

Application

13861 - 2020 Roadway Modernization

14303 - Dakota County Project 32-87, Cliff Road Reconstruction from County State Aid Highway 43 to 1000 feet east of Dodd Road in the City of Eagan

Regional Solicitation - Roadways Including Multimodal Elements

Status:

Submitted

Submitted Date:

05/14/2020 4:17 PM

Primary Contact

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Fax:				
What Grant Programs are you most interested in?	Regional Solicita Elements	ation - Roadway	s Including l	Multimodal

Organization Information

DAKOTA COUNTY		
County Government		
TRANSPORTATION DEPT		
14955 GALAXIE AVE		
APPLE VALLEY	Minnesota	55124
City	State/Province	Postal Code/Zip
Dakota		
952-891-7100		
	Ext.	
0000002621A15		
	DAKOTA COUNTY County Government TRANSPORTATION 14955 GALAXIE AVE APPLE VALLEY City Dakota 952-891-7100	DAKOTA COUNTY County Government TRANSPORTATION DEPT 14955 GALAXIE AVE APPLE VALLEY Minnesota State/Province Dakota 952-891-7100 Ext

Project Information

Project Name	Reconstruction of CSAH 32 from CSAH 43 to 0.2 miles east of Dodd Road in Eagan
Primary County where the Project is Located	Dakota
Cities or Townships where the Project is Located:	Eagan
Jurisdictional Agency (If Different than the Applicant):	

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

Dakota County Project 32-87 is the reconstruction of County State Aid Highway (CSAH) 32, an A-Minor Arterial, from CSAH 43 (Lexington Ave S) to 0.2 miles east of Dodd Road in the City of Eagan. Forecast volumes for 2030 on CSAH 32 within the project location are 13,700 ADT, an increase from the existing 2020 volumes that range from 8,700 to 9,800 ADT. This stretch of CSAH 32 (Cliff Road) exists as a two-lane rural County roadway with minimal shoulders located adjacent to Lebanon Hills Regional Park. The lack of turn lanes and pedestrian facilities on this 50-mph roadway creates a hazardous condition for one of the primary recreational areas with Dakota County. Lebanon Hills Regional Park receives more than 900,000 visitors per year and the primary entrance to the park is located within the reconstruction limits of CSAH 32. The goals of the proposed project are to address safety concerns at the intersection of CSAH 32 and Dodd Road, create a multi-modal transportation network, create an efficient and reliable corridor for vehicle and pedestrian mobility, and construct a system compatible with the environmentally sensitive region.

The proposed improvements include reconstructing the existing rural two-lane roadway with minimal shoulders to a two-lane divided urban section roadway with shared-use trails on both sides of CSAH 32. The proposed typical section includes 10 ft shared-use trails (North and South), 5-10 ft boulevards, 8 ft shoulders, 12 ft through lanes and a 6-18 ft varying raised median. Intersection improvements include signal revision at CSAH 43, dedicated turn lanes at all public intersections and a roundabout at the intersection of Dodd Road and CSAH 32. The raised center median implementation will create an efficient corridor that will reduce the conflicts between mainline traffic and the density of private drive accesses. The project will include retaining wall design to

accommodate the additional width of the new typical section while reducing the overall right of way impacts and cost.

(Limit 2,800 characters; approximately 400 words)

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

Project Length (Miles)

CSAH 32, EAGAN, FROM CSAH 43 TO 0.2 E DODD ROAD, 1.6 MILES, RECONSTRUCT ROADWAY, WIDEN SHOULDERS, ROUNDABOUT AND ADA

1.6

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?	No
If yes, please identify the source(s)	
Federal Amount	\$7,000,000.00
Match Amount	\$3,900,000.00
Minimum of 20% of project total	
Project Total	\$10,900,000.00
For transit projects, the total cost for the application is total cost minus fare reven	Jes.
Match Percentage	35.78%
Minimum of 20% Compute the match percentage by dividing the match amount by the project total	
Source of Match Funds	State Aid, Local
A minimum of 20% of the total project cost must come from non-federal sources; sources	additional match funds over the 20% minimum can come from other federal
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, 2023
Select all years that are feasible if funding in an earlier year becomes available.	

Project	Information-	-Roadways
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County, City, or Lead Agency	Dakota County
Functional Class of Road	A-Minor Arterial
Road System	CSAH
TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET	

Road/Route No.	32
i.e., 53 for CSAH 53	
Name of Road	Cliff Road
Example; 1st ST., MAIN AVE	
Zip Code where Majority of Work is Being Performed	55123
(Approximate) Begin Construction Date	12/20/2021
(Approximate) End Construction Date	11/01/2023
TERMINI:(Termini listed must be within 0.3 miles of any wo	rk)
From: (Intersection or Address)	CSAH 43
To: (Intersection or Address)	Dodd Road
DO NOT INCLUDE LEGAL DESCRIPTION	
Or At	
Miles of Sidewalk (nearest 0.1 miles)	0
Miles of Trail (nearest 0.1 miles)	3.2
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)	1.6
Primary Types of Work	GRADE, AGG BASE, BIT SURF, CURB AND GUTTER, STORM SEWER, SIGNAL REVISION, LIGHTING, SHARE- USE PATH, PED RAMPS, RETAINING WALLS
Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.	
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	
Structure is Over/Under (Bridge or culvert name):	

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:

Dakota County, the City of Eagan and MnDOT partnered on the CSAH 32 corridor study due to safety concerns and interests from all parties in improving this County highway. The public noted vehicle speeds, passing on shoulders and in turn lanes, truck volumes, lack of trails/pedestrian facilities, and general safety. The conclusions drawn, and the proposed reconstruction are consistent with 2040 TPP with the below examples:

A. Chapter 2, Page 2.3 - Transportation System Stewardship A2: The corridor was last reconstructed in 1968 and the pavement has reached the end of its service life. The typical section no longer serves the level of traffic required as land use in the region has changed. West of the reconstruction area exists a 4-lane divided section and it was widely assumed the proposed corridor would require a 4-lane to properly convey traffic. The corridor study focused on 2-lane divided, 3lane and 4-lane divided typical sections to determine the level of service needs for the corridor. Prioritizing traffic conveyance, environmental impacts, private property impacts, fiscal demands and the need for multi-modal facilities, it was determined that the 2-lane divided section with multi-use trails fulfills the objectives.

B. Chapter 2, Page 2.5 - Safety and Security: The reconstruction corridor exists as a two-lane rural roadway with minimal shoulders and no pedestrian facilities. Lebanon Hills Regional Park, which sees over 900,000 visitors per year, rests within the corridor limits. Incorporating dual 10-foot shared-use trails and installing dedicated pedestrian crossings is crucial to the safety of the corridor. The roundabout at Dodd Road and CSAH 32 will address the vehicle safety/operation needs and will create a safer crossing for pedestrians crossing the 50-mph roadway. The County is correcting deficient

curves near Holland Lake that experience a crash index of 1.91, above the state average of 0.35, primarily due to run off the road vehicle crashes and will address poor sight lines.

C. Chapter 2, Page 2.10 - Access to Destinations: Existing corridor contains no pedestrian or multiuse trail networks to convey multi-modal traffic other than minimal roadway shoulders. The 50-mph roadway has forecast volumes for 2030 of 13,700 ADT, an increase from the existing 2020 volumes that range from 8,700 to 9,800 ADT. This creates a barrier for multi-modal traffic commuting along the corridor or accessing Lebanon Hills Regional Park. Proposed trails will eliminate gap in the regional network and connect to the North Creek Greenway and Mendota-Lebanon Greenway at the intersection with Dodd Road. The inclusion of the multi-modal network will also promote healthy lifestyles by creating opportunity for non-vehicle commuting and leisure.

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.

List the applicable documents and pages:

The proposed reconstruction project has been included in Dakota Countys Capital Improvement Program (CIP) for multiple cycles. Dakota Countys most recent CIP update, for 2020-2024, shows project details on page Trans 36 (CP 32-87_2020-2024CapitalImprovementProgram.pdf attached). The City of Eagans 2020-2024 Capital Improvement Plan (CP 32-87_2020-2024 CIP_Eagan.pdf attached) shows the reconstruction project (City project # 22-223232) and has \$2.3M in funding set aside for fiscal year 2022.

The Dakota County CIP budget for 2022 construction anticipated a construction cost of \$5M with the understanding that the 2020 design study would identify a segmented approach to the reconstruction of CSAH 32 from CSAH 43 to Trunk Highway 3. The 2020 corridor study recommended an implementation plan that included two shortterm reconstruction needs. The corridor study report identified the short-term projects as CSAH 32 from Hay Lake Road to the Dodd Road roundabout and from CSAH 43 (Lexington Ave S) to Hay Lake Road in Eagan. Upon consideration of the study and preliminary design results, Dakota County and the City of Eagan determined to advance a reconstruction project that would include both short term reconstruction recommendations and advance a project of CSAH 32 from CSAH 43 (Lexington Ave S) to 0.2 miles east of Dodd Road. The correction of safety deficiencies, addressing lack of multi-modal facilities, construction phasing and fiscal efficiency all played into the decision to move forward with both short-term recommendations. The reconstruction of the corridor limits carries a preliminary design estimate of \$11M.

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).

The applicant is a public agency that employs 50 or more people

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.

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/Transp ortationStudies/Past/Documents/ADATransitionPla n.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 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 <u>are exclusively</u> 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)	\$500,000.00
Removals (approx. 5% of total cost)	\$500,000.00
Roadway (grading, borrow, etc.)	\$1,265,000.00
Roadway (aggregates and paving)	\$1,550,000.00
Subgrade Correction (muck)	\$110,000.00
Storm Sewer	\$1,600,000.00
Ponds	\$550,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$1,060,000.00
Traffic Control	\$77,000.00
Striping	\$40,000.00
Signing	\$40,000.00
Lighting	\$106,000.00
Turf - Erosion & Landscaping	\$292,000.00
Bridge	\$0.00
Retaining Walls	\$2,360,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$220,000.00
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	\$10,270,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$475,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$65,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$90,000.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$630,000.00

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 Other Costs - Administration, Overhead,etc.	\$0.00 \$0.00
Totals	
Total Cost	\$0.00
Construction Cost Total	\$0.00
Transit Operating Cost Total	\$0.00

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

Existing Employment within 1 Mile:	1022
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	100
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1588545515026_CP 32-87_MAP_Regional Economy.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:	Yes
Miles:	1.6
(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 32 from CSAH 43 to Dodd Road
Current AADT Volume	9700

Existing Transit Routes on the Project	N/A					
For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).						
Upload Transit Connections Map	1588684514165_CP 32-87_MAP_Transit Connections.pdf					
Please upload attachment in PDF form.						
Response: Current Daily Person Throughpu	ıt					
Average Annual Daily Transit Ridership	0					
Current Daily Person Throughput	12610.0					
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's approved 2030 Transportation Comprehensive Plan. Dakota County's 2040 Transportation Comprehensive Plan is complete					

Forecast (2040) ADT volume

13700

but has not yet been approved.

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 project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Dakota County and the City of Eagan worked jointly on a corridor study of the CSAH 32 corridor from CSAH 43 (Lexington Ave S) to Trunk Highway 3. The stakeholders recognized the sensitivity surrounding this section of CSAH 32 due to roadway safety, lack of multi-modal facilities, environmental concern and proximity to Lebanon Hills Regional Park. The corridor study completed for the reconstruction corridor included in-depth public engagement that was inclusive to all demographics, ages and abilities. Under Section 8A. Risk Assessment, the public engagement process is documented showing the 4 public meetings held and numerous resident meetings. The final design project will continue the engagement efforts and plans to host two open houses prior to completion of the plans.

The engagement advertisement included traditional post-cards were mailed to all residents within ½ mile of the corridor, totaling 4800, for each public open house that included directions and a web-address to our project website. Facebook advertisements with boost were utilized to market our meetings to the local community and those who travel the corridor frequently for commuting or visiting Lebanon Hills Regional Park. The Next-Door neighborhood app was utilized to advertise locally while providing ample time for residents to discuss and spread the information of the event. All meetings were held locally with 3 open houses and 2 neighborhood meetings occurring at Lebanon Hills Visitor Center.

In-person comment collection was utilized and to extend outreach, a GIS web-based service called INPUTiD was used that allows the public to leave comments on their own time that geo-referenced to specific locations. This was introduced at Open House #1 and was included in a newsletter that was distributed to the 4800 on the mailing list in

November 2018. Results from the INPUTiD tool can be seen in the attached CP 32-87_Corridor Study Public Involvement Summary PDF.

The 2019 Census data (2019 Eagan Census Data.pdf attached) shows Eagans population is approximately 66,000 with 75.4% identifying as white ethnicity and 24.6% of non-white heritage. The population includes 11.4% of 65 years+, 5.1% under 65 years of age live with a disability and 5.9% living in poverty. The HousingLink performance tool identified a 92 unit residents that includes 37 affordable units along CSAH 43 north of the reconstruction project. These residents currently have trail facilities that lead south to project but are not provided facilities along CSAH 32 to the east. This project will provide a continuous connection to Lebanon Hills Regional Park and to other transportation and greenway networks by installed two 10-foot shared-use trails.

(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 lowincome 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.

The existing corridor includes a two-lane rural section without pedestrian facilities. The implementation of the proposed reconstruction will install a two-lane divided raised median typical section that includes two 10-foot shared-use trails along the north and south edges of CSAH 32. Submeasure 1, discussed above, highlighted the population demographic and the measures taken during public engagement to be all inclusive. Additionally, Sub-measure 1 identified the 37 units of affordable housing north of the corridor along CSAH 43. Pedestrian facilities exist along CSAH 43 adjacent to the affordable housing. This leads residents south to CSAH 32 where a pedestrian facility gap exists today between CSAH 43 and Trunk Highway 3.

The implementation of multi-modal pedestrian facilities adjacent to CSAH 32 within our project area creates recreation and commuting opportunity previously not available. Lebanon Hills Regional Park?s main entrance (N Hay Lake Road) is located along this trail gap section. Providing access to this public facility 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 32.

The implementation of shared-use trails along CSAH 32 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 43 to Dodd Road along CSAH 32 will connect into existing transportation trail networks at CSAH 43 and to greenway networks at Dodd Road. The Mendota-Lebanon Hills Greenway exists along Dodd Road to the north and provides

connection to other greenway facilities and transportation networks within the region. 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)

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 CSAH 32 reconstruction project is providing 3.2 miles of 10-foot shared-use trails along a corridor that currently does not have pedestrian facilities. The roadway exists as a rural 2-lane roadway with minimal shoulders with the exception of the tapering from 4-lane at CSAH 43. The proposed two-lane divided section will implement a wider roadway footprint due to the raised center median that will vary from 6-18 feet. At intersections with designated pedestrian crossings, this median will serve as a pedestrian refuge to combat the widened roadway footprint.

Introduction of shared-use trails along the corridor that previously did not contain trails will provide a large benefit to the community that is unable drive motor vehicles due to age or disability. These transportation networks will provide connection along CSAH 32 to other established transportation or greenway trail systems. To ensure it is safe for all users, the project will conform with ADA guidelines for all ramps and slopes. Additionally, the introduction of new facilities within regions previously absent of can create a false sense of security to new users. To mitigate pedestrian/vehicle conflicts, appropriate signing and pavement marking will delineate the trail/pedestrian crossings. The sight-lines at these conflict points will also meet state standards for visibility.

The reconstruction of CSAH 32 will require carefully planned construction phasing and detour planning. CSAH 32 provides an east-west route between Interstate 35 East and US Hwy 52 that is utilized by daily commuters and industry. To ensure travel disruption is kept to a minimum, the project will implement construction phasing that will aim at substantial completion of segments specifically for keeping traffic flowing. The construction project will commence in winter 2022 and construction of the

roundabout can be phased to be completed early in the spring to ensure access to Lebanon Hills during the peak summer months can be consistently provided.

(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

1588909916556_CP 32-87_MAP_Socio-Economic Conditions.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
Eagan	1.6	0.5	84.0	42.0
Eagan	1.6	0.5	84.0	42.0

Total Project Length

Total Project Length

Housing Performance Score	
Total Project Length (Miles) or Population	3.2
Total Housing Score	84.0

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 in a segment of CSAH 32 that currently does not contain any 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 to the main entrance of Lebanon Hills Regional Park.

The HousingLink tool identified a 92-unit property that includes 37 affordable units based on area median income. This residential unit is located north of the project corridor adjacent to CSAH 43. Existing pedestrian facilities adjacent to CSAH 43 provide non-vehicle access to the CSAH 32 corridor but residents are unable to travel east due to the trail gap that exists today. Once this project is complete, residents and commuters will be able to access Lebanon Hills Regional Park at the visitor?s center entrance and take advantage of the community buildings, public beach and trail system networks. Residents wishing to commute along CSAH 32 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 CSAH 32 also creates a transit opportunity for residents living along CSAH 32. Minnesota Valley Transit Authority (MVTA) has Local Route 446 bus stops along CSAH 30 (Diffley Road) 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 either CSAH 43 on the west end or to Dodd Road on the east and travel north to the nearest CSAH 30 bus stop. This will provide multi-modal connection to a community that

previously did not have designated non-vehicle routes to gain access to transit.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1588960203256_3B Housing Performance Part 2 Affordable Housing.pdf

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2			
1968	1.6	3148.8	1968.0			
	2	3149	1968			
Total Project Length Total Project Length (as entered in "Project Information" form) 0						
Average Construc	tion Year	1069				
weighteu real		1908				

Total Segment Length (Miles)

Total Segment Length

1.6

Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements: Yes

(Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines:

Response:

(Limit 700 characters; approximately 100 words)

Improved roadway geometrics:

Horizontal reverse curves from Sta 115-145 on Geometric Layout will be increased to meet state standard for 55mph design speed by increasing minimum from 950 feet to 1105 feet. Superelevation transitions are below minimum and will be increased to meet state standards for 5.9%. Pavement condition is poor with last reconstruction in 1968. Pavement section will be designed to 10ton standards to improve long-term reliability. Implementation of turn lanes at public intersections to remove traffic from thru lanes for higher efficiency freight movement between I35E/TH 52 and Flint Hills industrial area. Roundabout at Dodd Rd and CSAH 32 will be designed to accommodate freight vehicle traffic.

Yes

Proposed reconstruction of CSAH 32 will convert the rural two-lane highway to an urban two-lane divided section including 8 ft shoulders, curb and gutter, 10 ft boulevards and 10 ft shared-use trails on both the north and south sides of the roadway. The existing section has numerous instances of established vegetation and private utility encroachment within the 30-foot standard. The proposed section will establish an urban clear zone of 10 ft and will relocate all private and public utilities that would be permanent obstacles outside of the clear zone. Relationship between roadway typical section and private/public access will be improved to ensure sight lines meet/exceed state standards.

Yes

(Limit 700 characters; approximately 100 words)

Access management enhancements:

Response:

(Limit 700 characters; approximately 100 words)

Vertical/horizontal alignment improvements:

As seen in the approved Geometric Layout, the reconstruction will upgrade the existing typical section from a rural two-lane with minimal shoulders to a two-lane divided (raised median) section that includes 8-foot shoulders, 10-foot boulevards, 10-foot shared-use trail (north & south) and turn lanes where applicable. Implementation of a single-lane roundabout at Dodd Road and CSAH 32 will improve intersection operations and corridor efficiency vs. the current side-street stop. Horizonal alignment corrections as listed previously will bring corridor to state standards. Implementation of retaining walls will be utilized to reduce private right of way and environmental impacts.

Yes

The two-lane divided section implementing a raised median produced the highest evaluation rating for access management during the corridor study. The center median will reduce conflict points by reducing access to the 14 private/maintenance driveways to right-in/right-out and allowing intersection modifications for minor public streets as seen on the Geometric Layout. The proposed typical section will allow the County access spacing guidelines to be met, improve traffic operations, increase safety by reducing conflict points and create opportunity to implement safe pedestrian facilities and crossings.

Yes

(Limit 700 characters; approximately 100 words)

Improved stormwater mitigation:

Response:

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades:

Response:

CSAH 32 has a deficient horizontal alignment within the Holland Lake area, Sta 115+00 to 145+00 on Geometric Layout, that creates safety concern. A series of reverse curves are deficient for horizontal standards at 55 mph design speed and superelevation transition. Minimum curves will be increased from 950 to 1105 feet and apply state standard transitions for 5.9% superelevations, increasing safety and driver perception. The vertical profile for the reconstruction corridor will maintain similar alignment with adjustments where construction limit impacts can be reduced.

Yes

The proposed 2-lane divided typical section introduces additional impervious pavement as compared to the existing section. The stormwater management system will be designed to meet the requirement of the draft 2020 Minnesota Pollution Control Agency (MPCA), Small Municipal Separate Storm Sewer Systems (MS4) General Permit and the Eagan-Inver Grove Heights Watershed Management Organization (E-IGHWMO) Standards and City of Eagan Standards. Incorporation of detention/infiltration ponds and water quality features, as shown on the Geometric Layout, are necessary objectives to meet the stormwater requirements of the corridor.

Yes

The signalized intersection of CSAH 32 and CSAH 43 (Lexington Ave S) will be revised to incorporate flashing yellow arrow phasing and APS push buttons. Overhead lighting at two mid-block pedestrian crossings will be evaluated as part of final design. Intersection lighting revisions at the intersection of CSAH 32 and Dodd Road will be reviewed for traffic control change from side street stop to roundabout.

(Limit 700 characters; approximately 100 words)

Other Improvements

Response:

Yes

Dakota County is working with MnDOT and the MN Zoo to incorporate turtle and small animal crossings within the CSAH 32 reconstruction corridor to combat high mortality rates within the environmental sensitive region.

A future greenway overpass is envisioned along the west leg of the CSAH 32 and Dodd Road intersection. To ensure future compatibility, Dakota County is designing the vertical profile of CSAH 32 to account for an overpass that would meet state standards for vertical clearance while also meeting the vertical clearance required by Great River Energy and Dakota Electric for the overhead power located on the south edge of CSAH 32.

(Limit 700 characters; approximately 100 words)

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:	EXPLANA TION of methodolo gy used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
102.0	35.0	67.0	14612	14612	979004.0	979004.0 979004	No railroad crossing within project limits.	158881777 3606_32 From 43 (Lexington) to TH 3 - Combined for Solicitation. pdf

Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Reduced	979004.0
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):	
38.36	39.32	-0.96	
0	0	0	
38	39	-1	
Total			
Total Emissions Reduced:		-0.96	
Upload Synchro Report		1588818812550_32 From 43 (Lexington) to TH 3 - Combined for Solicitation.pdf	

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

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

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	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 Parallel Roadway			
Emissions Reduced on Parallel Ro	oadways	0	
Upload Synchro Report			
Please upload attachment in PDF form. (S	Save Form, then click 'Edit' in top right to	o upload file.)	

New Roadway Portion:

Cruise speed in miles per hour with the project:

0
0
0
0
0
0.0

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

Cruise speed in miles per hour without the project:	0
Vehicle miles traveled without the project:	0
Total delay in hours without the project:	0
Total stops in vehicles per hour without the project:	0
Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	0
Fuel consumption in gallons (F2)	0
Fuel consumption in gallons (F3)	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	

Measure A: Roadway Projects that do not Include Railroad Grade-Separation Elements

	206 - Conversion of Stop-Controlled Intersection	
Crash Modification Factor Used:	into Single-Lane Roundabout	
	3034 - Install raised median	

(Limit 700 Characters; approximately 100 words)

Crash modification factors selected for this project, based on ID number, were 206 and 3034. The project includes conversion of the side-street stop controlled intersection of Dodd Road/CSAH 32 to a roundabout. The inclusion of the roundabout will eliminate left turn crashes and reduce severity. The project will also involve the addition of a continuous raised centerline median that will reduce in lane crossing conflicts and will also allow for access management to reduce intersection conflicts. Additionally, the project will include turn lanes that will reduce the risk of rear end crashes involving stationary vehicles.

(Limit 1400 Characters; approximately 200 words)

Rationale for Crash Modification Selected:

Project Benefit (\$) from B/C Ratio	\$0.61
Total Fatal (K) Crashes:	1
Total Serious Injury (A) Crashes:	0
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	21
Total Fatal (K) Crashes Reduced by Project:	1
Total Serious Injury (A) Crashes Reduced by Project:	0
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	12
Worksheet Attachment	1588962455266_CP32- 87_CrashModificationFactorsWorksheet.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

The reconstruction of CSAH 32 will complete one of the remaining pedestrian facility gaps within Dakota County. The existing typical section is a two-lane rural roadway with minimal shoulders and no pedestrian facilities. This pedestrian gap is elevated due to the Countys busiest park, Lebanon Hills Regional which sees over 900,000 visitors/year, being adjacent to CSAH 32. Land use surrounding the CSAH 32 corridor primarily exists as residential along the north and park along the south. This creates a significant barrier for residents to reach the park without utilizing a vehicle. Currently, for pedestrians to access Lebanon Hills visitor center by non-vehicle means, it would be required that they walk adjacent to traffic on the shoulders of CSAH 32 and cross at a non-designated crossing.

As seen on the Geometric Layout, the proposed reconstruction will implement 10-foot shared-use trails on both the north and south sides of CSAH 32 for the full length of the 1.6-mile project. Upgrading the rural 2-lane corridor to a two-lane divided urban corridor that includes pedestrian facilities will create a safe environment for not only pedestrian movements but will separate vehicle traffic to avoid potential conflicts. Referencing the attached Geometric Layout from west to east, the below improvements are proposed to be completed with CP 32-87, CSAH 32 Reconstruction:

 ADA Ramp Replacement and APS push button upgrades for the signalized intersection at CSAH 43

- 10-foot shared-use trails on both north and south sides of CSAH 32 start at CSAH 43 and continue east to end of project. 10-foot boulevards (typical) separate pedestrian facility from 8-foot roadway shoulder.

- Mid-block crossing west of Lakewood Hills Rd. Crossing lighting to be evaluated for inclusion.

- Mid-block crossing west of N Hay Lake Rd. Crossing lighting to be evaluated for inclusion.

- Roundabout at Dodd Rd replacing side-street stop intersection. Pedestrian refuge islands and bicycle lane escape create increased safety.

The roundabout proposed at Dodd Road and CSAH 32 will create a pedestrian crossing at a location that currently lacks a safe dedicated route. Additionally, the roundabout will serve as the junction point where the new 10-foot shared-use trails will adjoin the existing Mendota-Lebanon Hills greenway and the future Veterans Memorial greenway. The greenway systems and the location of Lebanon Hills Regional Park emphasizes the necessity of pedestrian facilities to be included as part of this reconstruction project.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Existing Connections

The CSAH 32 reconstruction area from CSAH 43 to 0.2 miles east of Dodd road does not have any existing bicycle or pedestrian facilities adjacent to the roadway. The inclusion of 10-foot shared-use trails along both the north and south edges of the 1.6-mile reconstruction will create 3.2 miles of new trail within the County system. The Regional Bicycle Transportation Network has identified CSAH 32 (Cliff Road) as a Tier 2 Alignment. The RBTN map that is attached shows that CSAH 32 is a vital connection for multi-modal traffic between CSAH 43 and Dodd Road where existing bicycle transportation networks exist.

The proposed 10-foot shared-use trails created with this project will provide vital safe connections to Lebanon Hills Regional Park located at the midpoint of the reconstruction project. The Dakota County park is the busiest regional park at over 900,000 visitors/year and currently users do not have safe dedicated crossings of CSAH 32 or trail systems that would collect them along the north side of the roadway to enter at the visitor center road (N Hay Lake Rd).

Transit services do not have routes along CSAH 32 within this area, but the project will provide commuting benefits by introducing the adjacent shared-use trails. Bicycle commuters today would be required to utilize the minimal (

The CSAH 32 reconstruction area does not directly contain a Major River Bicycle Barrier Crossing (MRBBC). An additional future CSAH 32 reconstruction that will continue east from Dodd Road to Trunk Highway 3 will contain a Tier 3 barrier crossing of the railroad track that parallels TH 3. The reconstruction that is tied to this solication will close a bicycle trail gap and create the opportunity to extend the trail network east over the Tier 3 barrier with a future project.

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 CSAH 32 reconstruction will apply shared-use trails to both sides of the roadway and will replace all non-compliant ADA ramps.

(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.

100%

Attach Layout

1588823395045_i.CSAH 32 (Cliff Rd) Design Geometric Layout (2020-02-26).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 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 Yes 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, Yes parcels identified 25% Right-of-way, permanent or temporary easements required, parcels not all identified 0% Anticipated date or date of acquisition 10/01/2021 4)Railroad Involvement (15 Percent of Points) No railroad involvement on project or railroad Right-of-Way Yes agreement is executed (include signature page, if applicable) 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:	12/03/2019
Meeting with partner agencies:	05/01/2020
Targeted online/mail outreach:	06/01/2020
Number of respondents:	250
Meetings specific to this project with the general public and partner agencies have been used to help identify the project	Yes

partner agencies have been used to help identify the project need.

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%
Dakota County and project partners provided an indepth public engagement process for the corridor study and preliminary design to ensure the vision for the corridor met transportation goals while incorporating public feedback and opinions. All meetings were held locally and a summary can be seen in the PDF attachment titled CP 32-87 Corridor Study Public Involvement Summary.

Nov. 8, 2017 - A Neighborhood Meeting with an interactive PowerPoint presentation was provided. While the presentation was given, it was asked that attendees utilize text messaging to provide comments on presentation topics. The outcome of this neighborhood meeting helped Dakota County and the City of Eagan prepare the scoping vision for the future reconstruction project.

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

Jan. 17, 2019 - Dakota County and the City of Eagan hosted Open House #1 of the Corridor Study project. A traffic overview, multi-modal connectivity review, natural resources identification, general project introduction and corridor video was provided. A comment outreach platform called InputID was presented to the public and created an opportunity for public feedback that was kept active for the following months. 113 people signed in to the open house and the email subscription list grew to 235.

May 13, 2019 - Open House #2 was conducted with 102 attendees that presented the traffic study results, typical section alternatives, access management alternatives, traffic control improvements and addressed specific comments heard from Open House #1. The comments and feedback provided from the public at Open House #2 helped drive development of the preferred typical section (2-lane divided) and short/long term access management.

Dec. 3, 2019 - Open House #3 was hosted by Dakota County and City of Eagan with 153 signing in. Primary goal of the third corridor study open house was to display the selected preferred typical section, access management, traffic control and to gather comment on the preliminary geometric layout that was based on the corridor study and public participation. An updated project video was provided to recap past open houses and provide a look towards the potential future for comment.

Comments received throughout the public participation process drove corridor decisions and confirmed assumptions. Vehicle and multi-modal safety and limiting the roadway footprint were common themes provided by the public. This reassured stakeholders that the smaller 2-lane divided section would be suitable for not only corridor efficiency needs but the general public utilizing it. The summary of the public participation can be seen on Dakota Countys study website at the following location:

https://www.co.dakota.mn.us/Transportation/Transp ortationStudies/Current/Pages/cliff-roadcorridor.aspx

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$0.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$0.00
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
CP 32-87_ Geometric Layout_20200226.pdf	CP 32-87 Geometric Layout. Produced through corridor study and preliminary design process. Approved by Dakota County and City of Eagan	41.7 MB
CP 32-87_2020-2024 CIP_Eagan.pdf	City of Eagan's 2020-2024 Capital Improvement Plan that includes CP 32- 87	255 KB
CP 32-87_2020- 2024CapitalImprovementProgram.pdf	2020-2024 Dakota County Transportation CIP project pages for CP 32-87	2.9 MB
CP 32-87_2030TransportationPlan.pdf	Approved Dakota County 2030 Transportation Comprehensive Plan traffic volume and capacity attachments. 2040 Transportation Comprehensive Plan complete but not yet approved.	486 KB
CP 32-87_Corridor Study Public Involvement Summary.pdf	This attachment represents the summary of the CP 32-87 Cliff Road corridor study and preliminary design results. Included are open house summary sheets, the INPUTiD summary and Q&A summaries.	4.8 MB
CP 32-87_Eagan Letter of Support 5-6- 20.pdf	City of Eagan letter of support for CP 32- 87	168 KB
CP 32-87_One Page Summary_20200514.pdf	One page Summary	144 KB
CP 32-87_Pages from ii.Cliff Road (CSAH 32) Corridor Study Report.pdf	Pages from the Dakota County adopted corridor study and preliminary design. City of Eagan concur with corridor study report and preliminary design.	4.2 MB







HousingLink 🛟

Streams

Return to main site

Property Detail

About Streams

Wescott Rd Wescott Rd Ave, 3 Diffley Rd lan (3) CP 32-87 Cliff Road Reconstruction $\mathbf{\nabla}$ Cliff Rd Cliff Rd W Lebanon Hills **Regional Park** Google RADapt danta per 020 Send us feedback

Housing+Transit Cost

Walk Score[®]: 44

Lexington Hills 4130 Lexington Ave S Eagan, MN 55123

Funding Categories

Tax Credit

Property Information

Year Built: **Building Type: Groups Served:** Total Units: 92 Affordable Units: 37

Affordable Units by Bedroom

Units by Area Median Income * 60%: 37

* AMI units are estimated because they were not provided, and have been set to the least restrictive AMI for the largest number of units

Known Property Addresses

1 4130 Lexington Ave S Eagan

Funding Dates & Programs

First known closing: 7/1/1987 Most recent closing: 7/1/1987 Earliest estimated expiration: 7/1/2017 Last Activity: New Construction

MHFA: Housing Tax Credits Close Date: 7/1/1987 Estimated Expiration: 7/1/2017

Known Property Identifiers

HousingLink: 10496 HUDLIHTC: MNA19870115

Direction	All	
Future Volume (vph)	1398	
Total Delay / Veh (s/v)	33	
CO Emissions (kg)	2.80	
NOx Emissions (kg)	0.55	
VOC Emissions (kg)	0.65	

6: County Park/N. Hay Lake Rd. & CSAH 32

Direction	All	
Future Volume (vph)	818	
Total Delay / Veh (s/v)	1	
CO Emissions (kg)	0.60	
NOx Emissions (kg)	0.12	
VOC Emissions (kg)	0.14	

9: Dodd Rd.

Direction	All	
Future Volume (vph)	876	
Total Delay / Veh (s/v)	3	
CO Emissions (kg)	0.69	
NOx Emissions (kg)	0.13	
VOC Emissions (kg)	0.16	

15: Lakewood Hills Rd.

Direction	All	
Future Volume (vph)	818	
Total Delay / Veh (s/v)	0	
CO Emissions (kg)	0.91	
NOx Emissions (kg)	0.18	
VOC Emissions (kg)	0.21	

17: CSAH 32 & Oak Pond Rd.

Direction	All
Future Volume (vph)	815
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.58
NOx Emissions (kg)	0.11
VOC Emissions (kg)	0.13

19: E Greenleaf Dr.

Direction	All
Future Volume (vph)	766
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.28
NOx Emissions (kg)	0.06
VOC Emissions (kg)	0.07

24: Greenleaf Dr. W

Direction	All	
Future Volume (vph)	724	
Total Delay / Veh (s/v)	0	
CO Emissions (kg)	0.42	
NOx Emissions (kg)	0.08	
VOC Emissions (kg)	0.10	

Number of Intersections	7	
Total Delay / Veh (s/v)	8	
CO Emissions (kg)	6.29	
NOx Emissions (kg)	1.22	
VOC Emissions (kg)	1.46	
Performance Index	17.7	

Direction	All	
Future Volume (vph)	1683	
Total Delay / Veh (s/v)	41	
CO Emissions (kg)	3.26	
NOx Emissions (kg)	0.63	
VOC Emissions (kg)	0.75	

6: County Park/N. Hay Lake Rd. & CSAH 32

Direction	All	
Future Volume (vph)	1163	
Total Delay / Veh (s/v)	2	
CO Emissions (kg)	0.86	
NOx Emissions (kg)	0.17	
VOC Emissions (kg)	0.20	

9: Dodd Rd.

Direction	All
Future Volume (vph)	1258
Total Delay / Veh (s/v)	5
CO Emissions (kg)	0.99
NOx Emissions (kg)	0.19
VOC Emissions (kg)	0.23

15: Lakewood Hills Rd.

Direction	All	
Future Volume (vph)	1138	
Total Delay / Veh (s/v)	0	
CO Emissions (kg)	1.34	
NOx Emissions (kg)	0.26	
VOC Emissions (kg)	0.31	

17: CSAH 32 & Oak Pond Rd.

Direction	All
Future Volume (vph)	1133
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.63
NOx Emissions (kg)	0.12
VOC Emissions (kg)	0.15

19: E Greenleaf Dr.

Direction	All
Future Volume (vph)	1028
Total Delay / Veh (s/v)	1
CO Emissions (kg)	0.38
NOx Emissions (kg)	0.07
VOC Emissions (kg)	0.09

24: Greenleaf Dr. W

Direction	All
Future Volume (vph)	994
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.50
NOx Emissions (kg)	0.10
VOC Emissions (kg)	0.12

Number of Intersections	7	
Total Delay / Veh (s/v)	9	
CO Emissions (kg)	7.95	
NOx Emissions (kg)	1.55	
VOC Emissions (kg)	1.84	
Performance Index	26.4	

Direction	All	
Future Volume (vph)	1398	
Total Delay / Veh (s/v)	13	
CO Emissions (kg)	2.28	
NOx Emissions (kg)	0.44	
VOC Emissions (kg)	0.53	

6: County Park/N. Hay Lake Rd. & CSAH 32

Direction	All	
Future Volume (vph)	819	
Total Delay / Veh (s/v)	1	
CO Emissions (kg)	0.59	
NOx Emissions (kg)	0.12	
VOC Emissions (kg)	0.14	

15: Lakewood Hills Rd.

Direction	All	
Future Volume (vph)	818	
Total Delay / Veh (s/v)	0	
CO Emissions (kg)	0.92	
NOx Emissions (kg)	0.18	
VOC Emissions (kg)	0.21	

17: CSAH 32 & Oak Pond Rd.

Direction	All
Future Volume (vph)	815
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.58
NOx Emissions (kg)	0.11
VOC Emissions (kg)	0.13

19: E Greenleaf Dr.

Direction	All
Future Volume (vph)	766
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.28
NOx Emissions (kg)	0.06
VOC Emissions (kg)	0.07

24: Greenleaf Dr. W

Direction	All
Future Volume (vph)	724
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.42
NOx Emissions (kg)	0.08
VOC Emissions (kg)	0.10

36: Dodd Rd.

Direction	All	
Future Volume (vph)	876	
Total Delay / Veh (s/v)	0	
CO Emissions (kg)	0.90	
NOx Emissions (kg)	0.17	
VOC Emissions (kg)	0.21	

Number of Intersections	7	
Total Delay / Veh (s/v)	3	
CO Emissions (kg)	5.97	
NOx Emissions (kg)	1.16	
VOC Emissions (kg)	1.38	
Performance Index	10.4	

Direction	All	
Future Volume (vph)	1683	
Total Delay / Veh (s/v)	14	
CO Emissions (kg)	2.60	
NOx Emissions (kg)	0.51	
VOC Emissions (kg)	0.60	

6: County Park/N. Hay Lake Rd. & CSAH 32

Direction	All	
Future Volume (vph)	1163	
Total Delay / Veh (s/v)	2	
CO Emissions (kg)	0.88	
NOx Emissions (kg)	0.17	
VOC Emissions (kg)	0.20	

15: Lakewood Hills Rd.

Direction	All
Future Volume (vph)	1139
Total Delay / Veh (s/v)	0
CO Emissions (kg)	1.64
NOx Emissions (kg)	0.32
VOC Emissions (kg)	0.38

17: CSAH 32 & Oak Pond Rd.

Direction	All
Future Volume (vph)	1133
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.74
NOx Emissions (kg)	0.14
VOC Emissions (kg)	0.17

19: E Greenleaf Dr.

Direction	All
Future Volume (vph)	1028
Total Delay / Veh (s/v)	1
CO Emissions (kg)	0.38
NOx Emissions (kg)	0.07
VOC Emissions (kg)	0.09

24: Greenleaf Dr. W

Direction	All
Future Volume (vph)	994
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.50
NOx Emissions (kg)	0.10
VOC Emissions (kg)	0.12

36: Dodd Rd.

Direction	All	
Future Volume (vph)	1259	
Total Delay / Veh (s/v)	0	
CO Emissions (kg)	1.91	
NOx Emissions (kg)	0.37	
VOC Emissions (kg)	0.44	

Number of Intersections	7	
Total Delay / Veh (s/v)	3	
CO Emissions (kg)	8.65	
NOx Emissions (kg)	1.68	
VOC Emissions (kg)	2.00	
Performance Index	14.2	

Direction	All	
Future Volume (vph)	1398	
Total Delay / Veh (s/v)	33	
CO Emissions (kg)	2.80	
NOx Emissions (kg)	0.55	
VOC Emissions (kg)	0.65	

6: County Park/N. Hay Lake Rd. & CSAH 32

Direction	All	
Future Volume (vph)	818	
Total Delay / Veh (s/v)	1	
CO Emissions (kg)	0.60	
NOx Emissions (kg)	0.12	
VOC Emissions (kg)	0.14	

9: Dodd Rd.

Direction	All	
Future Volume (vph)	876	
Total Delay / Veh (s/v)	3	
CO Emissions (kg)	0.69	
NOx Emissions (kg)	0.13	
VOC Emissions (kg)	0.16	

15: Lakewood Hills Rd.

Direction	All	
Future Volume (vph)	818	
Total Delay / Veh (s/v)	0	
CO Emissions (kg)	0.91	
NOx Emissions (kg)	0.18	
VOC Emissions (kg)	0.21	

17: CSAH 32 & Oak Pond Rd.

Direction	All
Future Volume (vph)	815
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.58
NOx Emissions (kg)	0.11
VOC Emissions (kg)	0.13

19: E Greenleaf Dr.

Direction	All
Future Volume (vph)	766
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.28
NOx Emissions (kg)	0.06
VOC Emissions (kg)	0.07

24: Greenleaf Dr. W

Direction	All	
Future Volume (vph)	724	
Total Delay / Veh (s/v)	0	
CO Emissions (kg)	0.42	
NOx Emissions (kg)	0.08	
VOC Emissions (kg)	0.10	

Number of Intersections	7	
Total Delay / Veh (s/v)	8	
CO Emissions (kg)	6.29	
NOx Emissions (kg)	1.22	
VOC Emissions (kg)	1.46	
Performance Index	17.7	

Direction	All	
Future Volume (vph)	1683	
Total Delay / Veh (s/v)	41	
CO Emissions (kg)	3.26	
NOx Emissions (kg)	0.63	
VOC Emissions (kg)	0.75	

6: County Park/N. Hay Lake Rd. & CSAH 32

Direction	All	
Future Volume (vph)	1163	
Total Delay / Veh (s/v)	2	
CO Emissions (kg)	0.86	
NOx Emissions (kg)	0.17	
VOC Emissions (kg)	0.20	

9: Dodd Rd.

Direction	All
Future Volume (vph)	1258
Total Delay / Veh (s/v)	5
CO Emissions (kg)	0.99
NOx Emissions (kg)	0.19
VOC Emissions (kg)	0.23

15: Lakewood Hills Rd.

Direction	All	
Future Volume (vph)	1138	
Total Delay / Veh (s/v)	0	
CO Emissions (kg)	1.34	
NOx Emissions (kg)	0.26	
VOC Emissions (kg)	0.31	

17: CSAH 32 & Oak Pond Rd.

Direction	All
Future Volume (vph)	1133
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.63
NOx Emissions (kg)	0.12
VOC Emissions (kg)	0.15

19: E Greenleaf Dr.

Direction	All
Future Volume (vph)	1028
Total Delay / Veh (s/v)	1
CO Emissions (kg)	0.38
NOx Emissions (kg)	0.07
VOC Emissions (kg)	0.09

24: Greenleaf Dr. W

Direction	All
Future Volume (vph)	994
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.50
NOx Emissions (kg)	0.10
VOC Emissions (kg)	0.12

Number of Intersections	7	
Total Delay / Veh (s/v)	9	
CO Emissions (kg)	7.95	
NOx Emissions (kg)	1.55	
VOC Emissions (kg)	1.84	
Performance Index	26.4	

Direction	All	
Future Volume (vph)	1398	
Total Delay / Veh (s/v)	13	
CO Emissions (kg)	2.28	
NOx Emissions (kg)	0.44	
VOC Emissions (kg)	0.53	

6: County Park/N. Hay Lake Rd. & CSAH 32

Direction	All	
Future Volume (vph)	819	
Total Delay / Veh (s/v)	1	
CO Emissions (kg)	0.59	
NOx Emissions (kg)	0.12	
VOC Emissions (kg)	0.14	

15: Lakewood Hills Rd.

Direction	All	
Future Volume (vph)	818	
Total Delay / Veh (s/v)	0	
CO Emissions (kg)	0.92	
NOx Emissions (kg)	0.18	
VOC Emissions (kg)	0.21	

17: CSAH 32 & Oak Pond Rd.

Direction	All
Future Volume (vph)	815
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.58
NOx Emissions (kg)	0.11
VOC Emissions (kg)	0.13

19: E Greenleaf Dr.

Direction	All
Future Volume (vph)	766
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.28
NOx Emissions (kg)	0.06
VOC Emissions (kg)	0.07

24: Greenleaf Dr. W

Direction	All
Future Volume (vph)	724
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.42
NOx Emissions (kg)	0.08
VOC Emissions (kg)	0.10

36: Dodd Rd.

Direction	All	
Future Volume (vph)	876	
Total Delay / Veh (s/v)	0	
CO Emissions (kg)	0.90	
NOx Emissions (kg)	0.17	
VOC Emissions (kg)	0.21	

Number of Intersections	7	
Total Delay / Veh (s/v)	3	
CO Emissions (kg)	5.97	
NOx Emissions (kg)	1.16	
VOC Emissions (kg)	1.38	
Performance Index	10.4	

Direction	All	
Future Volume (vph)	1683	
Total Delay / Veh (s/v)	14	
CO Emissions (kg)	2.60	
NOx Emissions (kg)	0.51	
VOC Emissions (kg)	0.60	

6: County Park/N. Hay Lake Rd. & CSAH 32

Direction	All	
Future Volume (vph)	1163	
Total Delay / Veh (s/v)	2	
CO Emissions (kg)	0.88	
NOx Emissions (kg)	0.17	
VOC Emissions (kg)	0.20	

15: Lakewood Hills Rd.

Direction	All
Future Volume (vph)	1139
Total Delay / Veh (s/v)	0
CO Emissions (kg)	1.64
NOx Emissions (kg)	0.32
VOC Emissions (kg)	0.38

17: CSAH 32 & Oak Pond Rd.

Direction	All
Future Volume (vph)	1133
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.74
NOx Emissions (kg)	0.14
VOC Emissions (kg)	0.17

19: E Greenleaf Dr.

Direction	All
Future Volume (vph)	1028
Total Delay / Veh (s/v)	1
CO Emissions (kg)	0.38
NOx Emissions (kg)	0.07
VOC Emissions (kg)	0.09

24: Greenleaf Dr. W

Direction	All
Future Volume (vph)	994
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.50
NOx Emissions (kg)	0.10
VOC Emissions (kg)	0.12

36: Dodd Rd.

Direction	All	
Future Volume (vph)	1259	
Total Delay / Veh (s/v)	0	
CO Emissions (kg)	1.91	
NOx Emissions (kg)	0.37	
VOC Emissions (kg)	0.44	

Number of Intersections	7	
Total Delay / Veh (s/v)	3	
CO Emissions (kg)	8.65	
NOx Emissions (kg)	1.68	
VOC Emissions (kg)	2.00	
Performance Index	14.2	

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

					FIOJECI			
A. Roadwa	ay Descriptio	n						
Route	CSAH 32		District			County	Dakota	
Begin RP	7.097		End RP	8.519		Miles	1.300	
Location	On CSAH 32 (0	Cliff Rd.) fr	om CSAH 4	43 (Lexingtor	Ave.) to we	st of Dodd	Rd.	
D. Duele at	Deceminations							
B. Project	B. Project Description							
Proposed	vvork ا۱۱: 				Installation	Veer	2022	
Project Co	$\frac{\gamma}{2}$					i rear	2022	
* evelude [$\frac{1}{2}$	years			I rattic Gro	wth Factor	3.0%	
* exclude F	light of Way fro	m Project C	ost					
C. Crash N	lodification F	Factor						
0.39	Fatal (K) Crash	es		Reference	CMF ID 3034	1		
0.39	Serious Injury	(A) Crashes	;					
0.39	Moderate Inju	ry (B) Crasl	nes	Crash Type	All			
0.39	Possible Injury	(C) Crashe	s					
0.39	Property Dama	age Only Cı	ashes				www.CMFclearin	nghouse.org
D Crash M	Adification I	Eactor (o	ntional c	ocond CME				
			ptional s					
0.72		es		Reference				
0.72	0.72 Serious Injury (A) Crashes		Crach Turne	A 11				
0.72		(C) Crash	ies c	Crash Type	AII			
0.72	Possible Injuly	(C) Crashe	s				MANA CMEdoori	adhausa ard
0.72		age Only Cl	asiles					Ignouse.org
E. Crash D	ata							
Begin Date	e <u>1/</u>	/1/2016		End Date	:	12/31/201	8	3 years
Data Sourc	ce <u>M</u>	nDOT						
	Crash Seve	rity	All			All		
	K crashes						1	
	A crashes							
	B crashes						2	
	C crashes			1			1	
	PDO crashe	25		9			7	
F. Benefit	Cost Calculat	tion						
	\$3,998,527		Benefit (pr	esent value)				
\$	6,600,000		Cost			B/C	Ratio = 0.61	

Proposed project expected to reduce 4 crashes annually, 1 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost	
K crashes	\$1,360,000	Link: mndot.gov/planning/program/appendix_a.html
A crashes	\$680,000	
B crashes	\$210,000	Real Discount Rate 4.5%
C crashes	\$110,000	Traffic Growth Rate 3.0%
PDO crashes	\$12,000	Project Service Life 20 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.28	0.09	\$126,933
A crashes	0.00	0.00	\$O
B crashes	0.56	0.19	\$39,200
C crashes	0.89	0.30	\$32,633
PDO crashes	7.45	2.48	\$29,800
		·	\$228,567

H. Amortized Benefit

<u>Year</u>	Crash Benefits	Present Value	
2022	\$228,567	\$228,567	Total = \$3,998,527
2023	\$235,424	\$225,286	
2024	\$242,486	\$222,052	
2025	\$249,761	\$218,865	
2026	\$257,254	\$215,723	
2027	\$264,971	\$212,627	
2028	\$272,921	\$209,575	
2029	\$281,108	\$206,566	
2030	\$289,541	\$203,601	
2031	\$298,228	\$200,679	
2032	\$307,174	\$197,798	
2033	\$316,390	\$194,959	
2034	\$325,881	\$192,160	
2035	\$335,658	\$189,402	
2036	\$345,728	\$186,684	
2037	\$356,099	\$184,004	
2038	\$366,782	\$181,363	
2039	\$377,786	\$178,759	
2040	\$389,119	\$176,193	
2041	\$400,793	\$173,664	
0	\$O	\$O	
0	\$0	\$O	
0	\$O	\$O	
0	\$O	\$O	
0	\$O	\$0	
0	\$O	\$O	
0	\$O	\$O	
0	\$O	\$0	
0	\$0	\$O	
0	\$0	\$O	
0	\$O	\$0	



CITY OF EAGAN

Public Works Capital Improvement Plan 2020-2024

Plan-It... Map-It... Do-It

The City prepares and periodically updates Master Plans for each of the major infrastructure systems (Finished Water, Stormwater, Wastewater, Water Quality & Wetland Management, and Transportation). While the Council has recently considered some of these updated Master Plans, and will continue to consider the remaining plans in the very near future, as required by state law, the improvements in this CIP are in conformance and compliance with the most current adopted Master Plans. Their improvement schedule compliments the City's projected development, growth and maintenance demands, but is also flexible based on internal fiscal constraints or partnering agency funding participation opportunities. With the new plans in their final draft, if not already approved, there are no anticipated changes within the unapproved plans that would affect proposed 2020 or 2021 CIP improvements, with Council approval.

PROCESS

Due to project complexities, desired public notification and participation process, combined with the County, State and Federal agencies' funding application, review and approval schedules, it has become necessary to consider adoption of the 5-Year CIP during early spring (May-June). The adoption of the CIP in this time frame allows the City to better coordinate with other agency's CIPs, prepare the necessary feasibility reports, hold the public hearings and advertise for bids for approved projects in the most economical season (winter/spring). The following is a summary of some of the <u>more significant or higher profile projects</u> included in this 5-year program as well as those that are not in conformance with other agencies' CIPs:

STREETS/HIGHWAYS

A. Regional Transportation Improvements

The Regional Transportation Improvements category includes projects of regional significance. The CIP includes funding to assist in the studies of a new interchange on I-494 at the future extension of Argenta Trail (updated Regional Roadway Visioning Study), future projects through the County's new Sales Tax Program (Highway 3 Corridor, Lone Oak Road), and traffic analyses for arterials in response to citizen requests. This category includes noise walls. Here are the more noteworthy projects:

- <u>Nicols Road Resurface/County Driveway Transition (2020)</u> The proposed DNR grant funded improvements would resurface Nicols Road from the railroad tracks to the DNR boat ramp parking lot under the Cedar Avenue Freeway bridge. The project would be in coordination with improvements to the DNR boat ramp and Minnesota River Greenway trailhead. With the completion of the improvements, Nicols Road would transition to the Greenway trailhead driveway with County maintenance. The City's share is 6% of the estimated total cost, in accordance with the DNR grant and a future JPA. (\$0.04M)
- Lone Oak Road Highway 55/149 to Inver Grove Heights border (2021) The proposed improvements would be in conjunction with similar improvements extending into Inver Grove Heights and include a divided four-lane roadway with median and trails. The City's share is 45% of the estimated total cost, in accordance with the County's Transportation Policy. (\$4.4M)
- Cliff Road Lexington Avenue to Highway 3 (2022) Recommendations from a future Cliff Road Corridor Study, upon Council approval, would likely include a divided four-lane roadway with median and pedestrian/bicyclist enhancements. The City's share would be 45% of the estimated total cost, in accordance with the County's Transportation Policy. (\$2.3M)
- 4. <u>Highway 77 (Cedar Ave Freeway) Managed Lanes Interstate 35E to Diffley Road</u> (2024) – An additional northbound lane (High Occupancy Vehicle Lane) in Eagan and Apple Valley would be proposed to address traffic capacity demand. The City's share is expected to be approximately 2% of the estimated total cost of \$48 million, which would primarily be funded by the County's Sales Tax Program. (\$1.0M)

City of Eagan, Minnesota Regional Projects

2020 thru 2024

PROJECTS & FUNDING SOURCES BY DEPARTMENT

Department	Project #	2020	2021	2022	2023	2024	Total
22 PW: Streets							
Regional Roadway Visioning Study Update 9375 Major Street Fund County/State participation Inver Grove Heights	22-200050	200,000 50,000 100,000 50,000					200,000 50,000 100,000 50,000
Nicols Road Resurface/County Driveway Transition 9375 Major Street Fund Burnsville State Grant	22-200051	600,000 35,000 15,000 550,000					600,000 35,000 15,000 550,000
Lone Oak Road (TH 55 to IGH border) 1115 Utility Fund - Operations 9375 Major Street Fund Assessments County/State participation	22-210004		9,650,000 300,000 3,984,000 75,000 5,291,000				9,650,000 300,000 3,984,000 75,000 5,291,000
TH 3 Corridor Study 9375 Major Street Fund County/State participation Rosemount	22-210010		300,000 22,500 255,000 22,500				300,000 22,500 255,000 22,500
I35E Noisewall 9375 Major Street Fund County/State participation	22-210050		2,000,000 <i>200,000</i> 1,800,000				2,000,000 200,000 1,800,000
(Cliff Road (Lexington Ave to TH 3)) 9375 Major Street Fund County/State participation	22-223232			5,000,000 <i>2,250,000</i> <i>2,750,000</i>			5,000,000 2,250,000 2,750,000
TH 77 Managed Lanes (I-35E to Diffley Road) 9375 Major Street Fund County/State participation	22-240051				48. 4	,000,000 1, <i>000,000</i> 17,000,000	48,000,000 1,000,000 47,000,000
Lone Oak Road Study (TH 13 to Pilot Knob Road) 9375 Major Street Fund County/State participation	22-240052					100,000 45,000 55,000	100,000 45,000 55,000
22 PW: Streets Total		800,000	11,950,000	5,000,000	48,	,100,000	65,850,000
GRAND TOTAL		800,000	11,950,000	5,000,000	48,	,100,000	65,850,000

CAPITAL IMPROVEMENT PROGRAM Deleta

2020-2024

Capital Improvement Program 2020 - 2024 Transportation

19

Map Date: December 3, 2019

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 refe purposes only. Dakota County is not responsible for any intercuracies herein contained. If discrepancies are found, please contact this office

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2020 CAPITAL BUDGET

and 2020 - 2024 TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM

Project Title:	CSAH 32 (Cliff Road) from CSAH 43 (Lexington Ave) to Trunk Highway 3 in Eagan					Project Graphic				
Project Number(s): Year of Board Authorization: Target Completion: Project Type: JL Key: Project Location: City of Eagan	32-87 2019 2022 Management T32087	Project Description: MANAGEMENT: Safety and Management Construction of CSAH 32 (Cliff Rd) from CSAH 43 (Lexington Ave) to Trunk Highway 3 in Eagan. The design study (in 2020) will make recommendations for a preferred alternative to the CSAH 32 roadway operations and safety improvements.			Goat Hill	Dat Hill F 33 Walnut Hill Park Trapp Farm Park Lakeside Park Q Oak Pond Hills Park Lakeside Park Q Oak Pond Hills Park Lakeside Park Q			ide Park Hay Lake	
Project and Fiscal History:								McDonough Lake Schulze Beach		
Project Revenues	Original Project Estimate	Approved Budget	2020 Budget	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	Beyond	Total Revised Project Revenues Estimate	2020 Project Revenues Estimate Change
local	-	360,000	750.000		1 250 000	-			2 360 000	2 360 000
Federal			-	_	3 000 000	_	_	_	3,000,000	3,000,000
CSAH		396.000	2 250 000	_	700,000	-	_	_	3 346 000	3 346 000
County Funds		44 000		-	50,000	-	-	-	94,000	94.000
Total	-	- 800,000	3,000,000	-	5,000,000	-	-	-	8,800,000	8,800,000
Project Expenditures	Original Project Estimate	Approved Budget	2020 Budget	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	Beyond	Total Revised Project Expenditures Estimate	2020 Project Expenditures Estimate Change
Land Acquisition	-	-	3,000,000	-	-	-	-	-	3,000,000	3,000,000
Consulting Services	-	800,000	-	-	-	-	-	-	800,000	800,000
New Construction	-	·	-	-	5,000,000	-	-	-	5,000,000	5,000,000
Total		800.000	3.000.000	-	5.000.000	-	_		8,800.000	8,800.000

2030

Transportation Plan

June 2012

Dakota County Highway Capacity Deficiencies, 2030

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

Dakota County 2030 Transportation Plan - Figure 5

Average Daily Traffic - County Highways, 2007/2030

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

Dakota County 2030 Transportation Plan - Figure 6
November 8, 2017 - Cliff Road Neighborhood Meeting Response to questions

The following is a summary of some of the main questions posed either during or following the meeting.

Issue: Concern for Speed on Cliff Road

Response: Unfortunately, simply changing the posted speed does not change driver behavior or make the road safer. Posted speeds for urban and suburban county roadways are established through a speed study and authorization from the Minnesota Department of Transportation (MnDOT). The posted speed for Cliff Road between Johnny Cake Ridge Road and Trunk Highway 3 is 50 mph. This speed was established in February 1990. Because the speed study is old, County staff recently worked with staff from MnDOT to informally review the area to determine if requesting a study would be appropriate. Given the overall conditions along Cliff Road and the current travel speeds, a speed study would not be likely to result in a lower posted speed for the corridor. Additional information about speed limits is included in the presentation (Slide 17). Enforcement is the best way to address traffic traveling over the posted speed.

Issue: Better accommodations are needed for Pedestrians and Bicyclists

Response: Pedestrian and bicyclist safety will be a key piece of the evaluation as we consider potential roadway improvements and traffic controls. The need for trails along Cliff Road and the need to provide a safe crossing of Cliff Road will be part of the discussions.

Issue: What Traffic Control may or may not be considered for the intersection of Cliff Road and Dodd Road?

Response: Based on a review of traffic conditions at the intersection and considering safety and operational implications, an all-way stop or signal will not be considered at this time. A roundabout is an option, but needs to be considered in context with the improvement needs of the corridor.

Issue: Concern for Noise

Response: Due to the nature of a county road serving both through travel and access to residential streets, treatments for noise such as walls are not very effective. This is why county roads are exempt from state noise standards. Therefore, the County does not place noise walls along the roadway to address noise concerns.

State Statutes 116.07, Subd. 2a. Exemptions from standards states:

No standards adopted by any state agency for limiting levels of noise in terms of sound pressure which may occur in the outdoor atmosphere shall apply to ...(3) .. an existing or newly constructed segment of a road, street, or highway under the jurisdiction of a road authority of a town, statutory or home rule charter city, or county, except for roadways for which full control of access has been acquired.

Issue: Passing on the Shoulder

Response: It is illegal for motorists to pass on the shoulder. Temporary set-ups which include barricades so that motorists cannot pass on the shoulder and signing which notes the law is placed at a location where passing on the shoulder is a concern. This is done in collaboration with enforcement and media help to address this problem not only while the set-up is in place but for a time after the installation. A permanent set-up or signing is not used because it sends a message that passing on shoulders in other areas may be ok. Signing for actions that are illegal at every location is not effective in the long term and can take the driver's attention away from other key messages.

NEWSLETTER #1

Project Overview

Cliff Road (Highway 32) provides an important transportation connection through the cities of Burnsville, Eagan, and Inver Grove Heights. It serves a significant role in the overall roadway system by providing movement to people, freight, and services between key regional corridors. **The Cliff Road Study will examine the corridor segment from Lexington Avenue to Trunk Highway 3.**

Neighborhood concerns along the corridor prompted discussions with the City and County to identify roadway improvements. This corridor study will include review of current and forecasted traffic operations, identification of potential future roadway and/ or intersection improvements, trail locations along the corridor, pedestrian crossings, and the location for a grade separated crossing of Cliff Road for the Mendota Lebanon Hills Greenway.

The goals of this study are to:

- Safely accommodate all users along the corridor
- Identify a comprehensive network for multimodal transportation that is compatible with local and regional needs
- Support efficient and reliable vehicle mobility
- Identify infrastructure improvements compatible with the natural and human environment
- Develop a financially responsible infrastructure implementation plan



Public meetings will be held throughout the study process. Meeting dates and details will be posted to the study website when finalized and advertised through various digital and hardcopy outlets. An Open House will be held on January 17th - more details to come.

Follow Study Progress!



Visit the project website by searching "Cliff Road Study" on Dakota County's website (www.DakotaCounty.US) or use the following link:

https://www.co.dakota.mn.us/Transportation/TransportationStudies/Current/Pages/cliff-road-corridor.aspx

Share Your Input Online!

32



Project Contacts

Kristi Sebastian, Traffic Engineer Dakota County (952) 891-7178 kristi.sebastian@co.dakota.mn.us

John Gorder, City Engineer City of Eagan

(651) 675-5645 jgorder@cityofeagan.com

Chris Chromy, Project Manager

Bolton & Menk, Inc. (612) 756-1236 chris.chromy@bolton-menk.com



Dakota transportation

Upcoming Public Open House January 17, 2018 - 4:30-6:00 PM

OPEN HOUSE SUMMARY

Thursday January 17, 2019 • 4:30 to 6 PM • Eagan Civic Arena, Mezzanine Room



Purpose

This open house aimed to build a common understanding of current and forecasted conditions. This meeting shared the study purpose, timeline, and goals. Participants weighed in on their experience of the roadway by identifying issues and opportunities along the corridor.

How was the open house advertised?

Dakota County & City of Eagan Websites • Social Media (Facebook, NextDoor) 3 Email blasts
 1 newsletter
 1 postcard
 Sun This Week events calendar

What We Heard



Attendance People signed in How did attendees hear about the open house? 15 74 Email Mailing 9 16 Word of Social Mouth Media 5 Web Other'

32

*Sun This Week Newspaper, Eagan Park Commission, Public Interest, Joe Atkins Newsletter

Did awareness increase?

Study update subscriptions increased from

158 to 235



The next open house will be in April/May, 2019 and will present potential improvements to the corridor.

Be sure to check the study website for more information, search:

"Cliff Road Study" at www.DakotaCounty.US

INPUTID SUMMARY



Purpose

As part of the ongoing Cliff Road Study, INPUTiD - an online comment map - was used to collect community input on the issues and opportunities along Cliff Road. This information as well as a more quantitative site inventory (traffic counts, crash data, natural resources, etc.) will be combined to help identify potential corridor improvements for the segment of Cliff between Trunk Highway (TH) 3 and Lexington Ave S.

How did people hear about INPUTiD?

Mailing • Website • Social Media • Open House/Meeting • Other



32

Comments Collected November 2018 to February 2019 •



Most Popular Topics

Turning and Bypass Lanes



The lack of turning or bypass lanes was a common comment within INPUTiD. Identifying intersections where these facilities may be warranted are included

in this corridor study.

To determine where turn lanes are warranted, several factors come into play. The function, speed, and volume of the major and minor roadway of an intersection are important. As traffic increases on the major roadway, it is a safety and operational benefit to remove the turning traffic from the through lane using a designated turning lane. It is desirable to install turn lanes on 2-lane, high speed minor arterials such as Cliff Rd.

Non-Motorized Facilities



The trail and sidewalks along Cliff currently end at Lexington Ave. While there are some non-motorized facilities along Dodd, the study area generally ortable crossings and connections to

lacks comfortable crossings and connections to existing facilities.

Identifying space for a multi-use trail (walking and biking), as well as the location and feasibility of a grade-separated crossing over/under Cliff is currently being explored. Right-of way restrictions - with transmission lines on one side and Lebanon Hills on the other - will require the prioritization of space.

Intersection Controls



Potential improvements to traffic controls along the corridor are being explored as a part of this study. The Dodd Road and TH 3 intersections

have been popular topics both within INPUTiD and at public meetings. Several factors come into play when determining appropriate traffic controls.

A summary of these considerations can be found in the Dakota County Open House Traffic Control Display Boards (see attached).

Important Note: Cliff Road is a County Highway and is designated as a Minor Arterial Roadway. This means that the function of this road is different than that of a neighborhood street. A minor arterial is meant to provide city to regional connections and supports several transportation uses including local traffic, regional traffic, and trucking/freight services.

INPUTID SUMMARY (CONTINUED)

Dodd Road Travel Patterns

Where are vehicles coming from?

Neighborhood cut-through traffic and traffic volumes using Dodd Rd. to avoid the Cliff Rd/TH 3 intersection were common concerns on INPUTiD and at public meetings. The following data was collected using Streetlight Insights to better understand the breakdown of who is driving through the area and their origin/destination.

Regional Trip "Cut-Through" Traffic Local Trip "Cut-Through" Traffic Local Trips - Neighborhood Traffic Cliff Rd/Cty. Hwy 32 Cliff Rd/Cty. Hwy 32 Cliff Rd/Cty. Hwy 32 10% 40% 3 3 3 of total trips of total trips **50%** of total trips Red Pine Elementary 10-percent of the total vehicular trips through the 40-percent of the total vehicular trips are to or from 50-percent of the total vehicular trips through the area are due to regional cut-through traffic. These nearby destinations in the city of Eagan. These area are local. These are drivers with origins/ are drivers with origin/destinations outside of the are drivers with origins/destinations outside of the destinations within the neighborhood. local area and are using Dodd Rd as a cut-through to neighborhood, but within the area.

Dodd Road is a Minor Collector roadway.

avoid the Cliff Rd/TH 3 intersection.

Collectors provide connection between neighborhoods and to minor business concentrations. Assigning roadway classifications is part of county-wide transportation planning and ensures that there are roadways to serve all functions and trip types. 41-percent of Dakota County's roadway system is designated as collector roadways.

Next Public Meeting

The next open house will be on May 13th 2019 and will present potential improvements to the corridor.

Visit the Study Webpage! Search "Cliff Road Study" at www.DakotaCounty.us

32

While you're there, Subscribe for Study updates!



Cliff Road Study: Common Concerns and Responses

Issue: Concern for traffic speeds on Cliff Road

Response: Posted speeds for urban and suburban County roadways are established through a speed study and authorization from the Minnesota Department of Transportation (MnDOT). Given the overall conditions along Cliff Road and the current travel speeds, a speed study would not likely result in a lower posted speed than the current 50 mph.

Traffic calming measures and enforcement are the best way to address traffic traveling over the posted speed. The recommended typical section — two-lane divided with separated trail facilities — should make the roadway feel narrower which may slow drivers down. The recommended roundabout at the Dodd Road intersection should also result in slower speeds.

Issue: Concerns around trail location on north side of road versus both sides of the road

Response: Safety for all users of the County roadway is a key objective in all Dakota County projects. To promote safety, it is County practice to include a trail on both sides of County highways where practical.

A trail on the north side provides east-west movement for neighborhoods north of Cliff Road to safely reach intersections where a crossing of Cliff Road will be provided. Any trail on the south side of Cliff Road must consider recommendations from the Lebanon Hills Regional Park Master Plan and Cliff Road Transportation needs.

Issue: Right of way impacts

Response: The right of way impact anticipated for property owners along Cliff Road is still being investigated. A two-lane divided typical section will allow the roadway to pinch in where necessary to limit impacts to the natural resources and properties along either side of Cliff Road.

The width of the median between travel lanes will vary based on the space available. This configuration also provides flexibility to incorporate turn lanes where necessary. Impacted property owners will be contacted as projects are identified for construction and as the project moves into final design.

Issue: Construction dates

Response: Funding is available for improvements in 2021. After the study is complete, the County will review the recommended improvements and formulate an implementation plan for future Cliff Road construction projects. A final design process will be completed on the future construction projects that will provide the roadway improvements, develop the necessary details and work through right of way needs. Public outreach will be ongoing throughout the remainder of the Cliff Road Study and future construction projects.

OPEN HOUSE SUMMARY

Monday May 13, 2019 • 4:30 to 6 PM • Lebanon Hills Visitor Center

Overview

Purpose

This Open House provided a study update and introduced improvement alternatives to attendees. The desired outcome was to build an understanding of what alternatives have been considered, how alternatives are evaluated, where recommendations have been determined versus where alternatives are still being vetted, and

gain insight into which improvements the public can support. Project staff was available to answer questions and provide clarification as needed. Input was collected through a written survey.

How was the open house advertised?

Dakota County & City of Eagan Websites • Social Media (Facebook, NextDoor) • 3 Email blasts • 1 postcard • Sun This Week events calendar

Attendance

102 People signed in

32

Did awareness increase?

Study update subscriptions increased from

280 to 337

What We Heard







Can you support the recommended traffic control at TH3/Robert Trail? (improved signal) 66 responses

86% Yes9% Neutral/Indifferent5% No



OPEN HOUSE SUMMARY

What We Heard (continued)



Can you support the following access management

Can you support the following access management alternatives? (responses from those living in affected neighborhoods/private drives)



ALTERNATIVE 1

Reduced access at Oak Pond Rd

ALTERNATIVE 2

Reduced access at Lakewood Hills Rd

ALTERNATIVE 3

NEXT?

NHAT'S

Reduced access at Oak Pond Rd & Lakewood Hills

32

What is reduced access? Reduced, or partial, access intersections do not allow a vehicle to complete all movements (right turn, left turn, across roadway). Examples of reduced access intersections include: right-in/right-out and 3/4 access. Full access intersections include all movements - examples include, a traffic signal, roundabout, thru/side street stop, or all-way stop. Managing these two types of intersections plays an important role in balancing user safety and roadway mobility.

Other Comments

Other written comments included:

- Consider traffic calming measures to reduce traffic speeds
- Interest in flashing yellow left turn arrow at Lexington Ave and Red Pine Ln signals
- Concern for right-of-way impacts of typical section
- Reduce engine, or "jake," braking on Cliff
- Support for roundabout at Dodd

- Roadway conflicts with trail proposed
 on north side of roadway
 - Desire for continued communication to the public and neighborhoods as study develops and improvements refined request for more details to weigh in on access alternatives

Thank you for your input!

Project Contacts

Kristi Sebastian, Traffic Engineer (Dakota County) (952) 891-7178 - kristi.sebastian@co.dakota.mn.us

John Gorder, City Engineer (City of Eagan) (651) 675-5645 - jgorder@cityofeagan.com

Chris Chromy, Project Manager (Bolton & Menk, Inc.) (612) 756-1236 - chris.chromy@bolton-menk.com

The next open house will be in late summer or early fall of 2019 and will present all recommended corridor improvements, identify an implementation plan, and review next steps.

Be sure to check the study website for more information, search:

"Cliff Road Study" at www.co.dakota.mn.us

OPEN HOUSE SUMMARY

Tuesday December 3, 2019 • 4:30 to 6:30 PM • Lebanon Hills Visitor Center



Purpose

This Open House provided a study update, identified recommended improvements, outlined the implementation plan, and walked visitors through next steps. A draft layout with corridor improvements was available for view. Project staff was available to answer questions and provide clarification as needed.

How was the open house advertised?

Project Website . County and City Social Media . 3 Email blasts . Postcard mailing

What's Next?

For a project of this size, the following timeline is anticipated. As the County moves into final design, discussions will transition into more detailed discussions with property owners on impacts.

F	all 2018 - Fall 2019	Fall 2019 - Early 2020	2	2020/2021	Late 2021/2022				
	Corridor Study	Preliminary Design		Final Design	Construction				
	Define WHAT to build	Define HOW to build		Create Construction		Build!			
•	Identify corridor issues and opportunities	Create preliminary layout Coordinate with local utilities		Detailed design of		May through October is "normal			
•	Explore alternative solutions, evaluate, and recommend	 Explore mitigations to property and environmental impacts 		Right-of-Way process					

Implementation Plan [Short-term, 0-5 yrs; Mid-term, 5-10 yrs; Long-term 10 yrs+ TH 3 Corridor 3 Study Long-Term TH 3 Capacity Lexington Ave to Grade separated Improvement Dodd Road pedestrian crossing Project 32 Cliff Road Mid-Term Dodd Rd to TH3 lcDonough Holand Lake I ake

Visit the study website to review the recommended improvements and to see materials from the December 3rd Open House. Search: "Cliff Road Study" at www.co.dakota.mn.us



Project Contacts

Jake Chapek, Sr. Project Manager (Dakota County) (952) 891-7104 - jacob.chapek@co.dakota.mn.us

32

Attendance

People signed in

John Gorder, City Engineer (City of Eagan) (651) 675-5645 - jgorder@cityofeagan.com

Chris Chromy, Project Manager (Bolton & Menk, Inc.) (612) 756-1236 - chris.chromy@bolton-menk.com



May 6, 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 32-87 - CSAH 32 Reconstruction Project

Dear Mr. Krebsbach:

The City of Eagan is supportive of Dakota County's application for federal funding for the reconstruction of CSAH 32 (Cliff Road) from its intersection with CSAH 43 (Lexington Ave S) to approximately 1,000 feet east of its intersection with Dodd Road in Eagan. The improvement of the CSAH 32 segment of the County highway system is a priority for the City. In addition to improved safety the project will provide, the multimodal transportation network and the increase in corridor efficiency will improve a critical cross-town route for the residents and local industry.

The project is a joint effort with Dakota County and the City of Eagan. The City participated in the corridor study and preliminary design that established the improvements for the CSAH 32 reconstruction project. The preliminary design resulted in the production of a geometric layout that encompasses the results of the joint effort. The City concurs with the improvements shown in the geometric layout and is supportive of the implementation of the project. The City also supports this proposed project for federal funding and agrees to provide a financial commitment for the improvements directly related to the CSAH 32 reconstruction in Eagan from CSAH 43 to east of Dodd Road. Sincerely,

An Sperp

John Gorder, P.E. City Engineer

MAYOR | MIKE MAGUIRECOUNCIL MEMBERS | PAUL BAKKEN, CYNDEE FIELDS, GARY HANSEN, MEG TILLEYCITYOFEAGAN.COMCITY ADMINISTRATOR | DAVID M. OSBERGMUNICIPAL CENTER | 3830 PILOT KNOB ROAD, EAGAN, MN 55122-1810MAIN: (651) 675-5000HEARING IMPAIRED: (651) 454-8535MAINTENANCE: (651) 657-5300UTILITIES: (651) 675-5200

COUNTY

May 15, 2020

<u>Summary</u> – Regional Solicitation Funding Application for Reconstruction of CSAH 32 from CSAH 43 to Dodd Road (CP 32-87)

Dakota County, as the lead agency working jointly with the City of Eagan, is planning to reconstruct County State Aid Highway (CSAH) 32 from CSAH 43 (Lexington Avenue) to 0.2 miles east of Dodd Road in Eagan. As an A-Minor Arterial and Tier 2 Regional Truck Corridor, CSAH 32 provides east-west connection for the regional commuters and freight from Interstate 35 to Trunk Highway 52 while bisecting other regional roadways (TH13, TH 77, CSAH 31, TH 3). The 1.6-mile reconstruction area has a 50-mph posted speed limit and features multiple horizonal and vertical curves as the highway navigates through several bodies of water. In addition, there are multiple full-access points to local streets and private driveways through the corridor. This section of CSAH 32 is surrounded by residential neighborhoods and much of the south side is adjacent to the Lebanon Hills Regional Park. The lack of multi-modal facilities adjacent to the roadway creates a gap in the local transportation and greenway networks and a barrier for residents who have long desired for pedestrian/bicycle facilities along CSAH 32.

Background and Primary Need for the Proposed Project.

Over the last three years, Dakota County and the City of Eagan have worked jointly to determine the correct long-term vision for CSAH 32. The CSAH 32 corridor over a 5-year span (2013-2017) had a statistically higher crash rate when compared to similar roadways statewide including multiple serious and fatal crashes. A 2017 Neighborhood Meeting was hosted to inform the community of the existing deficiencies and engage in interactive conversation on corridor safety. Following the meeting, a CSAH 32 Corridor Study was initiated by Dakota County, in participation from the City of Eagan and the Minnesota Department of Transportation (MnDOT). The study reviewed CSAH 32 from CSAH 43 to Trunk Highway 3 and focused on three primary criteria: safety, operations and potential impacts. The purpose and need objectives included: safely accommodate all users, address the CSAH 32 and Dodd Road intersection safety, multimodal transportation network compatibility with local/regional needs, efficient and reliable vehicle mobility, compatible with the natural and build environment, and financially responsible.

Dakota County Board of Commissioners adopted the results of the Corridor Study and from the recommendations determined to advance a reconstruction project of CSAH 32 from CSAH 43 to east of Dodd Road. The proposed reconstruction will include installment of a two-lane divided raised median typical section with two 10-foot shared-use trails (north/south), signal revision of the CSAH 32/CSAH 43 intersection, turn lanes at public intersections and a roundabout at CSAH 32/Dodd Road intersection.

- Total Construction Cost: \$10,900,000
- Requested Award Amount/Match Amount: \$7,000,000 / \$3,900,00 (CSAH, Local)

Project Setting and Context. The identified reconstruction improvements are aimed at increasing both vehicle and non-vehicle safety and mobility for the regional arterial. Maintaining good traffic mobility/speeds, creating a multimodal corridor, and mitigating right of way impacts are accomplished by implementing the corridor study findings. Utilizing a County highway to enhance the region for all modes of traffic addresses both needs within this community and aligns with stakeholder objectives. The CSAH 32 corridor from CSAH 43 to Dodd Road is currently a gap within the pedestrian/bicycle regional network and by implementing shared-use trails the project will remove a barrier for access to Lebanon Hills Regional Park and to local non-vehicle commuters.





Real People. Real Solutions.

CSAH 32 (Cliff Road) Corridor Study

Study Report Dakota County, MN

March 9, 2020

Submitted by:

Bolton & Menk, Inc. 12224 Nicollet Avenue Burnsville, MN 55337 P: 952-890-0509 F: 952-890-8065







Figure 1: Project Location

March 2020



Real People. Real Solutions.





Implementation Plan

February 2020

		Years Estimated	Project Description	Potential Funding		Cost																
Priority	Project Number				Lead Agency	Construction		Project Development and Delivery			ROW		Total (2020 Dollars)			Year	Total Expected C (with 3% infla		Cost ation)	Comments		
_	S1	1-3 Years	Dodd Rd Roundabout to Hay Lake Rd.	CO, LOCAL, HSIP, Reg. So.	County	\$2,850,000	to	\$3,140,000	\$570,000	to	\$630,000	\$280,000	to	\$310,000	\$3,700,000	to	\$4,080,000	2021	\$3,810,000	to	\$4,200,000	
t-Term	S2	2-4 Years	Cliff Road from Lexington Ave. to Hay Lake Rd.	CO, HSIP, Reg. So., LRIP, DNR	County	\$6,730,000	to	\$7,410,000	\$1,350,000	to	\$1,480,000	\$140,000	to	\$150,000	\$8,220,000	to	\$9,040,000	2022	\$8,720,000	to	\$9,590,000	Includes Signal/ADA improvements for Lexington Avenue Signal
Shor	S3	3-5 Years	TH 3 Corridor Study (Mn Hwy 149 to Dwtn Rosemount)	-	тн	-	to	-	\$200,000	to	\$250,000	-	to	-	\$200,000	to	\$250,000	2023	\$200,000	to	\$250,000	Pending MnDOT Funding Participation
			Subtotal			\$9,580,000	to	\$10,550,000	\$2,120,000	to	\$2,360,000	\$420,000	to	\$460,000	\$12,120,000	to	\$13,370,000		\$12,730,000	to	\$14,040,000	
-Term	M1	5-10 Years	Cliff Road from Dodd Rd to TH 3	CO, HSIP, Reg. So., LRIP, DNR	County	\$4,700,000	to	\$5,170,000	\$940,000	to	\$1,030,000	TBD	to	TBD	\$5,640,000	to	\$6,200,000	2025	\$6,540,000	to	\$7,190,000	Retaining Walls = \$950,000 Does NOT include 2nd Trail (\$875,000 to 1.2 million) or Signal improvements at TH 3
Mid			Subtotal			\$4,700,000	to	\$5,170,000	\$940,000	to	\$1,030,000	\$0	to	\$0	\$5,640,000	to	\$6,200,000		\$6,540,000	to	\$7,190,000	
-gra	L1	10+ Years	TH 3 Capacity Improvement Project	TH, CO, LPP	тн	TBD	to	TBD	TBD	to	TBD	TBD	to	TBD	TBD	to	TBD	-	TBD	to	TBD	Scope of project dependant on results of TH 3 Corridor Study (S3)
ΪĔ			Subtotal			\$0	to	\$0	\$0	to	\$0	\$0	to	\$0	\$0	to	\$0		\$0	to	\$0	
ıture ırtunity	01	TBD	Dodd Road Pedestrian Crossing	CO, PARKS, Reg. So.	County	\$1,600,000	to	\$2,000,000	\$320,000	to	\$400,000	\$41,000	to	\$50,000	\$1,920,000	to	\$2,400,000	-	TBD	to	TBD	Project is dependent on Dakota County Park's future funding
Oppu			Subtotal			\$1,600,000	to	\$2,000,000	\$320,000	to	\$400,000	\$41,000	to	\$50,000	\$1,920,000	to	\$2,400,000		\$0	to	\$0	
			Total Investment			\$15,880,000	to	\$17,720,000	\$3,380,000	to	\$3,790,000	\$461,000	to	\$510,000	\$19,680,000	to	\$21,970,000		TBD	to	TBD	
	FUNDIN CO LOCAL PRIV TH HSIP	G KEY County State Aid City Funding MS/ Private Funding / Trunk Highway F Highway Safety	l Highway, County Sales Tax, Wheelage, or Other County Funds AS / Development (Private) ·unds (State) Improvement Program		Reg. So. LRIP LPP DNR	Regional Solicit Local Road Imp Local Partenshi Lessard-Sams C	tation proveme ip Progra Conserva	nt Program am ation Partners Le	gacy (CPL)			Note: Construc Note: Construc Note: Right-of-	tion an tion Co Way co	nd Project Deve ost do NOT incli sts for Mid-Terr	lopment and Del ude City Utilities n and Long-Tern	ivery co (Sanita n projec	ost are estimate ary/Watermain) o ts will be finalize	cost plus r Critter (ed at a la	s 10% Crossing Cost Iter date	The second s		

POTENTIAL SCHEDULE ADJUSTMENTS

CHANGE: S2 moves to short-term project in conjunction with S1 **O1** moves to established timeline or schedule

Funding is received to complete both projects to improve the safety of the corridor/intesections

Funding is received by Dakota County Parks to complete the overpass and associated imporvements

th4\h\DACO\T42117145\2_Preliminary\A_Calculations\Concept Cost Estimate\[CSAH 32_Implementation Prelim Design Cost_Feb 2020.xlsx]Prelim Cost Estimate

CAUSE:

CAUSE:

Figure 2: Implementation Plan

DEPARTMENT OF TRANSPORTATION SEAGAN





Dakota County



Figure 3: Implementation Plan Overview



March 2020

CSAH 32 Corridor Study Project

Implementation Plan February 2020



S1 - Dodd Rd Roundabout to Hay Lake Rd.





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CSAH 32 Corridor Study Project

Implementation Plan February 2020



S2 - Cliff Road from Lexington Ave. to Hay Lake Rd.





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