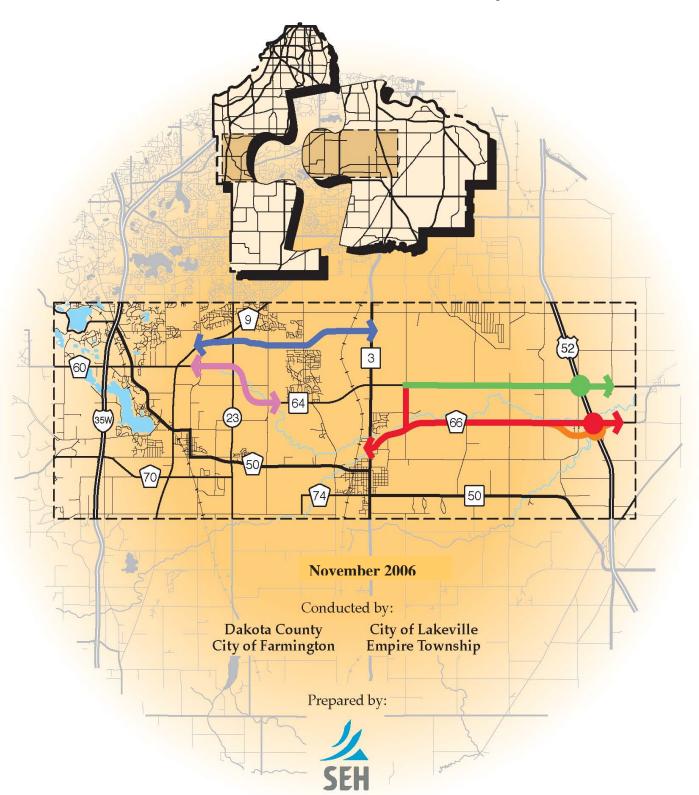
Dakota County East -West Corridor Preservation Study

Phase 2 - Refinement of Preferred System Plan



Dakota County East-West Corridor Preservation Study Phase II

Preferred System Plan Refinements

Lakeville, Farmington and Empire Township

SEH No. DAKOT0403.00

November 2006

Project Partners Group

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Executive Summary

Background/Introduction

The Dakota County East-West Corridor Preservation Study Identification of Preferred System Plan was completed in June 2003. This study assessed the transportation system needs for the rapidly growing area in the Lakeville, Farmington and Empire Township communities in southern Dakota County. The focus of this study was to address east-west transportation system deficiencies and to identify preservation corridors for future east-west roadway connections. Five preservation corridors were identified and adopted by the affected communities. These corridors preserve east-west arterial roadway system potential between I-35 on the west and TH 3 on the east.

This current study is a follow-up "Phase II" effort that focuses on three east-west preservation corridor alignment segments that need further assessment/definition based on current information.

Purpose and Need/Intent

Transportation issues and needs continue to evolve in this fast growing area of Dakota County. Since the completion of the 2003 study, Dakota County and affected communities have identified three corridor segments that need additional study to refine the locations and/or extend the preservation corridor alignments.

The purpose and need for East-West Corridor Preservation Study Phase II Refinement of Preferred System effort is to provide the technical assessment and public input process needed to provide more detailed definition for these three corridor segments.

The remainder of this report documents the study process for each of the three segments in terms of relevant issues, approach, evaluation process, and description of the preferred corridor alignment option to be incorporated into the transportation system plan.

Preservation Corridor Refinements

The refined East-West Preservation Corridor System Plan is shown in Figure 1 including the refinements identified by the Phase II study effort. This system plan has attained the consensus of the project partners that include staff from agencies responsible for the transportation system in the area.

Three refinements have been made to the preferred system plan. These include: a revised location for Alignment B between Highview Avenue to TH 3, a refinement to Alignment C between Cedar Avenue and Flagstaff Avenue, and an extended alignment location for Alignment C east of Biscayne Avenue. These refinements to the East-West Corridor Preservation Preferred System Plan are shown in Figures 1 and 2. Figure 1 shows the refinements with respect to the current roadway system and the 2003 corridor preservation plan. Figure 2 shows the preservation corridor refinements on an aerial base map.

-Recommended Preservation Treatments

Alignment B:

- Preservation corridor width of 150-feet west of Cedar Avenue for development as a potential four-lane arterial facility.
- Preservation corridor width of 120-feet east of Cedar Avenue for development as a potential four-lane arterial facility.

Alignment C between Cedar Avenue and Flagstaff Avenue:

- Preservation corridor width 150 feet.
- Full access intersections minimum ¼ mile spacing.

Alignment C East of Biscayne Avenue:

- Preservation corridor of 150 feet on Biscayne Avenue alignment.
- Preservation corridor of 110 feet on the County Highway 66 alignment.
- More detailed study is needed to determine the preferred County Highway 66 preservation corridor alignment in the area of Highway 52 including the Highway 52 interchange location and configuration. Dakota County will continue to monitor this area in collaboration with Vermillion Township to determine the appropriate timing for a more detailed alignment/environmental study effort.

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.

The implementation plan for the east-west preservation corridors remain as documented in the 2003 study and is repeated below.

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 to current property owners, risks, and supplemental steps beyond corridor preservation are discussed in the 2003 report.

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

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Dakota County East-West Corridor Preservation Study Phase II

Preferred System Plan Refinements

1.0 Background/Introduction

The Dakota County East-West Corridor Preservation Study Identification of a Preferred System Plan was completed in June 2003. This study assessed the transportation system needs for the rapidly growing area in the Lakeville, Farmington and Empire Township communities in southern Dakota County. The focus of this study was to address east-west transportation system deficiencies and to identify preservation corridors for future east-west roadway connections. Five preservation corridors were identified and adopted by the affected communities. These corridors preserve east-west arterial roadway system potential between I-35 on the west and TH 3 on the east.

This current study is a follow-up "Phase II" effort that focuses on three east-west preservation corridor alignment segments that need further assessment/definition based on current information.

Three refinement segments have been studied as part of the Phase II study. These include: a revised location for Alignment B between Highview Avenue to TH 3, a refinement to Alignment C between Cedar Avenue and Flagstaff Avenue, and an extended alignment location for Alignment C east of Biscayne Avenue.

2.0 Purpose and Need/Intent of Phase II Study

Transportation issues and needs continue to evolve in this fast growing area of Dakota County. Since the completion of the 2003 study, Dakota County and affected communities have identified three corridor segments that need additional study to identify and refine the locations of the preservation corridor alignments.

The purpose and need for East-West Corridor Preservation Study Phase II Refinement Of Preferred System effort is to provide the technical assessment, and public input process needed to provide a more detailed definition for these three corridor segments.

The remainder of this report documents the study process for each of the three segments in terms of relevant issues, approach, evaluation process, and description of the preferred corridor alignment option to be incorporated into the transportation system plan.

3.0 Community Coordination

Continued community participation and consensus continued to be a key element to the success of the East-West Preservation Plan under this Phase II effort. This community participation was accomplished in three ways:

Project Partners Work Sessions- The study partners met five times during the Phase II study process and provided key direction for the development of preservation corridor alignment concepts.

Community Coordination- Project partners served as conduit with local government officials by keeping key community leaders informed of the study process and by providing feedback at project partner work sessions.

Public Open House/Open House Flyer - A public open house was held on July 26, 2005 from 4:30 PM to 7:00 PM at the City of Farmington Maintenance Facility. The open house was supplemented by a Dakota County press release inviting the public to attend and a directly mailed flyer to study area residents that provided invitation to the meeting and key findings of the Phase II study.

Valuable input was provided by the public at this meeting via verbal comments and comments in writing on comment cards. More than 100 people attended this open house and 9 comment cards were received. Comment cards submitted are included in the Appendix.

Other Community Outreach- Dakota County's web site continues to be used to disseminate information and post Phase II study materials.

4.0 Alignment B Refinement Between Highview Avenue and Trunk Highway 3

4.1 Relevant Issues

Initially, it was desired to conduct a comparative assessment of two alignment options between Highview Avenue and Trunk Highway (TH) 3 including the current 179th Street alignment south of the Crossroads development and an alignment via Dodd Road and 170th Street (County Road 58). However, early in the Phase II study process it was decided to drop the alignment via Dodd Road and County Road 58 from further consideration. This was due to the impacts on existing residential properties adjacent to the corridor and impacts on Dodd Trail Park.

4.2 Approach

The 179th Street alignment was adjusted as part of the Phase II study to correlate with recent roadway improvements and the future land use plans of the City of Lakeville. These adjustments included the following:

An alignment west of Flagstaff Avenue that follows the existing 179th Street alignment and provides a better transition between Highview Avenue and Cedar Avenue (CSAH 23).

A lower impact and more right angle crossing of the Vermillion River North Branch that provides better separation with the mitigated wetland and drainage easement.

Locating the preservation corridor to allow a separation between the edge of the preservation corridor and the southern municipal boundary of City of Lakeville with City of Farmington to accommodate future development.

Allowing a 120-foot wide preservation corridor, east of Cedar Avenue instead of the 150-foot desired by Dakota County to accommodate the City of Lakeville's development needs.

4.3 Development of Refined Alignment

The refined Alignment B preservation corridor between Highview Avenue and TH 3 is shown in Figure 3.

5.0 Alignment C Refinement Between Cedar Avenue and Flagstaff Avenue

5.1 Relevant Issues

Numerous preservation corridors were discussed for the transition between 185th Street and 195th Street near Cedar Avenue and Flagstaff Avenue during the 2003 Corridor Preservation Study.

The transitional corridor segment study area is outside the current 2030 MUSA boundary and land use includes agricultural and low-density residential uses. The transitional segment provides connection through the urban reserve and rural area boundaries between the cities of Farmington and Lakeville.

In the City of Lakeville, the area is zoned Urban Reserve. It is meant to sustain farming operations in the area until 2020 or beyond. Approximately a quarter mile to the north on Cedar Avenue is Lakeville's MUSA expansion Area "A" (2005) zoned Medium Density Residential.

In the City of Farmington the MUSA Boundary is one half to three quarter miles west of CSAH 31 (Pilot Knob Road) or approximately quarter mile east of Flagstaff Avenue. The Urban Reserve area is serving as an agricultural land buffer from development in the City of Lakeville and the developing area east of Flagstaff Avenue in the City of Farmington.

This transitional corridor segment connects the developing areas of Lakeville to the north of CSAH 60 (185th Street) and CSAH 23 (Cedar Avenue) and the developing areas of City of Farmington east of Flagstaff Avenue through the Urban Reserve area. This segment addresses the deficiencies associated with the currently disjointed system of east-west roadways in the southern area of Dakota County comprised of the cities of Lakeville and Farmington and Empire Township.

The increasing traffic demand through the area including school bus traffic is driving the need for roadway improvements through this area. In addition, it is illustrative to point out that existing County Road 64 provides the nearest existing east-west connection south of 160th Street. This roadway is a gravel facility and Dakota County maintenance salts and spreads gravel over this roadway in the wintertime to address safety concerns.

5.2 Approach

Relevant aerial base mapping, parcel information, and environmental features were assembled and reviewed with the project partners.

An alignment was developed with the following attributes:

- Provide a smooth transition between 185th Street and 195th Street. Provide 55 MPH design speed for proposed horizontal curves.
- Right angle crossings that will allow adequate sight distance of a 55 mph design speed and turn lane geometrics at the proposed public roadway access points.
- Allow the driver to comfortably negotiate a reversal and to properly develop the required superelevation on both curves, a tangent of sufficient length is inserted between the two reverse curves.
- Minimize severance of existing farm fields. This is considered here because of the potential for constructing the road prior to development.
- Minimize impacts on developed parcels with building structures.

5.3 Development of Refined Alignment

Figure 4 shows the preferred preservation corridor alignment for Alignment C between Cedar Avenue and Flagstaff Avenue.

The preservation corridor is 150 feet in width and can ultimately accommodate a four-lane divided facility. Dakota County is considering the initial implementation of a two-lane facility built to one side of the right of way envelope.

As shown in Figure 4, the local roadway system should be developed along Alignment C curves and along super-elevation transition segments. It may be impractical to provide the intersection on a tangent. In such cases, designers should consider the minor highway intersect the transitional corridor segment perpendicular to a tangent

at a point on the curve. However, this still has the disadvantage of difficult turning movements if the superelevation of the transitional corridor segment is high. The sightline sight distance restriction varies depending on which side of the curve the minor road intersects.

Preliminary profile concepts during the study process indicates acceptable vertical geometry can be accommodated matching the existing CSAH 23 (Cedar Avenue) and Flagstaff Avenue elevations with relatively balanced quantities of cut and fill earthwork.

6.0 Alignment C Extension East of Biscayne Avenue

6.1 Relevant Issues

Two options have been identified for the extension of Alignment C east of Biscayne Avenue to Highway 52.

This report provides a comparative assessment of two East-West Corridor Alignment C options east of Biscayne Avenue; an alignment along 190th Street and an alignment along County Highway 66. County Highway 66 is a County State Aid Highway (CSAH), which has implications on design features and potential funding sources. For the remainder of this document it is referred to as County Highway 66.

The area east of Biscayne Avenue is beyond the year 2020 growth boundary and the actual implementation of this segment of Alignment C may be beyond the year 2020 planning horizon.

However, a significant factor in the utility of Alignment C as an arterial highway facility is its connectivity with Highway 52. Based on this, development within the year 2020 growth boundary west of Biscayne Avenue may drive the need for improvements outside the year 2020 growth boundary east of Biscayne Avenue. Figure 5 shows the options between Biscayne Avenue to Highway 52. Appendix E shows Empire Township study of proposed CSAH 66 and Biscayne Avenue intersection alternatives.

Dakota County and the affected communities are acting responsibly in studying Alignment C east of Biscayne Avenue with the goal of preserving a transportation corridor for future implementation that does not become precluded by future development.

6.2 Approach

Two alignment options have been developed between Biscayne Avenue and Highway 52 including a 190th Street Alignment and a County Highway 66 alignment with a north-south transition via Biscayne Avenue. These alignments assume design goals of a 150' right-of-way envelope and a 55 mph design speed as shown in Figure 5.

A comparative assessment matrix has been developed based on relevant evaluation criteria to assist in the selection of a preferred alignment option.

6.3 Comparative Evaluation Criteria

Fifteen comparative evaluation criteria have been identified for the assessment of the two alignment options. These criteria are described below in terms of an objective and the criteria's relevance for the study area.

These criteria are grouped into three general areas:

- 1. Transportation utility.
- 2. Wildlife Management Area (WMA)/Aquatic Management Area (AMA) development compatibility.
- 3. Impacts on existing social, economic, and environmental resources.

TABLE I DAKOTA COUNTY EAST-WEST

CORRIDOR PRESERVATION STUDY PHASE 2 ALIGNMENT C OPTIONS COMPARATIVE EVALUATION SUMMARY

Comparative Evaluation Criteria	Objective	Alignment C1 190 th Street	Alignment C2 County Highway 66
Route Continuity	Potential to provide continuous highway facility to TH 52 and beyond easterly to Hastings.	Tangent connection to TH 52. North-south transition may be needed near Vermillion river.	North-south transition via Biscayne Avenue including two right angle intersections. North-south transition east of Vermillion river.
Access Frequency	Potential to attain ½-mile full access spacing guidelines for county highway facility.	Adjacent land use WMA/AMA and UMORE property with low access needs.	78 existing access points along Biscayne and County Highway 66. 52 of 78 would not intersect with proposed realignments.
TH 52 Connectivity	Potential to provide low-cost efficient interchange infrastructure for TH 52 connection.	+++ Potential for typical diamond interchange.	+++ Potential for typical diamond interchange with County Highway 66 realignment.
Infrastructure Constructability/Cost Implications	Potential to minimize highway infrastructure implementation cost. Miles on new alignment.	Existing soils/desired water resource enhancements may elevate roadbed and/or result in special construction methods.	A portion of will be widening on existing alignment. Compatible soils for roadway construction.

-WMA/AMA Compatibility Comparative Evaluation Criteria	Objective	Alignment C1 190 th Street	Alignment C2 County
WMA/AMA Size	Potential for currently identified large tract contiguous WMA/AMA.	Severs proposed WMA/AMA area.	Highway 66 +++ Passes adjacent to the south edge of the WMA/AMA.
Recreational Use Patterns	Potential to provide remote WMA/AMA recreational experience.	All areas of proposed WMA/AMA within ½ mile of County Highway 66 or Alignment C1.	+++ Northern edge of WMA/AMA 1.5 miles north of nearest highway (CR 66).
WMA/AMA Implementation Feasibility	Potential attractiveness to project partners.	Increased development risk in and around WMA/AMA area is likely with improved arterial roadway access and may degrade the perceived value of the area as a potential WMA/AMA natural resource.	+++ County Highway 66 alignment avoids the proposed WMA/AMA area allowing the area to remain attractive to WMA/AMA project partners and avoiding risks of future development.
WMA Constructability/Wetland Enhancement Implications	Potential to reclaim historic natural water resource characteristics.	190 th Street alignment roadbed may create a "dike" constraint for restoring wetland resource characteristics.	No additional infrastructure planned through WMA/AMA.

-Social/ Economic/Environme Comparative Evaluation	Objective	Alignment C1	Alignment C2 County
Criteria		190 th Street	Highway 66
Developed Property Impacts	Potential to minimize full and	+++	000
	partial takings of existing fully	4 full parcel acquisitions. 0 at-	8 full parcel acquisitions.
	developed parcels.	risk parcel acquisitions.	2 at-risk parcel acquisitions.
Existing Agricultural Land	Potential to minimize impacts	000	
Impacts	on existing agricultural land.	53.5 acres of existing agricultural property impact. Alignment on section line avoids disruption to existing farm operations.	89.5 acres of existing agricultural property impact. Realignment segments sever existing farm fields.
Wetland Impacts	Potential to minimize impacts		+++
·	on existing wetlands.	14.9 acres of impact on existing wetlands.	5.4 acres of impact on existing wetlands.
Vermillion River 100-Year	Potential to minimize impacts	000	000
Flood Plain Impacts/Stream crossings.	on Vermillion River flood plain.	11.2 acres of right-of-way crossing 100 year flood plain. Two crossings along 190 th Street.	7.9 acres of right-of-way crossing 100-year flood plain. New crossing of 100-Year flood plain west of Highway 52 Expanded crossing of existing flood plain along Biscayne Avenue and tributary along County Highway 66.
Trout Stream Impact Zone	Potential to avoid Trout Stream	000	000
•	Impact Zone	Impacts 79.4 acres of trout	Impacts 125.4 acres of trout
	· ·	stream impact zone.	stream impact zone.
Woodland Impacts	Potential to minimize acres of	000	000
·	woodlands.	3.8 acres of woodland impact	5.3 acres of woodland impact.
Local Government Plans/Vision.	Potential compatibility with local government plans/vision.	Empire township vision for natural/ wetland areas along 190 th Street surrounded by 1 per 40 guided agriculture land use. UMORE property planned for public open space in the long term.	+++ Compatible with Empire Township Vision.
Future Land Use Patterns	Potential long-term compatibility with future land use patterns outside WMA.	Outside the current growth boundary but adjacent low/wet areas less compatible with future development.	+++ Outside the current growth boundary but adjacent high ground adjacent to the river compatible with future development.

Comparative Evaluation Criteria	Alignment C1 190 th Street	Alignment C2 County Highway 66
Low Rating	7	1
Medium Rating 000	5	6
High Rating +++	4	9

6.4 Recommendations

The comparative evaluation contained in this study clearly indicates that the County Highway 66 alignment is preferred to the 190th Street alignment based on the 16 identified evaluation criteria.

The County Highway 66 alignment ranks high for 9 of the criteria, medium for 6 of the criteria and low for 1 criterion. The one low rating is with respect to agricultural impacts. However, it is a good reminder that the intent of this evaluation is for corridor preservation. Actual implementation may be beyond the year 2020 planning horizon and the land adjacent to County Highway 66 may be planned for urbanized development beyond the year 2020 timeframe.

The 190th Street alignment ranks high for 4 of the criteria, ranks medium for 5 of the criteria and ranks low for 7 of the criteria. This alignment is attractive as a tangent alignment connection to Highway 52. However, the impacts on the proposed WMA/AMA, constructability, impacts on sensitive environmental features and poor compatibility with local land use plans combine to formulate the recommendation to drop the 190th Street alignment from further consideration.

County Highway 66 right-of-way envelope is shown as 150 foot in the figures. The 150-foot right-of-way width was used to evaluate the impacts described in Table 1. One unresolved area is the interchange location with Highway 52. Using the current alignment with County Highway 66 would impact many existing developed properties. One representative alignment is displayed as an optional realignment of County Highway 66. Based on public input and discussion with County it was determined that more alignment/environmental assessment studies will be needed for this area to determine a preferred preservation corridor. County Highway 66 traffic volume forecasts and Dakota County staff discussions indicates that planning for a two-lane highway east of Biscayne Avenue is appropriate. Based on this a preservation envelope of 110 feet is recommended east of Biscayne Avenue.

7.0 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.

The implementation plan for the East-West Preservation Corridors remain as documented in the 2003 study and is repeated below.

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 and 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 2003 report.

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

7.1 **Design Speed**

The selected design speed for a county highway normally must fall within the range of 45 - 75 mph, 55 mph is desired. Design speed is a parameter for shoulder width, stopping sight distance, horizontal alignment, and vertical alignment (k value; crest and sag). The county provides an allowable range of design speeds for varying conditions. For design work it is typically desirable to choose a design speed that equals or exceeds the anticipated posted speed, and complements the highway type, setting, functional classification, traffic volume, and terrain. The following guidance is provided as an aid, reference Mn/DOT State Aid Manual, Mn/DOT RoadDesign Manual, and Minnesota Rules Chapters 8820.

7.2 Alignment C Implementation Discussion

Alignment C between Cedar Avenue and Flagstaff Avenue has moved ahead in terms of priority for implementation since the 2003 study. Dakota County is considering submitting an application for federal funding for the implementation of this corridor segment. Should the funding application be approved, the design process for this corridor could begin in 2010 with construction beginning in 2011.

Appendix A

Public Open House/Open House Flyer



Dakota County Transportation Department 14955 Galaxie Avenue, Third Floor Apple Valley, MN 55124-8579

EAST WEST CORRIDOR PRESERVATION STUDY PHASE II



This newsletter has been developed to keep you updated on the study, and to ask you to become involved in this process and invite you to our public open house. Dakota County and the affected communities are acting responsibly in studying roadway alignment alternatives; it is our responsibility to plan for adequate transportation infrastructure as development occurs, and to coordinate public involvement with this planning.

WE WANT TO HEAR FROM YOU

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. Dakota County and the affected communities are acting **responsibly** in studying alignments with the goal of preserving transportation corridors for **future implementation** that does not become precluded by future development.

A good highway is one that meets the needs for which it is proposed while complimenting the context in which it is constructed. This study will include an understanding of the area's topography, wetlands, soils, and Vermillion River and its tributaries and where parks, schools and trails exist or are planned. We also need to understand historic and cultural issues or where future development is planned. But many study issues and details are only known by the residents, concerned citizens and business owners who have an intimate and unique knowledge of the study's setting, and we would like to hear from you.

YOUR INVOLVEMENT IS IMPORTANT TO THE SUCCESS OF THIS STUDY!

Phase II Study further defines three alignment segments: (As shown on the inside)

- Alignment B: Developed alignment options between CSAH 9 (Dodd Boulevard) at Highview Avenue and Trunk Highway 3.
- Alignment C: Transition segment for County Highway 60 (185th St) in Lakeville on the West and County Highway 64 (195th St) in Farmington on the East.
- Alignment C2 Extension feasibility options for connection east of Biscayne Avenue in Empire Township to Trunk Highway 52 in Vermillion Township.

Public Open House Location and Information

An open house will be held to discuss the preferred options and next steps in this study. Representatives from Dakota County and City of Lakeville, the City of Farmington and Empire Township will available to share project information and to hear your issues and concerns. Our design consultant, SEH Inc. will also be present to hear your comments and to discuss your ideas for how to improve these corridors.

Evening Star Way

Evening Star Way

195th St W

Municipal Dr

Meadowlark Way

197th St W

TUESDAY, JULY 26, 2005 FROM 4:30 P.M. TO 7:30 P.M. Farmington Maintenance Facility 19650 Municipal Drive Farmington, MN 55024

STUDY BACKGROUND

The East West Corridor Preservation Study Phase I was adopted in 2003 to plan for the future transportation needs in the area of Dakota County bounded by I-35 on the west, Trunk Highway 3 on the east, County Highway 46 on the north, and County Highway 70 on the south.

For Information for Phase 1 of Dakota County East West Corridor Preservation Study, please see our county web cite: http://www.co.dakota.mn.us/planning/Transportation/eastwest/index.htm





Alignment B: Developed alignment options between CSAH 9
(Dodd Boulevard) at Highview Avenue and Trunk



Project Objectives

- Corridor preservation is the strategy to assure that the roadway will be available now and in the future to serve existing and future transportation and development needs.
- Provide a continuous arterial running east-west between I-35 and TH 52 in this part of Dakota County. As growth in the area continues, the lack of such a connection limits the ability of the roadway system to safely and efficiently accommodate our traffic needs.
- Reduce future impacts to property owners and the cost to the public.
- Prevent inconsistent development; minimize or avoid environmental, social, and economic impacts from future transportation projects and reduce displacement

Next Steps

The Open House on Tuesday July 26,2005 will provide you the opportunity to share your issues with the project management team. This Open House will provide opportunity for your input in the decision making process for proposed alignments. Using this information the project management team will make a preferred alignment recommendation.

Contact:

Comments or questions about this study can be addressed to:

JOHN SAS

TRANSPORTATION PROJECT MANAGER AT DAKOTA COUNTY TRANSPORTATION DEPARTMENT 14955 GALAXIE AVENUE APPLE VALLEY, MN 55124-8579

TELEPHONE (952) 891-7130

E-MAIL JOHN. SASS @CO. DAKOTA. MN. US

Appendix E

Comments and Responses from Open House

Open House Comments:

Thanks to all of you who took the time to come out and meet with the East-West Corridor Project team at public meetings held July 26, 2005. Over 100 people attended the meeting, and we received numerous comments regarding the proposed corridors, as well as other corridor issues.

As the County East-West Corridor Preservation Study process moves forward, the project partners wanted to share with you the progress that has been made, and how the comments we received from you have influenced the process.

What We Heard

Social and Economic Impacts

o If County Highway 66 (200th St) were closed at TH 52 it would not isolate the town of Empire.

Response: The evaluation of alternatives will consider impact to the town of Empire.

o County Highway 66 (200th St) route is preferred because of better fire and police response time.

Response: This project aims to move vehicles around the county more efficiently.

Ocunty Highway 66 (200th St) route gives Empire a prime location with east west County Highway 66 and north south Trunk Highway 52.

Response: The evaluation of alternatives will consider impact to the town of Empire.

 Leave County Highway 66 alone and do something at CR 47. Keep empire the great neighborhood everyone moved out there for.

Response: A new interchange at CR 47 and TH 52 is planned as an overpass with addition of ramps in the future. The long-term vision for Highway 52 is to covert the Highway to a limited access freeway similar to I-35.

o Rather see the main road go on 190th so there is less impact on houses in empire.

Response: These concerns will be included in the consideration of corridor options.

o I have four children I am concerned if they have to cross a four-lane roadway. The main road will lower our property values in my neighborhood.

Response: The evaluation of alternatives effort will be made to reduce impacts to homeowners.

Transportation Utility

- o County Highway 66 (200th St) will have better road maintenance because of the east west connector being a prime route.
- o County Highway 66 (200th St) route is already in place with wide shoulders saving money.

Response: This will be considered in the evaluation.

 Keep the speed limit on County Highway 66 (200th St) at 40 mph due to turning into developments and children.

Response: The posted speed is determined based on detailed speed studies that evaluate the current travel speeds.

O How much impact on right of way before the county has to purchase the entire property?

Response: Specific impacts will be determined until detailed design. It will be very difficult to avoid impacts to some residential, agricultural, and businesses.

One of the questions I had for my realtor was what is going in the back of my house, which is currently an open field I should of asked what is going in front?

Response: Corridor Preservation increases information sharing so landowners, developers, and planners understand the future needs for development of roadways.

Are you buying property? I don't want to walk out my front door onto a busy road.

Response: The impact to property will be one of the factors considered in assessing the trade offs between the different corridor options.

- Avoid 190th street and Trunk Highway 52 for an interchange and please use County Highway 66 (200th Street).
- o Keep the road as straight as possible so that cars don't cut through residential streets.

Response: This will be considered in the corridor evaluation.

The road will ease my daily commute to Eagan but I still have concerns.

Response: This project aims to move people around the county more efficiently.

WMA

- o I understand the environmental impacts of 190th street alignment, but would prefer to see that one pursued.
- As a property owner along CR 66 I think that a first choice for an interchange at 52 would be at 190th St. Second choice would be to leave it at its present location. These two plans would have the least environmental and agricultural impact.

Response: The precise location of the roadway will be determined during the design phase of any project.

East-West Corridor Study Phase 2

- An effective corridor preservation program ensures that all involved parties understand the future needs and that county, local, and private plans are coordinated.
- Preserve the corridor to assure that future transportation and development needs can be accommodated.
- Create a continuous arterial highway running east west between I-35 and TH 52.
- Reduce the cost of future transportation improvements by planning east west routes today.
- Identify highway alignments so that public right of way can be acquired through platting and development, minimizing the expenditure of public funds needed to purchase right of way.
- Prevent inconsistent development along the highway corridors.
- Minimize or avoid environmental, social, and economic impacts.
- Enhancing economic development by minimizing traffic congestion and improving traffic flow, saving time and money.
- There are no plans to construct any part of CSAH 66 east of Biscayne Ave in the next 20 years.
- Construction of roadway sections depends heavily on when growth reaches the area, as developers will pay for much of the infrastructure in any development.

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Newspaper Articles





County gets input on east-west routes

Friday, July 29, 2005

Michelle Leonard, news1@farmingtonindependent.com

Nearly 200 Dakota County residents gathered at the Farmington Central Maintenance Facility Tuesday to see into the future.

Well, the future of travel in Dakota County, at least.

The Dakota County transportation department hosted an open house at the CMF so residents could view a series of maps and learn about future east-west transportation routes planned for the area. The event drew residents from Farmington and the surrounding townships, Lakeville, Vermillion and Hastings.

Two years ago, the county identified four possible east-west corridors that would help to get traffic flowing more easily through the fast-developing southern section of the county. According to Scott McBride of the county's consulting engineering firm, SEH, the focus has been narrowed, at least for now, to the two northernmost routes.

The first route will take travellers from Highway 3 to I-35. The road will start on Highway 3 between 190th Street and 170th Street, go east and veer slightly south to pass along the northern development in Farmington, then connect to Dodd Boulevard in Lakeville. On Dodd, it will join 185th Street to continue out to I-35.

The second route looks at connecting County Road 66 to the interstate in a roundabout way.

The plan actually starts on Biscayne Avenue in Empire Township. The route to the west, to connect to I-35, is planned to go north on Biscayne Avenue to the area of 190th Street on Highway 3, where it turns to the left and heads west. The road veers to the south to connect with County Road 64 (195th Street) in Farmington, then takes one of two possible routes near Flagstaff Avenue. One possible route goes to the northwest then straightens to connect to County Road 60 in Lakeville at Cedar Avenue; the other goes west to Cedar Avenue and then northwest to connect to County Road 60. The exact alignment has not been determined yet, McBride said, which was part of the reason for Tuesday's open house. County officials hoped to get resident comments on both plans.

Heading to the east, from Biscayne Avenue, much of County Road 66 will stay the same, though two significant changes are proposed. First, county transportation officials are looking to pave Biscayne farther south to a point behind the housing located on the existing County Road 66. It will connect to the current route at the point where County Road 66 straightens to the east and continue to the section of Empire Township near Highway 52.

Just before reaching the homes near the highway, the proposed realignment again veers to the south, around the existing housing, and crosses Highway 52 on an overpass to continue east to Vermillion.

Tuesday's open house was designed to give county residents an idea of where future roads will be located, but McBride said there is no timeframe for construction. Some sections of the transportation routes are already being constructed, and other parts will most likely take several years to build out. Construction of road sections depends heavily on when growth reaches the area, as developers will pay for much of the infrastructure in any development.

McBride also noted that though Dakota County has its eye on an overpass at Highway 52, the overpass will most likely be preceded by a realignment of County Road 66 and a new interchange to the south. Again, driven by development, the overpass is not likely to come for 10 to 30 years, but is planned as a long-term addition to the county's transportation system.

The county has a web page set up where residents to view the plans and provide written comments. The site is, www.co.dakota.mn.us/planning/Transportation/eastwest/index.htm. Residents are also invited to send comments to the transportation department by e-mailing John Sass, transportation project manager, at John.Sass@co.dakota.mn.us.

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Last update: August 2, 2005 at 2:21 PM

Where east doesn't meet west

Shira Kantor

Star Tribune Published August 3, 2005

As Dakota County's population continues its steady climb, transportation planners are trying to secure several east-west routes across the county.

Traversing the area can be difficult with no major roadway crossing the county between County Road 46 (160th Street) and County Road 86 (280th Street). Anticipated residential and commercial growth is only expected to make things worse.

"There's kind of a big gap in east-west roads south of County Road 46," which skirts the southern edge of Burnsville, Apple Valley and Rosemount, said John Sass, a Dakota County planner. "It's kind of disjointed."

Planners have come up with several routes -- called minor arterials -- that would cut across the county from Interstate Hwy. 35 to Hwy. 52.

The roads would be two to four lanes wide, with varying speed limits. The county will look at establishing a bigger, faster roadway after the minor routes are set. Some routes could tie in with road improvements in Scott County. Planners hope the Dakota County board will approve their outline by the end of the year.

The routes being considered now are roughly (west to east):

- From County Road 60 (185th Street) to Dodd Boulevard, then north to connect to a new road that would run east to Hwy. 3.
- From County Road 60, running east and south to County Road 64 west of Farmington, then east in alignment with 190th Street to Hwy. 52.
- From County Road 50 to 202nd Street in Lakeville to Cedar Avenue, then east in an alignment that eventually ties in to County Road 66 (200th Street).
- From County Road 70 to Cedar Avenue, then dropping down to tie in to County Road 74 (220th Street) and on to Hwy. 3.

When routes are firmed up, the county will use them for long-range planning, right-of-way acquisition and as guides to begin some construction projects.

But county staff stress that these are not roads that will be built immediately. Even once they are adopted, the county could make minor changes as it negotiates with homeowners and developers.

By planning the routes -- including possibly purchasing some land -- now, county staff hope to avoid higher social, environmental and economic costs that would likely come with improving roads in the future.

"The alignments will respond to development," said Scott McBride, a consultant.

More drivers

Dakota County estimates population growth of some 28 percent by 2020, bringing the population to 456,160. The growth rate is expected to be greater in Lakeville, Farmington and Empire Township, according to the county: In 1980, their combined population was 20,384. In 2000, it was 57,131, a 181 percent increase. And by 2020, it is expected to increase another 78 percent, to 101,700.

A combination of more drivers and more trips per driver, Sass said, will have a "kind of a double effect" on traffic.

Miles driven in the county have increased almost 5 percent annually, and between 2000 and 2020, are estimated to increase by 40 percent.

"If you look at Dakota County, it's tough to go from east to west or west to east," said Dakota County Commissioner Paul Krause. Krause acknowledged that there would be challenges in securing land and funding, but said, "you have to prepare for the future."

Changes are felt

Laure and Jim Hallamek live along 195th Street near Meadowview Elementary school in Farmington. They used to cross a dirt road to retrieve mail from the box across the street.

Now that street -- 195th -- is paved, a requirement for construction of the elementary school. Trails went in nearby, and the Hallameks lost some of their 5 acres. Now they wonder how much more they will lose if 195th Street becomes part of an east-west corridor.

"No way I'm running across four lanes of traffic to get the mail," Laure said. Plus, she said, the segment of road from Flagstaff to Hwy. 3 passes directly in front of Meadowview and another school, Akin Elementary. She said she thought it seemed unsafe to put a potentially high speed road there.

Scott County view

In Scott County, planners are considering extending some east-west routes to cover more of the county or cross over into neighboring counties.

Daniel Jobe, a design engineer with the Scott County Highway Department, said the county could extend County Road 42 west into Chaska and County Road 8 west past County Road 23, where it currently stops. County Road 8 hits Dakota County Road 70.

Scott County could also add on to County Road 2 west past County Road 61, where it ends.

There is some discussion of extending County Road 12 west past County Road 17, in Scott County, Jobe said, as well as possibly extending it east. County Road 12 currently ends at Hwy. 13 on the east.

Finally, Jobe said, Scott County is considering renaming parts of the east-west route that is County Roads 21, 82 and 14, for consistency and ease.

•TO LEARN MORE

Dakota County is planning for future growth by identifying potential east-west transportation corridors in the Lakeville, Farmington and Empire Township areas south of County Road 46. To see reports on the project and maps of potential routes, go to www.co.dakota.mn.us/planning/Transportation/eastwest/index.htm

Contact the writer at 612-673-7275

or <u>skantor@startribune.com</u>.

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County study reserving land for future east-west roads

By Anna Cronk\Sun Newspapers

(Created: Wednesday, August 3, 2005 3:00 PM CDT)

Reserving the paths of least resistance for the sites of future east-west roads is a goal for the Dakota County Transportation Department.

The department released the results of its Phase II East West Corridor Preservation Study this summer, which further defines where roads will likely be built when development increases in the southern region of the county.

"We're trying to figure out the future vision of the rights of way. If we preserve a corridor, it's most likely where the road will end up," said John Sass, Dakota County transportation project manager.

"Other than that, we are not aggressively looking to build these roads right now," he said.

The study looked at two specific routes or route segments, one of which is in Lakeville and another that overlaps Lakeville and Farmington, as well as two further south.

Specifically, the study aimed at defining a transition segment to align 185th Street at Cedar Avenue heading east to 195th Street at Flagstaff Avenue, said Sass.

"It was left open in the original study," which was completed in 2003, he said. "Now we came pretty close to getting that defined."

The backward S-curve road was the last of three options that, after further analysis, was the best option for the area.

"Other than severing some farm fields, it's the best connection with the least impact," Sass said.

He added that three or four residents in the approximately one-square mile area will be affected, but Sass said they understand the importance of preparing for future development.

The new road will ease the load that the north-south Cedar Avenue bears, allowing east-west travelers to bypass the crowded thoroughfare.

Brent Rusco, a consultant with Short Elliott Hendrickson engineering firm, said this alignment segment might be the first to see completion.

The county has applied for federal funds for the project, and Sass said they would know if they were approved in about a year.

If the funds are granted, Rusco said construction in the area would be planned to begin in 2009.

The other segment affecting Lakeville is developing 179th Street into a county road or minor arterial, said Sass.

Segments of this alignment have already been constructed, in areas where development has begun, with the intention of creating a continuous roadway in the future.

As part of their stipulations to build, developers are typically required to construct portions of roads for future arterial connections.

In the case of a 179th Street segment, developer D.R. Horton built the road through the Crossroads development, west of Flagstaff Avenue, with the intention of it being connected in the future.

Sass said the current preferred alignment was chosen in Phase I of the study in 2003. After examining other options, the county decided keeping the alignment on 179th Street was the best idea.

Moving the corridor from Dodd Boulevard north and eastward along 170th Street was an option they pondered, but decided against.

"It didn't take long to see that was not feasible. It would go through a park and have impact on a junior high. There wasn't enough designated right of way and we have to go into residential property," said Sass. "The 179th Street option is partially built, and we would create the least disruption."

While the disruption would be kept to a minimum, according to officials, residents of the Crossroads development see it otherwise.

Mary Steibers and Scott Krog said they had no knowledge of the intent to incorporate a county road or other arterial into their neighborhood.

Steibers, who moved in last November, has four children between the ages of 5 and 16. Besides her concern for their safety when crossing a potential four-lane county road to use the neighborhood bike paths, she said she the main road will lower the property value in her Crossroads neighborhood.

"I understand we've got to have something. If we develop, we've got to have transportation," she said. "But, I never would have bought here if I had any inkling of the proposal."

Krog, who moved to the development a year ago, said the road will ease his daily commute to Eagan, but he still has concerns.

"I'd like to know how many lanes they're thinking and what the projected traffic will be."

"I guess I'm just really surprised because I didn't know about this when I moved in. One of the questions I had for my realtor was what

was the plan for behind my house," which is currently an open field. "I should have asked what was going in front."

Trying to find a happy medium was part of the study, said Sass, but he realizes some residents will inevitably be affected.

The city of Lakeville is doing what it can to protect its residents' interests, especially making it clear to developers that the roads are something they will have to consider in their plans, said Lakeville City Administrator Steve Mielke.

"From Lakeville's perspective, a lot of this is designing subdivisions with the connections already in mind, and making the developer aware we're going to support this," Mielke said.

"Both Farmington and Lakeville passed resolutions supporting the concept of east west alignments," he said. "The real purpose is to let us get ahead of traffic and design development corridors to avoid traffic problems in the future."

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DNR Comments



Minnesota Department of Natural Resources

1200 Warner Road St. Paul, Minnesota 55106 651.772.7900

June 3rd, 2005

John Sass
Transportation Project Manager
Dakota County Transportation Department
14955 Galaxie Avenue, 3rd Floor
Apple Valley, MN 55124RE: Dakota County East-West Corridor Preservation Study-Phase 2

Dear Mr. Sass:

Pat Lynch provided Brian Nerbonne, Trout Stream Habitat Specialist, and I with the original packet of the Draft Preservation Study- Phase 2 and your email with the updated draft documents. After review of both packets, we offer the following comments and questions about apparent preference for CSAH 66 to become the East-West Corridor.

How was the width of the "Trout Stream Impact Zone" determined?

The Comparative Evaluation Summary table indicates that there will be 125.4 acres of impact within the "Trout Stream Impact Zone" (a reduction of 7.2 acres of impact from the current alignment).

It is very important that innovative storm water management and low impact development practices are incorporated into the design of the new alignment to ensure that the MDNR Designated Trout Stream is protected from negative impacts and the MPCA's standards for 2A waters are met.

What is the proposed number of north-south crossings of Vermillion River and the South Branch?

On the latest drawing, labeled "Map Document: (U:\D\Dakot\040300\GIS\C2East.mxd) 5/4/2004 7:27:11 AM", there are six-north south road alignments indicated, a wider bridge at Biscayne and a new crossing of South Branch. Additional crossings of the River and South Branch have the potential to degrade the trout habitat through construction of the road and bridge deck and well as through the additional inputs of storm water generated from the impervious surfaces. We would encourage the County to limit the crossings of the River to those that are existing.

What will be done with the bridge crossing over South Branch where the old alignment of CSAH 66 will terminate at Highway 52?

Are the 190th and CSAH 66 alignments the only options?

The 190th alignment would bisect the WMA/AMA from the Butler property and a portion of UMORE property as well. Cutting a major transportation corridor through these areas of contiguous habitat will degrade their habitat quality and recreational use potential significantly.

The CSAH 66 alignment's interchange at Highway 52 is in very close proximity to the confluence of the South Branch and the main stem of the Vermillion. The latest drawing, "Map Document: (U:\D\Dakot\040300\GIS\C2East.mxd) 5/4/2004 7:27:11 AM", does not even depict the South Branch. The CSAH 66 alignment and Hwy. 52 interchange will have significant impacts on habitat quality and will bisect another sensitive riparian wetland and cross the South Branch, an important cold-water tributary resource for the Vermillion River

In answer to your question, the potential alignments of trails should be left off the Trail Regional Park map as depicted by Dakota County Parks within the WMA, AMA and Park (east of Biscayne). There has been no official alignments studied for the regional trail, but is has generally been proposed to be located south of the Vermillion River.

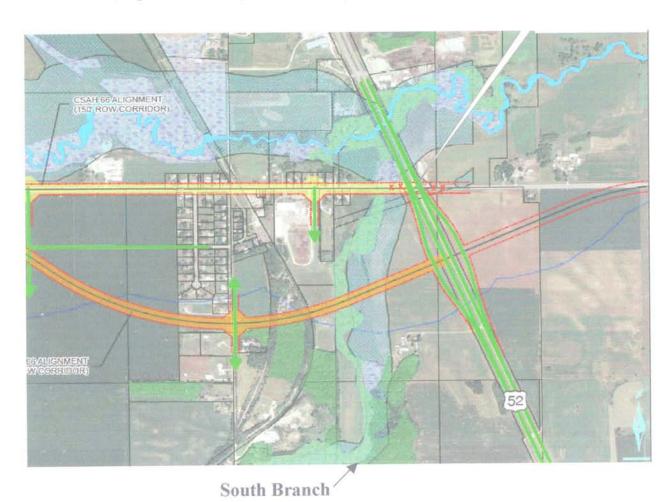
Sincerely.

Michele D. Hanson, Community Assistance

Specialist

C: Pat Lynch, Area Hydrologist Dale Homuth, Regional Hydrologist Dirk Peterson, Regional Fisheries Supervisor Bio Nichard Trans Street Habitat

Brian Nerbonne, Trout Stream Habitat



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Empire Township Study CSAH 66 and Biscayne Avenue



BOLTON & MENK, INC.

Consulting Engineers & Surveyors

12224 Nicollet Avenue • Burnsville, MN 55337 Phone (952) 890-0509 • FAX (952) 890-8065

Date:

January 24, 2006

To:

Brian Hilgardner, P.E.

Empire Township Engineer

From:

Pete Sorenson, Traffic Engineering Specialist

Gina Mitchell, Transportation Planner

Subject:

CSAH 66 Proposed Alignment at Biscayne Avenue

Dakota County has developed a draft alignment vision for CSAH 66 at Biscayne Avenue that addresses issues associated with the development of the County's East West Corridor in this area. The County's vision includes cross county transportation to use the 190th Street alignment to Biscayne Avenue, Biscayne Avenue south to CSAH 66, and CSAH 66 easterly. Due to the current intersection crossing angle and to numerous direct driveway access issues near the intersection, Dakota County has proposed a future alignment south of the intersection that would permit good intersection spacing from the Vermillion River crossing and opportunity for a good intersection crossing angle.

The attached Sheet 1 illustrates three alignment options that were considered:

- 1. Alignment 1 Dakota County's suggested alignment;
- 2. Alignment 2 Alternative 1; (slight movement of the roadway to the north); and
- 3. Alignment 3 Alternative 2; Realignment of Biscayne Avenue to create a 90° intersection with existing CSAH 66.

An analysis of the area between the existing and proposed CSAH 66 was conducted to:

- Review how a potential future local roadway network might function under a singlefamily residential development scenario (if land use designations change in the future and property owner(s) wished to develop their property)
- 2. Determine whether the new county roadway alignment would create an undue burden on how the area could be subdivided compared to an alternative alignment
- 3. Note: An analysis south of the future county roadway was not reviewed due to the area's apparent lack of development constraints resulting from a new county roadway

The attached conceptual layout illustrates a graphic representation of how the roadway network could develop under Dakota County's alignment scenario. The intersection location appears to allow for reasonable street and lot layout of the area. This graphic <u>does not</u> represent that the number of lots illustrated on Sheet 2 will be attainable upon development. This is due to the unknown future zoning requirements, such as land use, lot size, park dedication requirements,

H:\EMPI\T4221834\memo3.doc

etc., and because areas for expected future storm water management were not evaluated. To meet the County's minimum access spacing requirements, future layout of the property with intersection spacing could be considered at either one-quarter mile.

The County has indicated that Alignment 3 does not meet the goals that they have for this roadway. This alignment will result in continuation of multiple direct driveway access locations and poses higher likelihood of negative impacts on the Vermillion River.

Discussion with Mr. John Sass at Dakota County has indicated a willingness from the County to consider some alignment alternatives that would also address the issues facing the County. This indicates that Empire Township could develop alternatives for review by the County if desired. Some issues that would be good for the Township to consider include:

- 1. The County does not have a project identified or funded for construction;
- 2. Annexation issues in this area with Farmington;
- 3. Land-use opportunities for the properties along the proposed alignment;
- 4. Maintaining a good intersection crossing angle at Biscayne Avenue (80° or better);
- 5. Connections from the new alignment to the old roadway.
- 6. Provide alignment that would allow 55 MPH design speed.
- 7. 110' corridor width for new CSAH 66.
- 8. Intersection and driveway spacing on new alignment no closer than ¼ mile.
- 9. Ultimate jurisdictional transfers of:
 - -existing Biscayne Avenue north of CSAH 66 to the future 195th Street alignment
 - -existing CSAH 66 west of Biscayne Avenue
 - -existing CSAH 66 near the intersection with Biscayne Avenue.

The process for implementing the realignment vision will be through the development and property subdivision process. When a property is proposed for development in the area of the realignment the approved plat will set the alignment. As development is initiated and approved there will be less flexibility to influence the final roadway alignment. For that reason we would recommend that Empire Township continue to work with Dakota County and the City of Farmington. It would be timely for the Township to review this area for long-range land use that would take into account the planned alignment.

Brian Hilgardner

From:

Sass, John [John.Sass@CO.DAKOTA.MN.US]

Sent:

Friday, January 20, 2006 12:48 PM

To:

Peter Sorenson

Cc:

Brian Hilgardner

Subject: RE: CSAH 66 at Biscayne Ave

Pete;

The route continuity with the 93-degree skew intersection of Highway 66 and Biscayne Avenue on a new alignment located south of the existing intersection is preferred (Alternative 1). The disjointed north-south connection of Biscayne Avenue with the realignment of Biscayne through the Metropolitan Council property (Alternative 2) is somewhat troubling. If the township strongly favors alternative 2 we should look at the north south realignment of Biscayne Avenue south of Highway 66. Did the EIS projecting much north south truck traffic on Biscayne Avenue in the future.

Access frequency on highway 66 with alternative 2 does not meet county access spacing guidelines for a county highway facility. Ultimately there would be approximately thirteen fewer access point with alternative 1 in the one-mile section. Approximately six existing parcel on Highway 66 in the area of the T-intersection of Biscayne Avenue and Highway 66 would be total acquisitions.

Alternative 1 has a higher potential to minimize impacts on Vermillion River. The DNR will have some concerns with alternative 2 (see attached Email). From Transportation, Environmental and Land Use perspective alternative 1 is preferred. What does the township prefer do we want to do a full matrix analysis of the two alternatives? What are the benefits of the 93-degree skewed intersection over the 90degree alternative?

Thanks

John Sass Transportation Project Manager Dakota County Transportation Department 14955 Galaxie Avenue, 3rd Floor Apple Valley, MN 55124 Telephone 952.891.7130

----Original Message----

From: Peter Sorenson [mailto:peteso@bolton-menk.com]

Sent: Wednesday, January 18, 2006 9:33 AM

To: Sass, John Cc: Brian Hilgardner

Subject: CSAH 66 at Biscayne Ave

John, attached is a pdf of two possible intersection areas and alignment alternatives for evaluation. If the County would not consider the movement of the existing intersection to the east to square up the intersection, let me know and I will make sure that the County's objections are included in our report. The realignment option for CSAH 66 was selected to try to preserve as much of the existing property in the NE corner as possible preserving the existing buildings (as shown in the aerial). Pete

Brian Hilgardner

From:

Sass, John [John.Sass@CO.DAKOTA.MN.US]

Sent:

Monday, October 24, 2005 3:10 PM

To:

Elwood, Kristine; Krebsbach, Mark; Zech, Dave

Subject: FW: road crossings of public waters

FYI

The east-west alignments A thru E have 34 total stream crossings of which the County alignments B, C, and E have 19 tributary crossings.

----Original Message----

From: Pat Lynch [mailto:pat.lynch@dnr.state.mn.us]

Sent: Monday, October 24, 2005 2:26 PM

To: lmann@ci.farmington.mn.us; knelson@ci.lakeville.mn.us; Sass, John Cc: Jaschke, John; watson@co.dakota.mn.us; Brian Nerbonne; Michele Hanson

Subject:

road crossings of public waters

Gentlemen:

I write this e-mail as a follow up to our meeting earlier this month at Lakeville city hall with you and city administrators from Farmington and Lakeville where the topic of discussion was the extension of 179th Street. I wish to reiterate and expand upon some concerns that I expressed regarding public road crossings of public waters.

As land is consumed through growth within the Vermillion River watershed and elsewhere, natural resources are bombarded with a myriad of environmental impacts. Increasing appropriation of groundwater to meet the needs of a growing population, loss and fragmentation of upland and wetland habitats, soil erosion, increased storm water runoff, changing stream channel dynamics, loss of groundwater recharge areas... these are only a few. You have undoubtedly heard about these and other environmental concerns from others through a variety of environmental review and land use approval processes.

While the DNR participates in environmental review processes, and has some land use review & comment authority in floodplain and shoreland areas, we really have little influence or oversight into how development occurs and the landscape is altered. In some instances, however, we do have a more direct involvement through DNR permitting. This is the case when proposals are made to construct new or replacement existing road crossings over public waters.

Of particular interest and concern to the agency are those crossings of the Vermillion River and its tributaries, several miles of which are cold water streams and designated as trout stream. Following our meeting of October 4th, it seemed evident to me that a lack of comprehensive transportation planning exists for the upper Vermillion River watershed. Over the years, road crossings have been proposed, designed, permitted, and built, with little regard to the cumulative environmental impacts to the stream channels and riparian habitat. Many of the same jurisdictions who permit and built these crossings have also invested heavily in improvement and restoration efforts on these very same stream corridors.

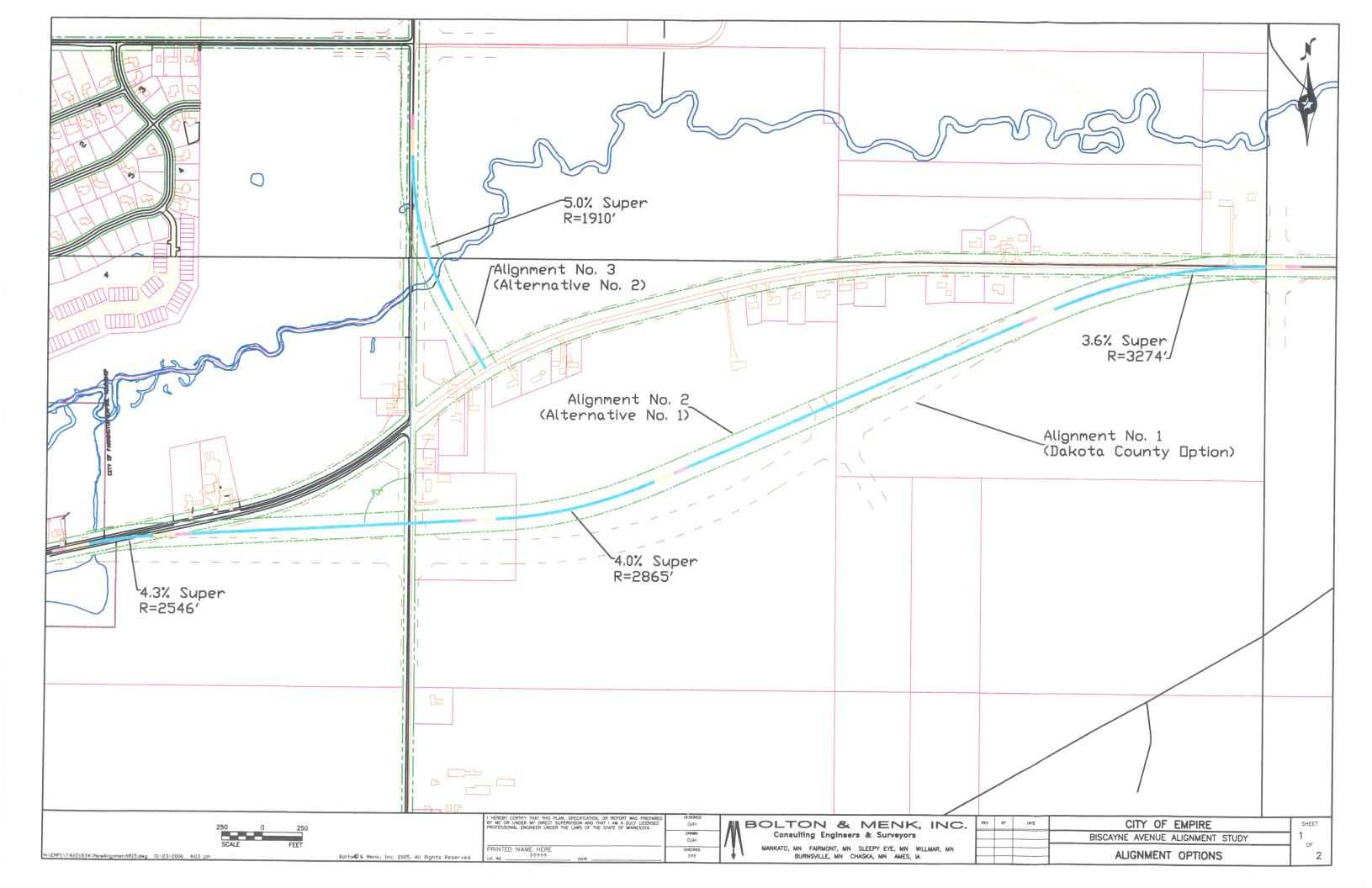
Consideration for DNR permitting of crossings over public waters is guided by Minnesota Rules 6115.0230. Future crossing proposals will be scrutinized more closely than they have in the past. In particular, they will be questioned more closely as to their need, their structural design, whether they minimally impact the stream and riparian environment, their impacts on navigation and fish & wildlife movement, and their role in rate control. Anticipated adverse impacts are subject to mitigation. Historically, too much emphasis has been placed on utilizing public watercourses and their natural floodplains to meet local storm water management goals. Box culverts, rather than bridges or bottomless culverts are too often the low-cost crossing of choice.

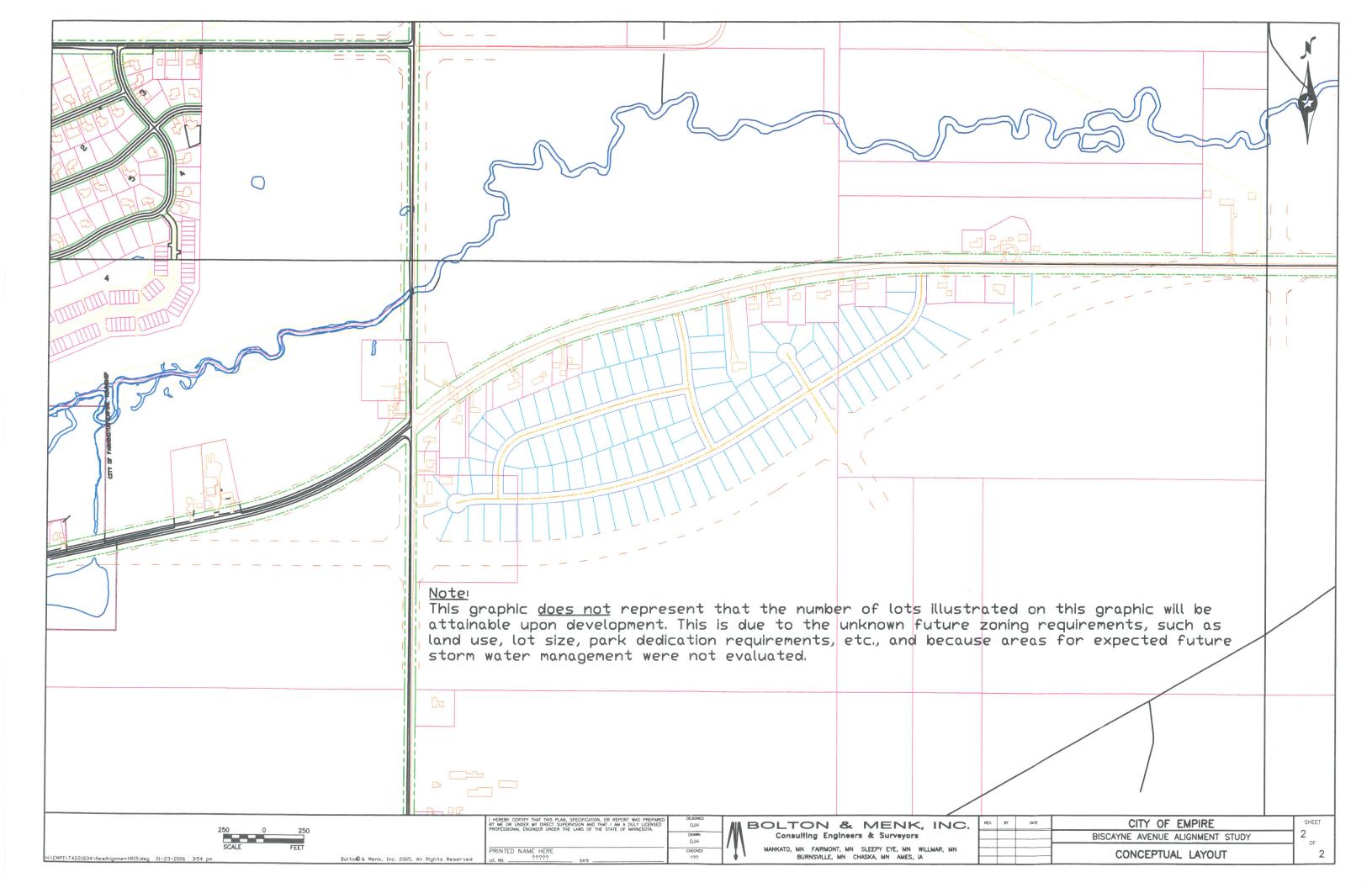
It is suggested that the cities and Dakota County begin taking a comprehensive look at the needs for new and replacement

road crossings of public waters in terms of minimizing the number of crossings, minimizing encroachment into their channels and floodplains, minimizing the change in the hydraulic characteristics at these crossings, providing adequate navigational clearance, and minimizing the fragmentation/segmentation of stream corridors.

If there is interest, this matter could be discussed further with you and staff from DNR, Dakota SWCD, and the Vermillion Watershed JPO.

Incoming mail is certified Virus Free. Checked by AVG anti-virus system (http://www.grisoft.com). Version: 6.0.830 / Virus Database: 565 - Release Date: 1/6/2005



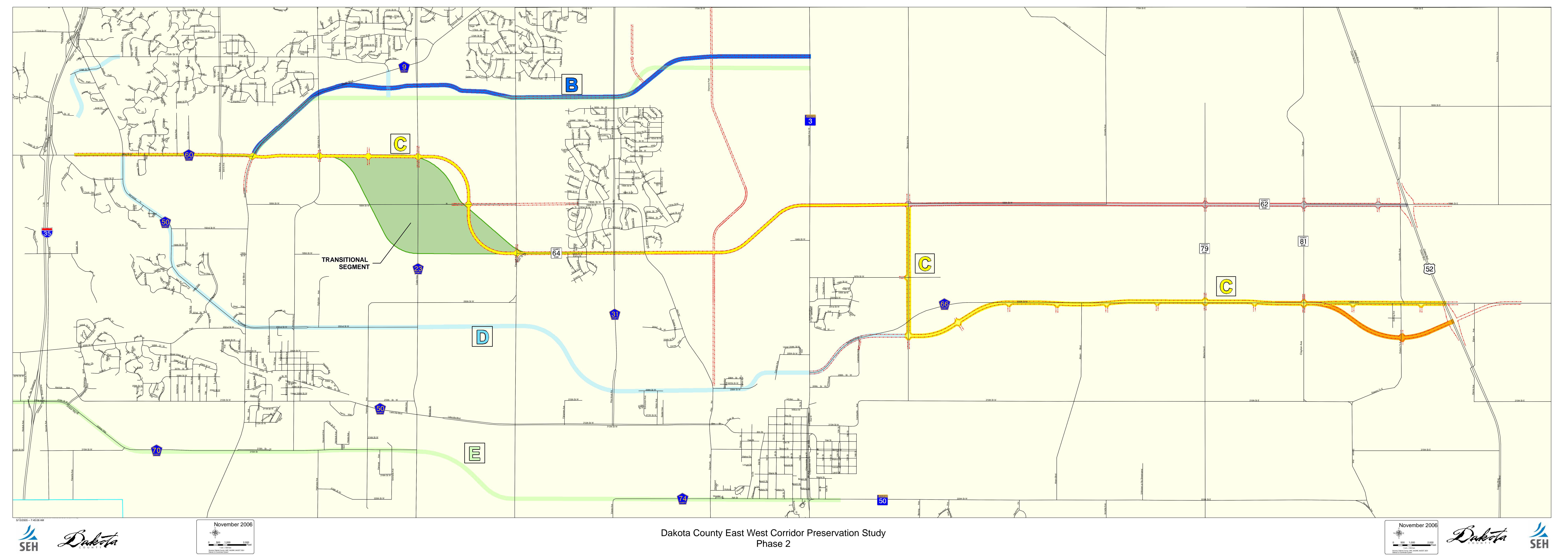


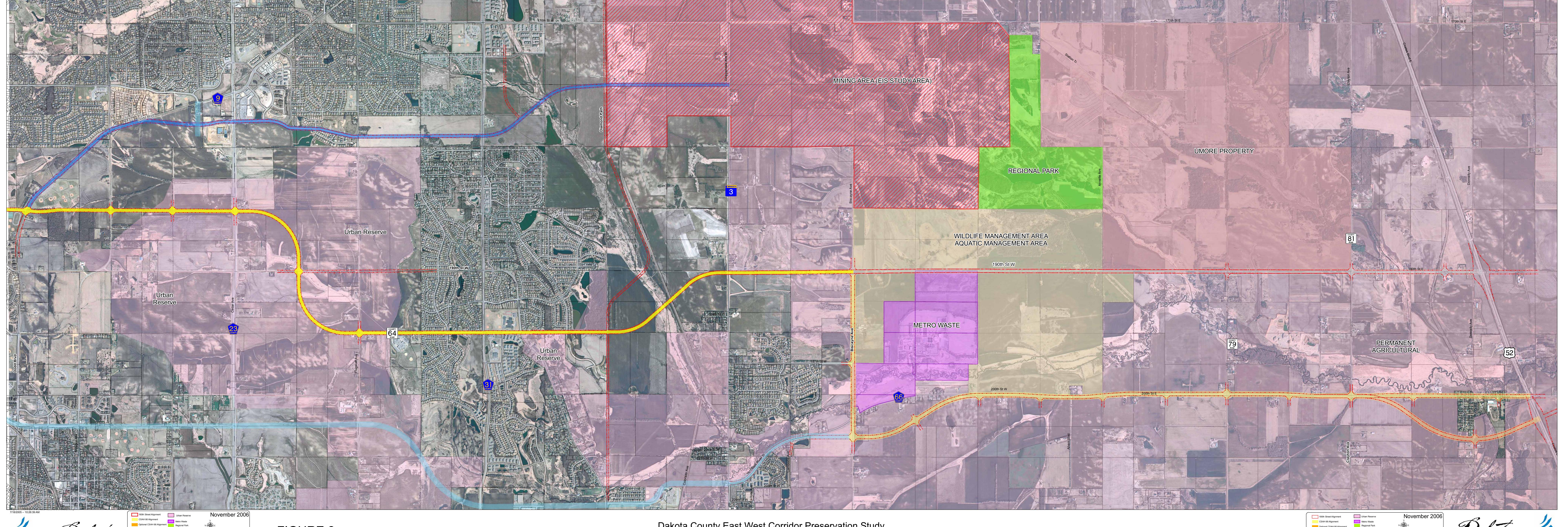
Appendix F

City of Farmington Comments

Appendix G

Resolutions





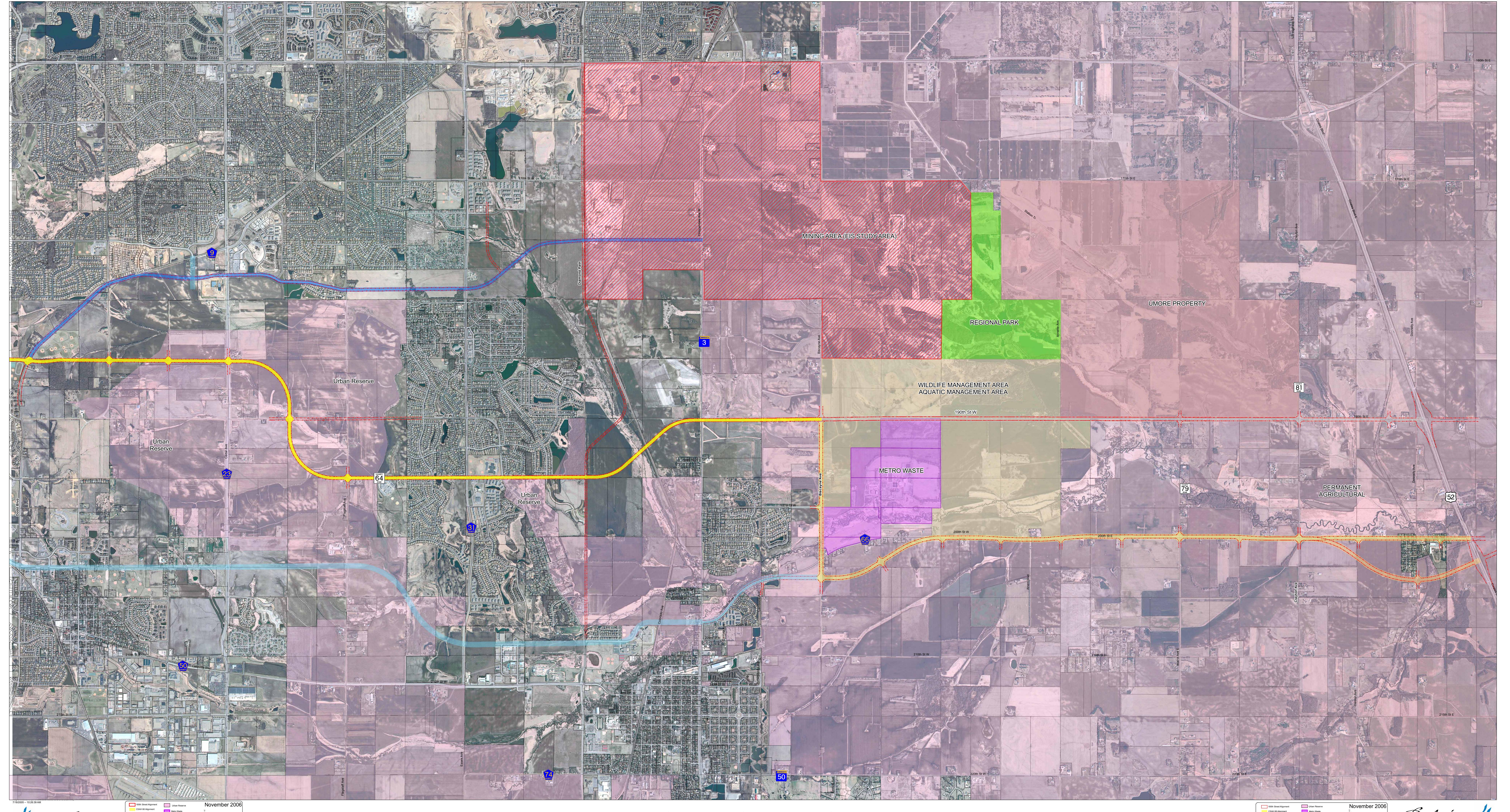
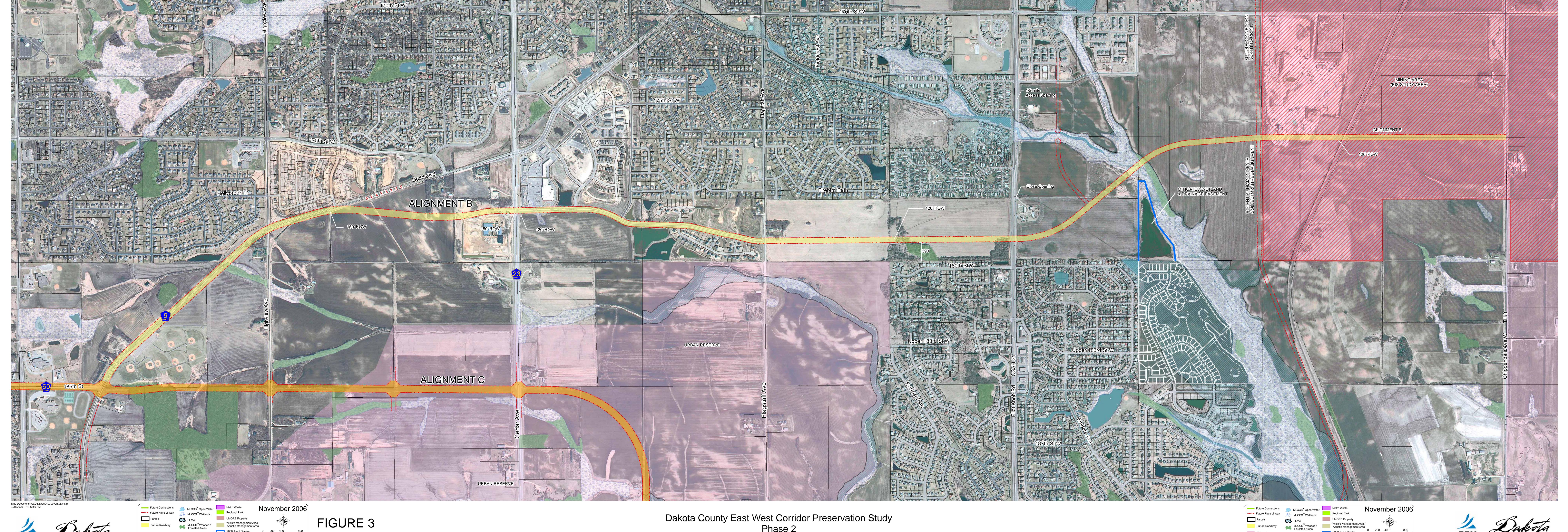


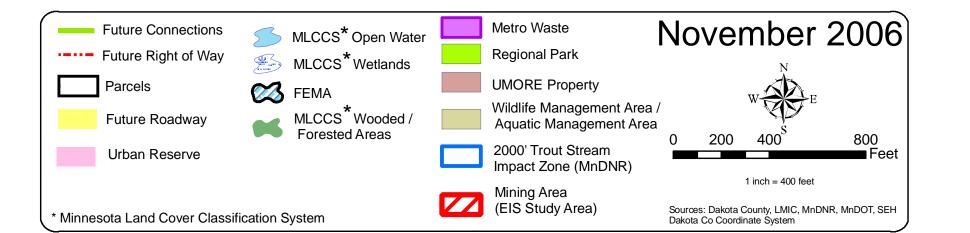


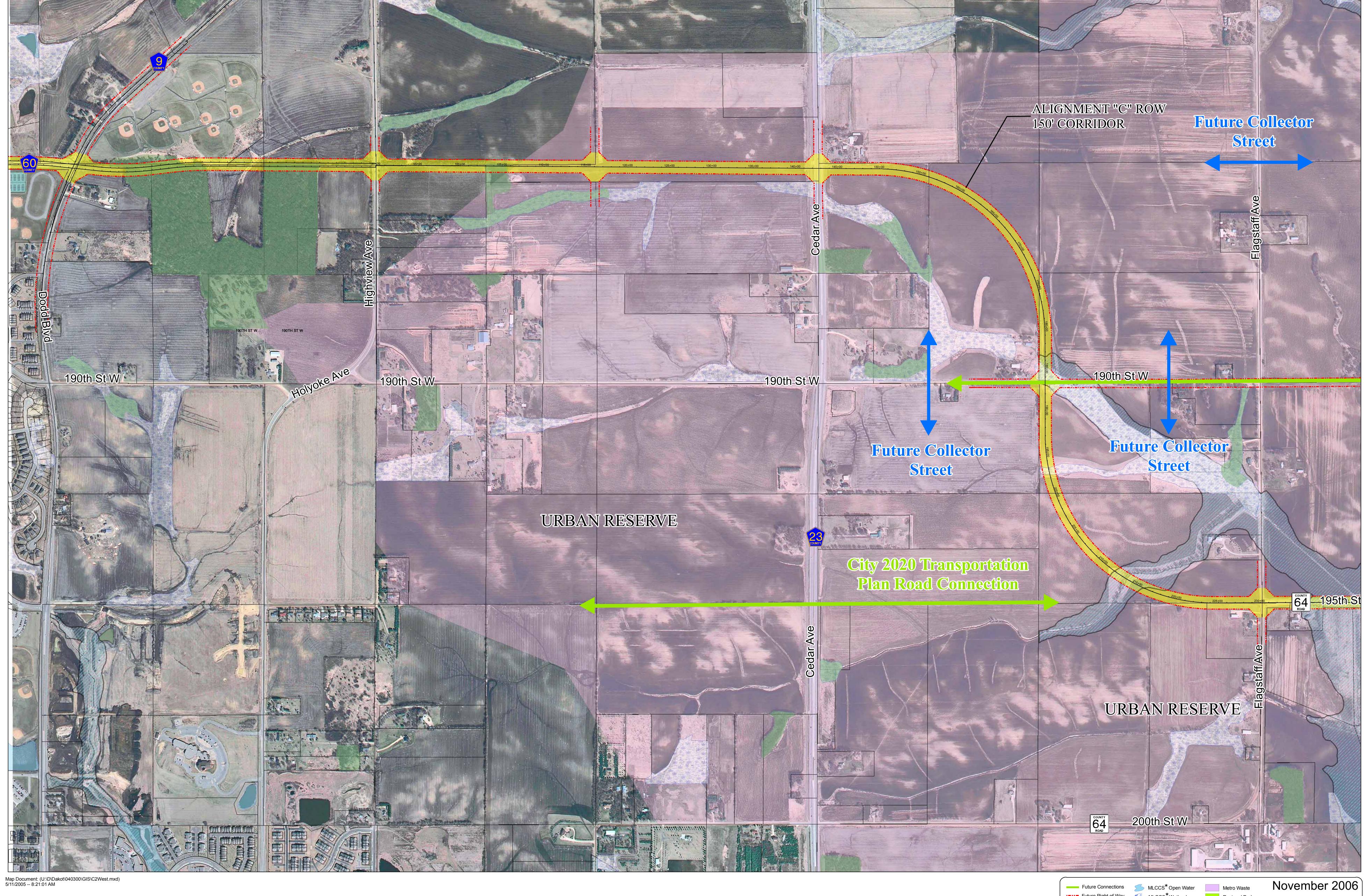


FIGURE 2



Dakota County East West Corridor Preservation Study
Phase 2 Alignment B





SEH Dakot

Dakota County East West Corridor Preservation Study
Phase 2

Alignment C
County Road 64 Connection

