County Sale and Use Tax CIP and 2018 Dakota County Transportation Plan

RBTN Tier 2

RBTN corridors and alignments (P56). These corridors and alignments are the second highest priority for funding. They provide connections to regional facilities in neighboring cities and serve to connect priority regional bicycle transportation corridors and alignments. RBTN Tier 2 corridors and alignments within Lakeville include: ? 185th Street/Planned 185th Street extension (Corridor)

Dakota County and the City of Lakeville agree to construct a portion of Alignment C of adopted Dakota County East-West Corridor Preservation Study (dated November 2003). A future County Road (185th Street) to be constructed as a two-lane divided roadway that will operate safely and efficiently in the future as a County Road within a 150-foot wide

right of way corridor for the future expansion to a four-lane divided roadway and construct trails along both sides of 185th Street, hereafter referred to as "the Project".

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:	08/05/2019
Link to plan:	https://www.lakevillemn.gov/938/ADA-Transition-Plan

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

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

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

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

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. Yes

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$96,000.00
Removals (approx. 5% of total cost)	$96,000.00
Roadway (grading, borrow, etc.)	$568,000.00
Roadway (aggregates and paving)	$551,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$276,000.00
Ponds	$45,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$243,000.00
Traffic Control	$21,000.00
Striping	$33,000.00
Signing	$10,000.00
Lighting	$0.00

Turf - Erosion & Landscaping	$61,000.00
Bridge	$0.00
Retaining Walls	$92,000.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$0.00
Other Roadway Elements	$0.00
Totals	**$2,092,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$141,000.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$17,000.00
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	**$158,000.00**

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	$2,250,000.00
Construction Cost Total	$2,250,000.00
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 fee-flow conditions.

Free-Flow Travel Speed:	
Peak Hour Travel Speed:	
Percentage Decrease in Travel Speed in Peak Hour compared to Free-Flow:	0%
Upload Level of Congestion map:	

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	Existing: A-Minor Expander CSAH 50 (202nd Street)
Adjacent Parallel Corridor Start and End Points:	
Start Point:	CSAH 9 (Dodd Blvd)
End Point:	CSAH 23 (Cedar Av.)
Free-Flow Travel Speed:	34

The Free-Flow Travel Speed is black number.

Peak Hour Travel Speed: 27

The Peak Hour Travel Speed is red number.

Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow: 20.59%

Upload Level of Congestion Map: 1589557672841_185th St 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:

(0 Points)

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

Existing Employment within 1 Mile: 1678

Existing Manufacturing/Distribution-Related Employment within 1 Mile: 45

Existing Post-Secondary Students within 1 Mile:

Upload Map 1589557723660_185th St 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 East of CSAH 9

Current AADT Volume 5770

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 1589557809124_185th St 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 7501.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume No

If checked, METC Staff will provide Forecast (2040) ADT volume

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume Dakota County 2040 Travel Demand Model

Forecast (2040) ADT volume 12200

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.*

Response:

½ mile around the proposed project is 1.44 Sq Miles with a total population of 843:

- Population people of Color is 50 (5.9%);

- Population people of Hispanic or Latino is 32 (3.8%);

- Earnings less than $15,000 per year or less is 67 (15.8%)

People living in poverty experience higher rates of some diseases. Low-income populations have more emergency department visits and hospitalizations for asthma that the general population. Research shows that low socioeconomic status also increases the chance that a person's health is threatened by environmental conditions. People living in poverty are more likely to live in areas with poor quality housing, have less access to healthy foods, or live in close proximity to traffic and crowding.

The City encourages and provides stakeholders and the public with opportunities for meaningful input concerning the transportation system, project design features, and mitigation of potential community impacts. We help residents understand the transportation system planning, project selection, project development, and design and construction processes and how they can stay informed or become involved. All potentially impacted stakeholders are provided equitable access to pertinent information This involved providing information through verbal or written language translation including interpreters at meetings when needed.

On April 7, 2003 (Resolution No. 03-60), the Lakeville City Council adopted a resolution support of the Dakota County East-West Corridor Preservation Study On May 20 2003 (Resolution No. 03-285), the Dakota County Board of Commissioners adopted the Dakota County East-West Corridor Preservation Study.

The study partners recognize that the deficiencies associated with the currently disjointed system of east-west roadways in the southern area of Dakota County comprised of Lakeville, Farmington, and Empire Township will become more problematic as rapid growth trends continue. At the time of the study development was contining to occur and practical opportunities for future east-west county corridor alignment options where

disappearing. The study identified a preferred corridor preservation plan that has the consensus of study partners to preserve corridors for future transportation system

improvements as development continues to occur.

(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 new roadway will include turn lanes, improved stormwater management

infrastructure, multi-use trails on both sides of the roadway, and access management of city streets. Safety will be improved along the corridor by managing the number of conflict points (access management), providing paved shoulders, and adding multi-use trails to both sides of the road including improving pedestrian infrastructure by filling a trail gap in a tier 2 RBTN corridor. The project includes raised medians and pedestrian refuge areas.

In the southwest corner of the existing signalized T intersection of CSAH 9 (Dodd Boulevard) and CSAH 60 (185th Street) is Century Middle School. Adding the fourth roadway leg to the intersection and providing a new continuous connection to CSAH 23 (Cedar Avenue) to the east will connect public transportation and improve connectivity. Park Access- Easy access to parks is associated with increased park use. Park visitation is much more frequent and physical activity levels are much higher for those who live

within walking distance to a park. King Park is located in the northeast corner Dodd Boulevard/185th Street intersection.

Lakeville Fire Dept - Station 4 (9465 185th St W, Lakeville, MN 55044) is 1,000? west and the Lakeville Police Department (9237 183rd St W, Lakeville, MN 55044) is 1,500' north of the Dodd Boulevard/185th Street intersection. The new alignment will provide quicker demand response service of police, fire and ambulance services.

The roadway design includes quality bicycle and pedestrian infrastructure and will influence neighborhood-level access to destinations such as grocery stores, schools, parks, and doctors? offices. Access to destinations is one of the key factors determining how much time people spend driving. Increasing access can reduce the negative health

effects of long car trips, such as physical inactivity and high blood pressure. Providing a well-connected, multi-modal transportation network increases people?s ability to access destinations that can influence their health and well-being, such as jobs, health care services, and parks.

The Lakeville Cedar Park and Ride is located 2,700' north of the CSAH 60 (185th Street) and CSAH 23 (Cedar Avenue) intersection. The new 185th Street roadway connection from east to west is currently disjointed system of east-west roadways in the southern area of Dakota County. At the regional level, efficient roadways and public transportation service affect access to jobs, education, and healthcare opportunities. Public transportation service is particularly important to ensure access for people unable to drive, such as members of low-income households, children, individuals with disabilities, and older adults.

(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

Pedestrian access is improved with adding multi-use trails to both sides of the road.

The project does not decrease pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc. Safety will be improved along the corridor by managing the number of conflict points

(access management), providing paved shoulders, and adding multi-use trails to both sides.

Response:

Roadway Access management - increasing the distance between intersections improves the flow of traffic on major arterials, reduces congestion, and improves air quality of the traveled corridor. The appropriate spacing between intersections has a significant impact on congestion and safety. Vehicle speed and changes in speed are two important factors in fuel consumption. Access control can have a positive impact on changes in speed and

indirectly on through traffic vehicle speeds. In addition to speed, access management also has a significant impact on capacity of a roadway and air quality.

The congestion impacts of reduced driveways are clear. It is impossible for a major arterial to maintain free flow speeds with numerous access points that add slow moving vehicles. Roadway speeds are reduced an average of 2.5 miles per hour for every 10

access points per mile.

Raised Medians and Pedestrian Refuge Areas

Pedestrian crashes account for about 12 percent of all traffic fatalities annually. Over 75 percent of these fatalities occur at non-intersection locations. Many of these crashes are

preventable. By providing raised medians and pedestrian refuge islands, these crash numbers will go down, prevent injuries, and save lives. Raised medians and pedestrian refuge islands allow pedestrians to cross one direction of traffic at a time. This

significantly reduces the complexity of the crossing.

There is no Displacement of residents or businesses.

(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	1589558333245_185th 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	0.68	1.0	68.0	68.0

Total Project Length

Total Project Length 0.7

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 0.68

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.

In Lakeville there are 7 low income housing apartment communities offering 164 affordable apartments for rent Income Based Apartments. Lakeville features 25 income-based apartments. Tenants of income-based apartments typically pay no more than 30% of their income towards rent and utilities. Low Rent Apartments: There are 139 rent subsidized apartments that do not provide direct rental assistance but remain affordable to low income households. Housing Choice Vouchers: On average, Section 8 Housing Choice vouchers pay Lakeville landlords $600 per month towards rent. The average

voucher holder contributes $500 towards rent in Lakeville

Response:

1. Lakeville Pointe Apartments 1.64 miles 18010 Kenwood Trail Accepts Vouchers

2. Hemlock 17150 Hemlock Ct 1.48 miles

3. Cedar Valley Townhomes 17326 Glacier Way 1.37 miles Accepts Vouchers

4. Meadowlark Family Townhomes 20904 Holiday Ave 2.46 miles Accepts Vouchers

5. Prairie Crossing Family Townhomes 20464 Icefall Trl 1.89 miles Accepts Vouchers

6. Country Lane Townhomes 7754 210th St W 2.57 miles Accepts Vouchers

7. Fairfield Terrace 20720 Holt Ave 2.21 miles Subsidized 62+ Accessible Elderly Supportive Housing

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589558589265_185th Build Your Own profile - Minnesota Compass.pdf

Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
	0	**0**	**0**

Average Construction Year

Weighted Year	0

Total Segment Length (Miles)

Total Segment Length	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
35.0	61.0	-26	7063	7406	-183638	-192556	Pre AM 14 = PM 21 = 35 Post AM 25 + PM 36 = 61 Difference = 26	1589558811872_SYNCHRO CSAH 60 from CSAH 9 to Highview Ave.pdf
						-192556		

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	-183638
Total Peak Hour Delay Reduced	-192556

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):
21.62	24.24	-2.62
22	**24**	**-3**

Total Parallel Roadway

Emissions Reduced on Parallel Roadways -2.62

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:	45.0
Vehicle miles traveled with the project:	0.68
Total delay in hours with the project:	31.0
Total stops in vehicles per hour with the project:	3633.0
Fuel consumption in gallons:	67.922
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):	6.772

EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	Cruise speed in miles per hour without the project 45 (Applicant inputs number) Vehicle miles traveled without the project: 0 (new road, unsure of this as well) (Applicant inputs number) Total delay in hours without the project: 0+0+1+9(AM Exist) + 0+1+1+6(PM Exist) =18 (Applicant inputs number) Total stops in vehicles per hour without the project: 1952+351+110+685 (AM Exist) + 1842+203+182+1019 (PM Exist) = 6344 for 2 hrs so in veh/hr = 6344/2 = 3172 Cruise speed in miles per hour with the project 45 (unsure of this number) (Applicant inputs number) Vehicle miles traveled with the project: 0.67 (Applicant inputs number) Total delay in hours with the project: 0+0+1+1+11(AM Prop)+0+0+0+1+17(PM Prop) = 31 (Applicant inputs number) Total stops in vehicles per hour with the project 341+1944+351+110+876 (AM Prop) + 352+1838+203+182+1068 (PM Prop) 7265 for 2 hrs so 7265/2 = 3633
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	-9.392

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:

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:

(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

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:

The roadway design includes quality bicycle and pedestrian infrastructure. The new construction of 185th Street will complete one of the remaining pedestrian facility gaps within Dakota County. The proposed new construction will implement 10-foot shared-use trails on both the north and south sides of 185th Street for the full length of the 1.7-mile from Dodd boulevard to Cedar Avenue. The 10-foot shared-use trails on both north and south sides of 185th Street with a 15' to 25' boulevards separate pedestrian facility from 8' roadway shoulder.

Pedestrian access is improved with adding multi-use trails to both sides of the road. Safety will be improved along the corridor by managing the number of conflict points (access management), providing paved shoulders, and adding multi-use trails to both

sides.

Pedestrian crashes account for about 12 percent of all traffic fatalities annually. Over 75 percent of these fatalities occur at non-intersection locations. Many of these crashes are preventable. By providing raised medians and pedestrian refuge islands, these crash numbers will go down, prevent injuries, and save lives. Raised medians and pedestrian refuge islands allow pedestrians to cross one direction of traffic at a time. This significantly reduces the complexity of the crossing.

The new roadway will include turn lanes, improved stormwater management infrastructure, multi-use trails on both sides of the roadway, raised medians, pedestrian refuge areas and access management of city streets.

Safety will be improved along the corridor by managing the number of conflict points (access management), providing paved shoulders, and adding multi-use trails to both sides of the road including improving pedestrian infrastructure by filling a trail gap in a tier 2 RBTN corridor.

The project is a Tier 2 RBTN corridor connection that does not exist today providing a 1.7 mile Multi Model trail on both sides of 185th Street From: Dodd Boulevard (CSAH 9) and 185th Street (CSAH 60) intersection on the west to Cedar Avenue (CSAH 23) and 185th Street (future CSAH 60) intersection on the east.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Existing Connections

Response:

The roadway design includes quality bicycle and pedestrian infrastructure and will influence neighborhood-level access to destinations such as grocery stores, schools, parks, and doctors? offices. Access to destinations is one of the key factors determining how much time people spend driving. Increasing access can reduce the negative health effects of long car trips, such as physical inactivity and high blood pressure. Providing a well-connected, multi-modal transportation network increases people?s ability to access destinations that can influence their health and well-being, such as jobs, health care services, and parks.

The Lakeville Cedar Park and Ride is located 2,700? north of the Cedar Avenue/185th Street intersection. At the regional level, efficient roadways and public transportation service affect access to jobs, education, and healthcare opportunities. Public transportation service is particularly important to ensure access for people unable to drive, such as members of low-income households, children, individuals with disabilities,

and older adults. Pedestrian access is improved with adding multi-use trails to both sides of the road.

Safety will be improved along the corridor by managing the number of conflict points (access management), providing paved shoulders, and adding multi-use trails to both sides. Pedestrian crashes account for about 12 percent of all traffic fatalities annually. Over 75 percent of these fatalities occur at non-intersection locations. Many of these crashes are preventable. By providing raised medians and pedestrian refuge islands, these crash numbers will go down, prevent injuries, and save lives. Raised medians and pedestrian

refuge islands allow pedestrians to cross one direction of traffic at a time. This significantly reduces the complexity of the crossing.

The new roadway will include turn lanes, improved stormwater management

infrastructure, multi-use trails on both sides of the roadway, raised medians, pedestrian refuge areas and access management of city streets. Safety will be improved along the corridor by managing the number of conflict points (access management), providing paved shoulders, and adding multi-use trails to both sides of the road including improving pedestrian infrastructure by filling a trail gap in a tier 2 RBTN corridor. The project is a Tier 2 RBTN corridor connection that does not exist today providing a 1.7 mile Multi Model trail on both sides of 185th Street From: Dodd boulevard (CSAH 9) and 185th Street (CSAH 60) intersection on the west to Cedar Avenue (CSAH 23) and 185th Street (future CSAH 60) intersection on the east.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (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 1589559690431_60-XX-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

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 Yes

0%

Anticipated date or date of acquisition 04/01/2023

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:	09/01/2018
Meeting with partner agencies:	04/22/2020
Targeted online/mail outreach:	07/26/2005
Number of respondents:	100
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%

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

On April 7, 2003 (Resolution No. 03-60), the Lakeville City Council adopted a resolution in support of the Dakota County East-West Corridor Preservation Study. On May 20, 2003

(Resolution No. 03-285), the Dakota County Board of Commissioners adopted the Dakota County East-West Corridor Preservation Study.

Over the last 17 years their has been ongoing coronation with the property owners, stakeholders, developers, new residents, and realist ate agents. The City encourages and provides stakeholders and the public with opportunities for meaningful input concerning the transportation system, project design features, and mitigation of potential community impacts. We help residents understand the transportation system planning, project selection, project development, and design and construction processes and how they can stay informed or become involved. All potentially impacted stakeholders are provided equitable access to pertinent information. This involved providing information through verbal or written language translation including interpreters at meetings when needed.

Engagement now continues, with consideration of limitations under COVID-19 social distancing guidance.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$2,250,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$2,250,000.00
Enter amount of any outside, competitive funding:	$0.00
Attach documentation of award:	

Points Awarded in Previous Criteria

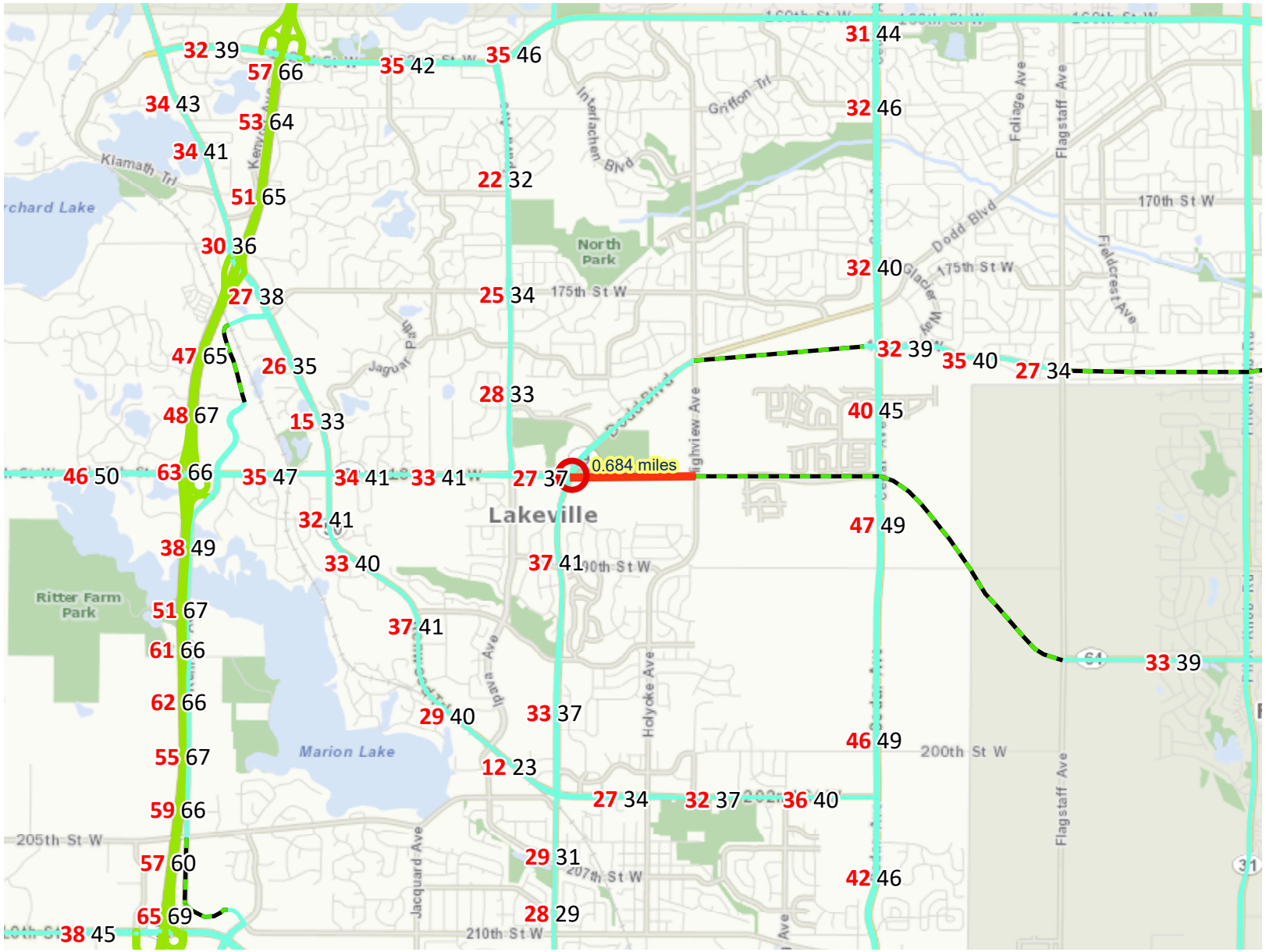
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
111.pdf	Reduced File Size - Photograph showing existing conditions	698 KB
60-XX-LAYOUT.pdf	Project Layout	3.7 MB
EPSG3857_Date20200405_Lat44.684246_Lon-93.235216_Mpp0.597.pdf	Photograph showing existing conditions	27.9 MB
LetterofSupport_ExtendCR60_Lakeville.pdf	Dakota County Letter of Support	62 KB
One Pager.pdf	One-page project summary	610 KB

Level of Congestion

Roadway Expansion Project: 185th Street | Map ID: 1589395395864



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

0 0.5 1 2 3 4 Miles

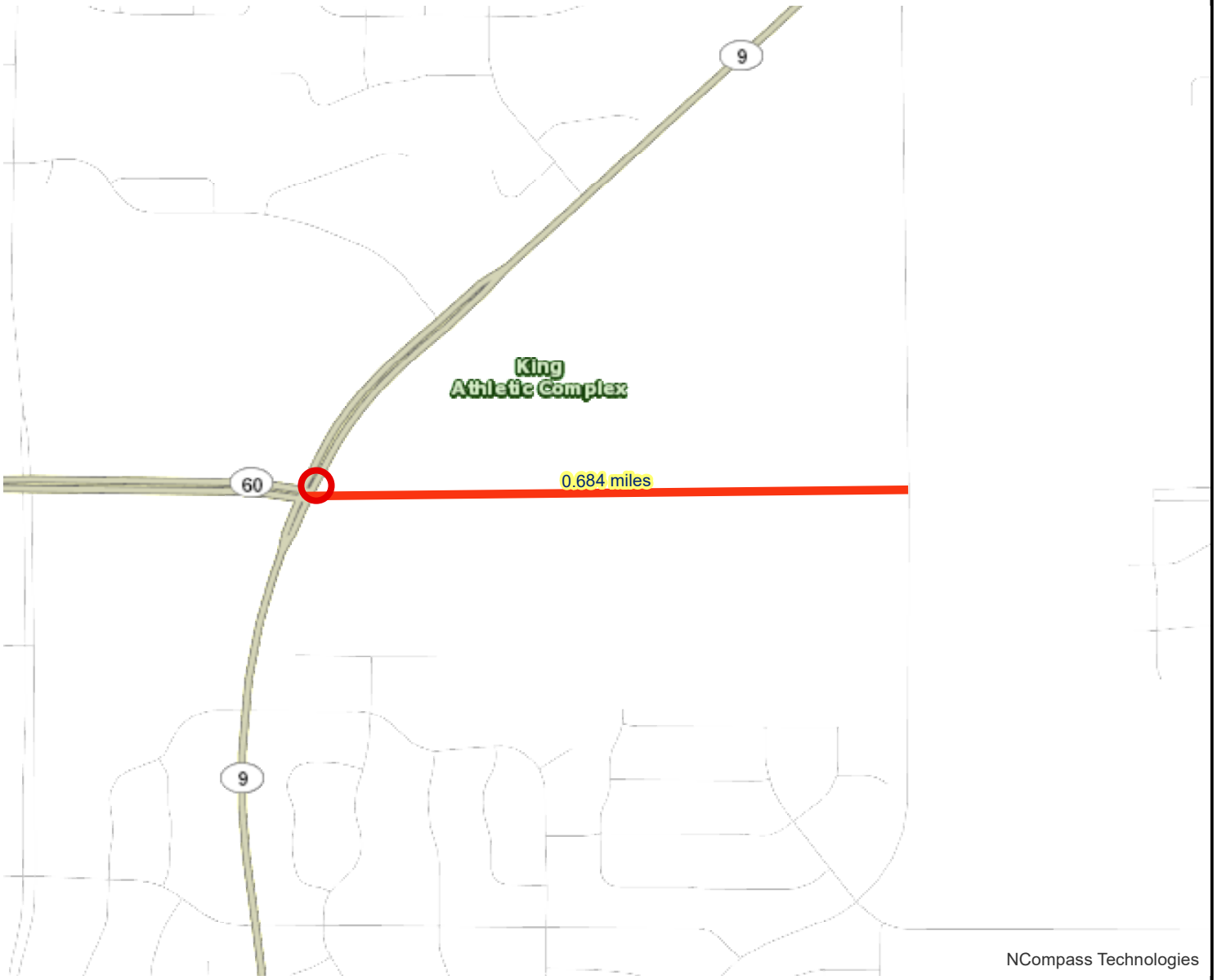
Created: 5/13/2020
LandscapeRSA1

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

METROPOLITAN COUNCIL

Regional Economy

Roadway Expansion Project: 185th Street | Map ID: 1589395395864



Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:
Lakeville
Population: 12841
Employment: 1678
Mfg and Dist Employment: 45

Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.1 0.2 0.4 0.6 0.8 Miles

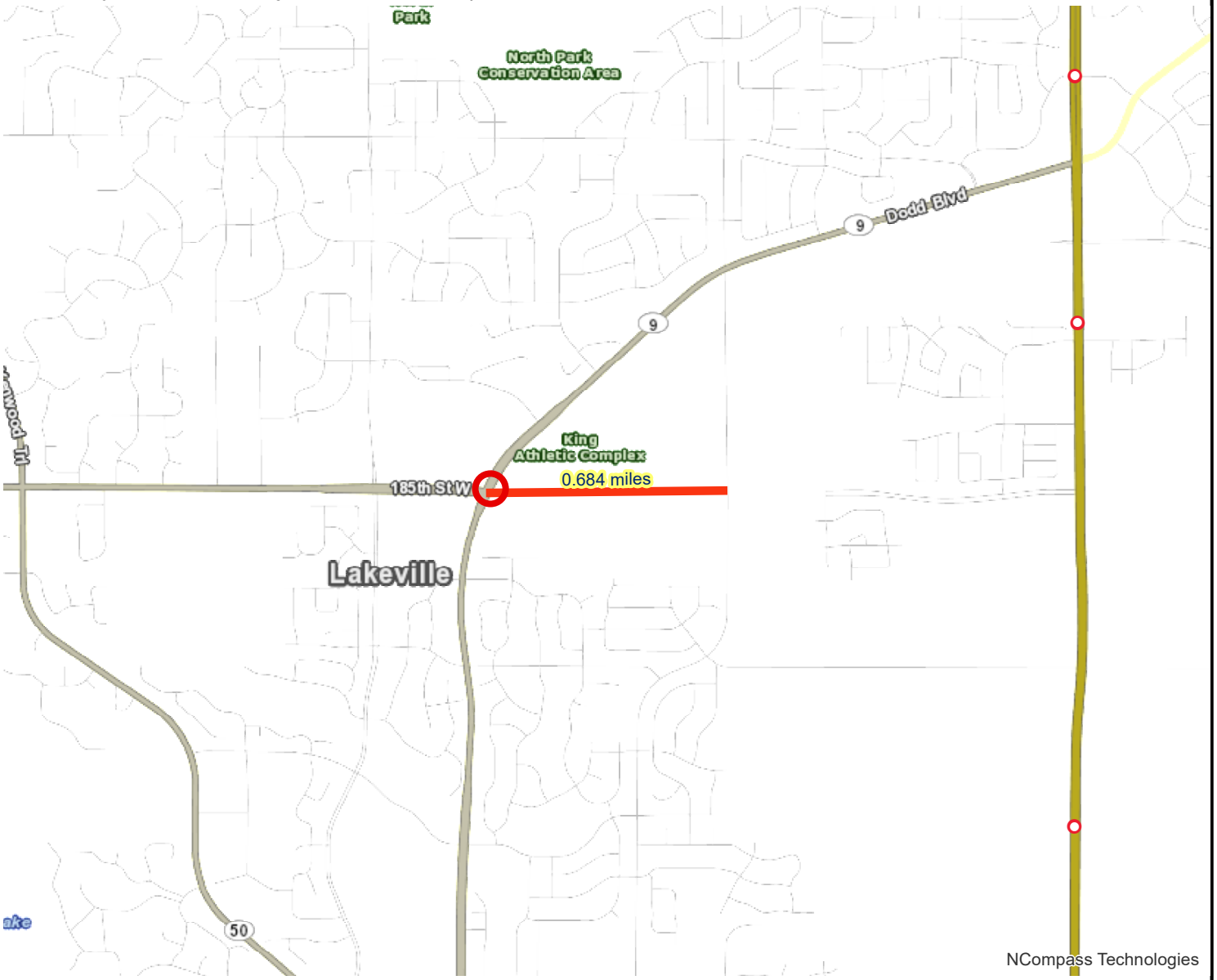
Created: 5/13/2020
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

Roadway Expansion Project: 185th Street | Map ID: 1589395395864



Results

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

**indicates Planned Alignments*

Transit Market areas: 3

Project Points **Planned Transitway Stations**

Project

Red Line - Future Stages

Project Area

0 0.275 0.55 1.1 1.65 2.2 Miles

Created: 5/13/2020
LandscapeRSA3

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

METROPOLITAN COUNCIL

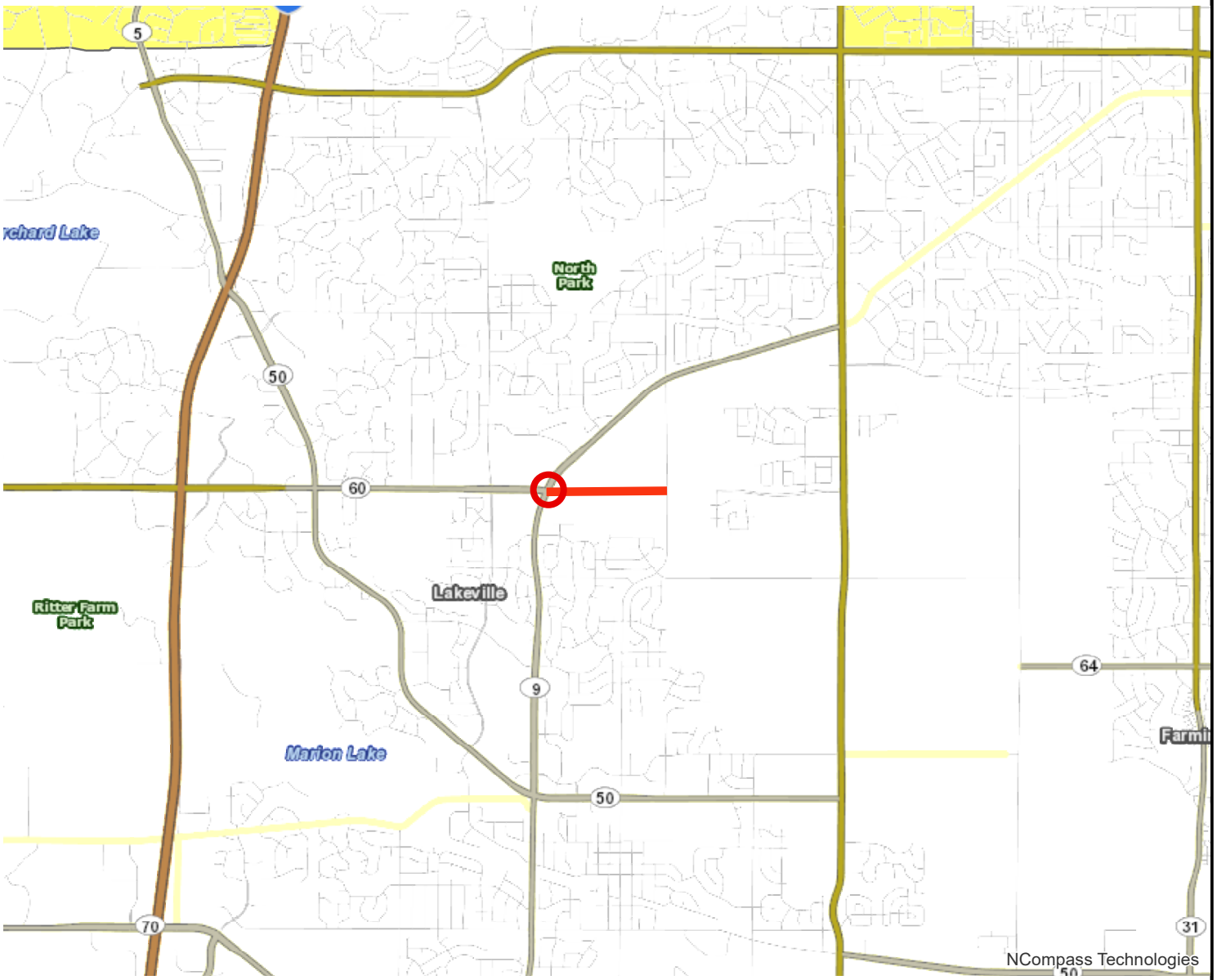
Socio-Economic Conditions

Roadway Expansion Project: 185th Street | Map ID: 1589395395864

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:
60815 60816 60818
60821



Points

Lines

Area of Concentrated Povertry > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

0 0.5 1 2 3 4 Miles

Created: 5/13/2020
LandscapeRSA2

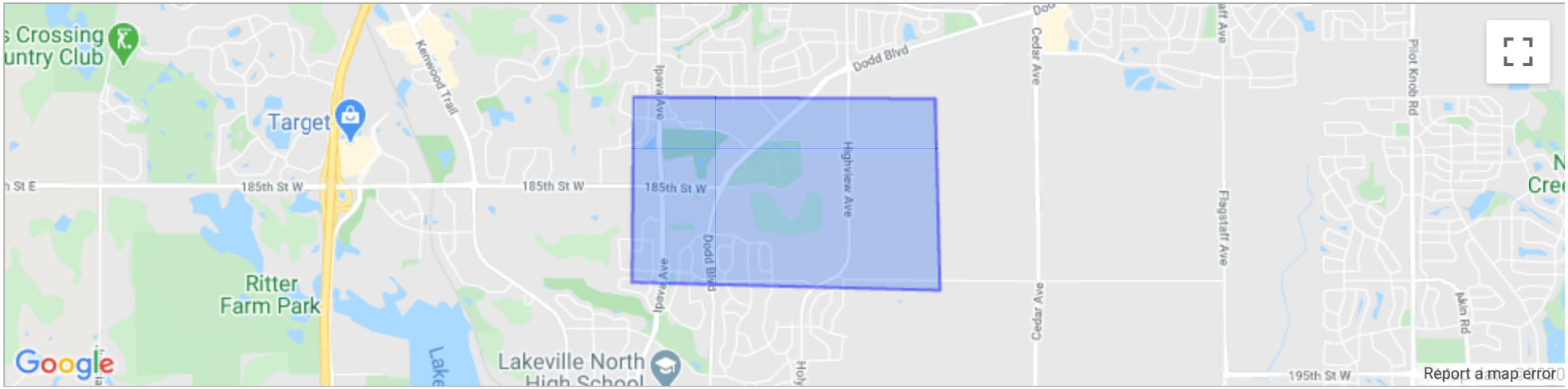
For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissite/notice.aspx

METROPOLITAN COUNCIL

CUSTOM GEOGRAPHIC PROFILE

At-a-glance facts about residents, households, and workforce. Data are largely derived from the U.S. Census Bureau. When a data point is missing or considered unreliable, it will not display or be labeled suppressed. See information about geographic profile sources.

This profile shows information for a custom area with fewer than 1,500 housing units, so it focuses on population, housing and workforce. For additional topics, select, build, or draw a larger geography (>1,500 housing units). Draw an area with more than 1500 housing units to receive a profile with more recent American Community Survey data.



Selected geography: Custom selection area

Bookmark or share this profile Print Collapse rows Show margins

Demographics

Custom selection area

Total population (2010)		
Total	843	100.0%

Race and Ethnicity (2010)		
White alone	761	90.3%
Of Color	50	5.9%
Black or African American alone	*suppressed*	
American Indian and Alaska Native alone	*suppressed*	
Asian or Pacific Islander alone	34	4.0%
Some Other Race alone	*suppressed*	
Two or More Races	*suppressed*	
Hispanic or Latino	32	3.8%

Housing

Custom selection area

Housing Units (2010)		
All housing units	276	
Vacant housing units	16	5.8%
Occupied housing units	260	94.2%
Population in occupied housing units	843	
Population in occupied housing units	843	
Average household size	3.24	

Owned and Rented Housing (2010)		
Owner-occupied	242	93.1%
With children under 18 years	141	54.2%
Average owner-occupied household size	3.24	
Renter-occupied	18	6.9%
With children under 18 years	12	4.6%
Average renter-occupied household size	3.22	

Home mortgages or loans (2010)		
Specified owner-occupied units	242	100.0%

Owned with a mortgage or loan	231	95.5%
Owned free and clear	11	4.5%

Housing Units by Type (Excensus 2010) (2010)

Total housing units	267	
Owned Single Family Detached	122	45.7%
Rented Single Family Detached	*suppressed*	
Duplex/Triplex	*suppressed*	
Owned Multifamily (typically condominium)	117	43.8%
Rented Multifamily (typically townhome)	20	7.5%
Rented Unit in Apartment Building	*suppressed*	
Mobile Home	*suppressed*	
Unknown	*suppressed*	

Assessed Value (Single Family Housing) (Excensus 2010) (2010)

Total single family housing units	127	
Less than $200,000	*suppressed*	
$200,000 to $249,999	*suppressed*	
$250,000 to $299,999	*suppressed*	
$300,000 or more	122	96.1%

Total Households (Occupied Units) (2010)

Total Households (Occupied Units)	260	

Household Size (2010)

In owner-occupied housing	242	
1-person household	35	14.5%
2-person household	55	22.7%
3-person household	35	14.5%
4-person household	65	26.9%
5-person household	41	16.9%
6-person household	*suppressed*	
7-or-more-person household	*suppressed*	

In renter-occupied housing	18	
1-person household	*suppressed*	
2-person household	*suppressed*	
3-person household	*suppressed*	
4-person household	*suppressed*	
5-person household	*suppressed*	
6-person household	*suppressed*	
7-or-more-person household	*suppressed*	

Householder Ages (2010)

In Family Households	218	
Householder 15 to 24 years	*suppressed*	
Householder 25 to 34 years	31	14.2%
Householder 35 to 44 years	81	37.2%
Householder 45 to 54 years	78	35.8%
Householder 55 to 64 years	15	6.9%
Householder 65 to 74 years	*suppressed*	
Householder 75 to 84 years	*suppressed*	
Householder 85 years and over	*suppressed*	
In Non-Family Households	42	
Householder 15 to 24 years	*suppressed*	
Householder 25 to 34 years	*suppressed*	
Householder 35 to 44 years	*suppressed*	
Householder 45 to 54 years	15	35.7%
Householder 55 to 64 years	*suppressed*	
Householder 65 to 74 years	*suppressed*	
Householder 75 to 84 years	*suppressed*	
Householder 85 years and over	*suppressed*	

Householder Race (2010)

In owner-occupied housing	242	
Householder who is White alone	230	95.0%
Householder who is Black or African American alone	*suppressed*	
Householder who is American Indian and Alaska Native alone	*suppressed*	

Householder who is Asian alone	*suppressed*	
Householder who is Native Hawaiian and Other Pacific Islander alone	*suppressed*	
Householder who is Some Other Race alone	*suppressed*	
Householder who is Two or More Races	*suppressed*	
In renter-occupied housing	18	
Householder who is White alone	16	88.9%
Householder who is Black or African American alone	*suppressed*	
Householder who is American Indian and Alaska Native alone	*suppressed*	
Householder who is Asian alone	*suppressed*	
Householder who is Native Hawaiian and Other Pacific Islander alone	*suppressed*	
Householder who is Some Other Race alone	*suppressed*	
Householder who is Two or More Races	*suppressed*	
Composition of Households (2010)		
Family households	218	83.8%
Husband-wife family	179	68.8%
Nonfamily households	42	16.2%
Husband-wife family	179	68.8%

Workforce

Custom selection area

Total employed workers (LEHD) (2015)		
Total employed workers	425	100.0%
Worker age (2015)		
Age 29 or younger	87	20.5%
Age 30 to 54	250	58.8%
Age 55 or older	88	20.7%
Workers by earnings (2015)		
$15,000 per year or less	67	15.8%

$15,001 to $39,999 per year	95	22.4%
$40,000 or more per year	263	61.9%

Workers by industry of employment (2015)

Accommodation and food services	17	4.0%
Administration & support, waste management, and remediation	14	3.3%
Agriculture, forestry, fishing and hunting	*suppressed*	
Arts, entertainment, and recreation	*suppressed*	
Construction	16	3.8%
Educational services	46	10.8%
Finance and insurance	33	7.8%
Health care and social assistance	55	12.9%
Information	*suppressed*	
Management of companies and enterprises	23	5.4%
Manufacturing	34	8.0%
Mining, quarrying, and oil and gas extraction	*suppressed*	
Other services (excluding public administration)	11	2.6%
Professional, scientific, and technical services	44	10.4%
Public administration	17	4.0%
Real estate and rental and leasing	16	3.8%
Retail trade	39	9.2%
Transportation and warehousing	19	4.5%
Utilities	*suppressed*	
Wholesale trade	27	6.4%

Workers by race (2015)

White alone	395	92.9%
Black or African American alone	*suppressed*	
American Indian or Alaska Native alone	*suppressed*	
Asian alone	15	3.5%
Native Hawaiian or Other Pacific Islander alone	*suppressed*	
Two or more race groups	*suppressed*	

Workers by educational attainment (2015)

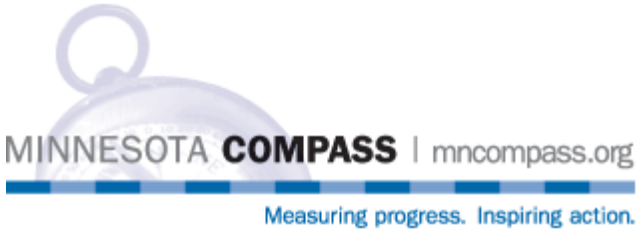
Less than high school	16	3.8%
High school or equivalent, no college	74	17.4%
Some college or associate degree	119	28.0%
Bachelor's degree or advanced degree	129	30.4%
Educational attainment not available (workers under age 30)	87	20.5%

Workers by employment location (2015)		
Workers with an identified employer location (top 10 locations)	422	
Minneapolis	61	14.5%
Lakeville	49	11.6%
Burnsville	43	10.2%
St. Paul	35	8.3%
Bloomington	29	6.9%
Eagan	27	6.4%
Apple Valley	18	4.3%
Rosemount	10	2.4%
Farmington	*suppressed*	
Chanhassen	*suppressed*	
All other	132	31.3%

Workers by distance to employment location (linear) (2015)		
Less than 10 miles	142	33.6%
10 to 24 miles	225	53.3%
25 to 50 miles	37	8.8%
Greater than 50 miles	18	4.3%

Full notes and sources

The geographic profiles are part of Minnesota Compass, a project that provides measures of well-being at the state, region, county, city, and select neighborhood levels. Minnesota Compass is led by Wilder Research and funded by



a collaborative of foundations.

Retrieved on May 13, 2020

3: Highview Ave.

Direction	All
Future Volume (vph)	1952
Total Delay / Veh (s/v)	0
Total Delay (hr)	0
Stops / Veh	1.00
Stops (#)	1952
CO Emissions (kg)	3.04
NOx Emissions (kg)	0.59
VOC Emissions (kg)	0.71

11: Hyde Park Ave.

Direction	All
Future Volume (vph)	1697
Total Delay / Veh (s/v)	2
Total Delay (hr)	1
Stops / Veh	0.21
Stops (#)	351
CO Emissions (kg)	1.64
NOx Emissions (kg)	0.32
VOC Emissions (kg)	0.38

14: Dodd Blvd & 183rd St W

Direction	All
Future Volume (vph)	1668
Total Delay / Veh (s/v)	1
Total Delay (hr)	1
Stops / Veh	0.07
Stops (#)	110
CO Emissions (kg)	0.96
NOx Emissions (kg)	0.19
VOC Emissions (kg)	0.22

17: CSAH 9/Dodd Blvd

Direction	All
Future Volume (vph)	1746
Total Delay / Veh (s/v)	11
Total Delay (hr)	6
Stops / Veh	0.39
Stops (#)	685
CO Emissions (kg)	1.94
NOx Emissions (kg)	0.38
VOC Emissions (kg)	0.45

3: Highview Ave.

Direction	All
Future Volume (vph)	1842
Total Delay / Veh (s/v)	0
Total Delay (hr)	0
Stops / Veh	1.00
Stops (#)	1842
CO Emissions (kg)	3.30
NOx Emissions (kg)	0.64
VOC Emissions (kg)	0.76

11: Hyde Park Ave.

Direction	All
Future Volume (vph)	1221
Total Delay / Veh (s/v)	1
Total Delay (hr)	0
Stops / Veh	0.17
Stops (#)	203
CO Emissions (kg)	1.16
NOx Emissions (kg)	0.23
VOC Emissions (kg)	0.27

14: Dodd Blvd & 183rd St W

Direction	All
Future Volume (vph)	1263
Total Delay / Veh (s/v)	2
Total Delay (hr)	1
Stops / Veh	0.14
Stops (#)	182
CO Emissions (kg)	0.82
NOx Emissions (kg)	0.16
VOC Emissions (kg)	0.19

17: CSAH 9/Dodd Blvd

Direction	All
Future Volume (vph)	1841
Total Delay / Veh (s/v)	18
Total Delay (hr)	9
Stops / Veh	0.55
Stops (#)	1019
CO Emissions (kg)	2.29
NOx Emissions (kg)	0.45
VOC Emissions (kg)	0.53

1: 185th St

Direction	All
Future Volume (vph)	341
Total Delay / Veh (s/v)	0
Total Delay (hr)	0
Stops / Veh	1.00
Stops (#)	341
CO Emissions (kg)	0.49
NOx Emissions (kg)	0.09
VOC Emissions (kg)	0.11

3: Highview Ave.

Direction	All
Future Volume (vph)	1944
Total Delay / Veh (s/v)	0
Total Delay (hr)	0
Stops / Veh	1.00
Stops (#)	1944
CO Emissions (kg)	2.90
NOx Emissions (kg)	0.56
VOC Emissions (kg)	0.67

11: Hyde Park Ave.

Direction	All
Future Volume (vph)	1697
Total Delay / Veh (s/v)	2
Total Delay (hr)	1
Stops / Veh	0.21
Stops (#)	351
CO Emissions (kg)	1.60
NOx Emissions (kg)	0.31
VOC Emissions (kg)	0.37

14: Dodd Blvd & 183rd St W

Direction	All
Future Volume (vph)	1668
Total Delay / Veh (s/v)	1
Total Delay (hr)	1
Stops / Veh	0.07
Stops (#)	110
CO Emissions (kg)	0.96
NOx Emissions (kg)	0.19
VOC Emissions (kg)	0.22

17: CSAH 9/Dodd Blvd & CSAH 60/185th St

Direction	All
Future Volume (vph)	1756
Total Delay / Veh (s/v)	22
Total Delay (hr)	11
Stops / Veh	0.50
Stops (#)	876
CO Emissions (kg)	2.59
NOx Emissions (kg)	0.50
VOC Emissions (kg)	0.60

1: 185th St

Direction	All
Future Volume (vph)	352
Total Delay / Veh (s/v)	0
Total Delay (hr)	0
Stops / Veh	1.00
Stops (#)	352
CO Emissions (kg)	0.48
NOx Emissions (kg)	0.09
VOC Emissions (kg)	0.11

3: Highview Ave.

Direction	All
Future Volume (vph)	1838
Total Delay / Veh (s/v)	0
Total Delay (hr)	0
Stops / Veh	1.00
Stops (#)	1838
CO Emissions (kg)	3.15
NOx Emissions (kg)	0.61
VOC Emissions (kg)	0.73

11: Hyde Park Ave.

Direction	All
Future Volume (vph)	1221
Total Delay / Veh (s/v)	1
Total Delay (hr)	0
Stops / Veh	0.17
Stops (#)	203
CO Emissions (kg)	1.15
NOx Emissions (kg)	0.22
VOC Emissions (kg)	0.27

14: Dodd Blvd & 183rd St W

Direction	All
Future Volume (vph)	1263
Total Delay / Veh (s/v)	2
Total Delay (hr)	1
Stops / Veh	0.14
Stops (#)	182
CO Emissions (kg)	0.82
NOx Emissions (kg)	0.16
VOC Emissions (kg)	0.19

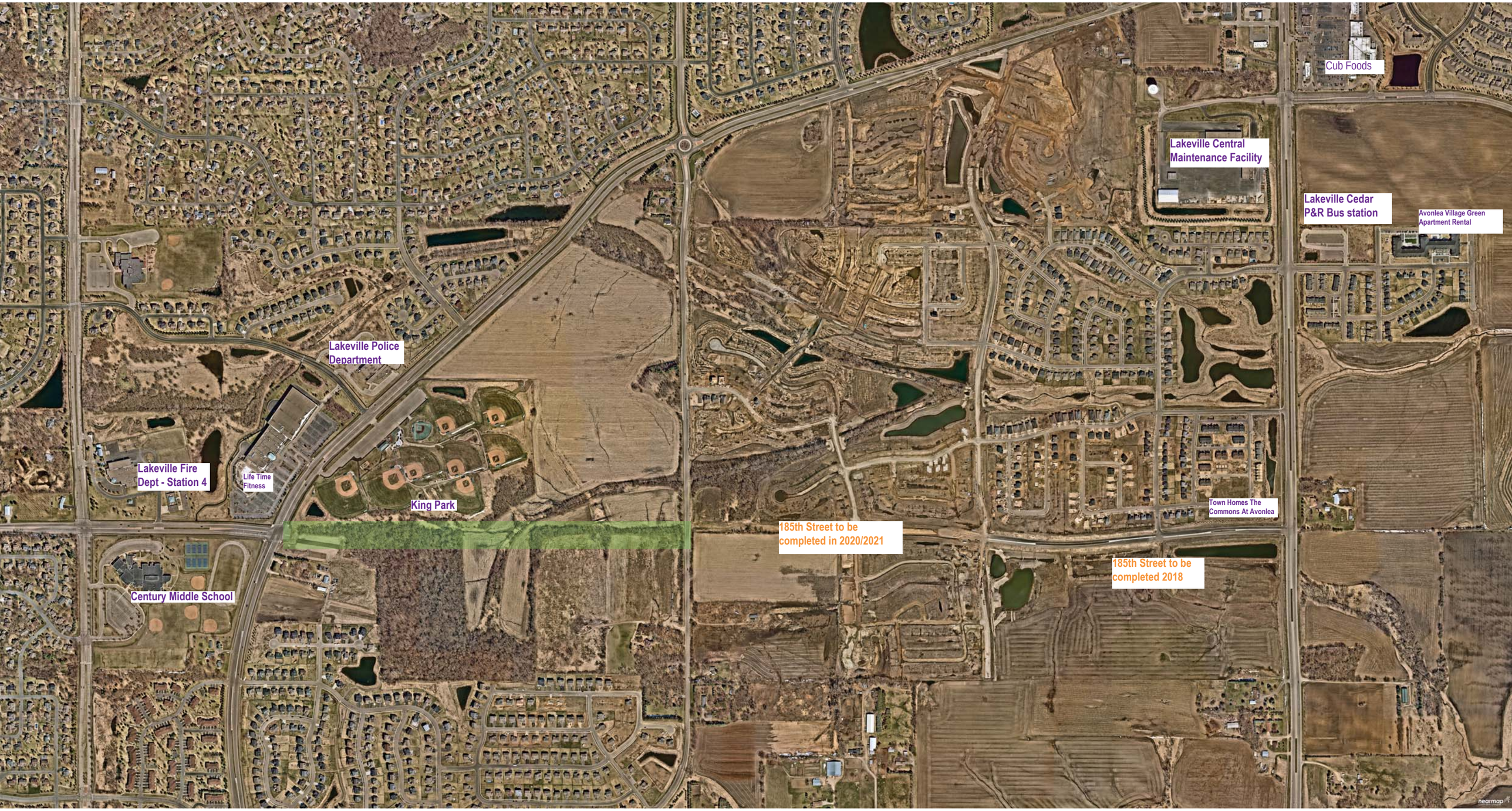
17: CSAH 9/Dodd Blvd & CSAH 60/185th St

Direction	All
Future Volume (vph)	1835
Total Delay / Veh (s/v)	33
Total Delay (hr)	17
Stops / Veh	0.58
Stops (#)	1068
CO Emissions (kg)	2.87
NOx Emissions (kg)	0.56
VOC Emissions (kg)	0.67

C.S.A.H. 60 (185TH ST. W.)
CONCEPT LAYOUT

120 60 0 120
HORZ

Dakota COUNTY transportation
we get you there


Cub Foods
Lakeville Central Maintenance Facility
Lakeville Cedar P&R Bus station
Avonlea Village Green Apartment Rental
Lakeville Police Department
Lakeville Fire Dept - Station 4
Life Time Fitness
King Park
185th Street to be completed in 2020/2021
Town Homes The Commons At Avonlea
185th Street to be completed 2018
Century Middle School
nearmap

C.S.A.H. 60 (185TH ST. W.)
CONCEPT LAYOUT

120 60 0 120
HORZ

Dakota COUNTY transportation
we get you there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Physical Development Division
Steven C. Mielke, Director

Dakota County
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Apple Valley, Mn 55124-8579

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Office of Planning

Operations Management
Facilities Management
Fleet Management
Parks

Transportation
Highways
Surveyor's Office
Transit Office

April 24, 2020

Elaine Koutsoukos, Transportation Coordinator
Transportation Advisory Board
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

RE: 2020 Regional Solicitation Application Letter of Support for Extension of CR 60 in Lakeville

Dear Ms. Koutsoukos:

Dakota County is aware of the City of Lakeville application for federal funding through the Regional Solicitation for the project to Extend CR 60 from CSAH 9 to Highview Avenue.

This proposed project would help to get traffic flowing more easily through the fast-developing southern section of the County. This project would also address the deficiencies associated with the current disjointed system of east-west roadways in the southern area of the county.

The County approves the attached layout of the project. We will be happy to answer any questions you may have regarding this project.

Sincerely,

Mark J. Krebsbach, P.E.
Transportation Director/County Engineer

Lakeville 185th Street Connection Project

To promote an efficient transportation system the City of Lakeville is constructing the 185th Street extension including the design, right of way, and construction of 0.68 miles of a future County road. The roadway will be the final segment connecting 1.7 miles of new roadway alignment from the intersection of CSAH 60 (185th Street) and CSAH 9 (Dodd Boulevard) on the west to the intersection of 185th Street and CSAH 23 (Cedar Avenue) on the east. The project provides a continuations connection to CSAH 23 (Cedar Avenue) from I-35 in Lakeville and TH 13 in Scott County, 12 miles . The two segments between Highview Avenue and Cedar Avenue are constructed by development in dedicated right of way with local financial contribution to upsize from a local collector street to a two-lane divided arterial.

On April 7, 2003 (Resolution No. 03-60), the Lakeville City Council adopted a resolution in support of the Dakota County East-West Corridor Preservation Study. On May 20, 2003 (Resolution No. 03-285), the Dakota County Board of Commissioners adopted the Dakota County East-West Corridor Preservation Study.

The Study defined the general location of three new A-Minor Arterial County roadways. The study identified the Alignments C (185th Street) through the City of Lakeville as future County minor arterial route. This alignment will serve the transportation needs across multiple local jurisdictions, including Lakeville, Empire Township and the City of Farmington, by eventually connecting Interstate 35W to Trunk Highway 52. This portion of Alignment C will be constructed as a two-lane divided roadway expandable to a four-lane divided roadway. Construction will be on new alignment and include two lanes, turn lanes, stormwater infrastructure, a median to provide access management with full access intersections at a minimum ¼ mile spacing and multi-use trails on both sides of the roadway.

The project attains system arterial spacing guidelines of 2-miles between parallel arterial facilities (Alignment B is approximately 2-miles to the north). The current east-west roadway system in the project area is disjointed and requires multiple turns for east-west travel. Based on this deficiency, the focus of this project is on east-west connections. The current east-west roadway system is also expected to have capacity deficiencies as traffic volumes continue to increase in the future. The increasing traffic demand through the area including school bus traffic is driving the need for the roadway improvements through this area of Lakeville.

Safety will be improved along the corridor by managing the number of conflict points (access management), providing paved shoulders, and adding multi-use trails to both sides of the road. The Project will fill a 1.7 mile trail gap in a Tier 2 RBTN corridor that does not exist today providing Multi Model trail on both sides of 185th Street From: Dodd boulevard (CSAH 9) and 185th Street (CSAH 60) intersection on the west to Cedar Avenue (CSAH 23) and 185th Street (future CSAH 60) intersection on the east.