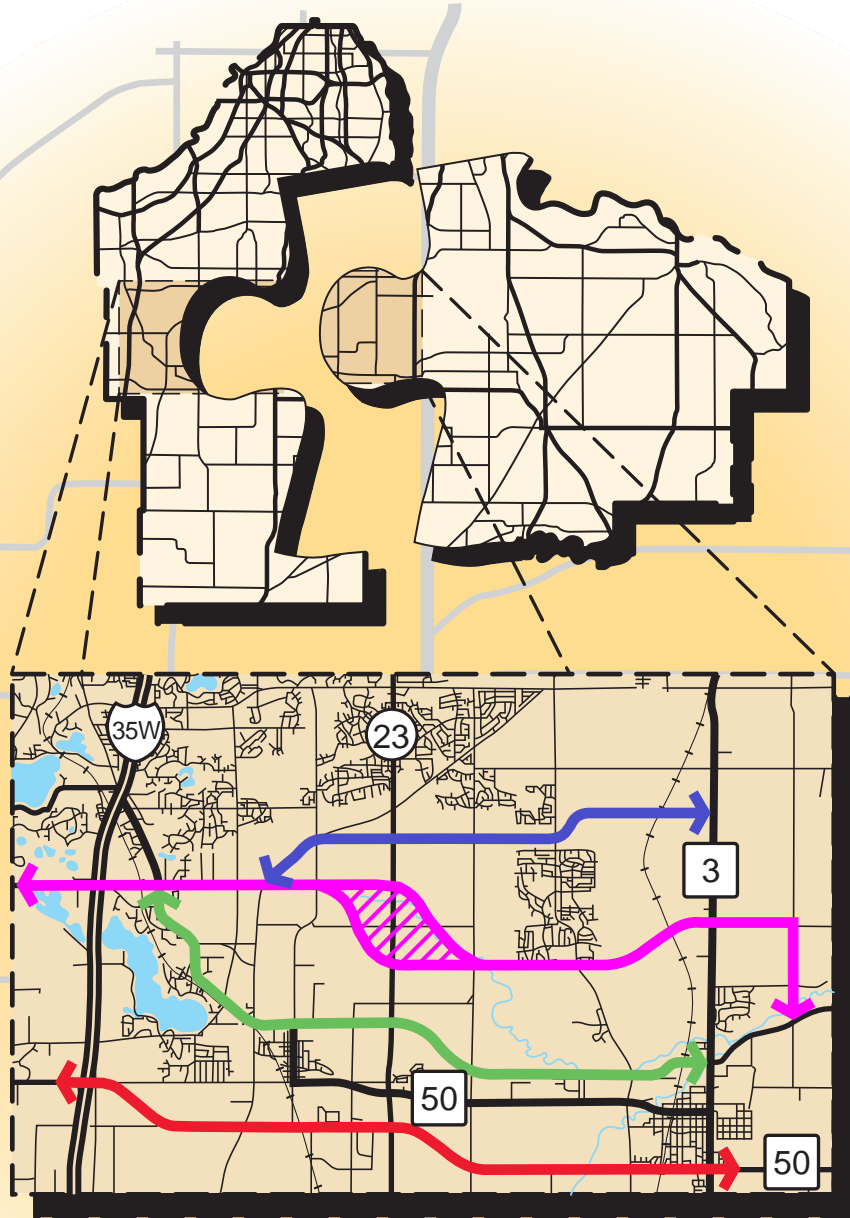


# Dakota County East -West Corridor Preservation Study

## Identification of Preferred System Plan



June 2003

Conducted By:

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City of Lakeville

Empire Township  
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# Executive Summary

This study focuses on the transportation needs for a rapidly growing area in southern Dakota County bounded by I-35 on the west, Highway 3 on the east, County Highway 46 on the north, and County Highway 70 on the south.

The Executive Summary for the Dakota County East-West Corridor Study focuses on the three key study outcomes: 1) A plan for the development of a preferred system of east-west corridors, 2) A plan for its implementation, and 3) Next steps. Supporting information, include background information, intent of the study, purpose and need, relevant issues, public involvement, community coordination, and study process/technical assessment is included in the body of this report.

## 1. Purpose and Need/Intent

The study partners recognize that the deficiencies associated with the currently disjointed system of east-west roadways in the southern area of Dakota County comprised of Lakeville, Farmington, and Empire Township will become more problematic as rapid growth trends continue. Over one-half of the projected population growth in Dakota County over the next 30 years will occur south of Highway 42 including the study area. As development continues to occur, practical opportunities for future east-west county corridor alignment options will continue to disappear. Without aggressive planning for enhancement to the transportation system, safety and mobility (roadway capacity) deficiencies are expected to increase for area residents and roadway system users.

Based on the above, the goal of this study has been to identify a preferred corridor preservation plan that has the consensus of study partners to preserve corridors for future transportation system improvements as development continues to occur.

## 2. Preferred System Preservation Plan

The preferred system is shown in Figure 1. This system plan has attained consensus of the Technical Advisory Committee (TAC) that consists of staff from all agencies responsible for the transportation system in the study area.

As shown in Figure 1, a total of five east-west preservation corridors have been identified by the study, identified as Alignments A through E. The recommended preservation treatment and key assessment findings for the five alignments are presented below.

A joint resolution has been passed supporting the preferred preservation plan by the Cities of Farmington and Lakeville. A copy of this resolution is included in Appendix B.

### Alignment A

#### *Recommended Preservation Treatment*

Preserve Alignment A (175<sup>th</sup> Street) as a collector street under local jurisdiction. Integrate eastern connection with Alignment B. No changes to the existing right-of-way are proposed.

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Figure 1 – Preferred System Plan

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### *Key Assessment Findings*

Expansion as a four-lane facility is precluded by the potential impact on 108 existing adjacent residential and 7 commercial properties.

Connection of Alignment A with County Road 50 in the vicinity of the Interstate 35 (I-35) interchange is undesirable as a high activity east-west arterial facility.

### Alignment B

#### *Recommended Preservation Treatment/Characteristics*

Preserve Alignment B for development as a potential four-lane arterial facility with a 150-foot width under County jurisdiction west of Cedar Avenue. East of Cedar Avenue, Alignment B should be preserved for development as a four-lane facility with a 120-foot wide corridor under County jurisdiction. The narrower 120-foot width east of Cedar Avenue is needed to address land use constraints. The City of Lakeville has requested to provide for sidewalk and trail needs through easements on private property east of Cedar Avenue.

Utilize the Dodd Road alignment to the extent possible to minimize new alignment right-of-way requirements.

Avoid/minimize impacts on existing mitigated wetland/drainage easement, CSAH 31 Replacement and Bank site, in North Creek Watershed east of Pilot Knob Road.

Downgrading the remaining north segment of Dodd Road from collector to local road, including turnback to City, between Cedar Avenue and Pilot Knob Road is a desirable associated system change with Alignment B implementation.

It is crucial that future implementation of Alignment B east of Pilot Knob Road be coordinated with land use development. Significant aggregate resources exist east of Pilot Knob Road and mining operations are expected to continue over the next 20 years. It would be unacceptable to allow the connection of Alignment B through this area until mining operations are complete due to the potential for gravel truck impacts on residential neighborhoods to the west. In addition, a new crossing of the creek and railroad will not be justified until a higher degree of development occurs in the area after the mining operation is complete.

Grade separation/bridge structures will be necessary to cross over the North Creek and the Canadian Pacific (CP) Railroad corridor.

### *Key Assessment Findings*

Attains system arterial spacing guidelines of 2 miles between parallel arterial facilities (County Road 46 is approximately 2 miles to the north).

Provides continuous connection west of I-35 into Scott County and east to Highway 3.

Expansion to a four-lane facility may result in impacts on 20 residential properties.

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## Alignment C

### *Recommended Preservation Treatment/Characteristics*

Preserve Alignment C for development as a potential four-lane arterial facility with a 150-foot width under County jurisdiction.

Numerous alignment options were discussed during the study process for the transition between 185<sup>th</sup> Street on the west and 195<sup>th</sup> Street on the east. This transition area needs to be studied in more detail to determine a preferred alignment corridor. Figure 1 shows a representative area in which a range of Alignment C options have been discussed. This area will be the starting point for more detailed study. Alignment C transitions back to the north as it crosses North Creek and the CP Railroad corridor and follows the 190<sup>th</sup> Street alignment between Highway 3 and Biscayne Avenue. This alignment will avoid impacts on approved development plats adjacent to the east side of Highway 3 south of 190<sup>th</sup> Street.

Grade separation/bridge structures will be necessary to cross over North Creek and the CP Railroad corridor.

### *Key Assessment Findings*

Attains system arterial spacing guidelines of 2 miles between parallel arterial facilities (Alignment B is approximately 2 miles to the north).

Provides continuous connection west of I-35 into Scott County and east to Highway 3/Biscayne Avenue.

Potential for future connection on Highway 52 via County Road 66 and Biscayne Avenue.

Expansion to a four-lane facility may result in impacts on 22 residential properties.

## Alignment D

### *Recommended Preservation Treatment/Characteristics*

Preserve Alignment D for development as a potential two-lane collector or a three-lane urban street facility with a 100-foot width under local jurisdiction. The City of Farmington has indicated that a low design speed three-lane urban section may be desirable through the industrial park area and adjacent to the school. In addition, the City has identified constrained sections where less than 100-foot right-of-way may be acceptable for a two-lane urban street design. These issues will be addressed by the City of Farmington as Alignment D is developed in more detail.

The segment west of Highway 3 passing adjacent to the middle school and crossing North Creek is constrained. This will result in a low design speed, narrow facility that will fit with Alignment D's proposed function as a collector facility.

Grade separation/bridge structures will be necessary to cross over North Creek and the CP Railroad corridor.

### *Key Assessment Findings*

The alignment could impact 54 residential and 14 commercial properties if it were developed as an arterial facility with a 150-foot right-of-way.

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Provides continuous connection with County Road 66 east of Highway 3. Provides continuous connection with County Road 50 on the west and intersects with County Road 60.

Does not warrant arterial function based on system arterial spacing guideline of 2 miles between parallel arterial facilities (Alignments C and E attain these guidelines adjacent to Alignment D).

### Alignment E

#### *Recommended Preservation Treatment/Characteristics*

Preserve Alignment E for development as a potential four-lane arterial facility with a 150-foot width under County jurisdiction.

Grade separation/bridge structures will be necessary crossing a tributary to the Vermillion River. Mitigation of Vermillion River impacts will likely be necessary for the alignment segment east of Cedar Avenue.

Residential property takings will be necessary adjacent to Ash Street in Farmington to accommodate a four-lane facility in the future. The infrastructure investment and land use of this area will be considered as changes occur to existing properties in planning for the future four-lane facility. Given the Alignment E location at the southern edge of the regional growth boundary, it is expected that implementation as a four-lane facility along Ash Street may be 20 years into the future.

The City of Farmington would like to investigate design options that include a 120-foot wide right-of-way through the urban/developed segment along Ash Street as the alignment is developed in more detail.

The option of routing Alignment E farther to the south to avoid development impacts adjacent to Ash Street was investigated and dismissed early in the study process. This option resulted in disjointed continuity with Highway 50 and potential environmental (wetland) impacts.

The extension of Pilot Knob Road from its existing terminus at County Road 50 southerly to Alignment E has been determined a logical system connection that should be included with Alignment E implementation.

#### *Key Assessment Findings*

The alignment could impact 35 residential and 25 commercial properties.

Provides continuous connection with Highway 50 east of Highway 3. Provides continuous connection with County Road 70 on the west into Scott County on County Road 8.

Warrants arterial function based on system arterial spacing guideline of 2 miles between parallel arterial facilities.

Expansion to a four-lane facility may result in impacts on 35 residential and 25 commercial properties.

### **3. Corridor Preservation Implementation Plan**

The corridor preservation implementation plan identifies techniques to be used to ensure that the preferred system plan preservation corridors are protected for future implementation of roadway facilities.

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The existing plat review process used by Dakota County and area municipalities will be used as the key mechanism for corridor preservation. This low cost and efficient approach is sensible given the limited funding resources and competing needs throughout the region.

Preservation plan goals are summarized as follows:

- Preserve land for future important continuous arterial roadway facilities needed to support future land use conditions.
- Minimize taxpayer cost over the long-term by avoiding costly right-of-way acquisition of future developed property.
- Support an integrated approach to land use and transportation planning such that the development vision for the area can be fully realized in compatibility with the transportation system.
- Seek consensus on a preferred transportation system plan by all affected communities and agencies through local comprehensive plan adoption.
- Provide for ongoing commitment to protect the preferred transportation system plan through plat review activities by all affected local communities and Dakota County.

Preservation activity mechanisms, implications on current property owners, risks and supplemental steps beyond corridor preservation are discussed in the body of this report.

Dakota County and the cities will work on preservation of right-of-way through the plat dedication process as land use develops.

#### Future Functional/Jurisdictional Issues

As implementation of the preferred system plan progresses, functional and jurisdictional issues will need to be addressed. This will include the determination of the functional/jurisdictional classifications of the five proposed east-west alignments, as well as other roadways in the transportation system that may change function as new facilities are implemented.

Figure 2 shows one scenario of how functional classifications may change with the system plan in place. The intent of this map is to show the magnitude of changes to the functional/jurisdictional classification system over time rather than a definitive functional plan of the roadway system.

Functional/jurisdictional changes will be part of an ongoing transportation system plan management by Metropolitan Council, Mn/DOT, Dakota County, and study area communities. Some of the potential functional/jurisdictional changes that are likely to be considered include:

- Turnback of County Road 9 (Dodd Road) from Dakota County to the City of Lakeville.
- Turnback of Highway 50 from Mn/DOT to Dakota County.
- Upgrade of Highway 3 to principal arterial functional classification.



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Figure 2 – Potential Future Functional Classification

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- Consider the preferred system plan in the context of a future principal arterial study for southern edge of the metropolitan area. The need for this study has been identified by Mn/DOT and is on hold due to funding constraints. Based on planning guidelines of 3 to 6-mile spacing between principal arterials in developed areas, Alignments C or E may need to be considered as principal arterial candidates.

As functional classifications are determined, the jurisdictional classifications of area roadways will need to be reviewed. Generally, Mn/DOT and Dakota County are responsible for arterials and some collector roads, while municipalities are responsible for collector roads and the local roadway system.

#### **4. Summary**

This study has identified a preferred transportation system plan that has the consensus of all project partners. Adoption and continued vigilance by project partners will be necessary for successful implementation of this system plan over time.

#### **5. Next Steps**

As components of the preferred system plan are studied further and programmed for development, preliminary engineering design and environmental documentation must be completed. This will be especially important for new alignment segments where land use development is eminent, to ensure that land is reserved in the proper location for future roadway implementation. This will include detailed consideration of social, economic, and environmental issues along with construction cost and feasibility of engineered alignments for all corridors.

That project partners continue to meet on a periodic basis to create and refine an implementation plan over time as development continues to occur and needs continue to evolve.

Dakota County will take the lead in a more detailed study of Alignment C that currently includes two options for the transition segment between 185<sup>th</sup> Street and 195<sup>th</sup> Street.

As Alignment B is implemented, it is recommended that County Road 9 (Dodd Road) be considered for turnback from Dakota County to the City of Lakeville.

As Alignment E is implemented, it is recommended that Highway 50 be considered for turn back from Mn/DOT to Dakota County.

A change in the current preservation status of Highway 50 in correlation with the preferred system plan has also been considered. A change in the preservation status of Highway 50 will occur if it is upgraded to a principal arterial facility. Based on its current function, Mn/DOT does not expect a change in the status of this facility. Responsible agencies should monitor this facility in the future as development growth continues to occur and the system plan is implemented.

It is recommended that Highway 3 be reclassified from a minor arterial to a principal arterial as part of the preferred system plan. This correlates with the Highway 3 Corridor Study that recommends right-of-way preservation for improvement to a four-lane divided facility.

All responsible agencies are requested to adopt the preferred system plan as part of their respective plan updates and to continued commitment to goals of the study. As referenced earlier, the Cities of Farmington and Lakeville have passed a joint resolution in support of the preferred system plan. As

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development plats are submitted for review, all responsible agencies will need to consider more detailed alignment studies as necessary.

Access management guidelines should be identified for system plan alignments to provide guidance for future development access.

Local jurisdictions will continue to develop the local street system to provide additional street system continuity in compatibility with the preferred system plan.

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Dakota County Board of Commissioners Adoption of East-West Corridor Study
Comment Cards

# Dakota County East-West Corridor Preservation Study

Prepared for Dakota County, Minnesota

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## 1.0 Introduction

This study focuses on the transportation needs for a rapidly growing area in southern Dakota County bounded by I-35 on the west, Highway 3 on the east, County Road 46 on the north, and County Highway 70 on the south.

The first part of this document (Sections 1.0 through 4.0) addresses background/existing conditions, intent of the study, purpose and need, and relevant issues. Key elements of this part of the document include:

- Growth and Population – Over half the projected population growth in Dakota County over the next 30 years will occur south of CSAH 42 including the study area.
- Discontinuous Routes – The current transportation deficiencies in the disjointed system of east-west roadways in the study area will become more problematic as rapid growth trends continue.
- Opportunity to Accommodate Growth – As development continues to occur, practical opportunities for future east-west county corridor alignment options will continue to disappear.
- Needs Beyond Study Area – The need to integrate the study area with major system routes beyond the study area via I-35 and Highway 3 is recognized.

The next part of this document (Sections 5.0 and 6.0) addresses the study participation, communication, and study process that were crucial to a successful outcome.

The final parts of this document (Sections 7.0 through 10.0) address the development, analysis, and identification of a preferred system plan including an implementation plan.

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## **2.0 Background/Existing Conditions**

### **2.1 Previous/Ongoing Relevant Study Efforts**

Agencies responsible for the study area transportation infrastructure have recognized the need for improved east-west elements of the transportation system in this rapidly growing area of Dakota County.

A brief summary of relevant previous study efforts is provided below.

#### **2.1.1 Comprehensive Plans**

##### Dakota County Comprehensive Plan

The Dakota County Comprehensive Plan recommends a study to analyze alignments and connections of east-west roadways in the study area. Improvements along the 185<sup>th</sup> Street alignment, County Road 64, and County Road 70 were specifically identified as needs to be addressed.

##### Lakeville Comprehensive Plan

The Lakeville Comprehensive Plan recognizes the need to improve the east-west transportation system and identifies the extension of 175<sup>th</sup> Street as a major collector easterly to Pilot Knob Road, the extension of County Road 60 as a minor arterial easterly to Flagstaff Avenue, and a connector between County Road 70 and County Road 50 east of Cedar Avenue.

##### Farmington Comprehensive Plan

The Farmington Comprehensive Plan recognizes the need to improve the east-west transportation system and identifies the extension of the 175<sup>th</sup> Street alignment as a minor arterial to Highway 3, the 185<sup>th</sup> Street alignment as a minor arterial easterly to Highway 3, and the 202<sup>nd</sup> Street alignment easterly to the CP Railroad.

##### Scott County Comprehensive Plan

The Scott County Comprehensive Plan identifies the need for improvements to Scott County County Road 21 that is contiguous with Dakota County County Road 60 and safety/continuity upgrades for Scott County County Road 8, which is contiguous with Dakota County County Road 70.

#### **2.1.2 Transportation Studies**

##### Previous Dakota County East-West Corridor Study Efforts

Previous work by Dakota County, Mn/DOT, Metropolitan Council, and other agencies better defined the study scope. Originally, this study intended to consider the need for an arterial route that could be classified as a principal arterial. It was determined that the consideration of principal arterial needs in the southern metro is several years away.

Impending development/population growth and the lack of contiguous east-west roadway facilities in the study area drive were key factors in identifying the need to consider improvements to the east-west transportation system.

This study effort went on to identify five alignment options and an evaluation framework for assessing the alignment options.



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### County Road 42 Corridor Study

This 1998 study recommended that planning efforts should be initiated for developing an alignment and preserving right-of-way for a new principal arterial roadway approximately 4 to 6 miles south of CH 42.

### Empire Township Planning Efforts

Empire Township has recently reserved the potential for a 190<sup>th</sup> Street alignment connection between Highway 3 and Biscayne Avenue through its plat review process and is actively participating in the current study.

### Highway 3 Access Management Study

This nearly completed study being conducted by Mn/DOT is assessing future improvement needs for Highway 3 from Highway 50 (220<sup>th</sup> Street) to County Highway 46 (160<sup>th</sup> Street). A key outcome of this study is the preservation of right-of-way for the eventual improvement to a four-lane divided-facility. This study also identifies intersection spacing consistent with the east-west corridor alignments identified in this study.

### Highway 52 Corridor Management Plan

The Highway 52 Corridor Management Plan includes the identification of an access management plan for Highway 52. Relevant interchange locations identified that have relevance for this study include full access interchanges at County Road 46, County Road 66, State Highway 50, and County Road 86. Existing access at County Road 48 and County Road 47 would be closed.

## **2.1.3 Alliances/Agency Coordination**

### I-35W Solutions Alliance

The I-35W Solutions Alliance is a legal joint powers board with transportation interests in improving mobility in the I-35W corridor. This alliance supports reconstruction of intersections at County Road 60 and County Road 70.

### Soil and Water Conservation District Assessment

The Dakota County Soil and Water Conservation District provided comments on the five initial alignments identified at the beginning of the study. The comments provide very relevant information for continued study of east-west alignments. A copy of the Conservation District comment letter dated April 3, 2002 is contained in the Appendix B.

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### 3.0 Intent of East-West Corridor Study

The Dakota County Office of Planning and Transportation Department have worked with local jurisdictions to scope potential east-west cross-county routes south of County Road 46 in Dakota County prior to this study. These efforts have allowed focused, cost efficient efforts in the critical rapidly growing East-West Corridor Study Area.

The scope of the East-West Corridor Study is to assist the East-West Corridor Technical Advisory Committee (TAC) with more detailed study of five east-west connection alternatives. These activities have included:

- An assessment of social, economic, environmental, and transportation system impacts.
- A comparative evaluation of the alignment alternatives.
- A public involvement program that will ensure public input into the study process and ultimately informed consent with the key findings of the study.

Dakota County and Mn/DOT, in partnership with cities and townships, have implemented a roadway system that supports the land use development in northern parts of Dakota County. As growth continues to occur in the southern part of the County, this forward thinking leadership needs to continue at all levels of government to ensure that an adequate transportation system is provided for current and future Dakota County residents.

This planning task is most difficult to accomplish in times of limited funding. However, as Dakota County has indicated in their study efforts to date, the study area is currently experiencing rapid growth that is expected to continue into the future. It is, therefore, critical that east-west alignment corridors be reserved for future connections. The need is critical as opportunities for transportation system improvements will be lost as development continues to occur and limits reasonable options. The utility of the transportation system will become more and more limited and will continue to erode.

The key outcome of this study is consensus on preferred future east-west transportation system improvements for the study area. In order to attain consensus, all responsible agencies and the public have been represented in the study process. This has included providing a clear understanding of the nature of the problem, the positive and negative impacts of proposed improvements, an explanation of how these improvements were evaluated, and why certain corridors evolved as preferred solutions.

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## 4.0 Purpose and Need

The TAC developed concise statements of purpose and need for this study based on previous studies, relevant issues, citizen input, and community coordination. Section 5.0 presents a discussion of relevant issues that support the purpose and need, including a system guidelines perspective, population growth, and other relevant factors.

### 4.1 Purpose

1. Define and set aside land for a future roadway or system of roadways.
2. Provide a plan for the design of future roads to meet the projected needs for 2025 and beyond.
3. Protect taxpayer money by planning now for a new road or system of new roads to avoid expensive buy-outs/disruptions in the future.

### 4.2 Need

- A roadway system that provides good connections in all directions to serve travel needs.
  - The current east-west roadway system in the study area is disjointed and requires multiple turns for east-west travel. Based on this deficiency, the focus of this study is on east-west connections. However, it is recognized that improvement to north-south connections also needs to be addressed as part of future transportation system plans. Current east-west county routes in the study area are illustrated in Figure 3.
  - The current east-west roadway system is also expected to have capacity deficiencies as traffic volumes continue to increase in the future.
- The area continues to grow rapidly and will need roadway improvements.
  - Continued growth in population will significantly increase transportation/mobility needs.
  - Over one-half of the project population growth in Dakota County is expected to occur south of County Highway 42.
- Available land and some of the best locations for new roads are disappearing.
  - As development continues to occur, practical opportunities for future east-west county corridor alignment options disappear.
  - Connections west into Scott County and east to Highway 52 are needed to serve cross-county trips.

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Figure 3 – Current East-West County Roadway Facilities

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## 5.0 Relevant Issues

### 5.1 System Guideline Perspective

There are three general types of roadways that make up the study area roadway system. Providing for arterial roadways is one of the primary responsibilities of Dakota County and providing for collectors and local streets is a primary responsibility of local communities.

#### 5.1.1 Arterial Roadways

There are currently no continuous east-west arterial facilities in southern Dakota County between County Highway 46 on the north and Scott/Dakota County Highway 86 on the south a distance of 12 miles.

Regional guidelines based on sound transportation planning principles recommend the following spacing of arterial facilities:

Principal Arterials	3 to 6-mile spacing in developing areas 2 to 3-mile spacing in fully developed areas
Minor Arterials	1 to 2 miles in developing areas ½ to 1-mile in fully developed areas

The need to plan for a new future arterial roadway 4 to 6 miles south of County Highway 46 has been identified by the Dakota County Transportation Plan and the County Highway 42 Corridor Study.

Dakota County is responsible for providing a network of arterial roadways that provide a high emphasis on mobility for people and goods movement (as opposed to land access) and provide connections between communities inside and outside the region.

#### 5.1.2 Collectors/Local Roadways

The collector roadway system provides connections between neighborhoods and from neighborhoods to minor business concentrations. These roadways tend to be both local and county jurisdiction.

The local roadway system connects blocks and provides direct property access.

Local communities and counties are responsible for providing a network of collectors and local roadways that provide a balance of mobility and land access.

### 5.2 Study Area Growth

Population in study area communities is expected to grow substantially, adding more vehicle trips. The combined 1980 population of Empire, Farmington, and Lakeville was 20,384. In the year 2000, the population increased to 57,131, a 181 percent increase. By 2020, the population is projected to be 101,700 or another 78 percent increase. The maps shown in Figures 4 and 5 demonstrate the dramatic expansion of development between 1980 and 2020.

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Figure 4 – Historical and Future Development

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Figure 5 – Population Growth (1980 to 2020)

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## 5.3 Other Relevant Factors

There are a number of general issues and potentially affected environmental resources beyond system guidelines and expected population growth trends that are relevant in the formulation of purpose and need described below. These issues are shown in Figures 6 and 7.

### 5.3.1 General Issues

- The Vermillion River and its tributaries along with the Canadian Pacific Railroad are barriers to the consideration of east-west corridor transportation improvements. Relatively long bridge structures would be needed for roadway crossings of these elements. These roadway bridge structures represent a major element of a roadway project construction cost. Ultimately, the cost of bridge structures can affect funding potential demonstrated by benefit-cost analysis.
- The TAC has recognized that ultimate connections westerly into Scott County and easterly to Highway 52 need to be considered for the long-term utility of east-west connections.
  - The University of Minnesota Agricultural Research Facility and a proposed wildlife preserve east of Highway 3 are barriers to ultimate east-west connections east of Highway 3. These areas are shown in Figure 6.
  - I-35 is a physical barrier for connection opportunities to the west. Grade-separated crossings of I-35 currently exist at County Roads 50, 60, and 70. Secondary crossings exist south of Marion Lake at 205<sup>th</sup> Street and west of Marion Lake at 195<sup>th</sup> Street.
- The north-south arterial roadway system is much more established than east-west system (six north-south continuous arterials exist through the study area). This is logical since historic travel patterns have been largely oriented north-south to jobs and shopping.
- Large areas of agricultural land exist in the central part of the study area. Agricultural use of this area is expected to continue beyond the year 2025 planning horizon. This land area is also outside the expanded MUSA boundary.
- Aggregate resources exist throughout the study area. The mining time frames for these areas and ultimate reclamation for land use development need to be considered as part of implementation plan development.
- The Dakota County Transportation Plan has identified several study area roadways that may be capacity deficient by the year 2020 if no system improvements are made including County Road 50, County Road 60, Dodd Road, and County Road 70. The Plan also recommends new east-west alignments through the study area.
- The three existing I-35 interchanges in the study area have been identified for improvement (County Roads 50, 60, and 70).
- Increasing land values will increase the cost of future right-of-way if it is not preserved.
- Lakeville's Central Area Plan – between 185<sup>th</sup> Street and County Highway 50 – contains 800 acres of developable land, one of the largest contiguous pieces of MUSA land in the metro area.



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Figure 6 – Relevant Factors

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Figure 7 – Potentially Affected Environmental Resources

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- Numerous wetlands, floodplains, rare/threatened and endangered species habitats, and the South Creek Trout Stream and Vermillion River are important natural resources imposing potential constraints in the study area.
  - Keeping roadways on half-section or section lines increases wetland impacts.
  - Lakeville recognizes County Highways 60 or 70 as potential future principal arterial candidates.
  - Farmington has designated County Highway 50, 74, and 64 north segment, 66 and an extension of 185<sup>th</sup> Street as existing and future arterials.
  - Dakota County has also designated County Highway 64 north segment as an expander roadway and County Highway 50 as a connector roadway.

### **5.3.2 Scott County Issues**

- Scott County has identified the improvement of County Road 21 from County Road 91 to I-35 in conjunction with the I-35 interchange improvements at Dakota County Road 60 in the CIP for 2003/2004.
- The ultimate connection of County Road 21 with Highway 169 in Shakopee is included in the CIP for 2006.
- Scott County has identified safety/continuity upgrades for County Road 8 through most of the county as part of the CIP for 2005. County Road 8 is an important east-west minor arterial that provides continuity with County Road 70 in Dakota County.
- Scott County has identified a need to study east-west continuity of the county roadway system between Highway 169 and the termination of CSAH 8 at Highway 21.

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## 6.0 Study Partners/Community Coordination

Community participation and consensus is a key element to the success of this study. This community participation was accomplished in three ways:

- Study Partnership Through a TAC – The TAC met at five key points during the study process
- Community Coordination Work Sessions – Individual community work sessions were held to obtain input and gather insights on relevant issues and preferred solutions.
- Public Open House Meetings – Public open house meetings were held at two points during the study process. During initial stages, the meetings were held to discuss relevant issues and potential solutions, and during the late stage, meetings were held to present the evaluation process and to gain input on the selection of the preferred system plan.

The initial stage meetings were as follows:

Lakeville Water Treatment Facility  
18400 Ipava Avenue  
Lakeville, MN 55044  
Wednesday, October 23, 2002  
4:30 p.m. to 7:00 p.m.

City of Farmington Maintenance Training Room  
325 Oak Street  
Farmington, MN 55024  
Tuesday, October 29, 2002  
4:30 p.m. to 7:00 p.m.

The late stage meeting was as follows:

Dakota County Transportation Facility  
2875 160<sup>th</sup> Street West  
Rosemount, MN 55068

Valuable input was provided by the public at each of these meetings. Comment cards from these meetings are included in the Appendix B.

- Other Community Outreach – Dakota County's web site was used to disseminate information and post interim study findings.

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## 7.0 Study Process

A study process flow chart is shown in Figure 8. As indicated by this flow chart, the study generally has included seven components. This report documents each of these components.

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Figure 8 – Potential Alignments

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## **8.0 Identification of Potential Alignments**

Previous to this current study, Dakota County worked with the TAC to identify potential east-west alignments. Based on TAC work sessions, community coordination, and public input, a number of refinements were made to the initial alignments that considered avoidance of existing properties, recently approved plats, and environmental resources. This resulted in five east-west alignments shown in Figure 9.

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Figure 9 – Potential Alignments



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## **9.0 Traffic Forecasts**

### **9.1 Methodology**

Dakota County staff and the TAC have been diligent in identifying a traffic forecast methodology that would meet the needs of the study while keeping expenditures within budget limitations. This was especially critical for the East-West Corridor Study with its large study area, numerous potential improvement scenarios, and potential forecast iterations.

The resulting methodology provided an efficient effort with one Year 2025 Build condition network identified that included all five of the alignment options and includes land use assumptions consistent with the comprehensive plans of study area communities.

Selected link analysis is a traffic modeling tool that assists in assessing/validating traffic model output. Selected link methodology consists of isolating forecast traffic volume assignments on specific roadway links of the study area roadway network.

The traffic model is used to provide roadway network output that indicates how volumes assigned to the selected roadway link are distributed on the study area roadway network.

Analysis of selected link volume assignments provide relevant characteristics for corridor level analysis with respect to the likely function of proposed alignments including trip length characteristics and the orientation of trips on surrounding roadways.

Selected link analysis networks were generated for Alignments B, C, and E just east of Cedar Avenue. These three alignments were chosen to provide representative samples for coverage of the north, middle, and southern portions of the study area within a limited budget.

The selected link analysis network output is included in the Appendix A.

Based on the above, a three-step process was developed for assessing traffic forecasts.

In Step 1, a reasonable check overview of the forecast output was conducted, and observations of major characteristics were made.

In Step 2, a high level screenline assessment was used for assessing potential overall study area needs. This is a high level tool that provides a rough assessment of the total continuous east-west lane needs for the study area and assists in the selection of possible system plan concepts for more detailed assessment.

In Step 3, several system plan options were identified, and forecasted traffic volumes were adjusted based on differences between the system plan option and the roadway network used to develop forecasts. The roadway network traffic volumes were then assessed based on these adjustments and system plan characteristics including facility type needs for east-west, as well as north-south roadways.

### **9.2 Base Assumptions/Relevant Factors**

There are a number of important base assumptions that were used for the traffic model development as listed below.

- I-35 improved to six-lane divided facility from County Road 70 north

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- Highway 3 improved to four-lane divided facility from Highway 50/County Road 74 north to County Road 42
  - All Alignments B, C, and E were assumed to be four-lane divided facilities with high progression at intersections.
  - Alignment C, West of Cedar Avenue, was assumed to be a two-lane roadway.
  - Alignment D was assumed to be a two-lane roadway.
  - County Road 50, between Farmington and Lakeville, was assumed with reduced speed and increased delay at intersections to correlate with its evolution as a connector facility between the communities.
  - Interchange improvement at the junction of Highway 52 and County Road 46.

### **9.3 Adjustments to Traffic Model Output**

#### **9.3.1 Proposed Land Use Trip Generation**

The traffic forecast model includes land use assumptions based on the current comprehensive plans of each of the study area communities.

The traffic model trip generation is based the Travel Behavior Inventory (TBI) of the Twin Cities area and includes calibration based on household trip generation characteristics. In contrast, traffic impact studies typically use ITE Trip Generation Manual trip characteristics based on specific land use types. These trip generation rates tend to be based on new, very successful developments (especially in the case of commercial type) in newly developing areas. This methodology is appropriate for the identification of proposed development traffic impacts on the surrounding roadway system and is typically representative of a day-of-opening type analysis.

The traffic model methodology is appropriate for estimating trips based on a longer (20-year plus) planning horizon with a mature land use build-out condition. As development fills in over time, competing commercial opportunities exist, and the average trip generation of individual developments tend to match more closely with the lower traffic forecast model (TBI) methodology.

The above information is important to consider in assessing the impacts of recent development proposals on year 2025 traffic forecast output.

Several recent development proposals and land use development studies have included land use proposals that are expected to generate traffic volumes well in excess of what is assumed in the traffic forecast model.

Two of these recent development proposals include the Crossroads Development located south of Dodd Boulevard, between Cedar and Flagstaff Avenues, along with the SEED/Genstar property development located west of Highway 3 in Farmington.

The Crossroads Development is estimated to generate 16,870 vehicles per day (VPD) greater than the trips included in the model for the land area and the SEED/Genstar property is

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expected to generate 26,200 vpd greater than the trips included in the model for this land area.

An additional land use study is being conducted for the land area located east of Pilot Knob Road and north of Alignment E. Although trip generation estimates are not currently available for this land area, it is likely that the trip generation estimates may exceed the trip generation assumptions used in the traffic model.

### 9.3.2 Network Reassignments

The model output selected link analysis for Alignment B indicates a substantial orientation on County Road 58 via Pilot Knob Road instead of using the continuous route along Alignment B to Highway 3. This is likely due to speed and delay coding differences between the County Road 58 segment and Alignment B between Pilot Knob Road and Highway 3. The year 2025 forecast output indicates County Road 58 west of Highway 3 would carry 6,650 vpd, while Alignment B would carry 2,335 vpd. It was decided by the TAC that these trip assignments should be reversed between these two routes with 2,500 vpd assigned to County Road 58 and 6,500 vpd assigned to Alignment B.

The model output near the intersection of County Road 50 and County Road 60 seems suspect. County Road 50 north of County Road 60 year 2025 forecast output is 27,810 vpd, while the west leg of County Road 60 is 16,730 vpd. Given existing constraints in the area and that County Road 60 has better potential for capacity improvements than County Road 50 in the future, these traffic assignments may be the reverse of what may actually develop. County Road 60 may experience the heavier traffic demand in the range of 28,000 vpd, while County Road 50 is limited to 16,700 vpd. Although this observation is worth documenting, it does not directly affect the outcomes of this study.

### 9.4 Relevant Observations

The TAC identified relevant forecast output characteristics and trends to provide valuable input for the study process. The relevant characteristics and trends included in the evaluation process are presented below:

1. The average daily traffic (ADT) map (Figure 10) shows the four-lane and greater need based on forecast output and Dakota County planning thresholds.
2. The selected link is helpful in understanding travel paths. Selected link graphics for Alignments B, C, and E are shown in Appendix A, Figures 1, 2, and 3, respectively. It can be seen that County Road 60 (185th Street) is the big draw to/from Scott County, even as far south as Alignment E.
3. Alignments B and C are productive to Highway 3, but the selected link analyses indicate minimal cross-county demand for these alignments. Alignment E, however, is very productive beyond Highway 3 on County Road 50.
4. Alignments B, C, and E are the most productive as contiguous routes according to the year 2025 daily forecast output:

Alignment B west of Highway 3	9,900 vpd (range)
Alignment C ADT west of Highway 3	7,380 vpd
Alignment E ADT west of Highway 3	13,000 vpd

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Figure 10 – 2025 ADT Forecast Output Adjusted for Crossroads and Seed/Genstar Developments

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5. Alignment D has the lowest forecast assignment west of Highway 3 at 2,900 vpd. This may be partially due to the forecast model coding of Alignment D as a collector facility.
  6. County Road 50 drops from an existing year 2000 ADT of 11,000 vpd to an expected ADT of 4,000 vpd. Volumes are likely reassigned to parallel facility Alignments D and E. This can be explained by the lower performance characteristics assumed for this facility in the traffic model.
  7. North-south routes are expected to continue serving heavy traffic volumes in the future, especially Cedar Avenue, Pilot Knob Road, and Highway 3. This is an additional factor to develop east-west routes to provide additional travel options and to continue capacity expansion of north-south system routes.

## **9.5 Screenline Traffic Volume Assessment**

A high-level screenline assessment is summarized in the spreadsheet included in Appendix A of this report. A screenline assessment is a gross level tool that compares traffic crossing a given line drawn through the entire study area to the aggregate capacity of continuous roadway facilities that cross this line. For this study, two north-south screenlines were drawn just west and just east of Cedar Avenue.

This screenline assessment indicates the following:

- A continuous east-west through lane deficiency of four lanes based on year 2025 forecast output.
- Previous system scenario concepts may provide a surplus of four to eight lanes based on the screenline assessment of forecast output.

General traffic flow observations correlate with the high level screenline assessment, approximately four additional continuous lanes or the upgrade of two existing two-lane collectors to four-lane divided facilities are needed to serve projected demand. This correlates with the development of Alignments B or C and E as four-lane facilities.

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## 10.0 Alignment Performance Comparison

A comparison of the refined alignments was conducted relative to the goals/evaluation criteria identified by the TAC. A summary of this performance comparison is provided in Table 1.

An important base assumption for this performance comparison is that each alignment was assessed based on its potential to be developed as a four-lane arterial facility with a 150-foot wide right-of-way. It follows that the recommendations in the bottom row of Table 1 address the potential of each of these corridors for preservation as a 150-foot wide arterial corridor and how each of the corridors might be treated in the system plan.

As indicated in Table 1, Alignments B, C, and E are recommended for consideration as four-lane arterial facilities with 150-foot wide right-of-way as part of system plan development. A typical section of this type of facility is shown in Figure 11.

Alignment A and D are recommended for consideration as two-lane collector facilities as part of the system plan development. The City of Farmington is also considering three-lane segments along Alignment D. A typical section of a three-lane facility is shown in Figure 12, and a typical section of a two-lane facility is shown in Figure 13.

Many of the goals/evaluation criteria are straightforward, and detailed explanations are not provided beyond the table entries. One criteria that warrants some discussion, however, is Land Use Compatibility.

A number of local and national studies have been conducted in recent years that elevate consideration of the relationship between transportation facility and land use compatibility. One recent study for the Twin Cities area is the Urban and Suburban Arterials Study conducted by the University of Minnesota.

Generally, this study provides a strong case that ties roadway facility design/operating speed/design features with land use type. Higher speed/higher volume arterials are generally more compatible with industrial and large setback commercial retail development. This type of development is typically more compatible with high speed/high volume arterials because it is less impacted by the visual and noise impacts. Lower speed/lower volume roadway facilities are obviously more compatible with residential use and low setback commercial/retail development. Done properly, the land use patterns can reinforce the operating design of the roadway facility.

Applying this logic to the evaluation criteria, those four-lane arterial facilities that are oriented adjacent to existing and proposed industrial and commercial land uses rank high in compatibility, while four-lane arterial facilities that are oriented through residential areas rank low.

The outcome of this comparison, as indicated at the bottom of Table 1, from the basis for recommended design features and role in the transportation system plan.

**Table 1  
Performance Comparison of the Alignment Alternatives Under Consideration**

Goal	Evaluation Criterion	Alignment Alternative						
		No Build	A	B	C	D	E	
<b>Provide Contiguous East-West Connection / Flexibility to Meet Needs Beyond the Study Area</b>	Provides westerly connection to Scott County facilities	No	Non-contiguous connection to CSAH 42/ TH 13 via CSAH 5. I-35/CSAH 50 interchange may be a capacity constraint.	Contiguous with CSAH 21. Ultimate connection of CSAH 21 with TH 169 is in CIP for 2006.	Contiguous with CSAH 21. Ultimate connection of CSAH 21 with TH 169 is in CIP for 2006.	Non-Contiguous connection between CSAH 50 and CSAH 21 via CSAH 60. Right angle turn between CSAH 50 and 60.	Contiguous connection with CSAH 8.	
	Provides easterly connection to TH 3	No	Connection between Pilot Knob and TH 3 likely beyond 20 year horizon subject to gravel mining completion.	Connection between Pilot Knob and TH 3 likely beyond 20 year horizon subject to gravel mining completion.	Unobstructed corridor currently exists with connection opposite 190th Street	Unobstructed corridor currently exists to TH 3. However constraints exist along 208th Street north of the school.	Unobstructed corridor to TH 3 via Ash Street. Transition on new alignment between CSAH 70 and Ash Street may be difficult due to Vermillion River impacts.	
	Can accommodate long-term future connection to TH 52	No	No existing contiguous facility exists between TH 3 and TH 52. Connection would involve encroachment on U of M property.	No existing contiguous facility exists between TH 3 and TH 52. Connection would involve encroachment on U of M property.	Contiguous connection unlikely due to wetlands and potential future wildlife preserve. Non-contiguous connection to CR 66 via Biscayne Avenue may be feasible.	Contiguous connection available via CSAH 66. However, CSAH 66 alignment adjacent to the river may make future upgrade of this facility difficult.	Contiguous connection with CSAH 50.	
<b>Accommodate Forecasted Traffic</b>	Potential for alignment location to serve intercommunity (arterial) traffic demand	No						
	Expected 2025 ADT west of TH 3	NA	9,900	9,900	7,400	2,900	13,000	
<b>Minimize Potentially Adverse Social and Economic Impacts</b>	Residential property takings (number of parcels affected)	None	108	20	22	54	35	
	Commercial and industrial property takings (number of parcels affected)	None	7			14	25	
	Acres of cultivated and planted farmland taken	None	66.6	85.0	108.9	64.3	63.4	
	Potential gravel truck impacts on residential areas		Potentially High If roadway connection through mining area built prior to completion of mining operations	Potentially High If roadway connection through mining area built prior to completion of mining operations	None	None	None	
<b>Minimize Potentially Adverse Environmental Impacts</b>	Number of stream crossings	None	6	7	9	9	3	
	Acres of national wetland inventory (NWI) impacts	None	2.8	4.6	11.4	3.9	3.7	
	Acres of floodplain impacts	None	11.1	11.2	11.4	3.9	3.7	
	Acres of woodland impacts	None	1.4	7.3	15.7	2.9	1.3	
	Impacts to sensitive environmental features?	No	No	No	Yes (1) wildlife corridor; 5.4 acres of biodiverse significance; 2.4 acres wildlife management area	No	No	
<b>Consider feasibility and cost /Minimize Additional Infrastructure</b>	Uses existing right-of-way	Not Applicable	3.0 miles on existing facility, 3.7 miles on new alignment	2.9 miles on existing facility, 5.8 miles on new alignment	5.8 miles on existing facility, 5.6 miles on new alignment	6.4 miles on existing facility, 3.6 miles on new alignment	6.6 miles on existing facility, 2.1 miles on new alignment	
	Number of bridges	None	(6) Combined bridge structure overpasses of North Branch of Vermillion River and one CP Rail crossing.	(7) Combined bridge structure overpasses of North Branch of Vermillion River and two CP Rail crossings.	(9) Combined bridge structure overpasses of North Branch of Vermillion River and two CP Rail crossings	(2) bridge structure overpasses of CP rail; (9) bridge crossings of Vermillion River.	(3) Bridge crossings of Vermillion River branch; (2) crossings of CP Rail.	
	Acres of land acquisition needed	None	132.6	148.9	207.8	181.2	158.7	
	Estimated Cost	To be determined	To be determined	To be determined	To be determined	To be determined	To be determined	
<b>Consistent with county and local government Comprehensive Plans</b>	Alignment Considered by Comprehensive Plan	Dakota Co.	No	No	Yes	Yes	No	No
		Lakeville	No	Yes, but as far east as Pilot Knob Road as a major collector	Yes, but extend as far east as Cedar Avenue as a minor arterial	Yes, but major collector between CSAH 50 and Cedar Avenue and minor arterial from Cedar Avenue to Flagstaff Avenue (contiguous connection to CSAH 60 not included)	Yes, but 208 <sup>n</sup> Street identified as a major collector between Cedar Avenue and Flagstaff Avenue	Yes, improved connectivity between CSAHs 50 and 70 east of Cedar Avenue
		Farmington	No	Yes - Minor arterial between Flagstaff and TH 3	Yes - Minor arterial between Flagstaff and TH 3	Yes - Minor arterial from west of Flagstaff easterly to TH 3	Yes - Collector from west of Flagstaff to CP Rail corridor	No - Not included in Thoroughfare Plan
		Empire Twp.	No	—	—	Compatible with existing development patterns and recent preliminary plats	—	—
<b>Considers Long Term Compatibility with Existing/Future Land Use Patterns</b>	Compatibility of proposed alignment with existing/proposed adjacent land use	None	Impacts existing residential area along existing 175th Street alignment. Serves Crossroads Commercial Area. Serves Commercial Area west of TH 3.	Serves Crossroads Commercial Area. Serves Commercial Area west of TH 3.	Alignment traverses low density residential and urban reserve area that may remain agricultural use. Passes through existing residential/institutional area east of Flagstaff	Alignment serves existing commercial area in Lakeville and Industrial Park in Farmington. Creates some impacts on residential neighborhood along 208th Street in Farmington.	Serves existing Industrial Area and Office Park/Business Campus Land Use in Lakeville. Impacts residential land use on the south side of Farmington. Provides convenient connection to Downtown commercial area.	
<b>RECOMMENDED PRESERVATION STANDARDS</b>			<b>Preserve for development as two-lane minor arterial easterly to Flagstaff Avenue</b>	<b>Preserve for development as four lane divided Dakota County arterial facility From I-35 to TH 3</b>	<b>Preserve for development as two lane Dakota County arterial facility From I-35 to TH 3</b>	<b>Preserve for development as a two or four lane facility easterly to TH 3 dependent on relationship with adjacent facilities in system plan.</b>	<b>Preserve for development as four lane divided Dakota County arterial facility From I-35 to TH 3</b>	
<ul style="list-style-type: none"> <li>➤ Preservation of 150 ft. corridor for two or four lane roadway.</li> <li>➤ All two- and four-lane facilities are assumed to be minor arterials.</li> <li>➤ Two lane roads are assumed to be local jurisdiction streets; four lane roadways are assumed to be county and/or county-state aid facilities.</li> </ul>								

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Figure 11 – Four-Lane Divided Urban Typical Section



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Figure 12 – Three-Lane Typical Section

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Figure 13 – Two-Lane Collector Typical Section

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The performance comparison indicates that Alignments B, C, and E should clearly be considered for development as four-lane arterial facilities, and that Alignment D could be considered as a two- or four-lane collector or arterial facility depending on its relationship to the overall system plan.

Alignment A should be maintained/protected as a two-lane facility. Expansion to a four-lane facility would create unacceptable impacts on existing residential development.

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## 11.0 System Plan Scenario Development

Initial phases of the study focused on refinements to each of the five alignments based on an assessment of existing social, economic, and environmental constraints.

As the process continued, it was recognized by the study partners that the goal of the study should be the identification of a preferred transportation system plan. In addition, it was recognized that all of the alignments will likely be needed in the future to accommodate travel demand.

A key component of the system plan will be to determine the desired functional classification of proposed alignments and jurisdictional responsibilities based on functional classification.

Using the outcomes of the alignment performance comparison, a range of system plan scenarios was developed along with a range of relevant system plan level issues.

These relevant issues are identified below in Section 11.1 followed by the identification of system plan scenarios in Section 11.2.

### 11.1 Relevant Issues

A number of relevant issues and assumptions were identified for use in the development of the system plan scenarios as described below:

- Preserve continuity of key existing north-south routes, including Dodd Road, Cedar Avenue, Pilot Knob Road, and Highway 3.
- Potential impacts on existing development may be the controlling factor in limiting some alignments to consideration of two-lane or three-lane minor arterial facilities. These impacts/constraints should be assessed as alignments progress into design phase activities.
- Routing on north-south roadways may be acceptable to provide east-west linkages for collector streets. East-west collector street termini at north-south arterials are logical endpoints.
- It has been assumed that Alignment A is only feasible as a two-lane facility (existing conditions along the existing alignment segment). Expansion along the existing alignment would impact multiple residential properties.
- Elimination of Alignment A as a four-lane arterial facility would support the logic for developing Alignments B or C as four-lane arterial facilities.
- Alignment E provides a very high level of utility and is assumed as a four-lane facility in both system plan scenarios.

### 11.2 Identification of System Plan Scenarios

Three system plan scenarios have been identified based on the high level assessment of individual alignment characteristics. These system plan scenarios have been identified as Scenarios 1, 2, and 3 and are shown in Appendix A, Figures 4, 5, and 6, respectively.

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Scenario 1 includes four-lane arterial facilities along Alignments B and E, with continuous two-lane facilities along Alignments C and D. Alignment A could have an eastern terminus intersection with Alignment B.

Scenario 2 includes four-lane facilities along Alignments B, C, and E. Two-lane facilities would be developed along Alignments A and D. There are a number of ways that Alignment B could be developed as a two-lane facility. The figure shows Alignment B intersecting with Flagstaff Avenue on the east and intersecting Alignment C opposite Highview Avenue.

Scenario 3 includes four-lane arterial facilities along Alignments A, D, and E. Alignments A and C would be developed as two-lane collector facilities. Alignment D could have an eastern terminus at Alignment B. Alignment C could extend from Dodd Road to Biscayne Avenue.

### **11.3 Evaluation of System Plan Scenarios**

The evaluation of system plan scenarios focuses on the three evaluation criteria that resulted in contrasts in evaluating individual alignment characteristics. These include the following:

- Provides contiguous east-west connections/flexibility to meet needs beyond the study area
- Traffic forecast implications
- Compatibility with existing/future land use patterns

A summary of the performance evaluation for the three system alternatives is provided in Table 2.

### **11.4 Conceptual Opinion of Cost**

Dakota County provided planning level information that has been used to develop an opinion of cost for the preferred system plan. The opinion of cost is detailed in the table provided in Appendix A.

The opinion of cost generated for this study is very preliminary based on a very low level of concept development and is intended for comparative purposes only. As indicated in the table included in Appendix A, the cost calculations do not include right-of-way acquisition costs, major wetland mitigation, major drainage elements/ponding, major utility relocations, retaining walls, or traffic control signals.

The opinion of cost for each of the alignments is summarized below. Since Alignment A has been recommended for preservation as part of the preferred system plan, no cost estimates were generated for this alignment:

**Table 2**  
**Performance Evaluation of the System Plan Alternatives**

Goals	Evaluation Criterion	System Plan Alternative			
		<b>No Build</b> (Do Nothing)	<b>Scenario 1</b> Alignments A, C, & D = 2 Lane Alignments B & E = 4 Lane	<b>Scenario 2</b> Alignments C & E = 4 Lane Alignments A, B & D = 2 Lane	<b>Scenario 3</b> Alignments A & C, = 2 Lane Alignments B, D & E = 4 Lane
Provide Contiguous East-West Connection / Flexibility to Meet Needs Beyond the Study Area	Provides westerly connection to Scott County facilities	No	Two arterial connections via Alignments B and E.	Two arterial connections via Alignments C and E.	Two arterial connections via Alignments B and E.
	Provides easterly connection to TH 3	No	Two arterial connections via Alignments B and E.	Two arterial connections via Alignments C and E.	Three arterial connections via Alignment B, D and E.
	Can accommodate long-term future connection to TH 52	No	One contiguous connection via Alignment E/CSAH 50.	One contiguous connection via Alignment E/CSAH 50.	Two contiguous connection via alignment D/CSAH 66 and Alignment E/CSAH 50.
Summary of Performance →		Unacceptable	Acceptable	Acceptable	Best of Three Scenarios; provides best 4-lane minor arterial connectivity to TH 3 and beyond.
Accommodate Forecasted Traffic	Potential for System Plan Scenario to serve intercommunity (arterial) traffic demand as indicated by screenline assessment results.	Screenline assessment indicates 5 lane deficiency.	Screenline assessment indicates 5 lane surplus	Screenline assessment indicates 7 lane surplus	Screenline assessment indicates 7 lane surplus.
	Implications on existing/planned surrounding roadway system				
Summary of Performance →		Unacceptable	Acceptable	Acceptable	Acceptable
Minimize Potentially Adverse Social and Economic Impacts	Residential property takings (number of parcels affected)	None		256	
	Commercial and industrial property takings (number of parcels affected)	None		46	
	Acres of cultivated and planted farmland taken	None		388	
Summary of Performance →		No Impacts	Right-of-way preservation assumes equal taking impacts with each scenario assuming a 150' preservation corridor regardless of facility type included in the transportation plan scenario.		
Minimize Potentially Adverse Environmental Impacts	Number of stream crossings	None		34	
	Acres of national wetland inventory (NWI) impacts	None		26	
	Acres of floodplain impacts	None		55	
	Acres of woodland impacts	None		29	
	Impacts to sensitive environmental features?	None		Yes – wildlife corridor crossing; 5 acres biodiversity significant area; 2 acres wildlife management area	
Summary of Performance →		No Impacts	Right-of-way preservation assumes equal impacts with each scenario assuming a 150' preservation corridor regardless of facility type included in the transportation plan scenario		
Consider feasibility and cost /Minimize Additional Infrastructure	Uses existing right-of-way	No	25 miles on existing facility, 21 miles on new alignment		
	Lane-miles of improvement on existing alignment	None	25		
	Lane-miles of roadway on new alignment	None	21		
	Number of bridges	None	38 combined bridge structure overpasses of north branch of Vermillion River or separate crossings of CP Rail.		
Summary of Performance →		No Impacts	Right-of-way preservation assumes equal feasibility with each scenario assuming a 150' preservation corridor regardless of facility type included in the transportation plan scenario		
Consistent with regional, county and local government Comprehensive Plans	Alignments considered by Comprehensive Plans	Dakota Co.	No	Yes	
		Lakeville	No	Yes	
		Farmington	No	Yes	
		Empire Twp.	No	Yes	
	Achieves Metropolitan Council Spacing Guidelines	No	Yes		
	Compatibility with existing/proposed land use development	Inconsistent			
Summary of Performance →		Inconsistent with comprehensive planning	Generally consistent with comprehensive planning	Generally consistent with comprehensive planning	More consistent with planning goals than Scenarios 1 & 2
Alternative System Plan Performance Summary And Recommendations		Fails to achieve majority of project goals. Retain this system plan alternative as a basis of comparison only.			

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<u>Alignment Identification</u>	<u>Conceptual Opinion of Cost (2003 Millions of Dollars)</u>
Alignment B	\$29.7
Alignment C	30.2
Alignment D	10.0
Alignment E	<u>23.9</u>
Total System Plan	\$93.9

Refer to the table and figure in Appendix A for details on the improvement assumptions for each alignment.

The best use of the opinion of cost contained in this study may be for an order of magnitude comparison between alignments. The costs should not be used for programming purposes.

---

## 12.0 Identification of Preferred System Plan

The TAC used the performance evaluation to agree that the preferred system preservation plan would be Scenario 2.

Scenario 2 provides the greatest flexibility to accommodate future land use patterns and provides east-west connection potential beyond the study area via Alignments D and E.

The preferred system plan is shown in Figure 1 of the Executive Summary. As indicated, Alignments B, C, and E will consist of 150-foot wide preservation corridors for ultimate development of four-lane divided arterial facilities. Alignment A will be preserved as a two-lane collector facility using its existing right-of-way. Alignment D will be preserved as a two-lane collector facility with a 100-foot right-of-way.

Figure 14 provides a flow chart summary of how the relationships between key study process elements resulted in the preferred system plan.



---

Figure 14 – Process Flow Chart Summary

---

## 13.0 Corridor Preservation Implementation Plan

The implementation plan for the preferred East-West Corridor Study System Plan is focused on corridor preservation and has been developed in conformance with the existing plat review processes used by Dakota County and study area local units of government.

The corridor preservation approach for the East-West System Plan has been selected because it provides a very low cost method based on existing review mechanisms of preserving land for future development of the transportation system needed to serve this area of Dakota County. Limited funding availability and competing needs throughout the region are key reasons for the selection of corridor preservation as the selected approach for the East-West System Plan.

Preservation plan goals are summarized as follows:

- Preserve land for future important continuous arterial roadway facilities needed to support future land use conditions.
- Minimize taxpayer cost over the long-term by avoiding costly right-of-way acquisition of future developed property.
- Support an integrated approach to land use and transportation planning such that the development vision for the area can be fully realized in compatibility with the transportation system.
- Consensus on a preferred transportation system plan by all affected communities and agencies through comprehensive plan adoption.
- Ongoing commitment to the preferred transportation system plan through plat review activities by all affected local communities and Dakota County.

Preservation activity mechanisms, implications on current property owners, and risks are discussed below. Section 14.0 discusses steps beyond corridor preservation that may be considered.

### 13.1 Plat Review Mechanisms

#### 13.1.1 Plat Review

The City of Farmington, the City of Lakeville, Empire Township, Eureka Township, and Dakota County actively utilize plat review responsibilities for development proposals. Plat review will be the key mechanism for preservation of the transportation system plan.

Plat review characteristics for Dakota County include the following.

- The Dakota County Board of Commissioners must approve all plats that are contiguous to a county road before a building permit is issued.
- The plat review is for factors of countywide significance for plats that are contiguous to existing and proposed county roads. Factors of countywide significance include:
  - Ingress and egress to and from county roads
  - Approach grade intersection with county roads

- 
- Drainage
  - Safety standards
  - Right-of-way requirements of county roads
  - Local road system integration with county road system
  - Land use impact of development on county road system

### **13.2 Implications on Existing Property Owners/Land Use**

Land use restrictions are a common, valid concern for property owners. For this reason, preservation plan implications on existing property owners/land use is summarized in the following bullet points:

- No impacts on existing use of land or property taxes.
- Land stays in private ownership with current land use until needs clearly arise.
- Development proposals/changes in current use may be subject to limitations in preservation areas.
- The preservation plan will typically be addressed with building permit application or plat review application.
- As the area nears maximum development build-out, land may be acquired through undeveloped areas to make critical roadway connections independent of the plat review process.

### **13.3 Risks**

Exclusive use of the plat review process has some risks, especially for new alignments that do not follow existing section lines or other known survey control. As indicated previously, the system plan has 21 miles of future east-west roadway facility on new alignment and includes curves for transitions to avoid areas of impact.

Individual development plats can accommodate the 150-foot wide preservation corridors subject to review and approval of responsible agencies. Problems can occur as reviewers need to identify the alignment location for individual development plats over time with no definitive alignment information. The risk is that the aggregate preservation corridor may be disjointed, and the design of the future transportation system can be compromised.

---

## **14.0 Supplemental Steps Beyond Preservation Plan**

### **14.1 Interim Use of Preservation Areas**

Because of the long-term nature of the transportation system plan and the desire to preserve a 150-foot width continuously along three of the east-west corridors, interim use of these preservation corridors has been identified as a potential issue.

Dakota County currently provides direction on preservation areas on a case-by-case basis through its plat needs/plat review process working directly with developers and study area communities.

Given the magnitude of the system plan and the variability in facility sizing that may be warranted with the type of land use development that actually occurs and competing needs of other transportation modes that may develop (i.e., trails, transit, etc.), a list of potential corridor preservation plan treatments was developed.

1. Development plats will dedicate preservation corridor needs as directed through the plat review process.
2. Preservation areas may be used for landscaping, trails, and parking.
3. No building structures or major utilities should be allowed within the preservation area. Utility crossings of the preservation corridor may be allowed.
4. For corridors that may result in the need for a two-lane facility with 150 feet of corridor preservation width, implementation should be approached with flexibility in mind. For example, building a two-lane facility to one side of the right-of-way can allow efficient expansion to a four-lane facility. In addition, the reserved space adjacent to the two-lane facility can be effectively used for an interim use, such as landscaping, parking, trails, or transit, etc.
  - Such flexibility provides that two-lane roadway construction be designed such that four-lane expansion can be done in an efficient manner (i.e., build to one side of the row envelope).
  - The preservation corridor could be used for a variety of things that are compatible with an ultimate four-lane improvement plan: recreational trail, parking, site landscaping, berm area.
  - A number of things may be identified that would not be allowed: building structures, major utilities (crossings at right angles would be acceptable).
  - An access management guideline should be identified for system plan alignments to provide guidance for future development access.

### **14.2 Design Level Activities**

It may be desirable to set the alignment of a preservation corridor for critical segments where development is being proposed and there is little known survey control information to assist in defining the preservation corridor. This may occur in the curve transition areas along proposed four-lane arterial facility alignments.

---

The goal should be to conduct enough preliminary design activities to set the centerline of the future facility from which offsets can be made to establish the preservation corridor envelope.

---

## 15.0 Future Functional/Jurisdictional Issues

As implementation of the preferred system plan progresses, functional and jurisdictional issues will need to be addressed. This will include the determination of the functional/jurisdictional classifications of the five proposed east-west alignments, as well as other roadways in the transportation system that may change function as new facilities are implemented.

Figure 2 in the Executive Summary shows one scenario of how functional classifications may change with the system plan in place. The intent of this map is to show the magnitude of changes to the functional/jurisdictional classification system over time rather than a definitive functional plan of the roadway system.

As functional classifications are determined, the jurisdictional classifications of area roadways will need to be reviewed. Generally, Mn/DOT and Dakota County are responsible for arterials and some collector roads, while municipalities are responsible for collector roads and the local roadway system.

Functional/jurisdictional changes will be part of an ongoing transportation system plan management by Metropolitan Council, Mn/DOT, Dakota County and study area communities. Some of the potential functional/jurisdictional changes that are likely to be considered include:

- Turnback of County Road 9 (Dodd Road) from Dakota County to the City of Lakeville.
- Turnback of Highway 50 from Mn/DOT to Dakota County.
- Upgrade Highway 3 to principal arterial functional classification.
- Consider preferred system plan in the context of a future principal arterial study for southern edge of the metropolitan area. The need for this study has been identified and is on hold due to funding constraints. Based on planning guidelines of 3 to 6-mile spacing between principal arterials in developed areas, Alignments C or E may need to be considered as principal arterial candidates.

---

## 16.0 Next Steps

Preliminary engineering and environmental documents are needed, especially for new alignment segments where land use development is eminent, to ensure that land is reserved in the proper location for future roadway implementation.

That project partners continue to meet periodic basis to create and refine an implementation plan over time as development continues to occur and needs continue to evolve.

Dakota County will take the lead in more detailed study of Alignment C that currently includes five options for the transition segment between 185<sup>th</sup> Street and 195<sup>th</sup> Street.

As Alignment B is implemented, it is recommended that County Road 9 (Dodd Road) be considered for turnback from Dakota County to the City of Lakeville.

As Alignment E is implemented, it is recommended that Highway 50 be considered for turn back from Mn/DOT to Dakota County.

A change in the current preservation status of Highway 50 in correlation with the preferred system plan has also been considered. A change in the preservation status of Highway 50 would occur if it were upgraded to a principal arterial facility. Based on its current function, Mn/DOT does not expect a change in the status of this facility. Responsible agencies should monitor this facility in the future as development growth continues to occur, and the system plan is implemented.

It is recommended that Highway 3 be reclassified from a minor arterial to a principal arterial as part of the preferred system plan. This correlates with the Highway 3 Corridor Study that recommends right-of-way preservation for improvement to a four-lane divided facility.

All responsible agencies are requested to adopt the preferred system plan as part of plan updates and to continued commitment to goals of the study. As referenced earlier, the Cities of Farmington and Lakeville have passed a joint resolution in support of the preferred system plan. As development plats are submitted for review, all responsible agencies will need to consider more detailed alignment studies as necessary.

Access management guidelines should be identified for system plan alignments to provide guidance for future development access.

Local jurisdictions will continue to develop the local street system to provide additional street system continuity in compatibility with the preferred system plan.

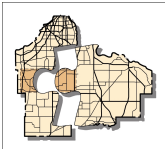
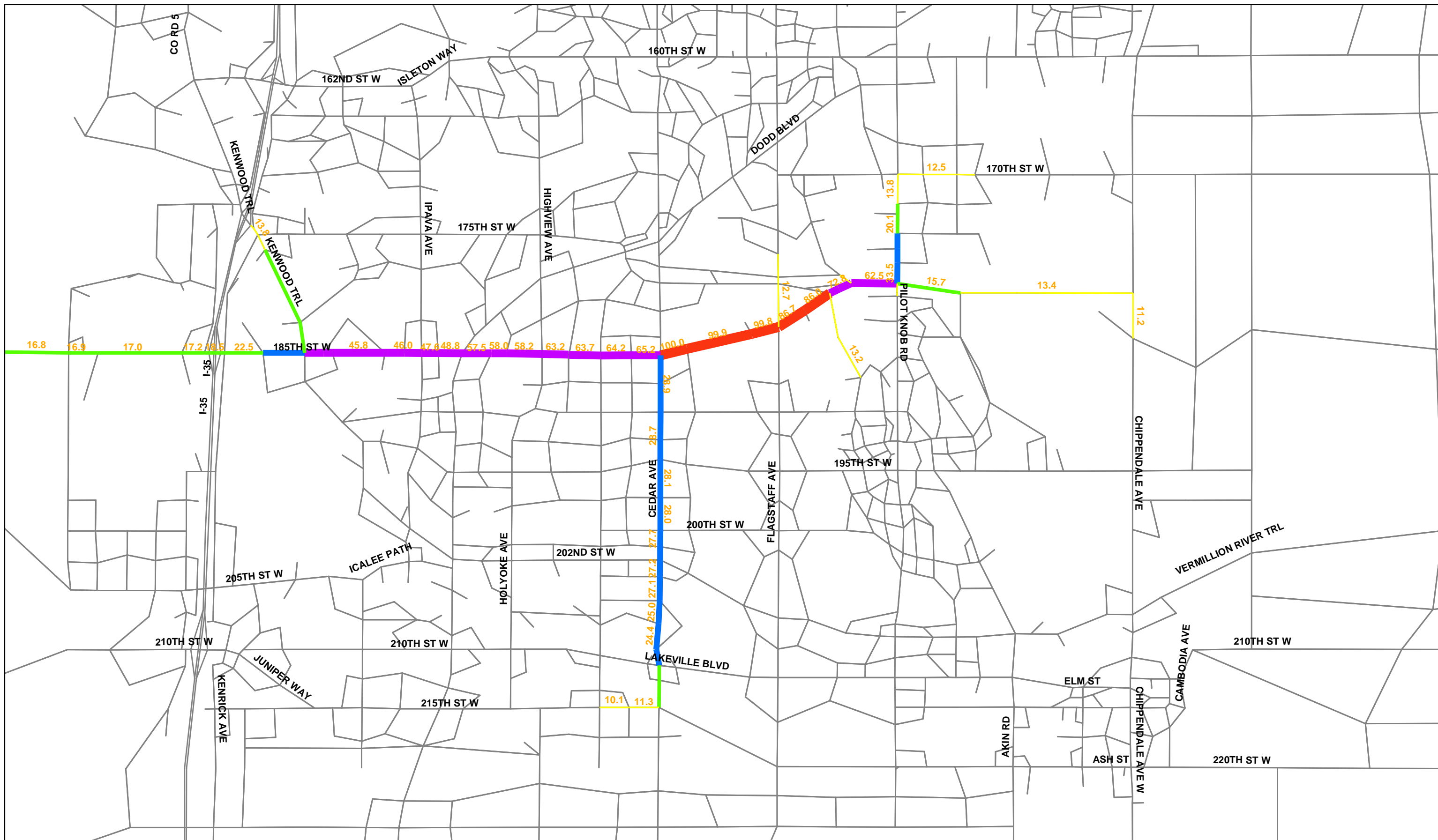
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## **Appendix A**

### **List of Figures and Table**

- Figure A1 – County Road 60 Selected Link Assignment Graphic
- Figure A2 – County Road 64 Selected Link Assignment Graphic
- Figure A3 – County Road 70 Selected Link Assignment Graphic
- Figure A4 – 2025 ADT Forecast Output
- Figure A5 – 2025 ADT Forecast Output from Crossroads and Seed/Genstar Developments
- Figure A6 – High Level Screenline Traffic Forecast Assessment
  - Figure A7 – System Plan Scenario 1
  - Figure A8 – System Plan Scenario 2
  - Figure A9 – System Plan Scenario 3
- Figure A10 – Opinion of Cost Improvement Assumptions
- Table A1 – Conceptual Construction Cost Estimate Summary





**Legend**

Color	Percent of Selected Link (Jenks Natural Breaks)
Yellow	10.0 - 14.5
Green	15.7 - 22.5
Blue	24.4 - 33.5
Purple	45.5 - 72.8
Red	86.0 - 100.0

## CR 60 Selected Link (Percent of)

Source: Dakota County and SEH.

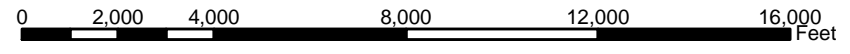
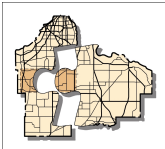
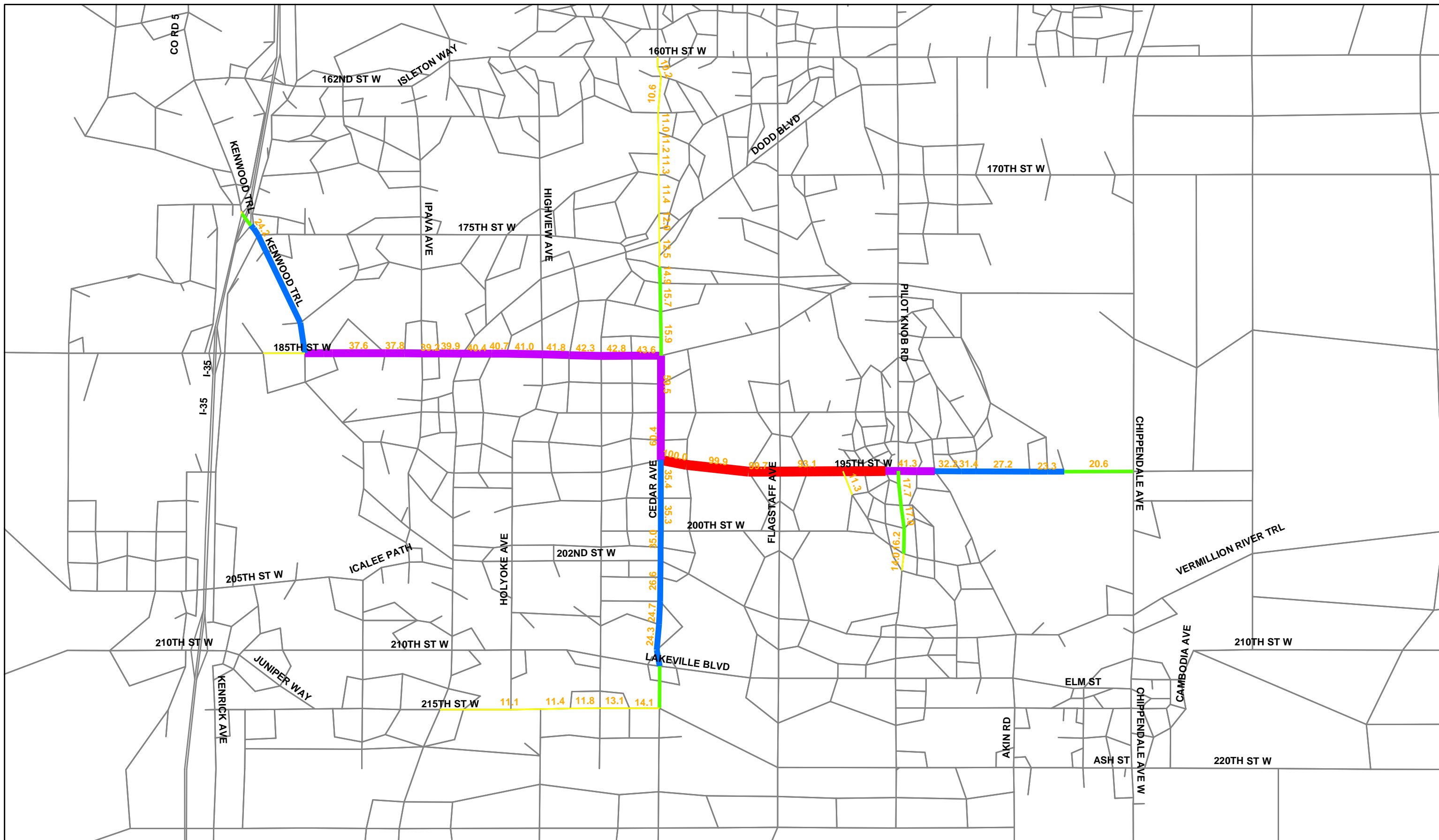


Figure A1



**Legend**

Percent of Selected Link (Jenks Natural Breaks)	Color	Range
10.1 - 14.1	Yellow	10.1 - 14.1
14.9 - 21.2	Green	14.9 - 21.2
23.3 - 35.4	Blue	23.3 - 35.4
37.4 - 65.8	Purple	37.4 - 65.8
70.8 - 100.0	Red	70.8 - 100.0

## CR 64 Selected Link (Percent of)

Source: Dakota County and SEH.

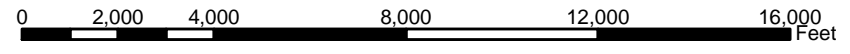
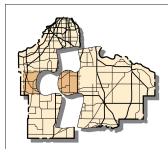
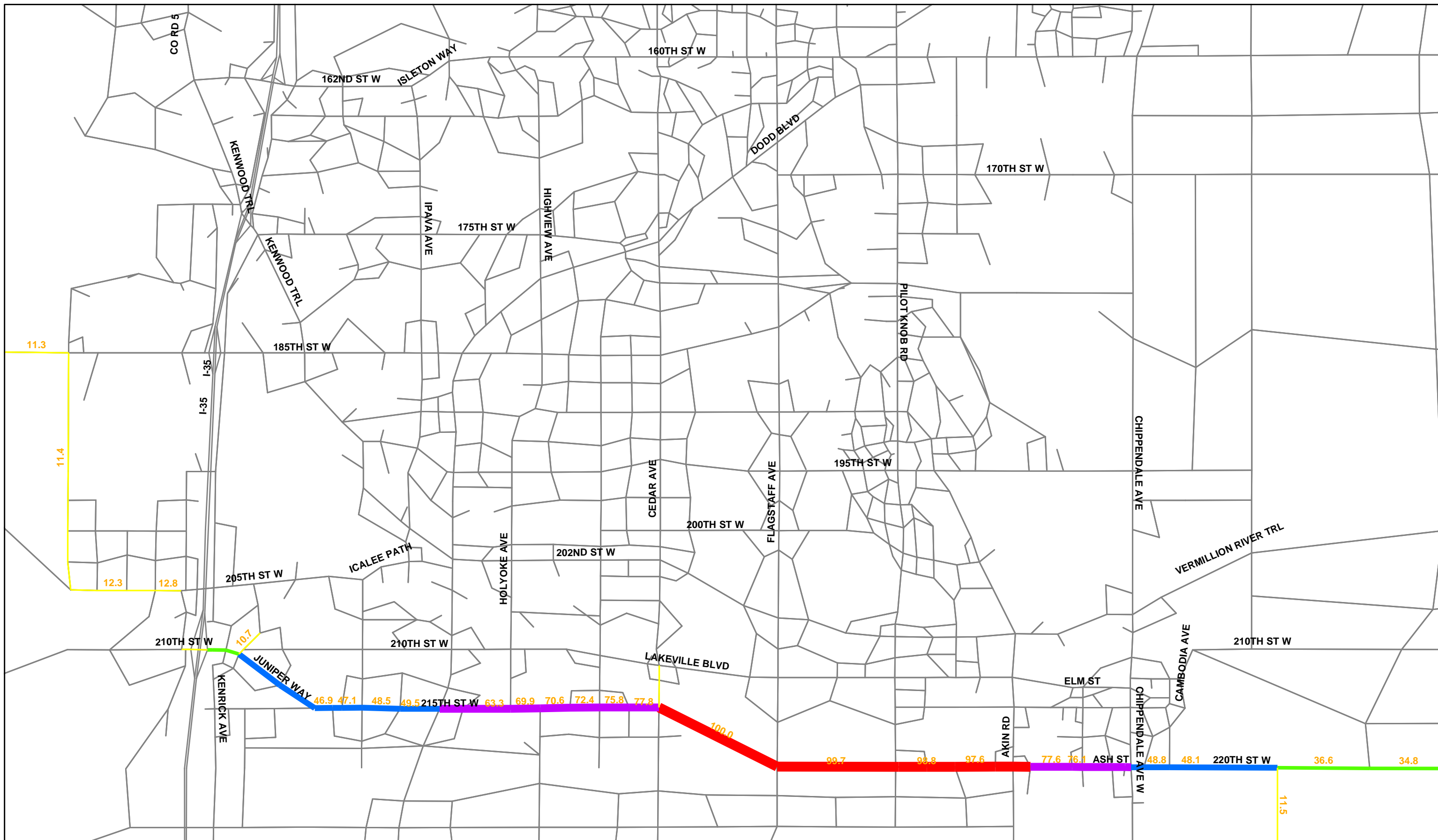


Figure A2



Legend

Percent of Selected Link (Jenks Natural Breaks)	Color	Range
10.1 - 17.8	Yellow	10.1 - 17.8
23.7 - 36.6	Green	23.7 - 36.6
38.7 - 50.6	Blue	38.7 - 50.6
61.1 - 77.8	Purple	61.1 - 77.8
83.4 - 100.0	Red	83.4 - 100.0

Source: Dakota County and SEH.

# CR 70 Selected Link (Percent of)

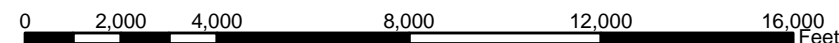
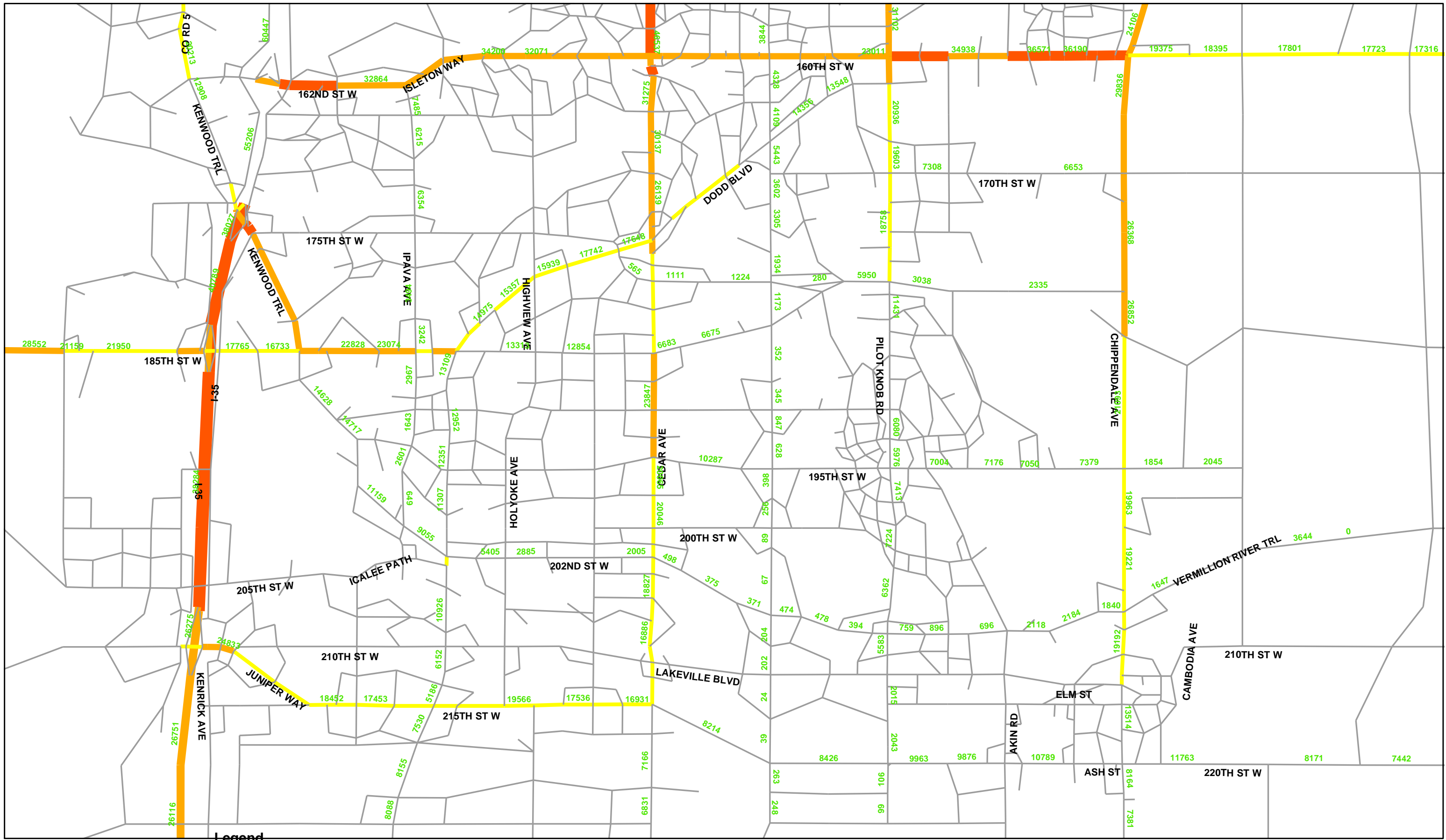


Figure A3





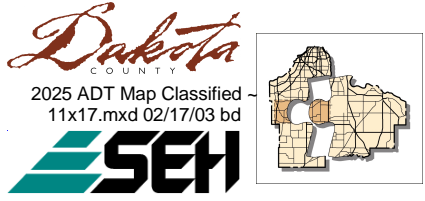
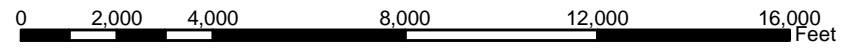
**Legend**

- Need Based on Planning Thresholds**
- 2-Lane (0 - 15000)
  - 4-Lane Undivided (15001 - 22000)
  - 4-Lane Divided (22001 - 35000)
  - 6-Lane Divided (35001 - 50000)

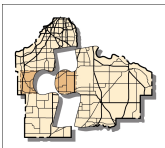
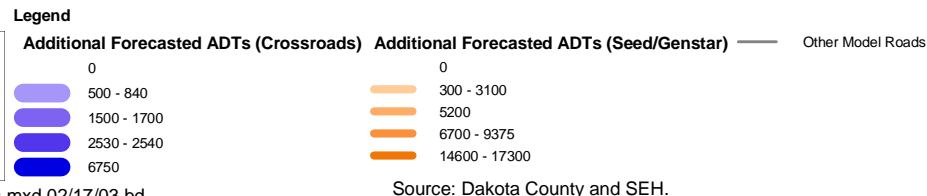
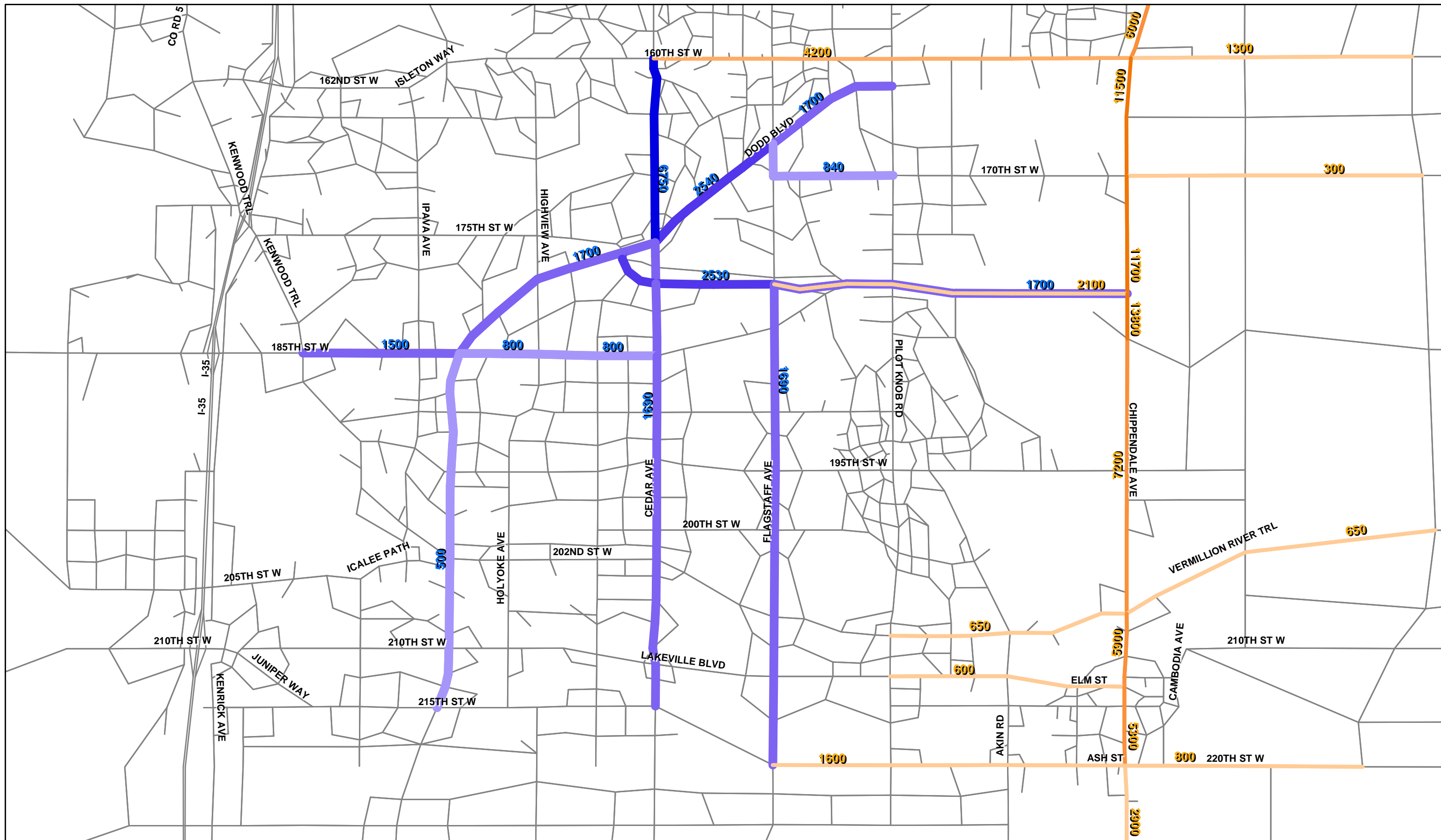
2025dayadt

Source: Dakota County and SEH.

# 2025 ADT Forecast Output



**Figure A4**



2025 ADT Map with Added Development Volumes.mxd 02/17/03 bd

# 2025 ADT - Forecast Output from Crossroads and Seed/Genstar Developments

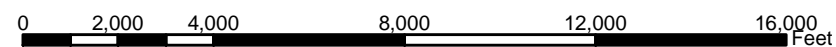


Figure A5



Figure A6

## Dakota County East West Corridor Study

### HIGH LEVEL SCREENLINE TRAFFIC FORECAST ASSESSMENT

	2025 ADT West of Cedar Avenue	2025 ADT East of Cedar Avenue			
Location					
CR 46	38,613	35,970			
Dodd	19,348	18,770			
connector	1,835	3,758			
175th	567	2,070			
connector	0	1,111			
connector	1,335	779			
Align B	13,166	9,213			
190th	340	803			
Align C	2,005	10,297			
connector	519	552			
connector	153	441			
Align D	2,005	498			
CR 50	3,210	6,720			
Align E	16,931	8,214			
<b>Total</b>	<b>100,027</b>	<b>99,196</b>			
<b>STEP 2: REPRESENTATIVE ADT LANE CAPACITY</b>					
Planning Level capacity Thresholds		Capacity	Lane Capacity		
	2 lane undivided	15,000	7,500		
	4 lane undivided	22,000	5,500		
	4 lane divided	35,000	8,750		
	6 lane divided	50,000			
Representative ADT lane capacity			7,250		
<b>STEP 3: SCREENLINE ASSESSMENT EAST-WEST LANE NEEDS</b>					
Lane Needs to serve capacity demand	14	14			
Lane Needs assuming Volume Forecast to capacity ration of 0.80 for design.	17	<b>17</b>			
<b>STEP 4: NEEDS COMPARISON WITH EXISTING CONDITIONS/CURRENT SYSTEM PLAN SCENARIOS</b>					
Location		Number of through lanes existing conditions	Number of through lanes System Plan Scenario 1	Number of through lanes System plan Scenario 2	Number of through lanes System Plan Scenario 3
CR 46		4	4	4	4
Dodd		2	2	2	2
connector					
175th		2	0	0	0
connector					
connector					
Align B		0	4	2	4
190th		0			
Align C		0	2	4	2
connector					
connector					
Align D		0	2	4	4
CR 50		4	4	4	4
Align E		0	4	4	4
<b>Total Projected Need</b>		<b>12</b>	<b>22</b>	<b>24</b>	<b>24</b>
<b>Comparison with Need of 16 Lanes based on screenline assessment</b>		<b>5 lane deficiency</b>	<b>5 lane surplus</b>	<b>7 lane surplus</b>	<b>7 lane surplus</b>

**ALIGNMENT  
REFINEMENTS**  
**AS A RESULT OF  
RECENT COMMUNITY  
COORDINATION**  
As Of 10/2002

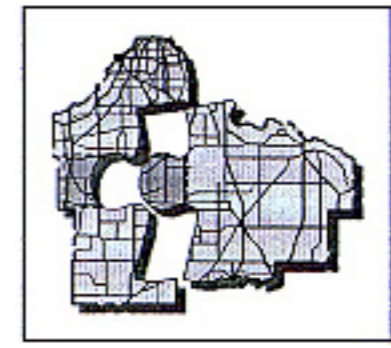
System Plan  
Scenario 1

**Dakota County  
East West Corridor Study**

- Legend**
- Retained Alignments for more Detailed Study
  - ..... New Alignment Sub-options
  - City 2020 Transportation Plan Road Connections
  - ⊕ 1998 MUSA
  - Road Centerlines
  - Railroad
  - Streams
  - County Boundaries

Source: Dakota County, Metropolitan Council, The Lawrence Group, MNDNR, MVDOT, and SEH

- XXXXXX Dropped From Further Study
- ..... Alignment Precluded until after 20 Year Planning Horizon



- Potential E-W Arterial - 4 lane
- Potential E-W Collector - 2 lane
- Other important system routes

1:18000  
1" = 1500'



Coordinate System  
Dakota County (1)

Map Printed 10/22/02 by  
Alignment Refinement  
Community Coordination PLOT.mxd

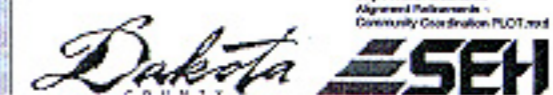
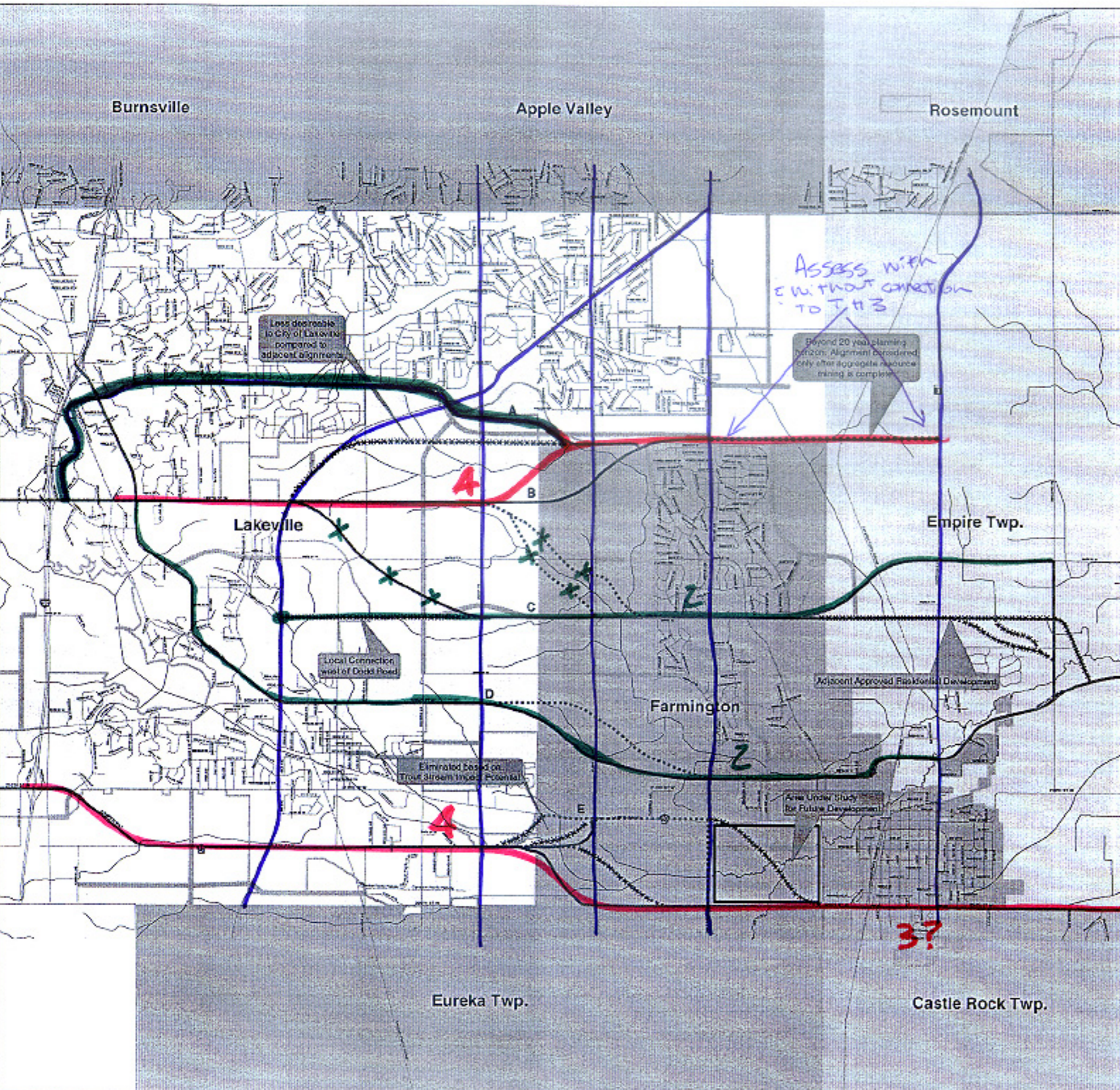


Figure A7



# ALIGNMENT REFINEMENTS

## AS A RESULT OF RECENT COMMUNITY COORDINATION

As Of 10/2002

*System Plan scenario 2*

### Dakota County East West Corridor Study

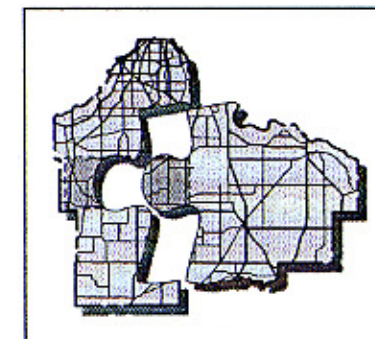
#### Legend

- Retained Alignments for more Detailed Study
- New Alignment Sub-options
- City 2020 Transportation Plan Road Connections
- 1998 MUSA
- Road Centerlines
- Railroad
- Streams
- County Boundaries

Source: Dakota County, Metropolitan Council, The Lawrence Group, MNDNR, Mn/DOT, and SEH.

Dropped From Further Study

Alignment Precluded until after 20 Year Planning Horizon



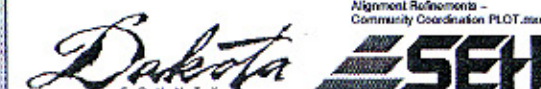
- Potential E-W Arterial 4-lane
- Potential E-W collector 2-lane
- other important system routes

Coordinate System:  
Dakota County (ft)

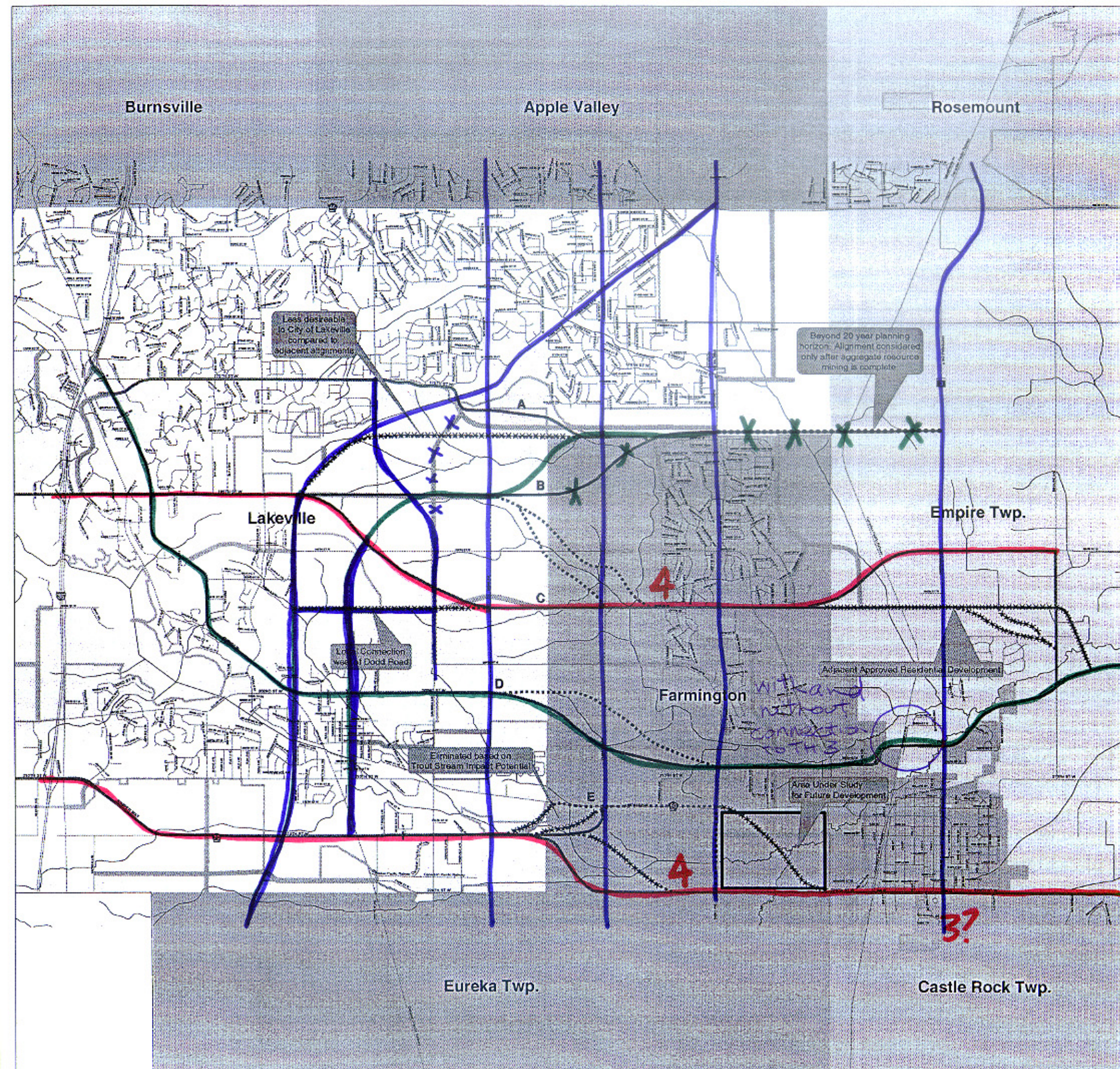
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*Figure A8*





# ALIGNMENT REFINEMENTS

## AS A RESULT OF RECENT COMMUNITY COORDINATION

As Of 10/2002

*System Plan  
scenario 3*

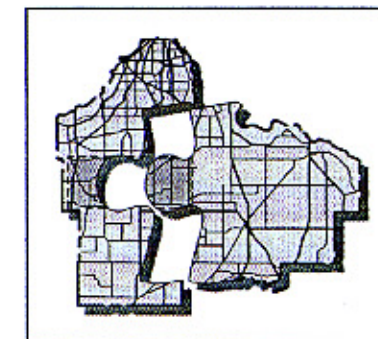
### Dakota County East West Corridor Study

#### Legend

- Retained Alignments for more Detailed Study
- New Alignment Sub-options
- City 2020 Transportation Plan Road Connections
- 1998 MUSA
- Road Centerlines
- Railroad
- Streams
- County Boundaries

Source: Dakota County, Metropolitan Council, The Lawrence Group, MNDNR, Mn/DOT, and SEH

- Dropped From Further Study
- Alignment Precluded until after 20 Year Planning Horizon

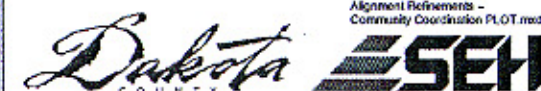


- Potential E-W Arterial 4 lane
- Potential E-W collector 2 lane
- other important system routes

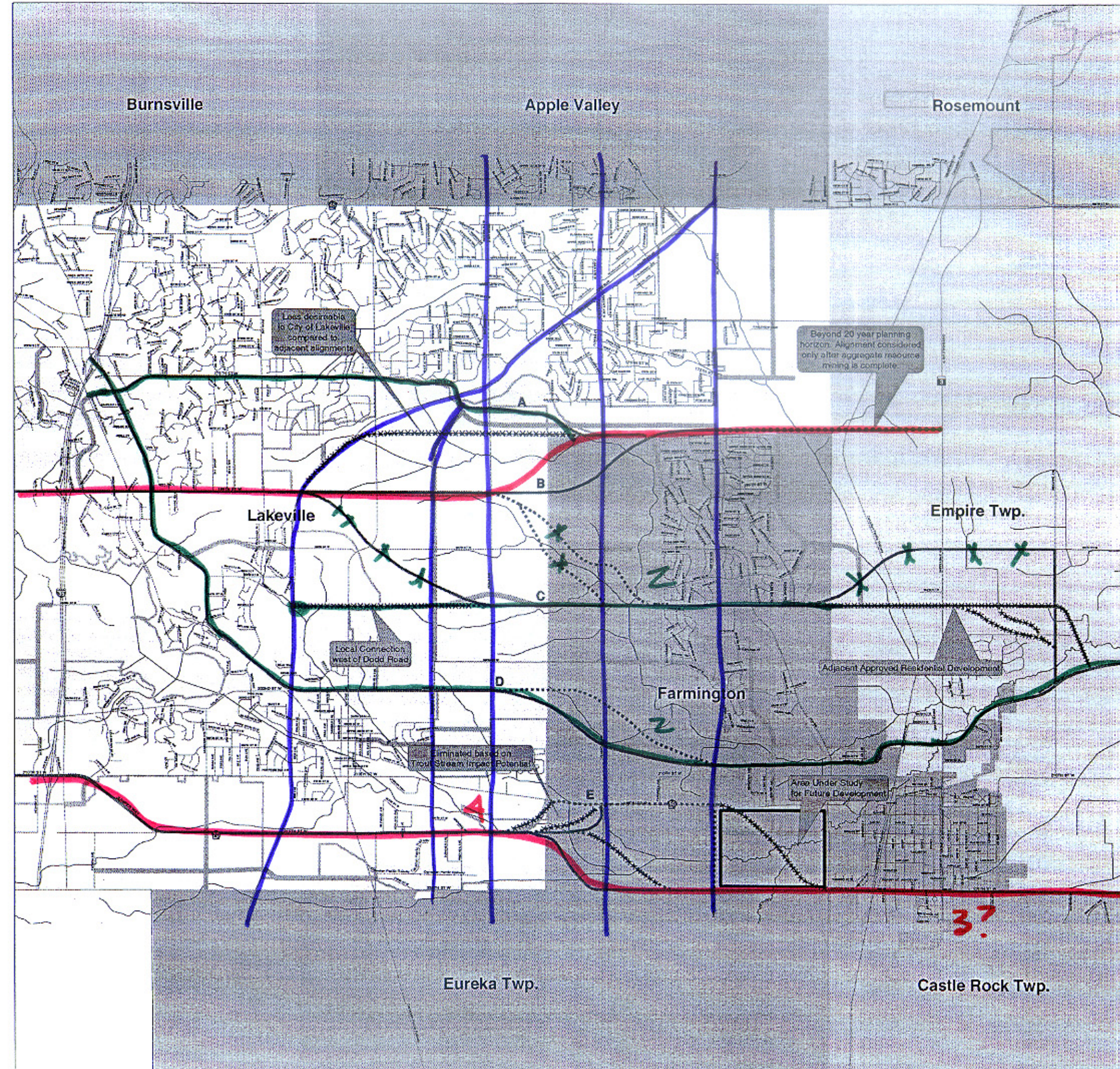
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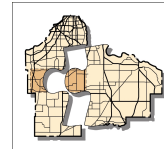
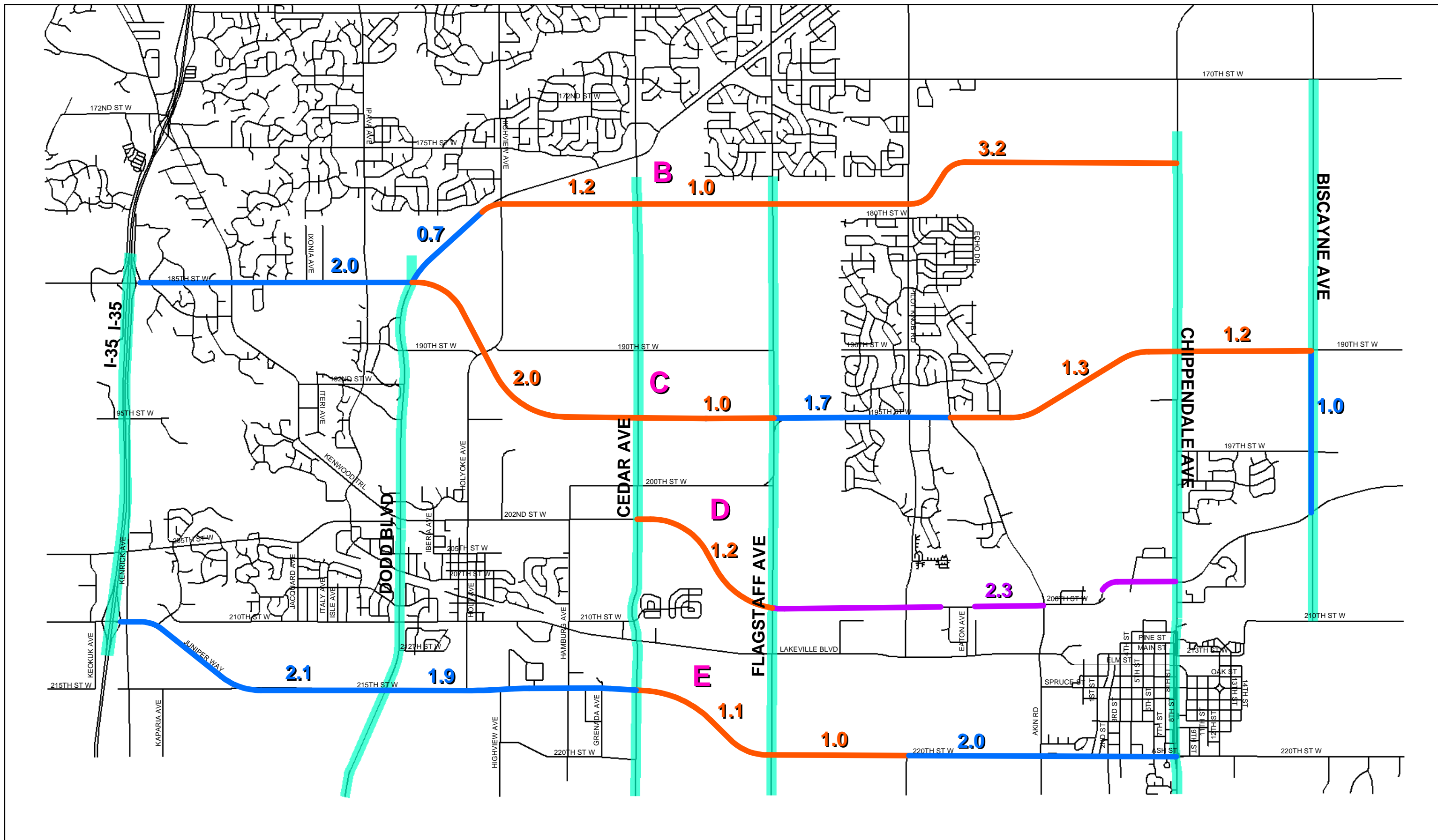


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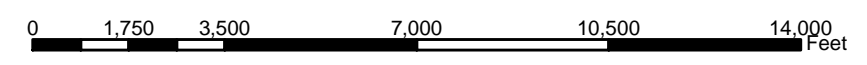


*Figure A9*





# Opinion of Cost Improvement Assumptions



**TABLE A1  
DAKOTA COUNTY EAST WEST CORRIDOR STUDY  
PREFERRED SYSTEM PLAN  
CONCEPTUAL CONSTRUCTION COST ESTIMATE SUMMARY\***

Alignment Identification		B		C		D		E		Total Construction Cost For Preferred System Plan	A
Recommended Facility Type		4 Lane Divided Facility		4 Lane Divided Facility		2 Lane Undivided Facility		4 Lane Divided Facility			
Segment/ Improvement Condition		Length(Miles)	Cost(2003 Millions of Dollars)**	Length(Miles)	Cost(2003 Millions of Dollars)**	Length(Miles)	Cost(2003 Millions of Dollars)**	Length(Miles)	Cost(2003 Millions of Dollars)**		
		<b>1-35 to Dodd Road</b>									
	Improve Existing Facility	2.0	\$3.9	0.0	\$0.0	0	\$0.0	2.1	\$4.1	\$7.9	No Cost Estimate Associate with Alignment A-175th Street to be preserved as two lane facility.
	Construct New Alignment	0.0	\$0.0	0.0	\$0.0	0	\$0.0	0	\$0.0	\$0.0	
<b>Dodd Road to Cedar Avenue</b>											
	Improve Existing Facility	0.7	\$1.4	0.0	\$0.0	0	\$0.0	1.9	\$3.7	\$5.0	
	Construct New Alignment	1.2	\$4.6	2.0	\$7.7	0	\$0.0	0	\$0.0	\$12.3	
<b>Cedar Avenue to Flagstaff Avenue</b>											
	Improve Existing Facility	0.0	\$0.0	0.0	\$0.0	0	\$0.0	0	\$0.0	\$0.0	
	Construct New Alignment	1.0	\$3.9	1.0	\$3.9	1.2	\$2.5	1.1	\$4.2	\$14.4	
<b>Flagstaff Avenue to Highway 3</b>											
	Improve Existing Facility	0.0	\$0.0	1.7	\$3.3	0	\$0.0	2	\$3.9	\$7.1	
	Construct New Alignment	3.2	\$12.3	1.3	\$5.0	2.3	\$4.7	1	\$3.9	\$25.9	
	Bridge Structures***		\$4.4		\$6.9		\$1.7		\$2.2	\$15.2	
<b>Highway 3 to Biscayne Avenue</b>											
	Improve Existing Facility	0.0	\$0.0	0.0	\$0.0	0	\$0.0	0	\$0.0	\$0.0	
	Construct New Alignment	0.0	\$0.0	1.2	\$4.6	0	\$0.0	0	\$0.0	\$4.6	
<b>Totals</b>		<b>8.1</b>	<b>\$30.4</b>	<b>7.2</b>	<b>\$31.4</b>	<b>3.5</b>	<b>\$8.9</b>	<b>8.1</b>	<b>\$21.9</b>	<b>\$92.5</b>	
<b>Representative Cost Per Mile (2003 Millions of Dollars)</b>		<b>\$3.75</b>		<b>\$4.36</b>		<b>\$2.54</b>		<b>\$2.70</b>			

\* Does not include right-of-way acquisition costs, major wetland mitigation, major drainage elements/ponds, major utility relocations, retaining walls, traffic control signals.  
Assumes rural-type construction (no curb and gutter).

\*\* Unit Cost Derived using Mn/DOT LWD Method assuming 8" pavement and 6" shoulders.

2003 Representative Construction Cost Per Mile (2003 Millions of Dollars)

Widen Existing Two lane to Four Lane Facility \$1.93  
Construct Two Lane Facility on New Alignment \$2.05  
Construct Four Lane Facility on New Alignment \$3.85

Alignment	Assumed Bridge Length (feet)	Assumed Bridge Width (Feet)	Area (Square Feet)	Unit Cost (2003 Dollars Per Square Foot)	Cost(2003 Millions of Dollars)
B	600	86	51,600	\$85	\$4.39
C	950	86	81,700	\$85	\$6.94
D	500	40	20,000	\$85	\$1.70
E	300	86	25,800	\$85	\$2.19

\*\*\* Bridge Structure Cost Crossing

Assume one structure on each alignment for combined River/ Railroad crossing  
Assume 500' long crossing of Vermillion River to avoid trout stream and 100' crossing of railroad.  
Assume combined Bridge Crossing of River and Railroad  
Assume 400 foot crossing of river to avoid trout stream impacts and 100' railroad crossing.  
Assume 300 foot crossing of River, Railroad Crossing remains at-grade.

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## **Appendix B**

City of Lakeville/Farmington Joint Resolution

Dakota County Board of Commissioners Adoption of East-West Corridor Study

Comment Cards

**CITY OF LAKEVILLE AND CITY OF FARMINGTON  
RESOLUTION**

**CITY OF LAKEVILLE**

DATE April 7, 2003

RESOLUTION NO. 03-60

MOTION BY Rieb

SECONDED BY Wulff

**CITY OF FARMINGTON**

DATE April 7, 2003

RESOLUTION NO. R23-03

MOTION BY Soderberg

SECONDED BY Fogarty

**RESOLUTION**

WHEREAS, the City Councils and staff representatives of the cities of Lakeville and Farmington have reviewed the proposed Corridors B, C, D, E identified in the Dakota County East West Corridor Study located in the cities of Lakeville and Farmington during a joint meeting held on March 10, 2003; and

WHEREAS, the cities of Lakeville and Farmington have concluded that the proposed corridors B, C, D, E are generally consistent with their respective Transportation or Thoroughfare Plans for the cities of Lakeville and Farmington; and

WHEREAS, the cities of Lakeville and Farmington further support the following positions or clarifications regarding the proposed corridors:

Corridor B

The City of Lakeville does not support the extension of Corridor B east of the Lakeville City Limits until the mining activities in Lakeville and the adjacent areas in Empire Township have been completed.

Based on the County's 2025 Traffic Forecasts, Corridor B would appear to be more appropriately classified as a Major Collector rather than a Minor Arterial and thus 100 feet of proposed right-of-way plus additional 10 foot trail easements from Cedar Avenue to Pilot Knob Road would be sufficient.

The City of Lakeville would consider acceptance of the turn-back of Dodd Boulevard from Cedar Avenue to Pilot Knob Road contingent on it being upgraded to a three-lane roadway from Gardine Avenue to Pilot Knob Road.

The City of Farmington asserts the necessity of several future connections from developments in the City of Farmington through Lakeville to Corridor B.

#### Corridor C

The cities of Lakeville and Farmington support the potential designation of Corridor C as a Minor Arterial and with a four-lane divided roadway design and concur that the transition of the alignment of the Corridor C alignment at 185<sup>th</sup> Street on the east to 195<sup>th</sup> Street should occur in the area identified as the Study Area on the Lakeville / Farmington – Work Session – Planned Land Use Map.

#### Corridor D

The cities of Lakeville and Farmington support the potential future designation of Corridor D as a Collector and acknowledge that this corridor would remain a city street in both cities.

#### Corridor E

The cities of Lakeville and Farmington support the Corridor E (Ash Street) alignment to be constructed as a three-lane roadway between Denmark and TH 3 as an interim design until such time that traffic volumes indicate the necessity of four lanes and Dakota County programs further improvements to the roadway. Further the cities of Lakeville and Farmington support long-range consideration of the designation of Corridor E as an Arterial.

NOW, THEREFORE, BE IT RESOLVED that the Lakeville City Council and Farmington City Council support the Dakota County East-West Corridor Study as prepared subject to the positions and clarifications contained in this resolution.

APPROVED AND ADOPTED this day 7th of April, 2003.

CITY OF LAKEVILLE

BY: Robert Johnson  
Robert Johnson, Mayor

ATTEST:  
Charlene Friedges  
Charlene Friedges, City Clerk

APPROVED AND ADOPTED this day 7<sup>th</sup> of April, 2003.

CITY OF FARMINGTON

By: Ronald Foster  
Mayor

Attested to the 10<sup>th</sup> day of April, 2003.

[Signature]  
City Administrator

STATE OF MINNESOTA )  
(  
CITY OF LAKEVILLE )

I hereby certify that the foregoing Resolution No. 03-60 is a true and correct copy of the resolution presented to and adopted by the City Council of the City of Lakeville at a duly authorized meeting thereof held on the 7<sup>th</sup> day of April, 2003, as shown by the minutes of said meeting in my possession.

[Signature]  
Charlene Friedges  
City Clerk

(SEAL)

STATE OF MINNESOTA )  
(  
CITY OF FARMINGTON )

I hereby certify that the foregoing Resolution No. 023-03 is a true and correct copy of the resolution presented to and adopted by the City Council of the City of Farmington at a duly authorized meeting thereof held on the 7<sup>th</sup> day of April, 2003, as shown by the minutes of said meeting in my possession.

[Signature]  
City Clerk

(SEAL)

**BOARD OF COUNTY COMMISSIONERS  
DAKOTA COUNTY, MINNESOTA**

May 20, 2003

Resolution No. 03-285

Motion by Commissioner Turner

Second by Commissioner Harris

**Adoption of East West Corridor Study**

WHEREAS, the Dakota County East West Corridor Study is a transportation sub-area study to identify future east-west local and County roadway system alignments in the City of Farmington, the City of Lakeville, and Empire Township between I-35 and Trunk Highway 3; and

WHEREAS, on August 6, 2001, Dakota County entered into an agreement with Short Elliott Hendrickson Inc. to provide consultant planning services to develop and implement a public participation process, facilitate technical advisory committee functions, assist in identifying and evaluating potential roadway system alignments, and develop a final study report and implementation plan; and

WHEREAS, the East West Corridor Study has been completed as directed by the Dakota County Board of Commissioners; and

WHEREAS, representatives of Dakota County, Empire Township, City of Farmington, City of Lakeville, Metropolitan Council, the Minnesota Department of Transportation, and Scott County have participated as members of a technical advisory committee and have reviewed study findings and recommendations; and

WHEREAS, the City of Farmington and the City of Lakeville have signed a joint resolution supporting the Dakota County East-West Corridor Study as prepared, subject to positions and clarifications contained within said resolution.

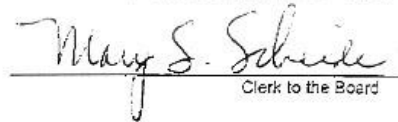
NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby adopts the Dakota County East West Corridor Study as presented to the Physical Development Committee of the Whole on May 13, 2003.

**STATE OF MINNESOTA  
County of Dakota**

	YES		NO
Harris	<u>  X  </u>	Harris	_____
Gaylord	<u>  X  </u>	Gaylord	_____
Bataglia	<u>  Absent  </u>	Bataglia	_____
Schouweller	<u>  X  </u>	Schouweller	_____
Turner	<u>  X  </u>	Turner	_____
Krause	<u>  X  </u>	Krause	_____
Branning	<u>  X  </u>	Branning	_____

I, Mary S. Scheide, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 20<sup>th</sup> day of May 2003, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 23<sup>rd</sup> day of May 2003.

  
Clerk to the Board



October Open House

Dakota  
1844

Dakota County East-West Corridor Study  
October Open House



Name:

Address:

City/State/Zip:

Phone:

Comments:

I think it's a mistake to examine E↔W in this area of Dakota and not include a segment to 52. Option B, while having the corridor required for a minor and the best potential for an E-W route, falls short IMO by stopping at 3. Option A is not considering the exorbitant costs in that route (a 66 corr. currently?). 70 has always made sense as a minor/principal.

Dakota  
1844

Dakota County East-West Corridor Study  
October Open House



Name:

Address:

City/State/Zip:

Phone:

Comments:

I believe the 185<sup>th</sup> St/195<sup>th</sup> St. Corridor would be a priority (C). The only question is the section between Chippendale & Biscayne takes away from Heritage Development & not having lots backing up to Golf Course in order to have golf course lots vs lots backing up to a road. The 2<sup>nd</sup> priority would be (E). This way these 2 options would divide things equal south of 160<sup>th</sup> St.

Dakota  
1849

Dakota County East-West Corridor Study  
October Open House



Name:

Address:

City/State/Zip:

Phone:

Comments:

I am concerned with Option D which would route traffic on 208<sup>th</sup> St. to which our backyard is adjoined.

We have ~~young~~ <sup>young</sup> children<sup>(under 2)</sup> and traffic speeds as it is, even as a dead end and school zone, exceed levels that I am comfortable

with. If this becomes the option of choice, I will push husband to move, possibly out of the Farmington district. I do not want to live off of a thoroughfare.

Dakota  
1849

Dakota County East-West Corridor Study  
October Open House



Name:

Address:

City/State/Zip:

Phone:

Comments:

THE EASTERN ALTERNATIVE NEW ALIGNMENT WHICH WOULD RUN FROM 185TH ST. TO 195TH ST. IN THE AREA WHERE IT CROSSES 190TH ST. + FLAGSTAFF AVE. WOULD BE IN THE BACKYARD OF 5 HOMES + LOOKS ON THE MAP AS IF IT RUNS RIGHT OVER AT LEAST 3 OF THOSE HOMES.



Lakeville

Dakota County East-West Corridor Study  
October Open House



Name:  
Address:  
City/State/Zip:  
Phone:

[Redacted contact information]

Comments:

I live 2 houses in from 175th. Please — don't make this one of the "main arteries (sp?)". There are many houses close to street who would lose out 2 elementary schools that MANY children walk to; from every day. The increased traffic would make safety a huge issue, along w/ the MANY other issues. Thanks!



Lakeville

Dakota County East-West Corridor Study  
October Open House



Name:  
Address:  
City/State/Zip:  
Phone:

[Redacted contact information]

Comments:

Keep us informed please, including projected development dates.

Thanks.



Lakeville

Dakota County East-West Corridor Study  
October Open House



Name:

Address:

City/State/Zip:

Phone:

Comments:

If we have to have 4 lanes on 185th N. of 35 & a median - please make it attractive, with some plantings. - Like 94 going into St. Paul - they have done an excellent job.

Name:

Address:

City/State/Zip:

Phone:

Comments:

Lakeville

Dakota County East-West Corridor Study  
October Open House



• Target E to Kenwood up to 50 i-change

• 50/35 i-change

• 60 i-change still bad

⊙(B) makes most sense!!! Not A!!!

⊙Signal at TH 3/46!!!



Lakeville  
Dakota County East-West Corridor Study  
October Open House



Name:

Address:

City/State/Zip:

Phone:

Comments:

Argument F - 70 to SOE of Hwy 3 makes good sense  
Change the name of 70 to 50.  
- Keep on planning - very important  
Alignment B recommend first connection <sup>From 385</sup> to the south to connect to Algn C <sub>this one</sub>



Lakeville  
Dakota County East-West Corridor Study  
October Open House



Name:

Address:

City/State/Zip:

Phone:

Comments:

We lived along 175th for 12 years. We do not think ~~the~~ 175th is a good choice as a major arterial due to existing residential. In our opinion, 185th seems a more viable option.



Lakeville

Dakota County East-West Corridor Study  
October Open House



Name: • 70 ditch r/w wetland issue near(s) of new HS (N) of 70

Address: drainage issues/easements clean out

City/State/Zip: • 74 extend beyond Dodd to Cedar,

Phone: • purchasing/paying for property (when)

Comments: • purchase r/w now through bonding  
• 86 to 35'

(notes from Scott P.)



Lakeville

Dakota County East-West Corridor Study  
October Open House



Name: [Redacted]

Address: [Redacted]

City/State/Zip: [Redacted]

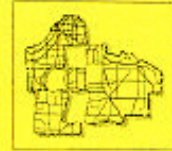
Phone: [Redacted]

Comments: A bike/hike path was created running along our north property side along 175<sup>th</sup> St. Considering that path there is only about 20 feet between the existing 175<sup>th</sup> + our property. Chuck + I are concerned that  
① any move to more lands would make our property very undesirable for us or any resale value, ② this would be the same for all homes along 175<sup>th</sup> from Hwy 50 to the newer connection at Dodd +  
③ what about the elementary schools along that strip and the safety of children? ④ The 175<sup>th</sup> strip is very noisy at the present time.

Lakeville

Dakota  
349

Dakota County East-West Corridor Study  
October Open House



Name:

Address:

City/State/Zip:

Phone:

Comments:

Please consider placing road A as it borders  
Farmington on 180th St. further north through the agricultural  
area. Don't place it next to the ditch that borders Lakeville  
and Farmington. That is already an eyesore and is part of it  
would add to the trash. It would also put residents on the north  
side of 180th in a median with a road above and either side.  
Entrances would be a quick ~~turn~~ turn-around for people who use a

working farm of 8100 knots - place the road further north in the  
agricultural field. Identify it now so coming residential  
building could build up to and in harmony with  
a "known to be road" Don't place it next to  
a current residential area. There is plenty of  
room to the north <sup>and</sup> that need to be identified  
before housing begins there. Thank you. I  
look forward to additional information.

SCOTT PETERS  
DAKOTA COUNTY OFFICE OF PLANNING  
PHYSICAL DEVELOPMENT DIVISION  
14955 GALAXIE AVENUE  
APPLE VALLEY MN 55124





Lakerville

Dakota County East-West Corridor Study  
October Open House



Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Comments: \_\_\_\_\_

Highways go straight North  
to 185th St. and  
195th Street should  
go west to highway

Farmington

Dakota  
1849

Dakota County East-West Corridor Study  
October Open House



Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Comments: ROUTE "B" IS NEEDED SOON WITH A CONNECTION

TO "C" A FEW YEARS BEHIND

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Farmington

Dakota  
1849

Dakota County East-West Corridor Study  
October Open House



Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Comments: "D" ROUTE SEEMS TO BE THE

BEST ROUTE TO CONCENTRATE ON AND

UNLIKE "C", IT CAN CONNECT 35 + 52.

THANKS!

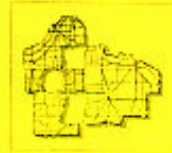
\_\_\_\_\_

\_\_\_\_\_

Dakota  
1849

Farmington

Dakota County East-West Corridor Study  
October Open House



Name:

Address:

City/State/Zip:

Phone:

Comments:

140 ST & FLAGSTAFF ALTERNATES WILL  
TAKE SEVERAL HOMES, ARE IN A FLOOD PLAIN  
AND ARE NOT DESIREABLE.

Dakota  
1849

Farmington

Dakota County East-West Corridor Study  
October Open House



Name:

Address:

City/State/Zip:

Phone:

Comments:

East-west corridor coordination between  
county and affected communities is desirable -  
195th St. is understandable although it will be  
close to our house - the alternate routes across  
190th are not acceptable - they would involve  
too many houses and landowners as well as being  
environmentally unsound (Vermillion interested)



Farmington

Dakota County East-West Corridor Study  
October Open House



Name:

Address:

City/State/Zip:

Phone:

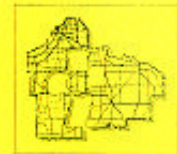
Comments:

This Study is long overdue and as a resident am excited to see things begin. I feel that there needs to be a mix of roadways to carry traffic to West (E35). Based on current traffic levels, there will need to be at least one direct roadway with limited crossroads.



Farmington

Dakota County East-West Corridor Study  
October Open House



Name:

Address:

City/State/Zip:

Phone:

Comments:

Our vote is for A, B or D! (note our address)  
Thanks for the information - it was helpful.

**Peters, Scott**

---

**From:**  
**Sent:** Saturday, November 16, 2002 9:02 AM  
**To:** scott.peters@co.dakota.mn.us  
**Subject:** east/west corridor study

16 November 2002

Dear Mr. Peters,

I am writing in response to the information that my husband and I received at the October meeting in Lakeville. We have been talking about the potential routes that the County is considering for future roads. Here are our comments:

- 1)The expansion of 185th Street (route C) seems the most useful and logical given the development in Scott County. We would use this route if it were available.
- 2)The development of Co. Rte 70 is also a good idea given the way the south part of Lakeville is developing.
- 3)We use Co. Rte. 50 a lot to get to Farmington. Co. 50 needs to be realigned to get around downtown Farmington to get to Highway 3.
- 4)We use 175th St. to get to the Interstate 35 junction, and to the shops in that area (Fleet Farm, the dentist, etc.) Connecting 175th to Co. 3 doesn't make much sense since Co 46 is so close by. Reconfiguring the junction of Hwys 35, 50 and 5 is really necessary to fix that "disfunction junction!"

Please let us know of any further meetings or if you would like us to give any further input. The best way to reach us is:

11/18/02

Scott Peters  
Dakota County Office of Planning  
Physical Development Division  
14955 Galaxie Avenue  
Apple Valley MN 55124

Dear Scott Peters:

The purpose of this letter is to raise some concerns and provide an alternative to the proposed extension of Co.Rd. 70 to 220<sup>th</sup> St. West/Ash St. (Plan E). My main objection to this proposal is the routing of traffic down Ash St. in the town of Farmington. Ash St. is a mostly residential area of Farmington, with the majority of houses built in the 1950's and 60's. Farmington Elementary 's schoolyard borders Ash St. Also Saint Michael's Catholic Church is at the corner of Denmark and Ash St. The only business buildings on Ash St. are Dakota County Electric, whose building is set back from the street, and its parking lot is shielded from residences by an earthen berm. There is also a UofM extension office, and of course the county fairgrounds, which lends a park like feel to the 3<sup>rd</sup> and Ash St. area.

I feel transportation needs would be better served by a connection of Co. Rd. 70 to 225<sup>th</sup> eastward to re-connect with Hwy. 50 1 to 2 miles east of Hwy. 3. In the notice that was mailed to my house, it speaks of "accommodates mobility needs into the future" and the need to "preserve east-west roadway corridors now before development patterns limit the range of roadway improvements connections that can be feasibly considered". I submit that by building a by-pass around Farmington via 225<sup>th</sup> St. you will be accommodating mobility needs into the future. Building free flowing county roads only to funnel them through choke points does not do the traveling public any favors, nor does it benefit the residents of Farmington and Castle Rock Township that live on Ash St. This street is already used at very high rates during the morning/evening rush hours and by truck traffic during the workday. Make no mistake about it; this will be a truck route connecting Hwy.52 to the Farmington/Airlake industrial parks and commercial activities along I-35.

The planning Offices' desire to preserve east-west corridors before development patterns limit options is an admirable goal. Unfortunately that time has past for the Ash St. section of Plan E. By building the road south of Farmington via 225<sup>th</sup> St. West you would be fulfilling the goal of planning a roadway "before development pattern limit your options".



## **DAKOTA COUNTY SOIL & WATER CONSERVATION DISTRICT**

Dakota County Extension and Conservation Center  
4100 220<sup>th</sup> Street West, Suite 102  
Farmington, MN 55024  
Phone: (651) 480-7777  
FAX: (651) 480-7775

**DATE:** April 3, 2002

**TO:** Kristine Elwood, Transportation  
John Mertens, Office of Planning

**FROM:** Brian Watson, SWCD  
David Holmen, SWCD

**RE:** **Potential Natural Resource Impacts**  
**East West Cross County Corridor Study**

Thanks for meeting with our office to discuss the East West County Cross County Corridor Study south of County Road 46. We have reviewed the potential impacts to natural resources within the study area based on the five recommended connectors from the August 8, 2002 memo provided. Potential adverse impacts to wetlands and other natural resources along with recommendations to reduce impacts are summarized below.

- **175<sup>th</sup> Street from I-35 on the west to Highway 3 on the east**

**Potential Impacts:** 1.) Alignment within Transportation Department's wetland restoration project and wetland bank 2.) North Creek Vermillion River and adjacent wetlands 3.) Wetland located at Highway 3 terminus.

**Natural Resources:** Dakota County created a wetland to offset impacts associated with improvements to CSAH 31 and excess acres will be used for future wetland replacement needs. This 16-acre restored wetland is located in Lakeville adjacent to North Creek Vermillion River just north of the Farmington City limits. North Creek is a designated DNR Protected Watercourse, an important greenway corridor for the Vermillion River Watershed, and includes a wet meadow wetland (Type 2) with high floral diversity that has been identified on the County Biological Survey at this location. There also is a wetland located just east of Highway 3.

**Recommendations:** 1.) Evaluate the option of shifting the road to the north of the Transportation Department's 16-acre wetland (Apple Valley Compost Facility) and connecting roadway with future collectors from CSAH 58. Reestablishing roadway to connect with Hwy 3 may create a better skew at railroad crossing and at Hwy 3 terminus to avoid wetland. 2.) Evaluate shown alignment option that would best avoid Transportation Department's 16-acre restored wetland, the storm water pond for Dakota Estates Development, and the wet meadow shown on County Biological survey (Field review would be needed to locate. 3.) Bridge North Creek if feasible as it is an important greenway corridor within the County. This option may also avoid impacting the adjacent high quality wetland on the County Biological Survey once field located.

- **CSAH 60 (185<sup>th</sup> Street) from Scott County 21 on the west to Highway 3 on the east**

**Potential Impacts:** 1.) Small wetlands scattered along existing 185<sup>th</sup> Street in Lakeville 2.) Wooded area and wetlands just east of Dodd Boulevard 3.) Unnamed creek located east of Flagstaff Avenue.

**Natural Resources:** There are several small wetlands located near the r/w of existing 185<sup>th</sup> street from I-35 east to Dodd Boulevard. There also appears to be (Field review needed) some wetland areas east of Dodd Boulevard scattered among a large tract of woods. The creek east of Flagstaff is a DNR Protected Watercourse.

**Recommendations:** 1.) Keeping 185<sup>th</sup> Street primarily on the half-section line east of Dodd Boulevard to connect with 175<sup>th</sup> Street would appear to have the least amount of wetland impact. Minor skews may be needed. 2.) Moving 185 Street to the south at Dodd Boulevard to connect with CSAH 64 would likely involve a greater amount of wetland impact for the first half-mile. Additional evaluation is needed to determine actual extent of wetland 3.) The DNR Watercourse located east of Flagstaff currently has limited flow and adjacent wetland areas due to agricultural drainage but flow will increase significantly as upstream area develops 4.) Alignment may provide wetland restoration opportunities for the Transportation Department to consider due to presence of hydric soils near Dodd Avenue and Flagstaff Avenue

- **County Road 64 in Farmington (195<sup>th</sup> Street) making connection to CSAH 50 on the west and making connection to County Road 66 to Highway 52 on the east**

**Potential Impacts:** 1.) Unnamed Creek East of Dodd Avenue 2.) Wetland between Dodd Boulevard and Holyoke Avenue 3.) Small wetlands scattered along half-section line 4.) Wetland located west of Flagstaff Avenue prior to connection with existing 195<sup>th</sup> Street. 5.) North Creek and adjacent wetlands 6.) Vermillion River and adjacent floodplain forest.

**Natural Resources:** The unnamed Creek East of Dodd Avenue is a DNR Protected watercourse (however it is currently drained for crop production). There is a wetland located just north of the half section line between Dodd Boulevard and Holyoke Avenue and several smaller wetlands scattered along the vicinity of proposed alignment. There also is a wetland located north of the half section line just west of Flagstaff Avenue. Both the North Branch and Vermillion River are designated DNR Protected Watercourses.

**Recommendations:** 1.) Due to current agricultural practices within and along DNR Protected watercourse at Dodd Boulevard limited wetland impacts would occur to this creek – however there may be restoration potential. 2.) Moderate to minor skews along half section line should minimize or avoid wetlands throughout new roadway sections. 2.) Bridge North Creek as it is an important greenway corridor. Again, this option would also reduce impacts to adjacent wetland and should be evaluated in association with railroad crossing. One bridge located at shortest distance between railroad and wetland, as proposed alignment indicates, may be a feasible alternative. 3.) Connection to County Road 66 should be from existing roadway alignment (Biscayne Avenue) rather than establishing new Vermillion River Crossing through the Met Council property and floodplain forest.

- **County Road 64 in Lakeville or 202<sup>nd</sup> Street connecting to I-35 via CSAH 50 on the west and with a new alignment connecting to CSAH 66 on the east**

**Potential Impacts:** 1.) Wetlands located adjacent to Middle Creek between Flagstaff Avenue and Denmark Avenue 2.) Vermillion River at County Road 66.

**Natural Resources:** There is a large wetland complex associated with Middle Creek that would be involved in this proposed alignment. Middle Creek is a DNR Protected Watercourse as is the Vermillion River at County Road 66. Floodplain wetlands adjacent to Vermillion River

**Recommendations:** 1.) This is a very difficult alignment and would appear to be nearly impossible to avoid wetlands between Flagstaff Avenue and Denmark Avenue. 2.) A wetland delineation and subsequent field survey should be completed as early as possible if this alignment is a strong consideration so better accuracy can be obtained. 3.) Skews to the roadway should be evaluated to avoid wetlands but subsequent property and business conflicts are likely. 4.) Bridge Vermillion River and adjacent wetlands at County Road 66 to extent feasible 5.) The City of Farmington has continued to discuss the potential of holding water future water flow on Middle Creek by using CSAH 31 as a berm due to residential flooding east of Denmark Avenue. This status of this should be evaluated to determine potential impacts to proposed roadway corridor.



- **CSAH 70 connecting to Scott County 8 on the west and connecting to State Highway 50 and 52 on the east**

**Potential Impacts:** 1.) South Creek and adjacent wetlands east of Cedar 2.) Wetlands associated with connection from State Highway 50 to proposed CSAH 64 alignment 3.) Two unnamed creeks and adjacent wetlands east of Cedar Avenue 4.) Vermillion River and adjacent wetlands

**Natural Resources:** South Creek is a DNR Protected Watercourse and a designated trout stream. Wetlands are located west of Denmark Avenue and north of State Hwy 50 (behind Enron). Two unnamed creeks are DNR Protected Watercourses and designated trout streams. There also may be a limited amount of wetland adjacent to these creeks between Cedar Avenue and connection to CSAH 74.

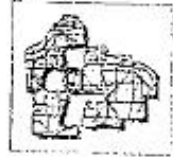
**Recommendations:** 1.) Transportation Department participated in moving and restoring South Creek (trout stream) as part of the Cedar Avenue improvements in 2000. Impacts should be greatly reduced and any skews to the north to connect with State Highway 50 should occur beyond the area where the stream improvements occurred 2.) Connection to State Highway 50 or to CSAH 74 will both involve unnamed creek crossings and designated trout streams. However, there are little if any adjacent wetlands and no suitable alternatives that would appear to avoid these crossings (it is interesting to note that DNR Protected Waters Inventory map from 1996 shows the future extension of CSAH 70 to State Highway 50 across two designated trout streams 3.) Routing to CSAH 74 would involve crossing the Vermillion River (trout stream section) but would occur on existing 220<sup>th</sup> Street. 4.) Routing State Highway 50 to connect with future CSAH 64 will involve considerable wetland impacts near Denmark and use of existing CSAH 31 or Denmark Avenue to make connections should be evaluated.

**Summary:** The major natural resource issue associated with East West Cross County Corridor connections is the numerous stream crossings over the Vermillion River and tributaries. Use of existing roadways were available should be evaluated to the extent feasible. Bridges that span shortest distances over wetlands and streams should also be evaluated at North Creek and Vermillion River crossings to keep these large greenway corridors open and "free flowing" to the extent possible. Sensitivity to trout issues will need to be evaluated during the design of CSAH 70 connection and actual construction. Skews that avoid wetlands and minimize impacts can hopefully be incorporated on all collector streets where speed limits are reduced and on minor arterial to the extent feasible and within standards. Keeping roadways on straight half-section or section lines will increase wetland impacts. Wetland delineations and field reviews will further refine wetland locations and identify the quality of natural areas through study area. There appears to be good opportunities for the Transportation Department to conduct wetland restoration projects to offset associated if considered necessary and willing landowners are encountered.

April Open House



Dakota County East-West Corridor Study  
[Redacted] Open House



Name:

Address:

City/State/Zip:

Phone:

Comments:

IN REGARD TO THE TWO POSSIBLE ROUTES WHERE 185TH ST.  
CURVES SOUTH TO 195TH ST., THE WESTERN ROUTE WOULD IMPACT FEWER  
HOUSES, STREAMS AND WETLANDS.

\_\_\_\_\_  
\_\_\_\_\_



Dakota County East-West Corridor Study  
[Redacted] Open House



Name:

Address:

City/State/Zip:

Phone:

Comments:

We strongly urge you to choose the most  
Western route for the connection of 185th St. to 195th St.  
This link, located in Lakeville, would have the least impact  
on existing housing and creeks (Vermillion watershed) and  
should be chosen now, before additional development  
takes place.

\_\_\_\_\_  
\_\_\_\_\_

*Dakota*  
1849

Dakota County East-West Corridor Study  
~~October~~ Open House



Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Comments: Get 208th W!

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

*Dakota*  
1849

Dakota County East-West Corridor Study  
~~October~~ Open House



Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Comments: The County when they build roads  
should build the major road on section lines  
like the town and range survey system was  
designed to do DON'T build roads like the  
Europeans!

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Dakota  
1849

Dakota County East-West Corridor Study  
October Open House



Name:

Address:

City/State/Zip:

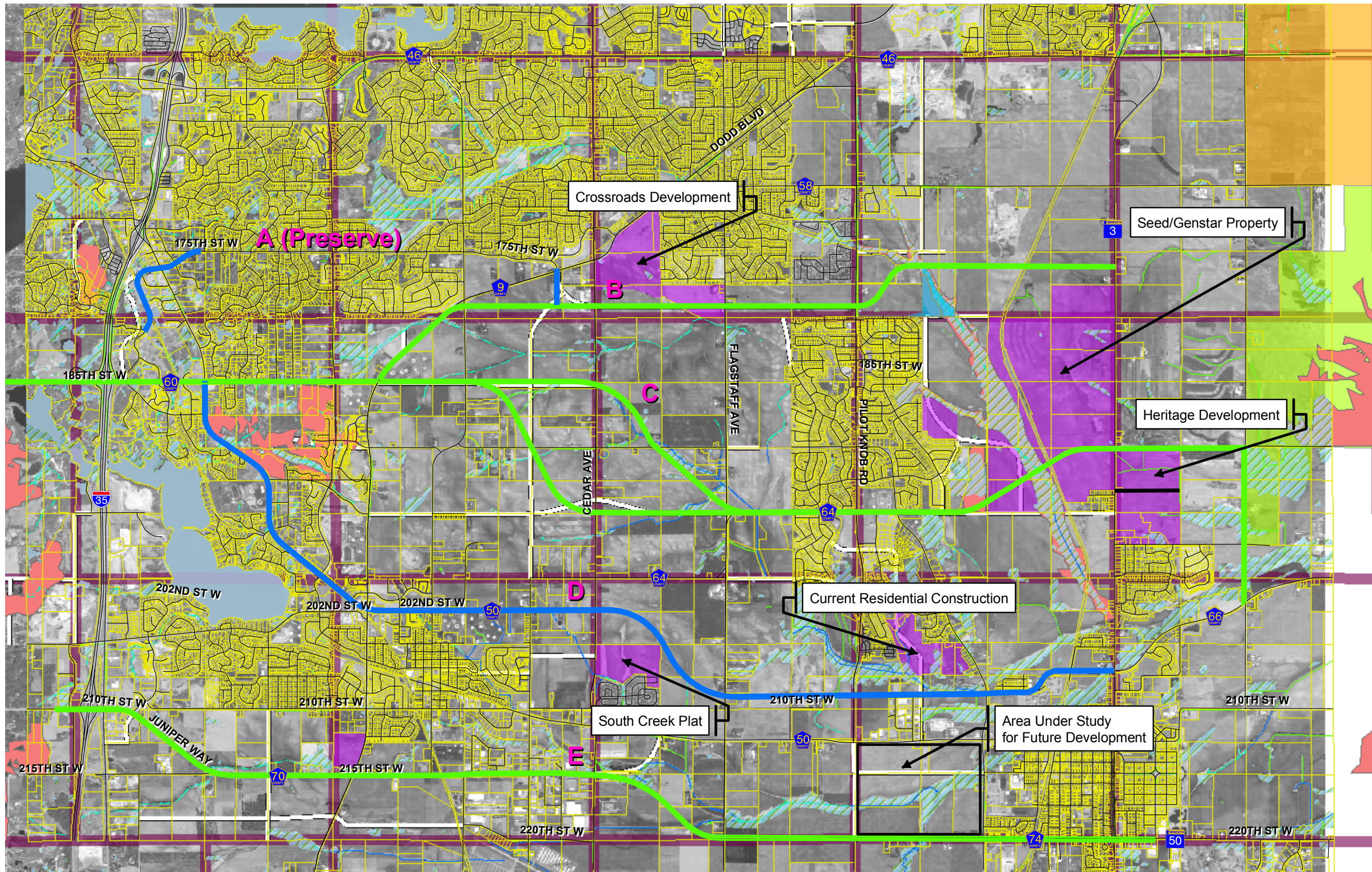
Phone:

Comments:

*E-mail address:*

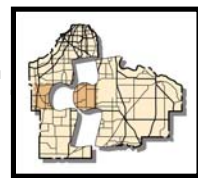
*Prefer contact  
/ at this  
✓ address*

*⇒ Appreciate that you will not route a  
new X-county highway through the neighborhoods  
along 175th St. in Carver. A major fault  
across would blast (& eventually destroy) the  
quality of life in those neighborhoods. The  
185th St. route makes more sense but many  
learn.*



**Legend**

- |  |  |   |   |   |   |
|--|--|---|---|---|---|
| <ul style="list-style-type: none"> <li>— Road Centerlines</li> <li>— City 2020 Transportation Plan Road Connections</li> </ul> | <ul style="list-style-type: none"> <li>□ Parcel Boundaries</li> <li>— Met Council - Arterial Spacing Guidelines</li> </ul> | <ul style="list-style-type: none"> <li>■ Recent Plats</li> <li>■ University of Minnesota Property</li> <li>■ Preliminary - Regionally Significant Natural Areas</li> <li>■ Proposed WMA</li> <li>■ Mitigated Wetland &amp; Drainage Easement</li> </ul> | <p><b>Planimetric Features</b></p> <ul style="list-style-type: none"> <li>— Creek</li> <li>— Intermittent</li> <li>— Ditch</li> </ul> | <p><b>National Wetlands Inventory</b></p> <ul style="list-style-type: none"> <li>■ Open Water</li> <li>■ Wetland</li> </ul> | <p><b>Preferred System Plan</b></p> <ul style="list-style-type: none"> <li>— Future Local Road</li> <li>— Future County Road</li> </ul> |
|--|--|---|---|---|---|



Source: Dakota County, MNDNR, UofM, and SEH.

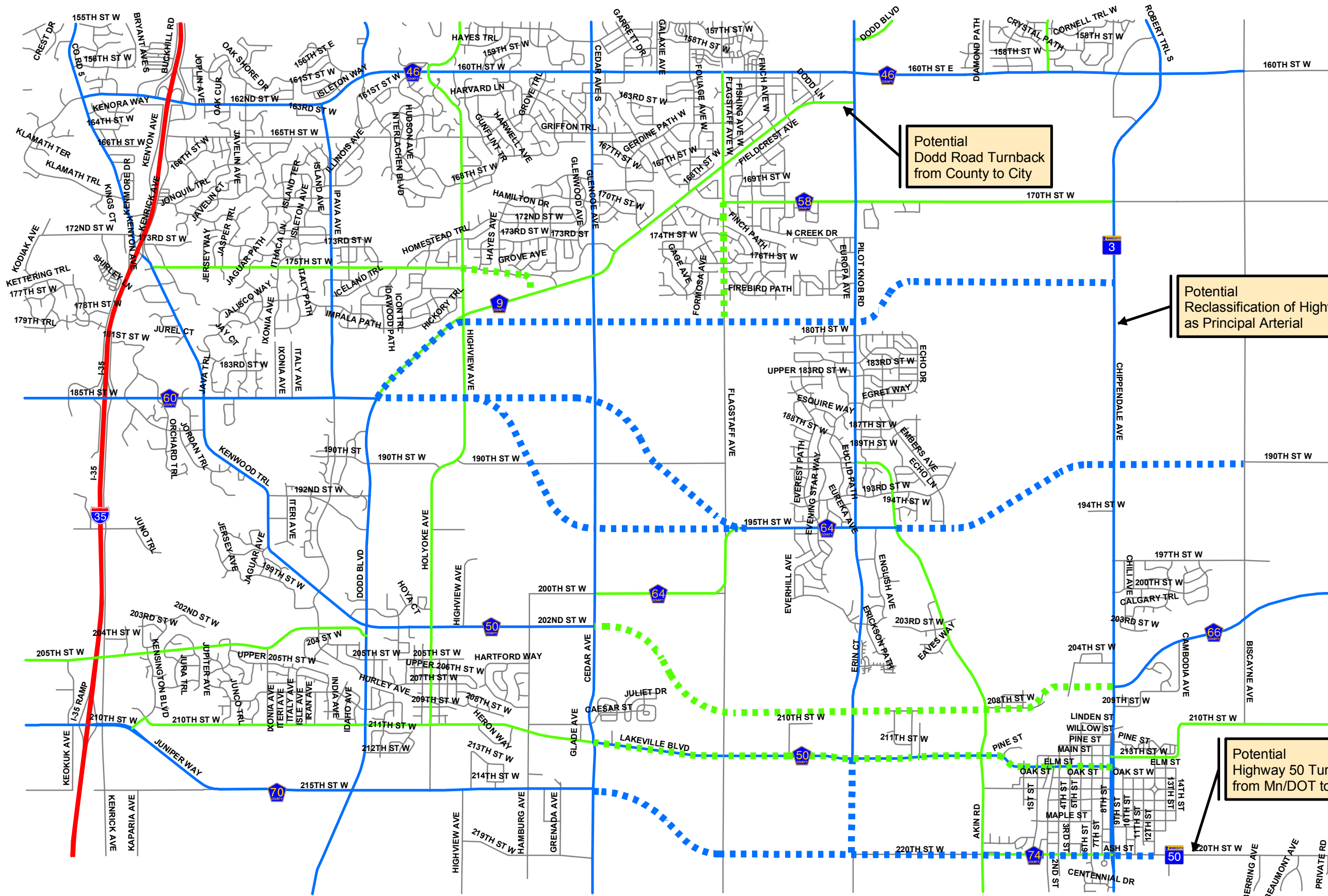
**Figure 1**  
**Preferred System Plan**  
 As Of APRIL, 2003

Dakota County East West Corridor Study

Dakota County Coordinate System (ft)



0 2,000 4,000 Feet



Potential  
Dodd Road Turnback  
from County to City

Potential  
Reclassification of Highway 3  
as Principal Arterial

Potential  
Highway 50 Turnback  
from Mn/DOT to County



- Legend
- |                                    |  |             |
|------------------------------------|--|-------------|
| Existing Functional Classification | Potential Future Functional Classification | Other Roads |
| Principal Arterial                 | Minor Arterial                             |             |
| Minor Arterial                     | Collector Road                             |             |
| Collector Road                     |  |             |

Source: Dakota County and SEH.

### Potential Future Functional Classification with Preferred System in Place

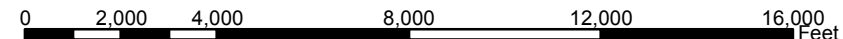
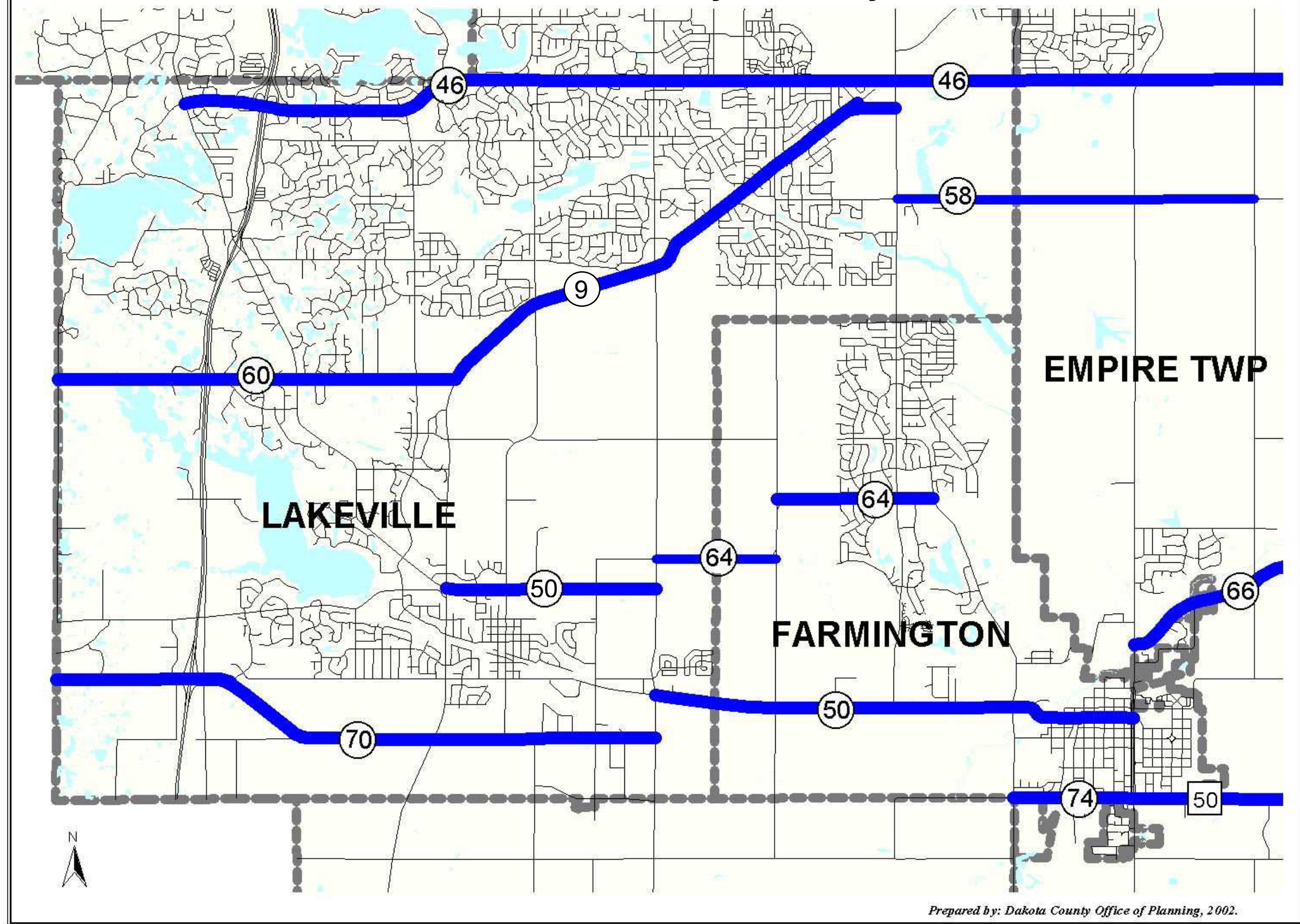


Figure 2

# Current East - West County Roadway Facilities

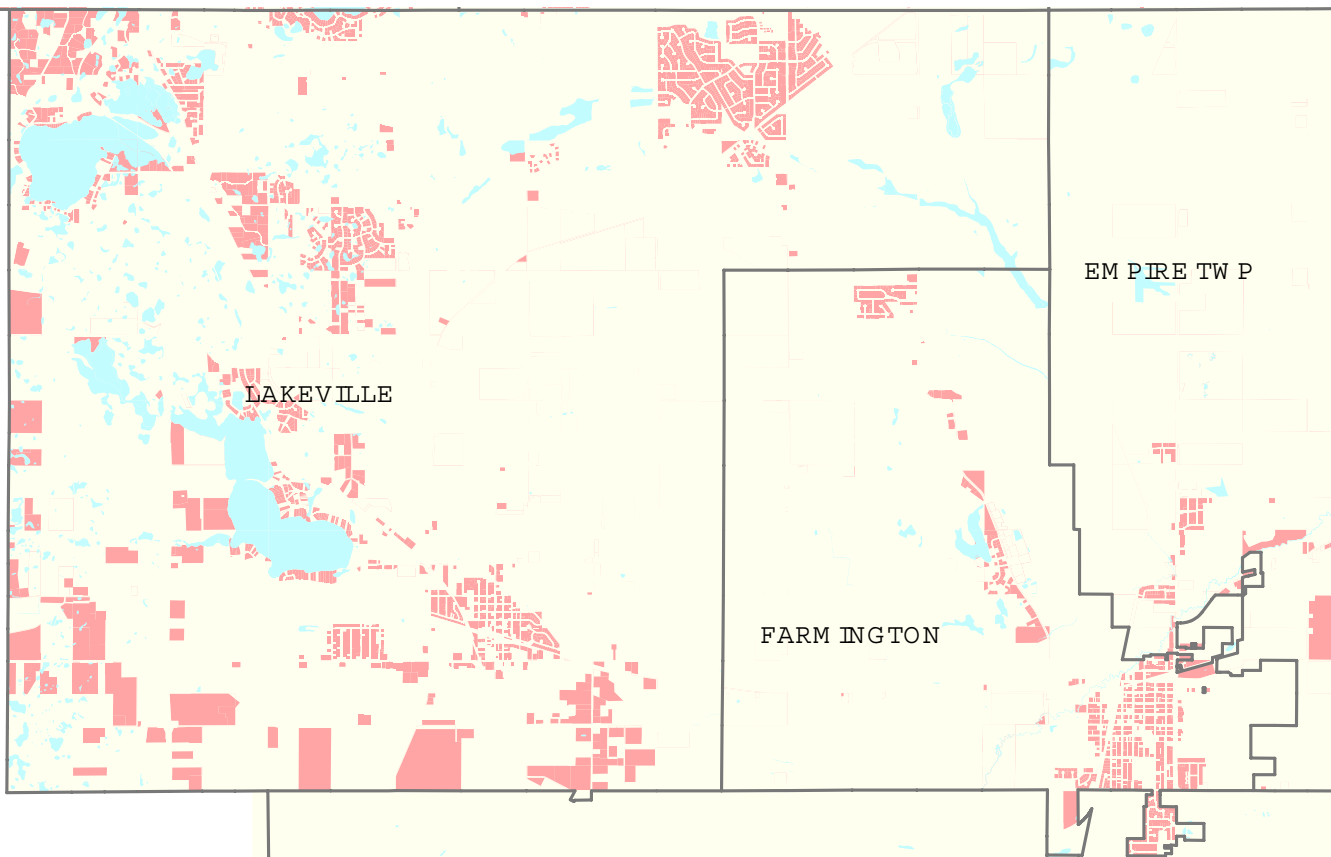


Prepared by: Dakota County Office of Planning, 2002.

Figure 3



# East/West Corridor Study - Historical & Future Development

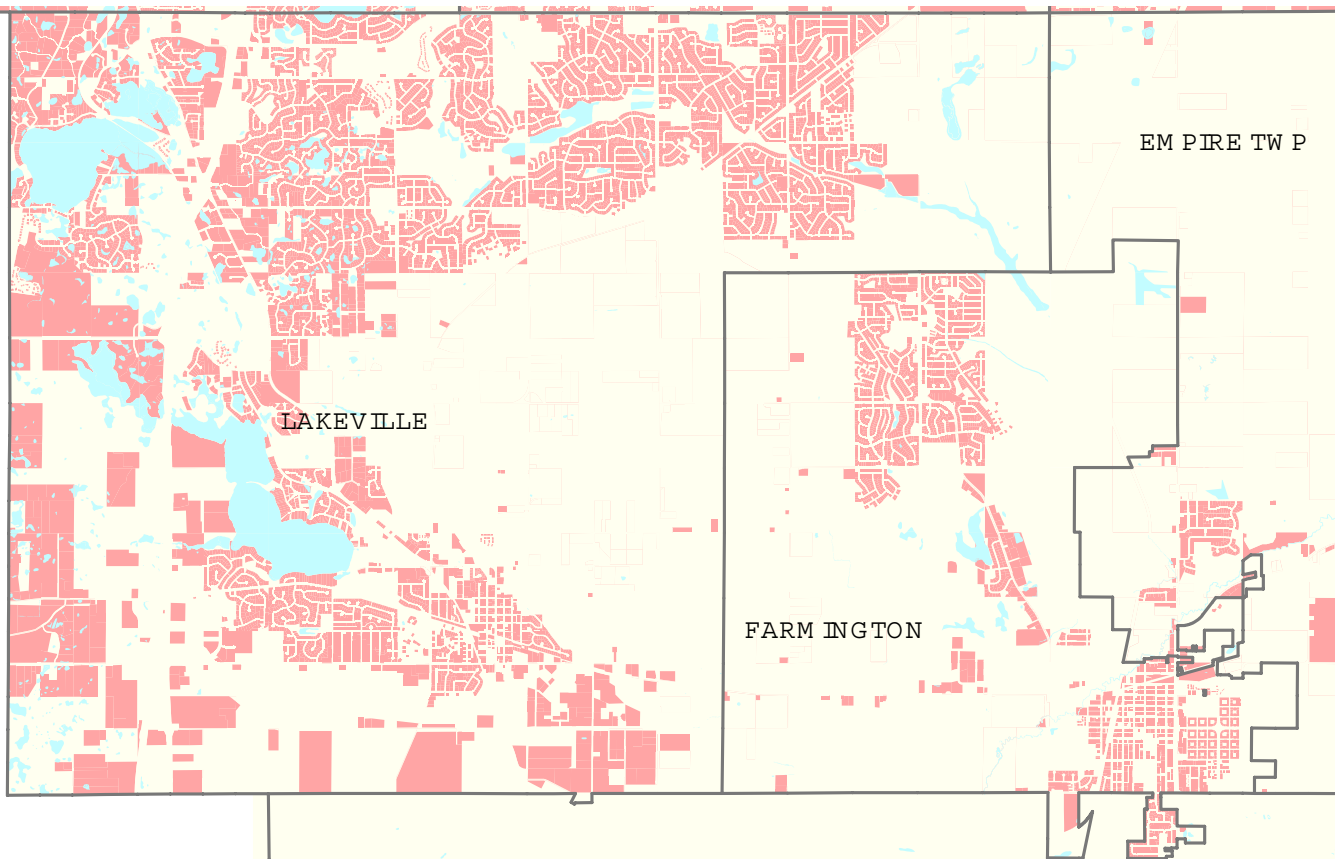


1980

Population: 20,384

Households: 6,248

Employment:

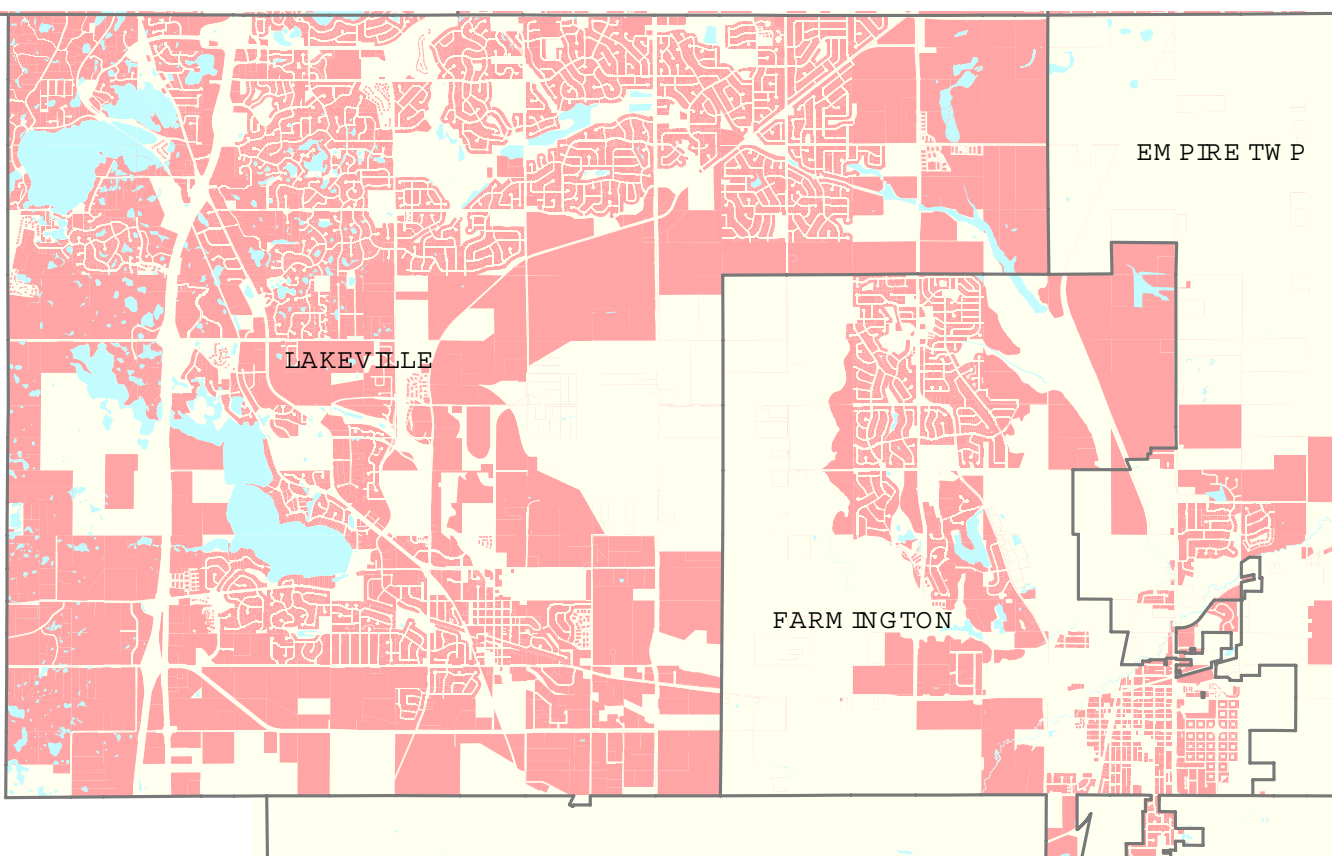


2000

Population: 54,500

Households: 18,000

Employment: 13,390



2020

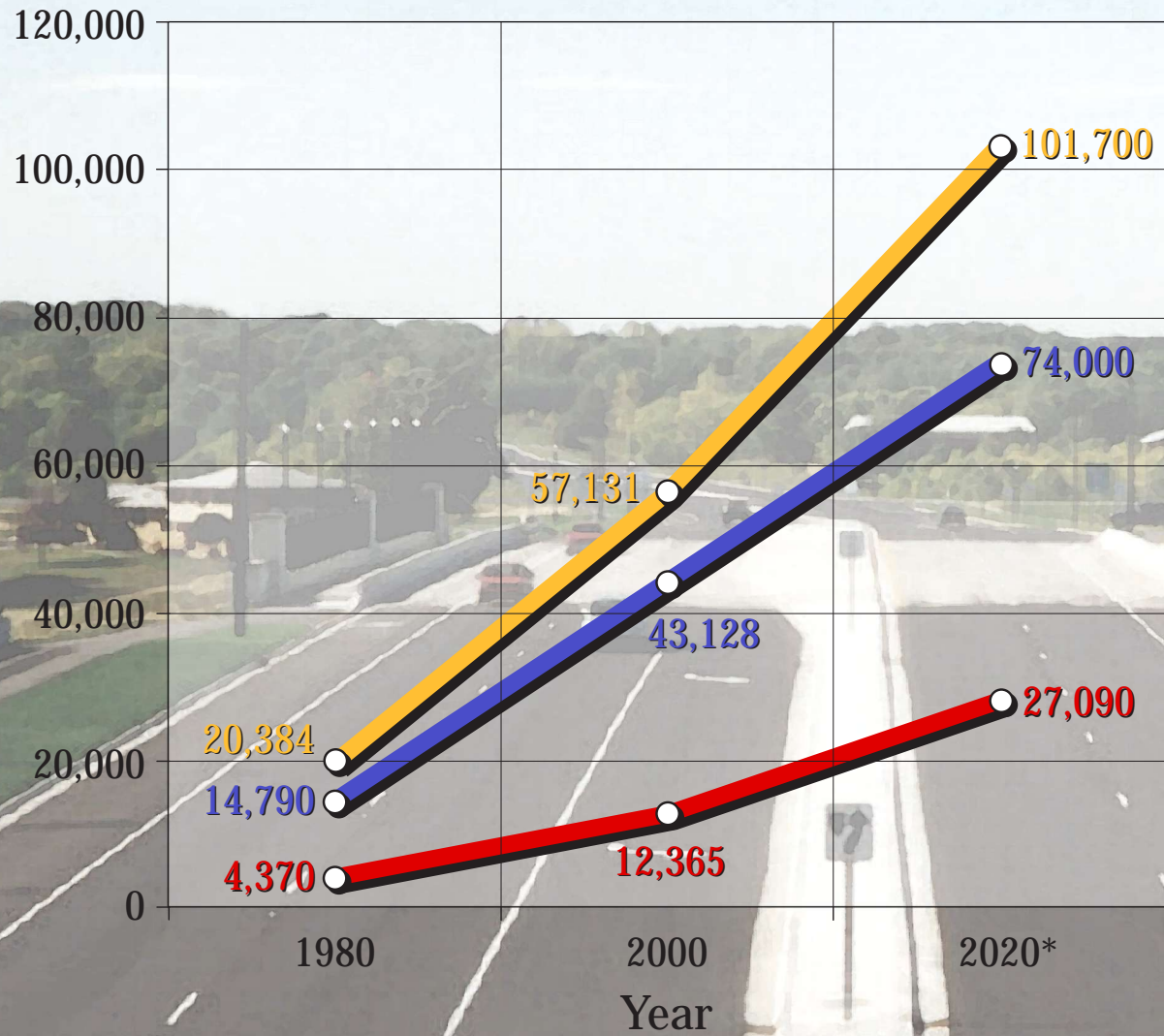
Population: 106,000

Households: 39,100

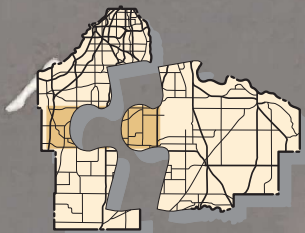
Employment: 21,900

Figure 4





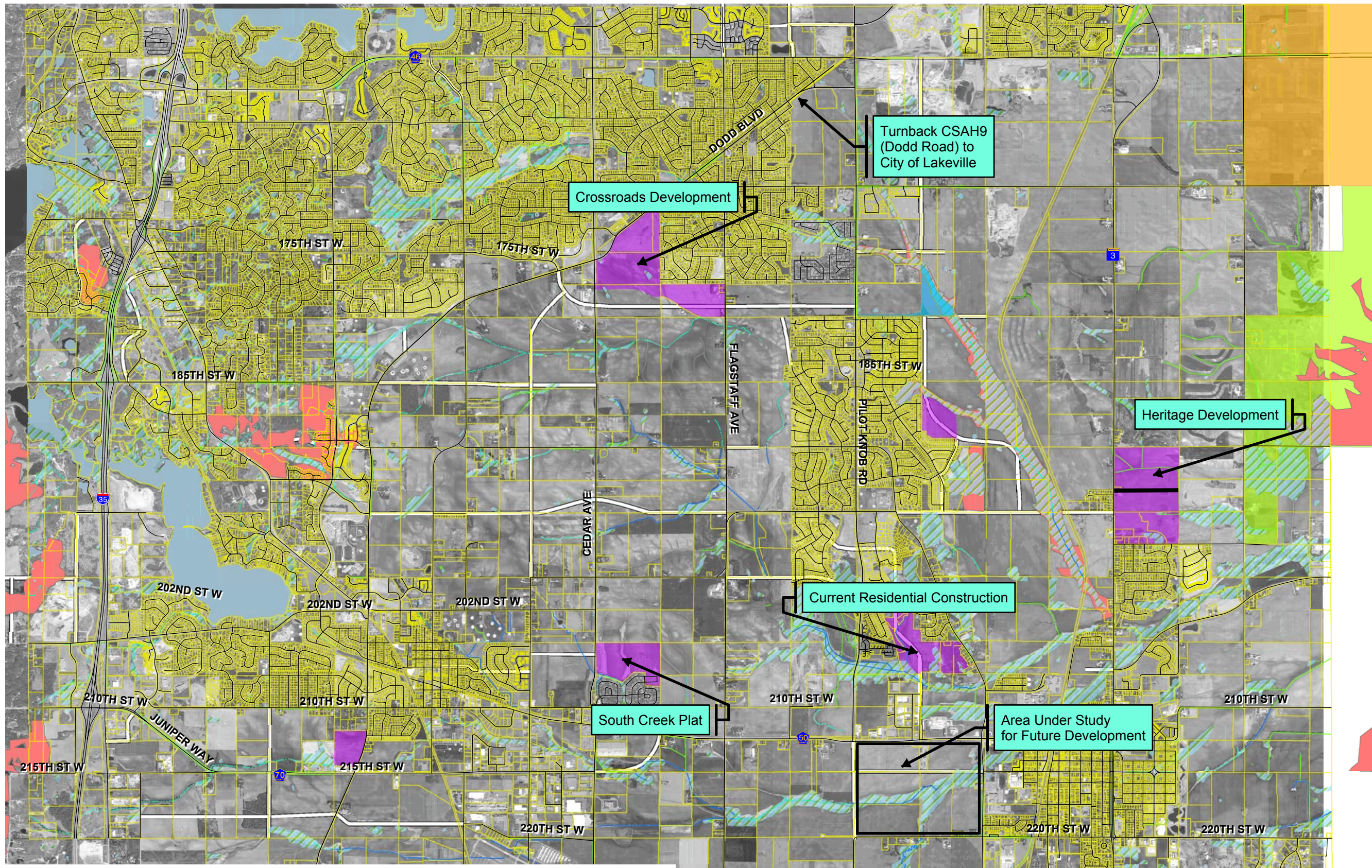
\*Data shown for 2020 are projections.



Dakota County East-West Corridor Study  
 Population Growth (1980-2020)

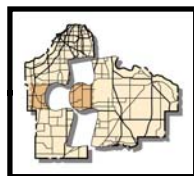
Figure 5





**Legend**

- |                                 |                     |  |                             |                                    |
|---------------------------------|---------------------|--|-----------------------------|------------------------------------|
| — Road Centerlines              | □ Parcel Boundaries | ■ Recent Plats                                       | <b>Planimetric Features</b> | <b>National Wetlands Inventory</b> |
| — City 2020 Transportation Plan |                     | ■ University of Minnesota Property                   | — Creek                     | ■ Open Water                       |
| — Road Connections              |                     | ■ Preliminary - Regionally Significant Natural Areas | — Intermittent              | ■ Wetland                          |
|                                 |                     | ■ Proposed WMA                                       | — Ditch                     |                                    |
|                                 |                     | ■ Mitigated Wetland & Drainage Easement              |                             |                                    |

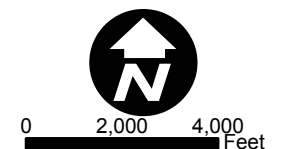


Source: Dakota County, MNDNR, UofM, and SEH.

**Figure 6**  
**RELEVANT FACTORS**  
**As Of FEBRUARY 6, 2003**

Dakota County East West Corridor Study

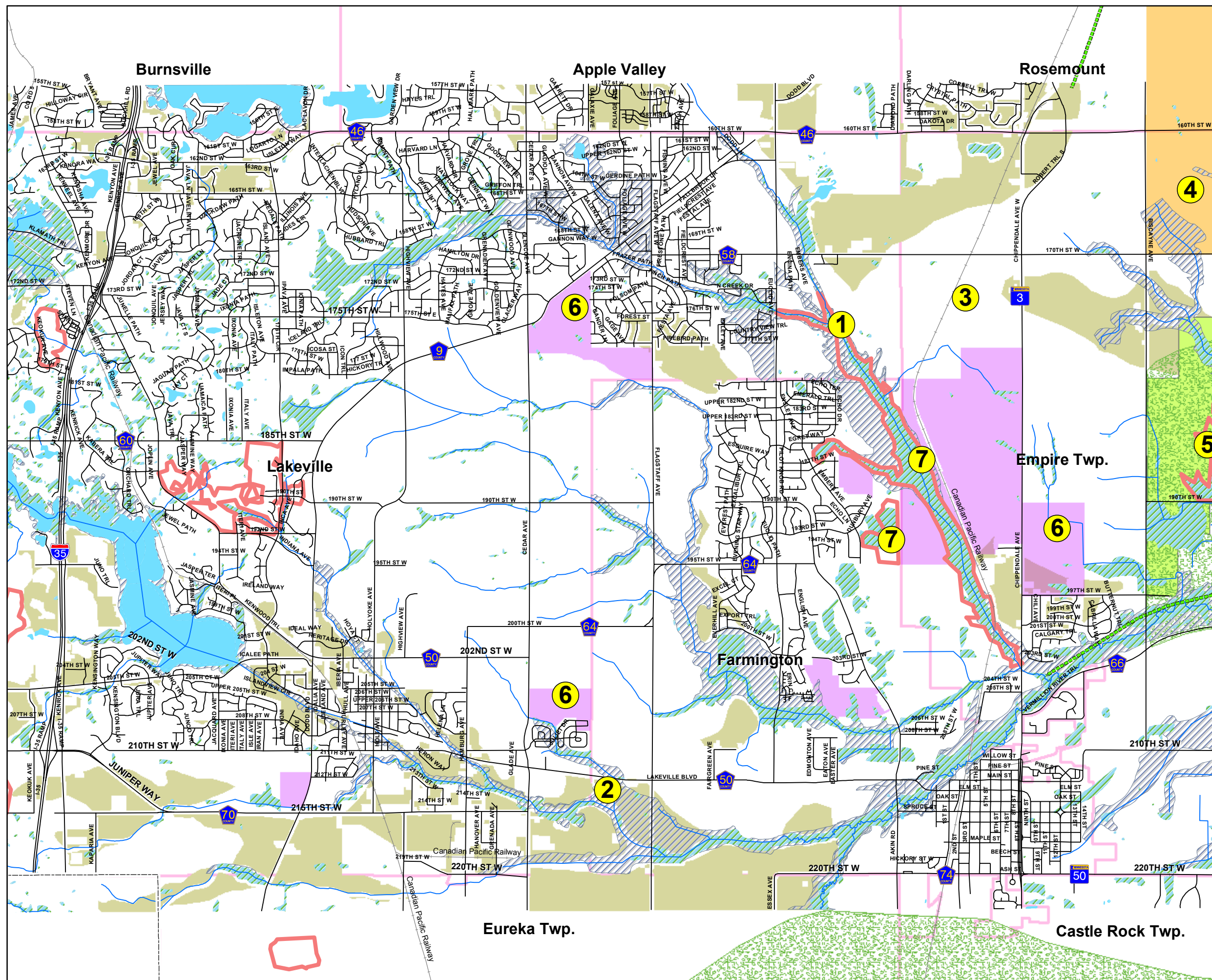
Dakota County  
Coordinate System (ft)



# POTENTIALLY AFFECTED ENVIRONMENTAL RESOURCES

Figure 7

## Dakota County East West Corridor Study



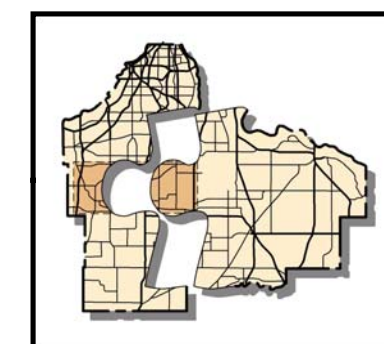
### Legend

- Road Centerlines
- Railroad
- - - County Boundaries
- Municipal/Civil Divisions
- Aggregate Resource Areas
- ▨ Wildlife Corridors
- Habitat Patches
- Streams
- National Wetlands Inventory**
- Open Water
- ▨ Wetland
- ▨ Floodplains
- Recent Plats
- University of Minnesota Property
- Proposed WMA
- ▨ Preliminary - Regionally Significant Natural Areas

### Barriers to Implementation

- 1 North Branch (North Creek) Vermillion River
- 2 South Creek Trout Stream
- 3 CP Railroad
- 4 UofM Research Facility
- 5 Future Wildlife Management Area
- 6 Recent Plats
- 7 Significant Natural Areas

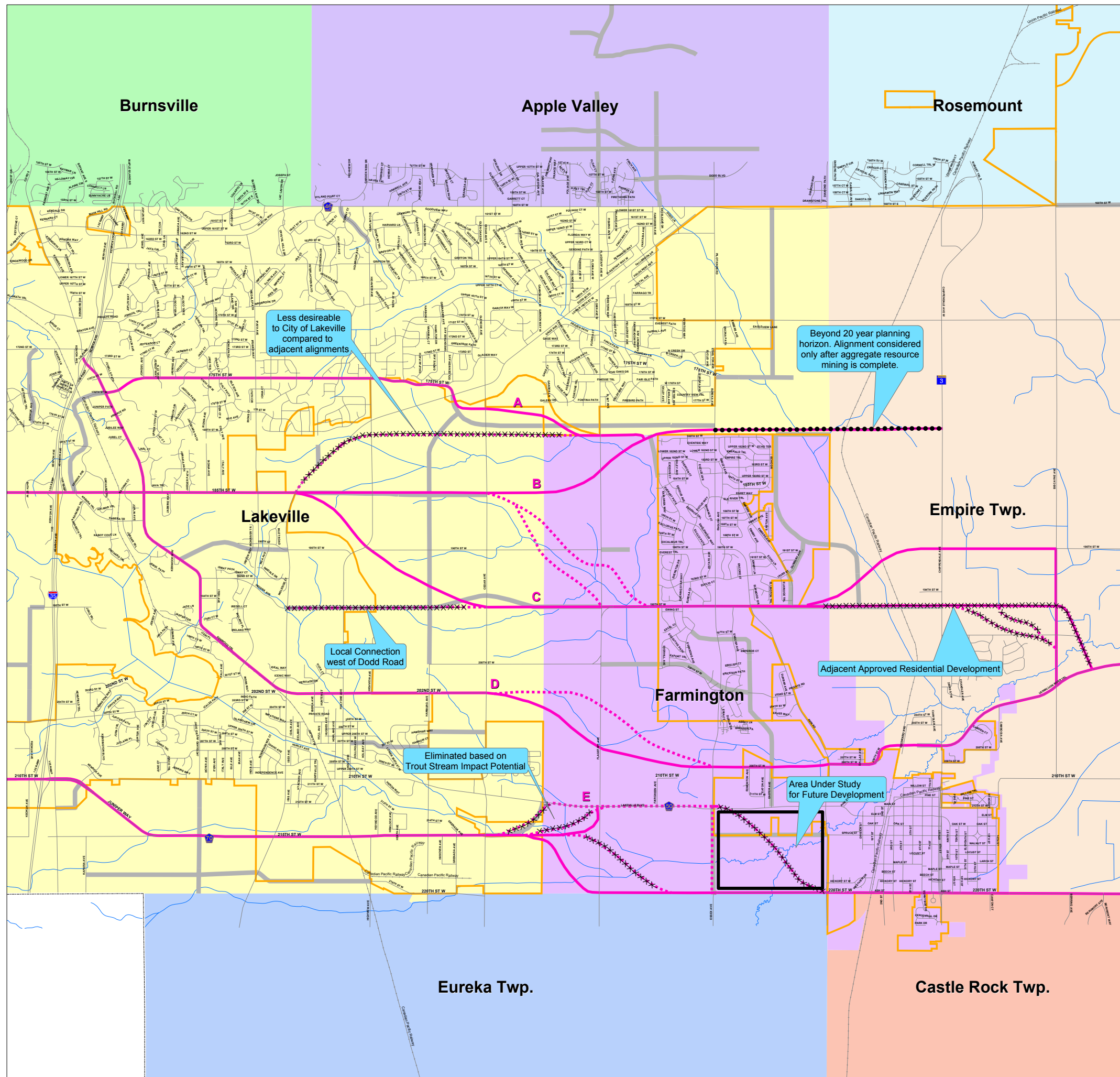
Source: Dakota County, Metropolitan Council, The Lawrence Group, MNDNR, Mn/DOT, FEMA, USFWS, University of Minnesota, and SEH.



Coordinate System: Dakota County (ft)

0 4,000 Feet





# POTENTIAL ALIGNMENTS

As Of 10/2002

Figure 8

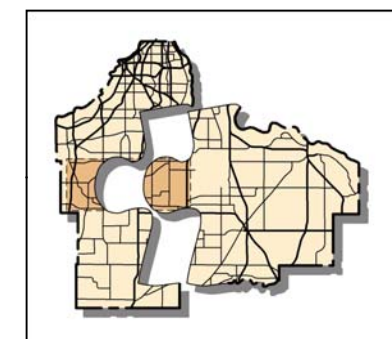
## Dakota County East West Corridor Study

### Legend

- Retained Alignments for more Detailed Study
- ⋯ New Alignment Sub-options
- City 2020 Transportation Plan Road Connections
- ⊞ 1998 MUSA
- Road Centerlines
- Railroad
- Streams
- - - County Boundaries

Source: Dakota County, Metropolitan Council, The Lawrence Group, MNDNR, Mn/DOT, and SEH.

- x - x - x - x - Dropped From Further Study
- ● ● ● ● Alignment Precluded until after 20 Year Planning Horizon



Coordinate System:  
Dakota County (ft)

0 3,000 Feet



Map Printed: 02/24/03 bd  
Alignment Refinements -  
Community Coordination PLOT.mxd



# POTENTIAL ALIGNMENTS

As Of 10/2002

Figure 9

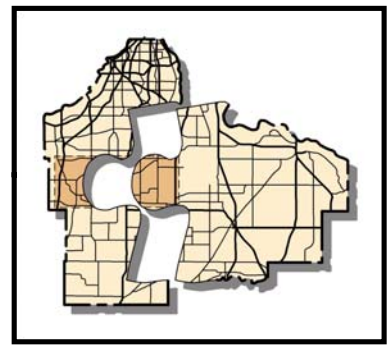
## Dakota County East West Corridor Study

### Legend

- Retained Alignments for more Detailed Study
- - - New Alignment Sub-options
- City 2020 Transportation Plan Road Connections
- 1998 MUSA
- Road Centerlines
- Railroad
- Streams
- County Boundaries

Source: Dakota County, Metropolitan Council, The Lawrence Group, MNDNR, Mn/DOT, and SEH.

- XX Dropped From Further Study
- Alignment Precluded until after 20 Year Planning Horizon

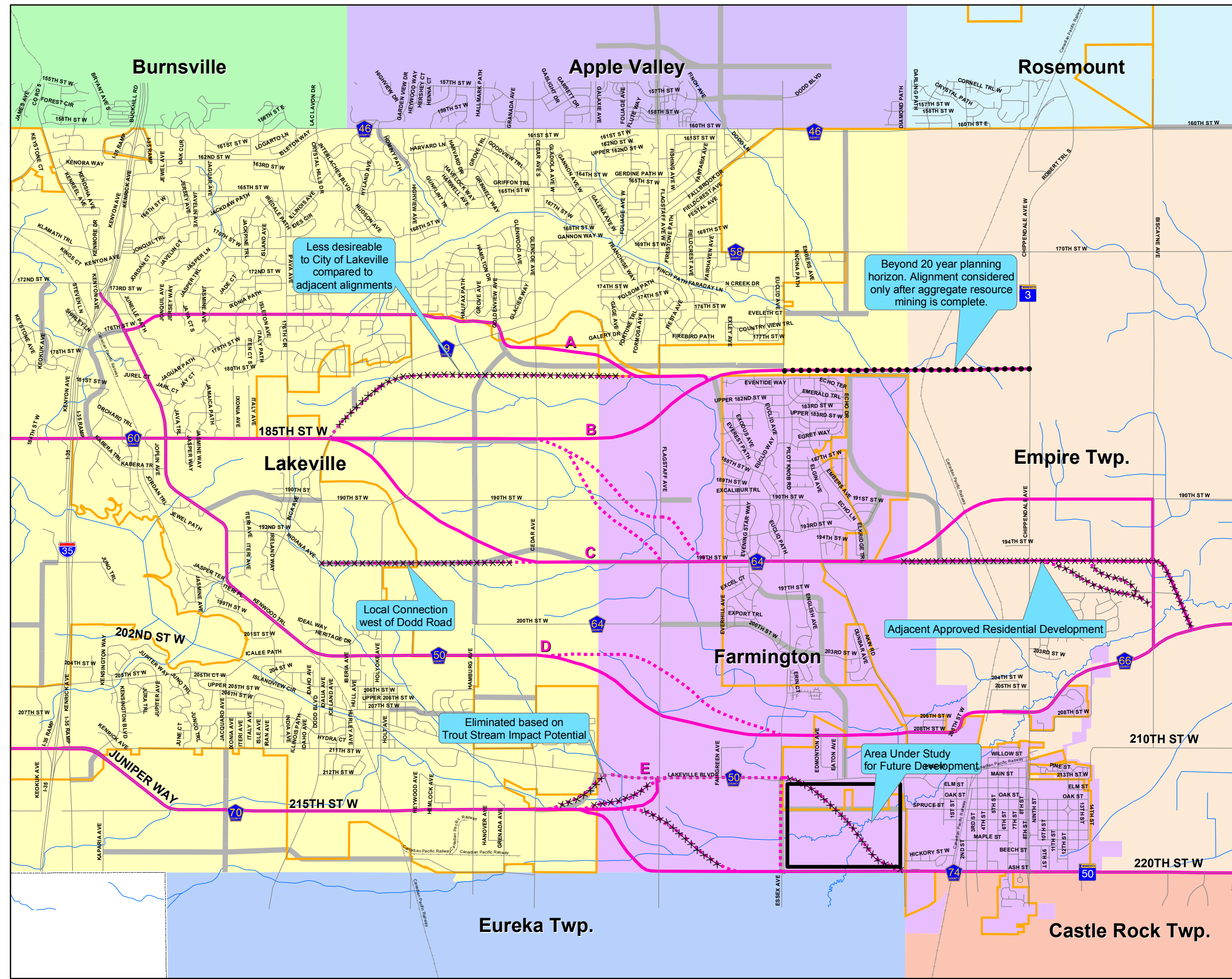


Coordinate System: Dakota County (ft)

0 4,000 Feet



Alignment Refinements - Community Coordination PLOT.mxd 04/29/03 btd



Less desirable to City of Lakeville compared to adjacent alignments

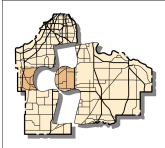
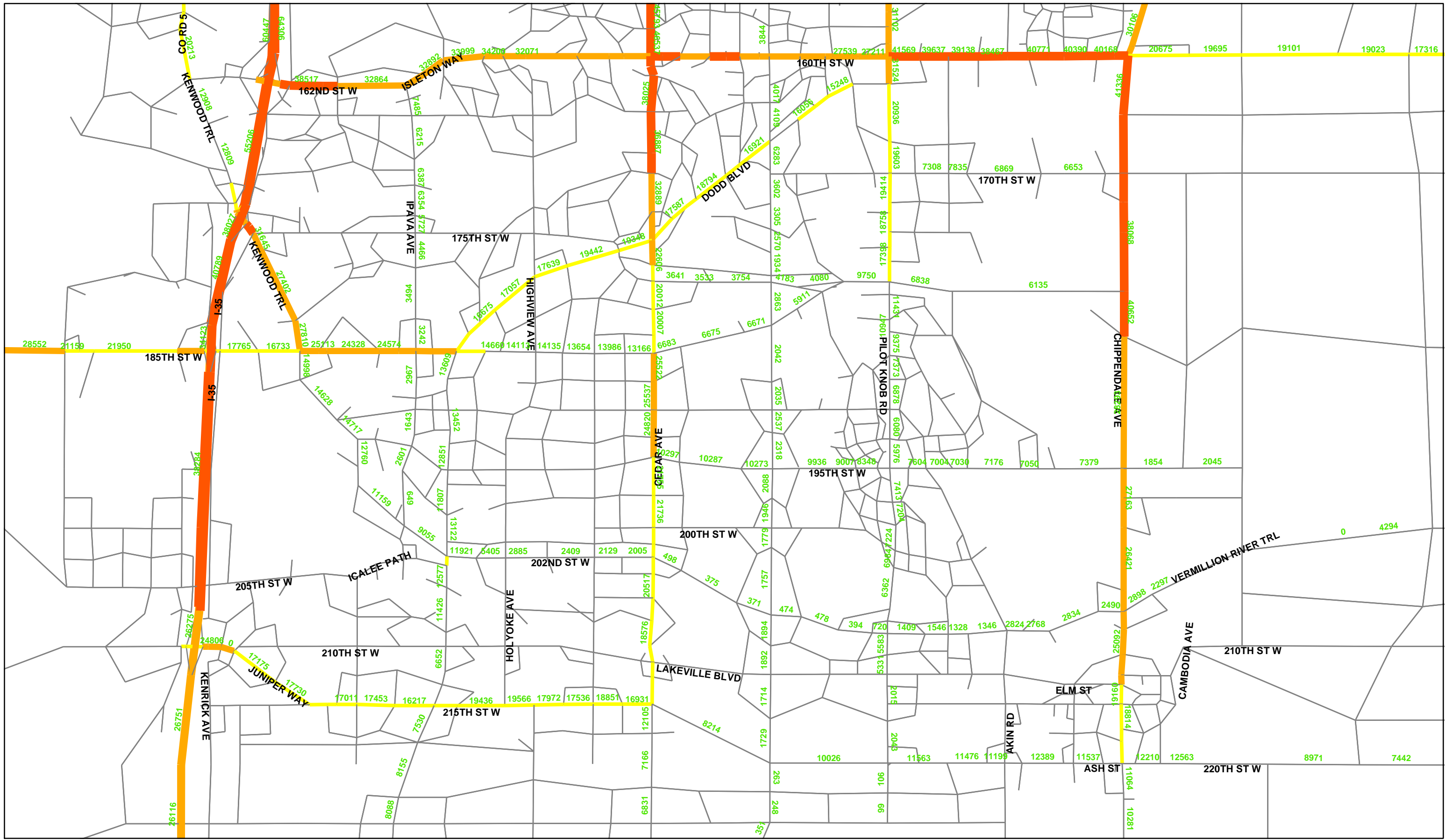
Beyond 20 year planning horizon. Alignment considered only after aggregate resource mining is complete.

Local Connection west of Dodd Road

Eliminated based on Trout Stream Impact Potential

Area Under Study for Future Development

Adjacent Approved Residential Development



**Legend**

- Need Based on Planning Thresholds
- 2-Lane (0 - 15000)
- 4-Lane Undivided (15001 - 22000)
- 4-Lane Divided (22001 - 35000)
- 6-Lane Divided (35001 - 50000+)

Source: Dakota County and SEH.

2025 ADT Map Classified with Added Developments All 11x17.mxd 04/29/03 bd

## 2025 ADT - Forecast Output Adjusted for Crossroads and Seed/Genstar Developments

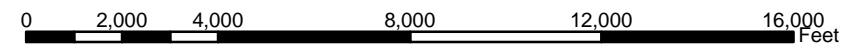
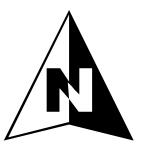
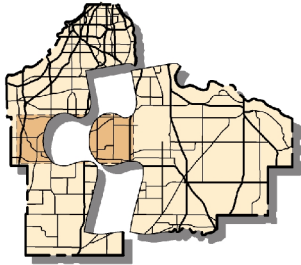


Figure 10





# Dakota County East West Corridor Study

## Four-lane Divided Urban Typical Section



Representative photo

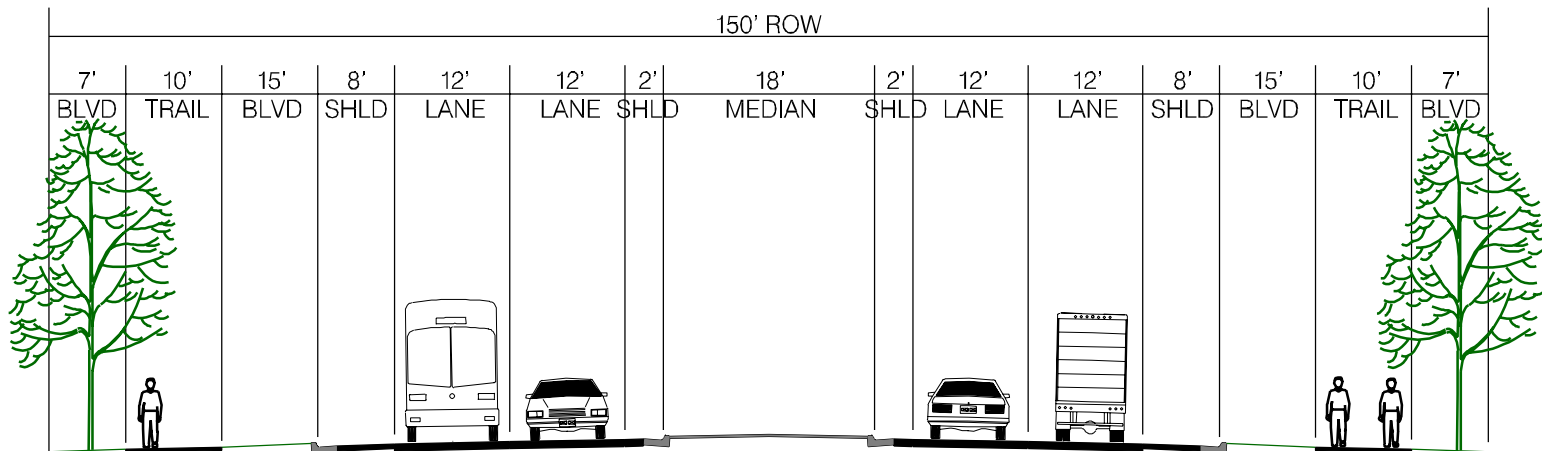
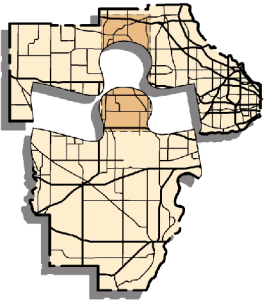


Figure 11





# Dakota County East West Corridor Study

## Three-lane Typical Section



Representative photo – County Road 5

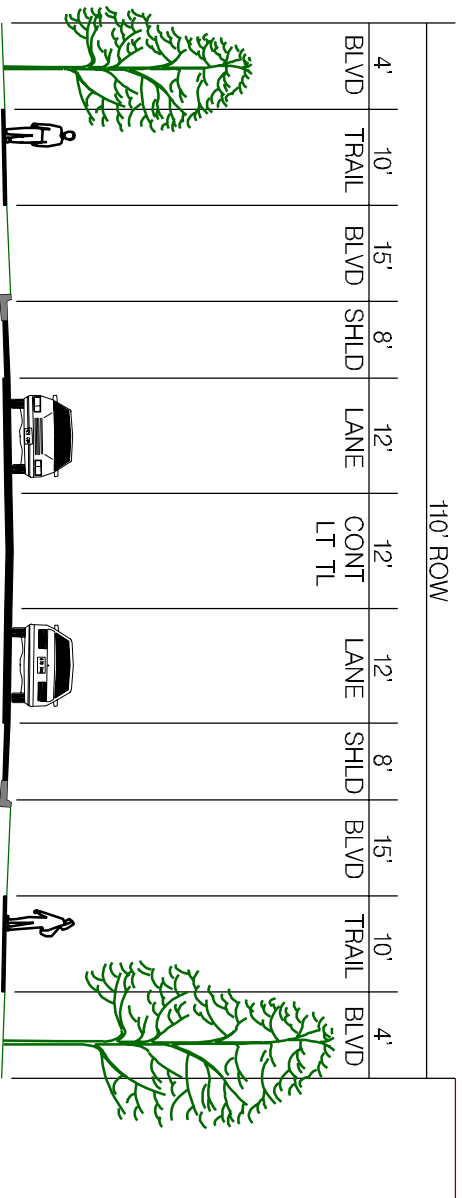
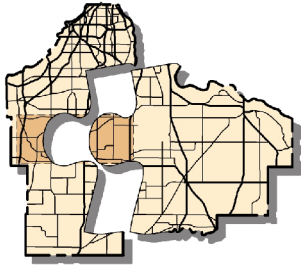


Figure 12



# Dakota County East West Corridor Study

## Two-lane Collector Typical Section



Representative photo – 170th Street

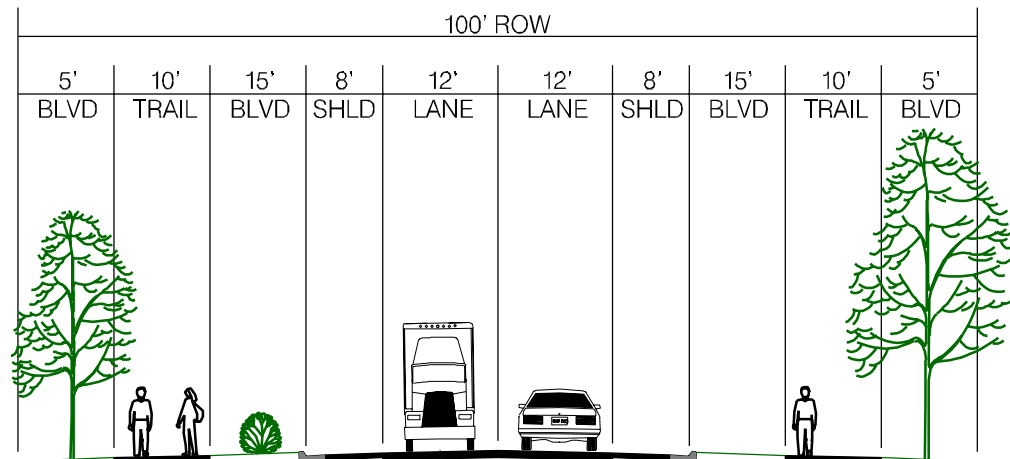
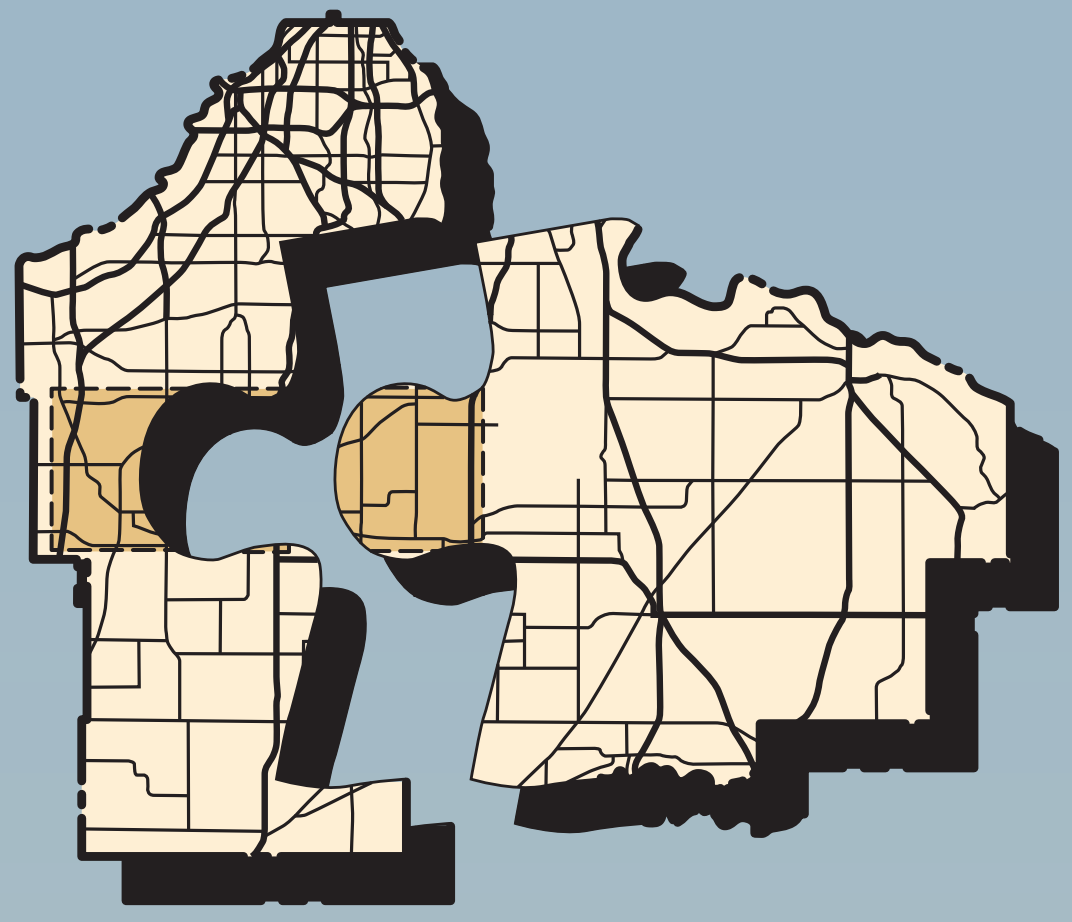


Figure 13



# Dakota County East-West Corridor System Plan Preferred System Plan

## Potential Alignments

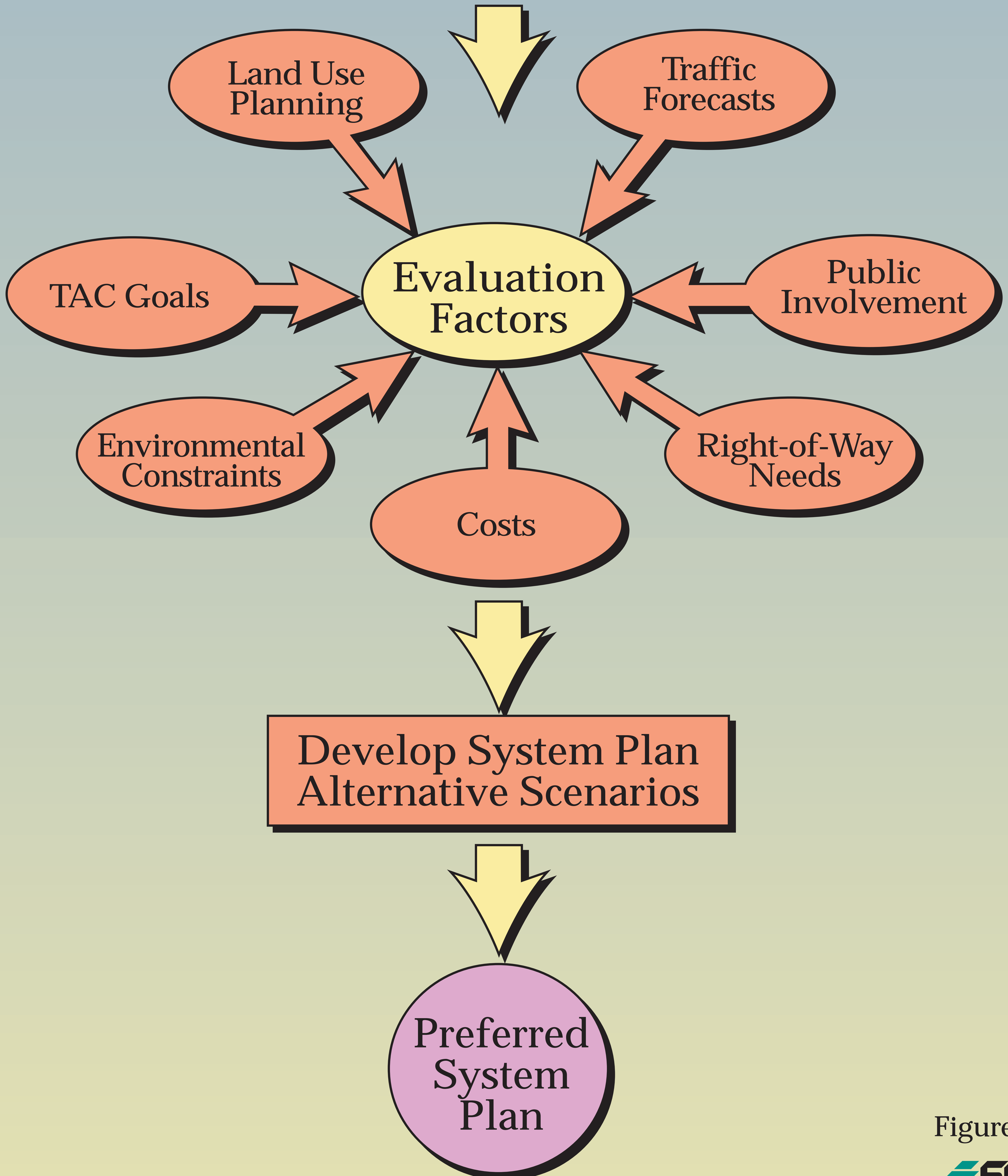
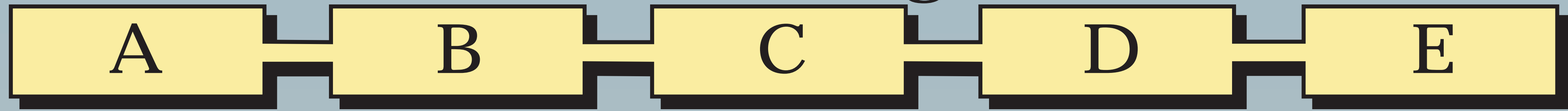


Figure 14

**CITY OF LAKEVILLE AND CITY OF FARMINGTON  
RESOLUTION**

**CITY OF LAKEVILLE**

DATE April 7, 2003

RESOLUTION NO. 03-60

MOTION BY Rieb

SECONDED BY Wulff

**CITY OF FARMINGTON**

DATE April 7, 2003

RESOLUTION NO. R23-03

MOTION BY Soderberg

SECONDED BY Fogarty

**RESOLUTION**

WHEREAS, the City Councils and staff representatives of the cities of Lakeville and Farmington have reviewed the proposed Corridors B, C, D, E identified in the Dakota County East West Corridor Study located in the cities of Lakeville and Farmington during a joint meeting held on March 10, 2003; and

WHEREAS, the cities of Lakeville and Farmington have concluded that the proposed corridors B, C, D, E are generally consistent with their respective Transportation or Thoroughfare Plans for the cities of Lakeville and Farmington; and

WHEREAS, the cities of Lakeville and Farmington further support the following positions or clarifications regarding the proposed corridors:

Corridor B

The City of Lakeville does not support the extension of Corridor B east of the Lakeville City Limits until the mining activities in Lakeville and the adjacent areas in Empire Township have been completed.

Based on the County's 2025 Traffic Forecasts, Corridor B would appear to be more appropriately classified as a Major Collector rather than a Minor Arterial and thus 100 feet of proposed right-of-way plus additional 10 foot trail easements from Cedar Avenue to Pilot Knob Road would be sufficient.

The City of Lakeville would consider acceptance of the turn-back of Dodd Boulevard from Cedar Avenue to Pilot Knob Road contingent on it being upgraded to a three-lane roadway from Gardine Avenue to Pilot Knob Road.

The City of Farmington asserts the necessity of several future connections from developments in the City of Farmington through Lakeville to Corridor B.

#### Corridor C

The cities of Lakeville and Farmington support the potential designation of Corridor C as a Minor Arterial and with a four-lane divided roadway design and concur that the transition of the alignment of the Corridor C alignment at 185<sup>th</sup> Street on the east to 195<sup>th</sup> Street should occur in the area identified as the Study Area on the Lakeville / Farmington – Work Session – Planned Land Use Map.

#### Corridor D

The cities of Lakeville and Farmington support the potential future designation of Corridor D as a Collector and acknowledge that this corridor would remain a city street in both cities.

#### Corridor E

The cities of Lakeville and Farmington support the Corridor E (Ash Street) alignment to be constructed as a three-lane roadway between Denmark and TH 3 as an interim design until such time that traffic volumes indicate the necessity of four lanes and Dakota County programs further improvements to the roadway. Further the cities of Lakeville and Farmington support long-range consideration of the designation of Corridor E as an Arterial.

NOW, THEREFORE, BE IT RESOLVED that the Lakeville City Council and Farmington City Council support the Dakota County East-West Corridor Study as prepared subject to the positions and clarifications contained in this resolution.

APPROVED AND ADOPTED this day 7<sup>th</sup> of April, 2003.

CITY OF LAKEVILLE

BY: Robert Johnson  
Robert Johnson, Mayor

ATTEST:  
Charlene Friedges  
Charlene Friedges, City Clerk

APPROVED AND ADOPTED this day 7<sup>th</sup> of April, 2003.

CITY OF FARMINGTON

By: *Ronald Foster*  
Mayor

Attested to the 10<sup>th</sup> day of April, 2003.

*[Signature]*  
City Administrator

STATE OF MINNESOTA )  
(  
CITY OF LAKEVILLE )

I hereby certify that the foregoing Resolution No. 03-60 is a true and correct copy of the resolution presented to and adopted by the City Council of the City of Lakeville at a duly authorized meeting thereof held on the 7<sup>th</sup> day of April 2003, as shown by the minutes of said meeting in my possession.

*Charlene Friedges*  
Charlene Friedges  
City Clerk

(SEAL)

STATE OF MINNESOTA )  
(  
CITY OF FARMINGTON )

I hereby certify that the foregoing Resolution No. 023-03 is a true and correct copy of the resolution presented to and adopted by the City Council of the City of Farmington at a duly authorized meeting thereof held on the 7<sup>th</sup> day of April 2003, as shown by the minutes of said meeting in my possession.

*[Signature]*  
City Clerk

(SEAL)

**BOARD OF COUNTY COMMISSIONERS  
DAKOTA COUNTY, MINNESOTA**

May 20, 2003

Resolution No. 03-285

Motion by Commissioner Turner

Second by Commissioner Harris

**Adoption of East West Corridor Study**

WHEREAS, the Dakota County East West Corridor Study is a transportation sub-area study to identify future east-west local and County roadway system alignments in the City of Farmington, the City of Lakeville, and Empire Township between I-35 and Trunk Highway 3; and

WHEREAS, on August 6, 2001, Dakota County entered into an agreement with Short Elliott Hendrickson Inc. to provide consultant planning services to develop and implement a public participation process, facilitate technical advisory committee functions, assist in identifying and evaluating potential roadway system alignments, and develop a final study report and implementation plan; and

WHEREAS, the East West Corridor Study has been completed as directed by the Dakota County Board of Commissioners; and

WHEREAS, representatives of Dakota County, Empire Township, City of Farmington, City of Lakeville, Metropolitan Council, the Minnesota Department of Transportation, and Scott County have participated as members of a technical advisory committee and have reviewed study findings and recommendations; and

WHEREAS, the City of Farmington and the City of Lakeville have signed a joint resolution supporting the Dakota County East-West Corridor Study as prepared, subject to positions and clarifications contained within said resolution.

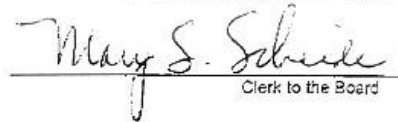
NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby adopts the Dakota County East West Corridor Study as presented to the Physical Development Committee of the Whole on May 13, 2003.

**STATE OF MINNESOTA  
County of Dakota**

	YES		NO
Harris	<u>  X  </u>	Harris	_____
Gaylord	<u>  X  </u>	Gaylord	_____
Bataglia	<u>  Absent  </u>	Bataglia	_____
Schouweller	<u>  X  </u>	Schouweller	_____
Turner	<u>  X  </u>	Turner	_____
Krause	<u>  X  </u>	Krause	_____
Branning	<u>  X  </u>	Branning	_____

I, Mary S. Scheide, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 20<sup>th</sup> day of May 2003, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 23<sup>rd</sup> day of May 2003.

  
Clerk to the Board