Welcome and thank you for attending the Open House! Whether attending online or in-person, thank you for your participation in the design process for Cliff Road. Please review the information on the following boards and share your input on the project website or with project staff. Community feedback helped to shape the identified improvements and continues to inform decisions as we prepare for construction.

Project Background
Dakota County, in cooperation with the City of Eagan, is reconstructing Cliff Road (County Road 32) from Lexington Avenue (County Road 43) to 0.2 miles east of Dodd Road in Eagan. A corridor study of Cliff Road (County Road 32) from Lexington Avenue to Trunk Highway (TH) 3 was completed in March 2020. The study reviewed current and future traffic operations, issues and opportunities as identified by the community, potential roadway and/or intersection improvements, pedestrian and bicycle network improvements, and strategies to protect and enhance the surrounding natural resources. The study provided the recommended improvements to Cliff Road.

Final Design
We are currently in the later stages of the final design phase where designs for the corridor improvements and construction staging are finalized and construction documents are created.

Follow Project Progress!
Visit the project website by searching “Cliff Road Reconstruction” on Dakota County’s website (www.co.dakota.mn.us) or use the following link: https://www.co.dakota.mn.us/Transportation/PlannedConstruction/CliffRoad/Pages/default.aspx
Purpose & Goals of Corridor Improvements

Project improvements have been identified that align with the City and County Comprehensive Plans and ensure safe and efficient travel for pedestrians, bicyclists, and the 8,700 to 9,800 motorists traveling the corridor daily.

The improvements address current and forecasted issues, strengthen corridor opportunities, and respect the corridor context including: the greater roadway network; multi-modal transportation needs; surrounding land uses; and surrounding environmental assets.

Goals for the improvements include:

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

Four Open Houses

January, May, December 2019, and October 2020

Three Neighborhood Meetings

November 2017, May and November 2019

Two Online Comment Maps

November 2018 - April 2019, and October - November 2020

What We’ve Heard

Feedback from the residents and stakeholders along the corridor has been an important factor in identifying improvements. The following information summarizes key concerns voiced through the study and preliminary design phases that helped drive the final design of the reconstruction project.
These roadway improvements will manage access along the corridor, while improving safety and mobility.

**Lexington Ave S**
Maintain existing traffic signal and add a flashing yellow arrow for left turns from Cliff Road

**Hay Lake Rd/Lebanon Hills Visitor Center Entrance**
Full access intersection with side street stop control

**Oak Pond Rd**
Right-in/right-out intersection with median closure

**Dodd Road**
Single-Lane Roundabout

**Lakewood Hills Rd**
Full access intersection with side street stop control

Roadway Typical Section: Two-Lane Divided with Center Median
A typical section identifies the cross sectional features of a roadway including: number of lanes & width; shoulder width; sidewalk or trail location & width.

Anticipated outcomes of two-lane divided section:
- Center median reduces crashes
- Reduced conflict points by restricting access
- Median provides room for left turn lanes at key intersections
- More reliable vehicle mobility (more predictable)
- Allows for flexibility in design (variable median width to reduce environmental impacts)
Pedestrian/Bicycle Improvements

CLIFF ROAD RECONSTRUCTION

New Trail Connections
- A 10-foot trail will be constructed on the north and south sides of Cliff Road between Lexington Ave and Dodd Rd.
- Completes missing connections in the non-motorized network
- Provides non-motorized facilities separated from the roadway

Improved Crossing Conditions
- A roundabout at Dodd Road will:
  - reduce traffic speeds through the corridor
  - provide a two-stage crossing - where pedestrians need only navigate crossing one direction of vehicle travel at a time
- Additional mid-block crossing locations have been identified to provide crossing opportunities between Lexington Ave and Dodd Rd. These locations have been identified based on highest pedestrian and vehicle visibility

Supporting Park & Greenway Master Plans
- The trail on the north and south side of Cliff Road supports the alignment identified in the Central Greenway Connectivity Study
- The McDonough Spur, as identified in the Lebanon Hills Regional Park Master Plan will be constructed as part of this project to provide improved pedestrian access to the park and access to the existing McDonough loop trail and visitor center.
- The location for a grade-separated crossing has been identified as part of this project in support of the Mendota-to-Lebanon Hills Greenway Master Plan. Construction of this crossing will be considered as part of a future project.
What Other Improvements Will I See?

Retaining Walls
Retaining walls have been identified in specific areas to reduce impacts – either to adjacent properties or to the high value natural resources that parallel the corridor.

Retaining wall heights vary from four- to 20-feet, with an average height of approximately 6-feet. Shorter walls will be constructed of pre-cast concrete blocks, while the taller walls will be cast-in-place concrete.

Turtle Tunnels
Dakota County and the Minnesota Zoo have conducted wildlfe mortality studies in the project area. The two areas identified on the map have a high concentration of mortalities with the crossing area at Holland Lake having an especially high concentration of turtle mortalities.

Turtle Tunnels, or critter crossings, will provide safe crossing for threatened turtle species and other small animals, reducing total mortalities and keeping them off the roadway. The project team worked with the Minnesota Zoo to identify the most ideal locations for the tunnels. These tunnels require fencing to guide animals to the crossing location and take surrounding water levels into account to ensure hydrology patterns are maintained.

Tunnel Examples

Retaining Wall Locations
Proposed retaining wall locations are illustrated in orange. Average height of each wall is indicated. To see a more detailed location, please view the interactive map available on the project website.
The project team continues to work closely with Dakota County Parks staff to ensure improvements along Cliff Road support long-term park planning and natural resource protection efforts, ensuring an overall positive improvement to the park. The reconstruction project is anticipated to result in:

- Improved surface water management with a curb and gutter roadway section to collect roadway run-off
- Bio-retention areas, also known as stormwater ponds, that collect and treat roadway run-off to filter water prior to entering the natural surroundings
- Limited impacts to high-quality natural resources using retaining walls and engineered slopes
- Turtle tunnels will reduce incidents of wildlife mortality and protect many types of small animals
- Improved non-motorized access for all abilities with accessibility improvements at Lexington Ave, mid-block crossing locations, and improved crossing conditions at Dodd Rd
- An enhanced access to the Visitor Center and Holland Lake areas with trails on north and south sides of the road and a connection to the existing McDonough Lake trail.
- Improved safety for vehicular access with turn lanes at the park access

Protecting Natural Resources

Additional strategies to protect the area natural resources include:

- Minimize right-of-way needs and impacts on parkland by road alignment shifting, reducing boulevard grading, and use of retaining walls. Road grading limits are located in lower quality natural resource areas based on Parks Natural Resource staff site evaluation.
- Restore graded areas currently occupied by native plantings within the park in consultation with Park Natural Resource staff.

Water Quality Improvements

The current rural roadway design does not collect road run-off, allowing salt, oil, and other roadway grime to infiltrate the natural surroundings. The new roadway design will collect this run-off and treat it before it re-enters the environment, protecting and preserving the water quality of the adjacent lakes and wetlands. These locations were coordinated with Dakota County Park staff to ensure critical habitat areas are not disturbed.
Construction Staging

Construction staging is the sequence and timing of work, or the steps that need to be taken during construction in order to build a project. In order to complete construction in a single season while also maintaining access to the Lebanon Hills Regional Park, full closures of Cliff Road must take place. These closures will take place in two stages.

Winter 2022 Tree Clearing

Tree clearing activities are anticipated to take place January - March 2022. This work will be done in winter to meet federal requirements for protecting the long-eared bat population during the pup season. During the work, shoulder closures will occur but no traffic impacts are anticipated.

Stage 1: Spring - Late Summer 2022

During this stage of construction, Cliff Road will be closed from Lexington Ave to North Hay Lake Road (Lebanon Hills Regional Park entrance).

Stage 2: Late Summer - Winter 2023

During this stage, Cliff Road will be closed from North Hay Lake Road (Lebanon Hills Regional Park entrance) to just east of Dodd Road with construction anticipated to be complete in Fall 2022.

Access will be maintained to residents at all times during construction with the exception of when construction occurs directly in front of driveways.

Detour Route

For the duration of construction, a designated detour route will be in place by way of Pilot Knob Road, McAndrews Road and South Robert Trail. Road closure notifications and local detour routes will be provided on city streets and local connections affected by the closures.
Lebanon Hills Regional Park Access
Access to Lebanon Hills Regional Park will be maintained throughout the entirety of construction. During both stages, park users will need to utilize the designated detour route, entering from the east during Stage 1 and from the west during Stage 2. Directional signage will be posted at key intersections as shown on the map, guiding motorists to the park.

Closure Signage
During both stages of construction, road closure barricades, such as the one illustrated below, will be placed on each end of the closure areas.

Additionally, residential signage will be posted at key residential intersections to deter traffic from using the neighborhood roads instead of the designated detour. The locations of these signs are shown in the inset map to the right.

Visit the project website to view our interactive map of the construction staging and detour route!
What Happens Now?
We are currently in the later stages of the final design phase, where designs for the corridor improvements and construction staging will be finalized and construction documents are created. Discussions with impacted property owners are ongoing and final engineering documents will be completed this fall with tree clearing planned in Winter 2022 and construction beginning Spring 2022.

Construction Communications Plan
Several communication outlets will be utilized during construction to share current activities, impacts, and milestones with the public.

Additionally, a project hotline will be set up to serve as a direct line of communication to the project team for any questions or concerns that may arise.
What Should I Do Now?

Visit the Project Webpage!

Follow the latest project webpage to review the latest project information and to find out about upcoming meetings and opportunities for input. While you’re there, sign up to receive project updates via text or email!

Visit the project webpage by searching “Cliff Road Reconstruction” on Dakota County’s website (www.co.dakota.mn.us)

In-Person Information Opportunity

When: Thursday, Aug. 5th, 4:30 - 7 p.m.

Where: Lebanon Hills Regional Park (860 Cliff Road)

Why: The in-person event will provide the same information and materials as the virtual open house but will serve as an opportunity for community members to speak directly with project staff.

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Step:

1. Review information presented on boards
   If you’ve made it this far, then step one is complete! Be sure to review the rest of the information on the webpage and share your feedback.

2. Review the layout, construction staging, and detour route using the interactive map

3. Share your feedback on the project webpage
   - Leave a comment on the interactive map
   - Fill out a comment card

4. Sign Up for Project Updates
   You can sign up to receive project updates via text or email on the project webpage or by texting “projectinfo cliffroad” to 468311

Bonus!

5. Attend the In-Person Event
   If you would prefer to speak with project staff directly, attend our in-person information event to review the information and ask questions.

Project Contacts

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Jake Bongard, Deputy Project Manager (Bolton & Menk)  
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Intersection traffic control

All-way stops are used for
- Moderate traffic volumes.
- Balanced traffic.
- Speed limits of 40 mph or less.

**Drawbacks**
- Inefficient and cause delay.
- Multiple lanes can increase crash risk.
- Increased crash risk when disregarded.
- Constant stopping/acceleration is noisy.

Traffic signals are used for
- Consistently high volume of traffic.
- Collector or arterial corridor intersections.

**Drawbacks**
- Introduces additional decision making.
- Increased crash risk when disregarded.
- Increased risk of fatal or serious injury crashes.
- Creates delay, particularly for higher volume movements.

Roundabouts are used for
- Moderate to high traffic volumes.
- Improving traffic flow.

**Drawbacks**
- May have higher construction cost and right-of-way needs.
- Potential for more property damage crashes.
- Not suitable for six-lane or principal arterial roadways.
Traffic signals

Traffic signals are effective because they

- Manage high volumes of traffic conflicts.
- Provide crossing opportunities.
- Can improve intersection efficiency.
- Can reduce right-angle crashes.

New signals are added with caution because

- Crashes often increase, especially rear-end crashes.
- Crashes at signals are typically more severe.
- They typically result in higher delays throughout the day.

The decision to install signals is based on

- Traffic volumes.
- Vehicle delays.
- Crash history.
- Anticipated crash rate.

In Dakota County

- Approximately 10% of intersections are signalized.
- 47% of fatal and serious injury crashes occur at signalized intersections.

Intersections that exceed or are approaching acceptable crash rate thresholds are called out in the chart to the right. All other intersections have crash rates within expected ranges.
Speed limits are important because they

- Make roads safer by reducing variability in vehicle speeds.
- Help unfamiliar drivers know the appropriate speed.
- Help law enforcement curb dangerous behavior.

Speed limits are established through Minnesota Statute 169.14. The statute

- Defines speeds for certain roadway types.
- Establishes a process for the State to determine speeds.

Speed studies examine

- Actual speeds of vehicles using the roadway.
- Roadway type, condition and length.
- Location of intersections and driveways.
- Traffic volume and crash history.
- Sight distance limitations caused by curves or hills.

After a speed study is conducted, a speed limit is set by the State. Posted limits reflect speeds for ideal road and weather conditions.

Speed limit facts

- Lowering the posted speed limit will not slow traffic.
- Most people drive what is comfortable and safe to them regardless of posted speeds.
- Lowering a posted speed limit does not reduce crashes.
- Improperly set speed limits decrease safety.