

CSAH 42 (Burnsville): Sidewalk Inventory

From	To	East/North	Land Use	Good/F	Poor Length	Missing Length	Rural Length	West/South	Land Use	Good/F	Poor Length	Missing Length	Rural Length	Rating (G/F/P)	Pedestrian Gap Priority	Notes	City	Updated Revisions	CIP Projects since 2016		
																			Year	Type	Segment
west city boundary	Ewing Av S	trail	C	0.06				trail	C	0.06				good			Burnsville	repaving	2022	Mill & Overlay	W Co. line to
Ewing Av S	Burnsville Pkwy	trail	C	0.10	0.18			trail	C	0.18				poor-n, good-s		(b)	Burnsville	repaving	2022	Mill & Overlay	CSAH 11
Burnsville Pkwy	Southcross Dr W	trail	C	0.29				trail	C	0.29				good			Burnsville	repaving	2022	Mill & Overlay	
Southcross Dr W	Judicial Rd	trail	C	0.18				trail	C	0.18	0.18			good-n, poor-s		(b)	Burnsville	repaving	2022	Mill & Overlay	
Judicial Rd	Newton Av	trail	C	0.06	0.23			trail	C	0.00	0.23			poor		(b)	Burnsville	repaving	2022	Mill & Overlay	
Newton Av	Morgan Av S	trail	C	0.00	0.12			trail	C	0.00	0.12			poor		(b)	Burnsville	repaving	2022	Mill & Overlay	
Morgan Av S	private access	trail	C	0.00	0.06			trail	C	0.00	0.06			poor		(b)	Burnsville	repaving	2022	Mill & Overlay	
private access	CSAH 5	trail	C	0.00	0.03			trail	C	0.00	0.03			poor		(b)	Burnsville	repaving	2022	Mill & Overlay	
CSAH 5	private access	sidewalk	C	0.07				sidewalk	C	0.07				fair			Burnsville	repaving	2022	Mill & Overlay	
private access	Irving Av S	sidewalk	C	0.08				sidewalk	C	0.08				fair			Burnsville	repaving	2022	Mill & Overlay	
Irving Av S	Burngarten Dr	sidewalk	C	0.05				sidewalk	C	0.05				fair			Burnsville	repaving	2022	Mill & Overlay	
Burngarten Dr	private access	sidewalk	C	0.05				sidewalk	C	0.05				fair			Burnsville	repaving	2022	Mill & Overlay	
private access	Burnhaven Dr	sidewalk	C	0.08				sidewalk	C	0.08				fair			Burnsville	repaving	2022	Mill & Overlay	
Burnhaven Dr	private access	sidewalk	C	0.14				sidewalk	C	0.14				fair			Burnsville	repaving	2022	Mill & Overlay	
private access	Aldrich Av	sidewalk	C	0.10				sidewalk	C	0.10				fair			Burnsville	repaving	2022	Mill & Overlay	
Aldrich Av	I-35W west ramps	sidewalk	C	0.16				sidewalk	C	0.16				fair			Burnsville	repaving	2022	Mill & Overlay	
I-35W west ramps	I-35W east ramps	sidewalk	U	0.11				sidewalk	U	0.11				fair			Burnsville	repaving	2022	Mill & Overlay	
I-35W east ramps	Nicollet Av	sidewalk	C	0.08	0.00			sidewalk	C	0.08				fair			Burnsville	repaving	2022	Mill & Overlay	
Nicollet Av	I-35E west ramps	trail	C	0.10	0.00			sidewalk	C	0.10				good-n, fair-s			Burnsville	repaving	2022	Mill & Overlay	
I-35E west ramps	I-35E east ramps	trail	U	0.11	0.00			sidewalk	U	0.11				good-n, fair-s			Burnsville	repaving	2022	Mill & Overlay	
I-35E east ramps	Grand Av	trail	U	0.06	0.00			sidewalk	U	0.06				good-n, fair-s			Burnsville	repaving	2022	Mill & Overlay	
Grand Av	Plymouth Av	trail	C	0.14	0.00			sidewalk	I	0.14				good-n, fair-s			Burnsville	repaving	2022	Mill & Overlay	
Plymouth Av	private access	trail	R	0.18	0.00			sidewalk	C	0.18				good			Burnsville	repaving	2022	Mill & Overlay	
private access	Portland Av	trail	R	0.05	0.00			sidewalk	C	0.05				good			Burnsville	repaving	2022	Mill & Overlay	
Portland Av	Chicago Av	trail	R	0.24	0.00			none	R		0.24			good-n, none-s		(a)	Burnsville	repaving	2022	Mill & Overlay	
Chicago Av	10th Av S	trail	R	0.09	0.00			none	R		0.09			good-n, none-s			Burnsville	repaving	2022	Mill & Overlay	
10th Av S	CR 11	trail	C	0.14	0.00			none	R		0.14			good-n, none-s			Burnsville	repaving	2022	Mill & Overlay	
CR 11	private access	trail	C	0.06	0.00			trail	C	0.06				good			Burnsville	repaving	2022	Mill & Overlay	
private access	church entrance	trail	R	0.07	0.00			trail	I	0.07				good			Burnsville	repaving	2022	Mill & Overlay	
church entrance	Summit Ridge Cir	trail	R	0.06	0.00			trail	I	0.06				good			Burnsville	repaving	2022	Mill & Overlay	
Summit Ridge Cir	church entrance	trail	R	0.05	0.00			trail	I	0.05				good			Burnsville	repaving	2022	Mill & Overlay	
church entrance	Parson Hill Dr	trail	R	0.07	0.00			trail	I	0.07				good			Burnsville	repaving	2022	Mill & Overlay	
Parson Hill Dr	Southcross Dr	trail	R	0.15	0.00			trail	U	0.15				good			Burnsville	replacement	2023	Signal	@ I-section
Southcross Dr	east city boundary	trail	R	0.12				trail	R	0.12				good			Burnsville	repaving	2022	Mill & Overlay	
TOTAL					3.14	0.62	0.00	0.00		2.68	0.62	0.47	0.00				Total Area	7.53			

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Updated information shown in red text

Rural segments were identified as a Rural Land Use Context in the Dakota County Bicycle and Pedestrian Study

Notes

- (a) bus stop bench in R/W with no facilities
- (b) significant cracking

Land Use

- R Residential (house, apartment)
- C Commercial (business, industrial)
- I Institutional (school, church, park, athletic complex)
- U Undeveloped (open space, utilities, transportation)

Includes Both Sides

	2023	2016
Good or Fair Segments	5.82	5.41
Poor or Missing Segments*	0.47	2.12
Poor Segments	1.24	
Missing Segments	0.47	
TOTAL Urban/Suburban Only	7.53	7.53
Rural Segments**	0.00	
TOTAL	7.53	7.53

Comparison Summary

Trails west of CSAH 5 are in need of repair.
Missing segment remains on south side between Portland Av and CR 11.

Compliance Percentage (includes areas with sidewalks or trails)

2023	77%
2016	72%

* Poor and Missing Segments were combined as one category in 2016 for ADA compliance purposes.

** Rural segments were identified as missing segments within municipalities in 2016.

	Linear Miles	%
Both Sides		
Trail on both sides	1.73	46%
Trail on one side, sidewalk on other	0.64	17%
Sidewalk on both sides	0.92	24%
Total	3.29	88%
One Side		
Trail on one side	0.47	13%
Sidewalk on one side	0.00	0%
Total	0.47	13%
None		
	0.00	0%
TOTAL	3.76	

CSAH 42 (Burnsville): Pedestrian Ramp Inventory

CSAH 42 At	2023 Inventory			2016 Inventory			Curb Ramp Details					Location City	Updated Revisions	CIP Projects since 2016			
	Complies	To Comply	No Facility	Complies	To Comply	No Facility	Additional Description	Case	Signal	APS	Notes			Year	Type	Segment	
Ewing Av S	4	0	0	4	0	0		2				Burnsville	repaving	2022	Mill & Overlay	W Co. line	
Burnsville Pkwy	10	0	0	10	0	0		2	Yes	Yes		Burnsville	repaving	2022	Mill & Overlay	to	
Southcross Dr W	8	0	0	8	0	0		2				Burnsville	repaving	2022	Mill & Overlay	CSAH 11	
Judicial Rd	6	0	0	4	0	0		2	Yes	Yes		Burnsville	repaving	2022	Mill & Overlay		
Newton Av	4	0	0	4	0	0		2				Burnsville	repaving	2022	Mill & Overlay		
Morgan Av S	2	0	0	2	0	0		2				Burnsville	repaving	2022	Mill & Overlay		
private access	2	0	0	2	0	0		2				Burnsville	repaving	2022	Mill & Overlay		
CSAH 5	16	0	0	16	0	0		2	Yes	Yes		Burnsville	repaving	2022	Mill & Overlay		
private access	2	0	4	0	0	6	private access	3				Burnsville	repaving	2022	Mill & Overlay		
Irving Av S	8	0	0	0	4	0		2	Yes	Yes		Burnsville	repaving	2022	Mill & Overlay		
Burngarten Dr	2	0	0	0	2	0		2				Burnsville	repaving	2022	Mill & Overlay		
private access	0	0	6	0	0	6	private access	3				Burnsville	repaving	2022	Mill & Overlay		
Burnhaven Dr	5	0	0	4	0	0		2	Yes	Yes		Burnsville	repaving	2022	Mill & Overlay		
private access	10	0	0	0	0	10	private access	2				Burnsville	repaving	2022	Mill & Overlay		
Aldrich Av	6	0	0	4	0	0	private on south = 2	2	Yes	Yes		Burnsville	repaving	2022	Mill & Overlay		
I-35W west ramps	4	0	0	0	4	0		2	Yes	Yes		Burnsville	repaving	2022	Mill & Overlay		
I-35W east ramps	2	0	0	0	2	0		2	Yes	Yes		Burnsville	repaving	2022	Mill & Overlay		
Nicollet Av	12	0	0	0	10	2		2	Yes	Yes		Burnsville	repaving	2022	Mill & Overlay		
I-35E west ramps	6	0	0	0	4	2		2	Yes	Yes		Burnsville	repaving	2022	Mill & Overlay		
I-35E east ramps	4	0	0	0	2	2		2	Yes	Yes		Burnsville	repaving	2022	Mill & Overlay		
Grand Av	4	0	0	0	4	0		2				Burnsville	repaving	2022	Mill & Overlay		
Plymouth Av	8	0	0	1	2	1		2	Yes	Yes		Burnsville	repaving	2022	Mill & Overlay		
private access	0	0	2	0	0	2	private on south = 2	3				Burnsville	repaving	2022	Mill & Overlay		
Portland Av	11	0	0	11	0	0		2	Yes	Yes		Burnsville	repaving	2022	Mill & Overlay		
Chicago Av	2	0	0	2	0	0	for Chicago Av sidewalks	2				Burnsville	repaving	2022	Mill & Overlay		
10th Av S	2	0	0	0	0	2		2				Burnsville	repaving	2022	Mill & Overlay		
CR 11	10	0	0	10	0	0		2	Yes	Yes		Burnsville	repaving	2022	Mill & Overlay		
SA entrance	4	0	0	2	0	0	included 2 on north side	2				Burnsville					
church entrance	2	0	0	2	0	0		2				Burnsville					
Summit Ridge Cir	2	0	0	0	0	2		6				Burnsville					
church entrance	2	0	0	0	2	0		2				Burnsville					
Parson Hill Dr	4	0	0	2	0	2		2				Burnsville					
Southcross Dr	4	0	0	3	0	1	signal to be replaced	2	Yes	No		Burnsville	replacement	2023	Signal	@ I-section	
TOTAL	168	0	12	91	36	38											

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Curb Ramp Case Ratings

- 1 Ramps with truncated domes that have been checked for compliance
- 2 Ramps that appear substantially compliant
- 3 Ramps without truncated domes
- 4 Ramps in need of construction installation or modification
- 5 Trail exists on one side of road. Trail is at grade & does not require ramps.
- 6 No pedestrian facilities exist.

Comparison Summary

Compliance Percentage (includes areas of no sidewalk)

2023	100%
2016	72%

CSAH 42 (Apple Valley): Sidewalk Inventory

From	To	East/North	Land Use	Good/Fair Length	Poor Length	Missing Length	Rural Length	West/South	Land Use	Good/Fair Length	Poor Length	Missing Length	Rural Length	Rating (G/F/P)	Pedestrian Gap Priority	Notes	City	Updated Revisions	CIP Projects since 2016																
																			Year	Type	Segment														
west city boundary	Redwood Dr	trail	R	0.03				trail	R	0.03				good			Apple Valley	resurfacing	2018	Mill & Overlay	145th St														
Redwood Dr	Elm Dr	trail	I	0.16				trail	I	0.16	0.00			good	Medium	(a)	Apple Valley	resurfacing	2018	Mill & Overlay	to TH 52														
Elm Dr	frontage roads	sidewalk	R	0.05				trail	R	0.05				fair-n, good-s	Medium		Apple Valley	resurfacing	2018	Mill & Overlay															
frontage roads	Garden View Dr	trail (b)	R	0.24				trail (b)	R	0.24				fair	Medium	(b)	Apple Valley	resurfacing	2018	Mill & Overlay															
Garden View Dr	Hayes Rd	trail (b)	R	0.24				trail (b)	R	0.24				fair	Medium	(b)	Apple Valley	resurfacing	2018	Mill & Overlay															
Hayes Rd	147th St W	trail	I	0.24				trail (b)	R	0.24				fair		(b)	Apple Valley	resurfacing	2018	Mill & Overlay															
147th St W	Walmart entrance	sidewalk	C	0.11				trail (b)	R	0.11				fair		(b)	Apple Valley	resurfacing	2018	Mill & Overlay															
Walmart entrance	Hoover Ln	sidewalk	C	0.04				trail (b)	R	0.04				fair		(b)	Apple Valley	resurfacing	2018	Mill & Overlay															
Hoover Ln	Pennock Av	sidewalk	C	0.08				sidewalk	I	0.08				fair			Apple Valley	resurfacing	2018	Mill & Overlay															
Pennock Av	Granada Av	sidewalk	C	0.07				sidewalk	C	0.07				fair			Apple Valley	resurfacing	2018	Mill & Overlay															
Granada Av	mall entrance	sidewalk	C	0.03				sidewalk	C	0.03				fair			Apple Valley	resurfacing	2018	Mill & Overlay															
mall entrance	CSAH 23	sidewalk	C	0.13				sidewalk	C	0.13				good			Apple Valley	resurfacing	2018	Mill & Overlay															
CSAH 23	Gleason Path	sidewalk	C	0.13				sidewalk	C	0.13				good			Apple Valley	resurfacing	2018	Mill & Overlay															
Gleason Path	Garrett Av	sidewalk	C	0.10				sidewalk	C	0.10				good			Apple Valley	ped ramps	2020	Miscellaneous	@ I-section														
Garrett Av	Gardenia Av	sidewalk	C	0.10				sidewalk	C	0.10				good			Apple Valley	resurfacing	2018	Mill & Overlay															
Gardenia Av	Galaxie Av	sidewalk	C	0.13				sidewalk	C	0.13				good			Apple Valley	resurfacing	2018	Mill & Overlay															
Galaxie Av	Forum Path	sidewalk	C	0.11				trail	C	0.11				good			Apple Valley	resurfacing	2018	Mill & Overlay															
Forum Path	Foliage Av	sidewalk	C	0.12				trail	C	0.12				good			Apple Valley	resurfacing	2018	Mill & Overlay															
Foliage Av	Home Depot entranc	sidewalk	C	0.10				trail	C	0.10				good			Apple Valley	resurfacing	2018	Mill & Overlay															
Home Depot entranc	Flanders Path	sidewalk	C	0.01				trail	C	0.01				good			Apple Valley	resurfacing	2018	Mill & Overlay															
Flanders Path	Flagstaff Av	sidewalk	C	0.10				trail	C	0.10				good			Apple Valley	resurfacing	2018	Mill & Overlay															
Flagstaff Av	private entrance	trail	C	0.07				none	U		0.07			fair	Medium		Apple Valley	resurfacing	2018	Mill & Overlay															
private entrance	private entrance	trail	U	0.26				none	U		0.26			fair	Medium		Apple Valley	resurfacing	2018	Mill & Overlay															
private entrance	private entrance	trail	U	0.09				none	U		0.09			fair	Medium		Apple Valley	resurfacing	2018	Mill & Overlay															
private entrance	Johnny Cake Ridge Rd	trail	U	0.06				none	U		0.06			fair	Medium		Apple Valley	resurfacing	2018	Mill & Overlay															
Johnny Cake Ridge Rd	CSAH 31	trail	C	0.48				none	U		0.48			fair	Medium		Apple Valley	resurfacing	2018	Mill & Overlay															
CSAH 31	Embry Path	trail	R	0.20				trail	U	0.20	0.00			fair			Apple Valley	resurfacing	2018	Mill & Overlay															
Embry Path	Easter Av	trail	R	0.24				trail	U	0.24	0.00			fair			Apple Valley	resurfacing	2018	Mill & Overlay															
Easter Av	Dundee Av	trail	R	0.29				trail	R	0.29	0.00			fair			Apple Valley	resurfacing	2018	Mill & Overlay															
Dundee Av	Dove Tr	trail	R	0.13				trail	R	0.13				good			Apple Valley	resurfacing	2018	Mill & Overlay															
Dove Tr	CSAH 33	trail	R	0.13				trail	C	0.13				good			Apple Valley	resurfacing	2018	Mill & Overlay															
TOTAL																		4.23	0.00	0.00	0.00						3.28	0.00	0.95	0.00	Total Area	8.46			

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Updated information shown in red text

Rural segments were identified as a Rural Land Use Context in the Dakota County Bicycle and Pedestrian Study

Notes

- (a) missing trail segment at Redwood Park
- (b) frontage roads in place of trails

Land Use

- R Residential (house, apartment)
- C Commercial (business, industrial)
- I Institutional (school, church, park, athletic complex)
- U Undeveloped (open space, utilities, transportation)

Includes Both Sides	2023	2016
Good or Fair Segments	7.51	6.62
Poor or Missing Segments*		1.84
Poor Segments	0.00	
Missing Segments	0.95	
TOTAL Urban/Suburban Only	8.46	8.46
Rural Segments**	0.00	
TOTAL	8.46	8.46

* Poor and Missing Segments were combined as one category in 2016 for ADA compliance purposes.

** Rural segments were identified as missing segments within municipalities in 2016.

Comparison Summary

Trail added to south side between CSAH 31 and Dundee Avenue.

Compliance Percentage (includes areas with sidewalks or trails)

2023	89%
2016	78%

Both Sides		Linear Miles	%
Trail on both sides	1.90	44%	
Trail on one side, sidewalk on other	0.64	15%	
Sidewalk on both sides	0.77	18%	
Total	3.31	78%	

One Side		Linear Miles	%
Trail on one side	0.96	22%	
Sidewalk on one side	0.00	0%	
Total	0.96	22%	

None 0.00 0%

TOTAL 4.27

CSAH 42 (Apple Valley): Pedestrian Ramp Inventory

CSAH 42	2023 Inventory			2016 Inventory			Curb Ramp Details					Location	Updated	CIP Projects since 2016			
	Complies	To Comply	No Facility	Complies	To Comply	No Facility	Additional Description	Case	Signal	APS	Notes			City	Revisions	Year	Type
Redwood Dr	4	0	0	3	0	1	One added to Redwood Park	2				Apple Valley	resurfacing	2018	Mill & Overlay	145th St	
Elm Dr	4	0	0	4	0	0		2	Yes	No		Apple Valley	resurfacing	2018	Mill & Overlay	to TH 52	
frontage roads	0	4	0	0	4	0	angled only, no domes	3				Apple Valley	resurfacing	2018	Mill & Overlay		
Garden View Dr	3	1	0	3	1	0		2, 3	Yes	No	(a)	Apple Valley	resurfacing	2018	Mill & Overlay		
Hayes Rd	4	0	0	2	1	0	need long-term solution for peds	2	Yes	No	(b)	Apple Valley	resurfacing	2018	Mill & Overlay		
147th St W	2	0	0	2	0	0		2				Apple Valley	resurfacing	2018	Mill & Overlay		
Walmart entrance	2	0	0	2	0	0		2				Apple Valley	resurfacing	2018	Mill & Overlay		
Hoover Ln	0	1	0	0	1	0		3				Apple Valley	resurfacing	2018	Mill & Overlay		
Pennock Av	4	0	0	4	0	0		2	Yes	No		Apple Valley	resurfacing	2018	Mill & Overlay		
Granada Av	2	0	0	2	0	0		2				Apple Valley	resurfacing	2018	Mill & Overlay		
mall entrance	2	0	0	2	0	0		2				Apple Valley	resurfacing	2018	Mill & Overlay		
CSAH 23	16	0	0	16	0	0		2	Yes	Yes		Apple Valley	resurfacing	2018	Mill & Overlay		
Gleason Path	2	0	0	2	0	0		2				Apple Valley	resurfacing	2018	Mill & Overlay		
Garrett Av	4	0	0	4	0	0		2	Yes	No		Apple Valley	ped ramps	2020	Miscellaneous	@ I-section	
Gardenia Av	2	0	0	2	0	0		2				Apple Valley	resurfacing	2018	Mill & Overlay		
Galaxie Av	4	0	0	4	0	0		2	Yes	No		Apple Valley	resurfacing	2018	Mill & Overlay		
Forum Path	2	0	0	2	0	0		2				Apple Valley	resurfacing	2018	Mill & Overlay		
Foliage Av	8	0	0	8	0	0		2				Apple Valley	resurfacing	2018	Mill & Overlay		
Home Depot entrance	2	0	0	2	0	0		2				Apple Valley	resurfacing	2018	Mill & Overlay		
Flanders Path	2	0	0	2	0	0		2				Apple Valley	resurfacing	2018	Mill & Overlay		
Flagstaff Av	4	0	0	4	0	0		2	Yes	No		Apple Valley	resurfacing	2018	Mill & Overlay		
private entrance	2	0	0	2	0	0		2				Apple Valley	resurfacing	2018	Mill & Overlay		
private entrance	0	2	0	0	2	0		3				Apple Valley	resurfacing	2018	Mill & Overlay		
private entrance	0	2	0	0	2	0		3				Apple Valley	resurfacing	2018	Mill & Overlay		
Johnny Cake Ridge Rd	2	0	0	2	0	0		2	Yes	No		Apple Valley	resurfacing	2018	Mill & Overlay		
CSAH 31	4	6	0	4	6	0	no domes on free right islands	2, 3	Yes	No		Apple Valley	resurfacing	2018	Mill & Overlay		
Embry Path	4	0	0	2	0	2		2				Apple Valley	resurfacing	2018	Mill & Overlay		
Easter Av	2	0	0	2	0	0		2				Apple Valley	resurfacing	2018	Mill & Overlay		
Dundee Av	8	0	0	5	2	0		2				Apple Valley	resurfacing	2018	Mill & Overlay		
Dove Tr	2	0	0	2	0	0		2				Apple Valley	resurfacing	2018	Mill & Overlay		
CSAH 33	4	0	0	4	0	0		2	Yes	No		Apple Valley	resurfacing	2018	Mill & Overlay		
TOTAL	101	16	2	93	19	5											

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Curb Ramp Case Ratings

- 1 Ramps with truncated domes that have been checked for compliance
- 2 Ramps that appear substantially compliant
- 3 Ramps without truncated domes
- 4 Ramps in need of construction installation or modification
- 5 Trail exists on one side of road. Trail is at grade & does not require ramps.
- 6 No pedestrian facilities exist.

Notes

- (a) no domes on northeast island, signal pole in middle of ramps location
- (b) parallel long ramp with rails. Need long-term solution

Comparison Summary

Need a long-term solution at intersection with Hayes Av.

Compliance Percentage (includes areas of no sidewalk)

2023	86%
2016	83%

CSAH 42 (Rosemount): Sidewalk Inventory

From	To	East/North	Land Use	Good/F Length	Poor Length	Missing Length	Rural Length	West/South	Land Use	Good/F Length	Poor Length	Missing Length	Rural Length	Rating (G/F/P)	Pedestrian Gap Priority	Notes	City	Updated Revisions	CIP Projects since 2016		
																			Year	Type	Segment
CSAH 33	Shannon Pkwy	trail	R	0.35				trail	R	0.35				fair		(a)	Rosemount	trail repave	2023	Miscellaneous	CSAH 33
Shannon Pkwy	Crestone Av	trail	R	0.11				sidewalk	C	0.11				fair		(a)	Rosemount	trail repave	2023	Miscellaneous	to TH 3
Crestone Av	Claret Av	trail	R	0.12				sidewalk	C	0.12				fair		(a)	Rosemount	trail repave	2023	Miscellaneous	
Claret Av	Cimarron Av	trail	R	0.11				sidewalk	C	0.11				fair		(a)	Rosemount	trail repave	2023	Miscellaneous	
Cimarron Av	Chippendale Av	trail	R	0.11				sidewalk	C	0.11				fair		(a)	Rosemount	trail repave	2023	Miscellaneous	
Chippendale Av	private access	trail	I	0.11				trail	C	0.11				fair		(a)	Rosemount	trail repave	2023	Miscellaneous	
private access	Canada Av W	trail	R	0.12				trail	C	0.12				fair		(a)	Rosemount	trail repave	2023	Miscellaneous	
Canada Av W	TH 3	trail	R	0.16				trail	C	0.16				fair		(a)	Rosemount	trail repave	2023	Miscellaneous	
TH 3	Business Pkwy	none	U			0.26		none	C			0.26		n/a		High	Rosemount				
Business Pkwy	Biscayne Av	none	R			0.29		none	C			0.29		n/a		High	Rosemount				
Biscayne Av	145th St W	none	R			0.57		none	U			0.57		n/a		High	Rosemount	repaving	2018	Mill & Overlay	145th St
145th St W	Auburn Av	none	R			0.43		none	U			0.43		n/a		High	Rosemount	repaving	2018	Mill & Overlay	to
Auburn Av	Abbeyfield Av	none	R			0.48		none	R			0.48		n/a		Medium	Rosemount	repaving	2018	Mill & Overlay	w of TH 52
Abbeyfield Av	CR 73	none	R			0.21		none	U			0.21		n/a		Medium	Rosemount	I-section improv.	2021	Construction	@ I-section
CR 73	DCTC west entrance	none	U			0.24		none	U			0.24		n/a		Medium	Rosemount	I-section improv.	2021	Construction	@ I-section
DCTC west entrance	DCTC east entrance	none	U			0.27		none	I			0.27		n/a		Medium	Rosemount	I-section improv.	2021	Construction	@ I-section
DCTC east entrance	Audrey Av	none	U			0.21		none	I			0.21		n/a		Medium	Rosemount	repaving	2018	Mill & Overlay	
Audrey Av	CSAH 71	none	U			0.77		none	U			0.77		n/a		Medium	Rosemount	repaving	2018	Mill & Overlay	
CSAH 71	TH 52	none	U			0.97		none	U			0.97		n/a		Medium	Rosemount	I-change improv.	2017	Construction	@ I-change
TH 52	Conley Av	none	C			0.21		none	U			0.21		n/a		Medium	Rosemount				
Conley Av	Driver Av	none	C			0.50		none	U			0.50		n/a		Medium	Rosemount				
Driver Av	Emery Av	none	U			1.28		none	U			1.28		n/a		Medium	Rosemount				
Emery Av	142nd St E	none	U			0.32		none	U			0.32		n/a		Medium	Rosemount				
142nd St E	TH 55	none	U			0.14		none	U			0.14		n/a		Medium	Rosemount	I-section improv.	2018	Construction	@ I-Section
TOTAL				1.18	0.00	3.73	3.43			1.18	0.00	3.73	3.43			Total Area	16.68				

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Updated information shown in red text

Rural segments were identified as a Rural Land Use Context in the Dakota County Bicycle and Pedestrian Study

Notes

- (a) Review segment again after trail repaving
- (b) City did not require developers to install trails on Co. R/W as requested

Land Use

- R Residential (house, apartment)
- C Commercial (business, industrial)
- I Institutional (school, church, park, athletic complex)
- U Undeveloped (open space, utilities, transportation)

Includes Both Sides	2023	2016
Good or Fair Segments	2.36	2.36
Poor or Missing Segments*	14.32	
Poor Segments	0.00	
Missing Segments	7.46	
TOTAL Urban/Suburban Only	9.82	16.68
Rural Segments**	6.86	
TOTAL	16.68	16.68

* Poor and Missing Segments were combined as one category in 2016 for ADA compliance purposes.

** Rural segments were identified as missing segments within municipalities in 2016.

Comparison Summary

Considered 29% compliant in 2023 with consideration of only urban/suburban segments.

Compliance Percentage (includes areas with sidewalks or trails)

2023	24%
2016	14%

Both Sides	Linear Miles		%
	Miles	%	
Trail on both sides	0.74	9%	
Trail on one side, sidewalk on other	0.45	5%	
Sidewalk on both sides	0.00	0%	
Total	1.19	14%	

One Side

Trail on one side	0.00	0%
Sidewalk on one side	0.00	0%
Total	0.00	0%

None 7.16 86%

TOTAL 8.35

CSAH 42 (Rosemount) Pedestrian Ramp Inventory

CSAH 42 At	2023 Inventory			2016 Inventory			Curb Ramp Details					Location City	Updated Revisions	CIP Projects since 2016		
	Complies	To Comply	No Facility	Complies	To Comply	No Facility	Additional Description	Case	Signal	APS	Notes			Year	Type	Segment
Shannon Pkwy	4	0	0	4	0	0		2	Yes	No	(a)	Rosemount	trail repave	2023	Miscellaneous	CSAH 33
Crestone Av	2	0	0	2	0	0		2			(a)	Rosemount	trail repave	2023	Miscellaneous	to TH 3
Claret Av	4	0	0	4	0	0		2			(a)	Rosemount	trail repave	2023	Miscellaneous	
Cimarron Av	2	0	0	2	0	0		2			(a)	Rosemount	trail repave	2023	Miscellaneous	
Chippendale Av	4	0	0	4	0	0		2	Yes	No	(a)	Rosemount	trail repave	2023	Miscellaneous	
private access	4	0	0	4	0	0		2			(a)	Rosemount	trail repave	2023	Miscellaneous	
Canada Av W	2	0	0	2	0	0		2			(a)	Rosemount	trail repave	2023	Miscellaneous	
TH 3	5	0	0	5	0	0		2	Yes	Yes	(b)	Rosemount	trail repave	2023	Miscellaneous	
Business Pkwy	0	4	0	0	4	0	need for Business Pkwy sidewalks	4				Rosemount				
Biscayne Av	0	3	0	0	3	0	need for Biscayne Av trails	4				Rosemount				
145th St W	0	2	0	0	2	0	need for 145th St W trails	4				Rosemount	repaving	2018	Mill & Overlay	145th St
Auburn Av	0	0	2	0	0	2	Auburn sidewalks end prior to R/W	6				Rosemount	repaving	2018	Mill & Overlay	to
Abbeyfield Av	0	0	2	0	0	2	Abbeyfield trails end prior to R/W	6				Rosemount	repaving	2018	Mill & Overlay	w of TH 52
CR 73	8	0	0	2	0	0	new signal	2	Yes	Yes	(c)	Rosemount	I-section improv.	2021	Construction	@ I-section
DCTC west entrance	0	0	2	0	0	2		6				Rosemount	I-section improv.	2021	Construction	@ I-section
DCTC east entrance	0	0	2	0	0	2		6				Rosemount	I-section improv.	2021	Construction	@ I-section
Audrey Av	0	0	2	0	0	2		6				Rosemount	repaving	2018	Mill & Overlay	
CSAH 71	0	0	4	0	0	4		6				Rosemount	repaving	2018	Mill & Overlay	
TH 52	0	0	8	0	0	8		6				Rosemount	I-change improv.	2017	Construction	@ I-change
Conley Av	0	0	2	0	0	2		6				Rosemount				
Driver Av	0	0	2	0	0	2		6				Rosemount				
Emerv Av	0	0	4	0	0	4		6				Rosemount				
142nd St E	0	0	2	0	0	2		6				Rosemount				
TH 55	0	0	2	0	0	2		6				Rosemount	I-section improv.	2018	Construction	@ I-Section
TOTAL	35	9	34	29	9	34										

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Curb Ramp Case Ratings

- 1 Ramps with truncated domes that have been checked for compliance.
- 2 Ramps that appear substantially compliant.
- 3 Ramps without truncated domes.
- 4 Ramps in need of construction installation or modification.
- 5 Trail exists on one side of road. Trail is at grade & does not require ramps.
- 6 No pedestrian facilities exist.

Notes

- (a) Review segment again after trail repaving.
- (b) Truncated curb ramps at southeast corner with no sidewalk of trail connections.
- (c) No pedestrian facilities exist except to the north.

Comparison Summary

Compliance Percentage (includes areas of no sidewalk)	
2023	80%
2016	76%

CSAH 42 (Nininger Rd - Hastings): Sidewalk Inventory

From	To	East/North	Land Use	Good/F Length	Poor Length	Missing Length	Rural Length	West/South	Land Use	Good/F Length	Poor Length	Missing Length	Rural Length	Rating (G/F/P)	Pedestrian Gap Priority	Notes	City	Updated Revisions	CIP Projects since 2016		
																			Year	Type	Segment
west city boundary	Monroe St	none	R			0.07		trail	R	0.07				good	Low		Hastings				
Monroe St	Madison St	none	R			0.21		trail	R	0.21				good	Low		Hastings				
Madison St	Pleasant Dr	trail	U	0.17				trail	R	0.17				good			Hastings				
Pleasant Dr	private access	none	U			0.11		sidewalk	U	0.11				fair	Low		Hastings				
private access	private access	none	U			0.10		sidewalk	C	0.10				fair	Low		Hastings				
private access	private access	none	U			0.10		sidewalk	C	0.10				fair	Low		Hastings				
private access	1st St W	none	U			0.13		sidewalk	U	0.13				fair	Low		Hastings				
1st St W	private access	none	U			0.03		sidewalk	R	0.03				fair	Low		Hastings				
private access	Grove St	sidewalk	R	0.10				sidewalk	R	0.10				fair			Hastings				
Grove St	2nd St W	sidewalk	R	0.02				sidewalk	R	0.02				fair		(a)	Hastings				
2nd St W	River St	sidewalk	R	0.05				sidewalk	R	0.05				fair		(a)	Hastings				
River St	Pine St	sidewalk	R	0.11				none	R			0.11		fair	Low	(a)	Hastings				
Pine St	Forest St	sidewalk	U	0.24				none	R			0.24		fair	Low		Hastings				
Forest St	Ashland St	sidewalk	R	0.06				sidewalk	R	0.06				fair		(a)	Hastings				
Ashland St	Spring St	sidewalk	R	0.06				sidewalk	R	0.06				fair			Hastings				
Spring St	Eddy St	sidewalk	R	0.06				sidewalk	C	0.06				fair			Hastings				
Eddy St	Vermillion St	sidewalk	C	0.04				sidewalk	C	0.04				fair			Hastings				
TOTAL				0.91	0.00	0.75	0.00			1.31	0.00	0.35	0.00			Total Area	3.32				

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Updated information shown in red text

Rural segments were identified as a Rural Land Use Context in the Dakota County Bicycle and Pedestrian Study

Notes

- (a) driveways

Land Use

- R Residential (house, apartment)
- C Commercial (business, industrial)
- I Institutional (school, church, park, athletic complex)
- U Undeveloped (open space, utilities, transportation)

Includes Both Sides	2023	2016
Good or Fair Segments	2.22	2.22
Poor or Missing Segments*		1.10
Poor Segments	0.00	
Missing Segments	1.10	
TOTAL Urban/Suburban Only	3.32	3.32
Rural Segments**	0.00	
TOTAL	3.32	3.32

* Poor and Missing Segments were combined as one category in 2016 for ADA compliance purposes.

** Rural segments were identified as missing segments within municipalities in 2016.

Comparison Summary

ROW constraints and land uses are problematic to trail development in some locations.

Compliance Percentage (includes areas with sidewalks or trails)

2023	67%
2016	67%

Linear		
Both Sides	Miles	%
Trail on both sides	0.17	10%
Trail on one side, sidewalk on other	0.00	0%
Sidewalk on both sides	0.39	24%
Total	0.56	34%
One Side		
Trail on one side	0.28	17%
Sidewalk on one side	0.81	49%
Total	1.09	66%

None 0.00 0%

TOTAL 1.65

CSAH 42 (Nininger Rd - Hastings): Pedestrian Ramp Inventory

CSAH 42 At	2023 Inventory			2016 Inventory			Curb Ramp Details					Location	Updated Revisions	CIP Projects since 2016		
	Complies	To Comply	No Facility	Complies	To Comply	No Facility	Additional Description	Case	Signal	APS	Notes	City		Year	Type	Segment
Monroe St	2	0	0	2	0	0		2				Hastings				
Madison St	3	0	0	3	0	0		2				Hastings				
Pleasant Dr	4	0	0	4	0	0		2				Hastings				
private access	2	0	0	2	0	0		2				Hastings				
private access	2	0	0	2	0	0		2				Hastings				
private access	2	0	0	2	0	0		2				Hastings				
1st St W	2	0	0	2	0	0		2				Hastings				
private access	0	0	0	0	0	0		3				Hastings				
Grove St	2	0	0	2	0	0		2				Hastings				
2nd St W	2	0	0	2	0	0		2				Hastings				
River St	3	0	1	3	0	1		2				Hastings				
Pine St	2	0	1	2	0	1		2				Hastings				
Forest St	0	1	2	0	1	2		4				Hastings				
Ashland St	2	2	0	2	2	0		2, 4				Hastings				
Spring St	4	0	0	4	0	0		2				Hastings				
Eddy St	4	0	0	2	0	2		2				Hastings				
Vermillion St	10	0	0	4	0	0	includes east and west	2				Hastings				
TOTAL	46	3	4	38	3	6										

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Curb Ramp Case Ratings

- 1 Ramps with truncated domes that have been checked for compliance
- 2 Ramps that appear substantially compliant
- 3 Ramps without truncated domes
- 4 Ramps in need of construction installation or modification
- 5 Trail exists on one side of road. Trail is at grade & does not require ramps.
- 6 No pedestrian facilities exist.

Notes

None

Comparison Summary

Three areas to comply exist on semi-private cul-de-sacs.

Compliance Percentage (includes areas of no sidewalk)

2023	94%
2016	93%

CR 43 (Lexington Avenue / Mendota Hgts): Sidewalk Hgts):

From	To	East/North	Land Use	Good/F Length	Poor Length	Missing Length	Rural Length	West/South	Land Use	Good/F Length	Poor Length	Missing Length	Rural Length	Rating (G/F/P)	Pedestrian Gap	Notes	City	Updated Revisions	CIP Projects since 2016		
																			Year	Type	Segment
TH 13	Douglas Rd	none	R			0.13		none	R			0.13		n/a	Medium	(a), (b)	Mendota H		2040	Turnback	TH 13 to MH Rd.
Douglas Rd	Kingsley Cir N	trail	R	0.07				none	R			0.07		good	Low		Mendota H				
Kingsley Cir N	Overlook Rd	trail	R	0.07				none	R			0.07		good	Low		Mendota H				
Overlook Rd	Marie Av W	trail	R	0.09				none	R			0.09		good	Low		Mendota H				
Marie Av W	Orchard Pl	trail	R	0.04				none	R			0.04		good	Medium		Mendota H				
Orchard Pl	Orchard Hill	trail	U	0.10				none	U			0.10		good	Medium	(a)	Mendota H				
Orchard Hill	Avanti Dr	trail	R	0.05				none	R			0.05		good	Medium		Mendota H				
Avanti Dr	Vail Dr	trail	R	0.16				none	R			0.16		good	Medium		Mendota H				
Vail Dr	Victoria Curve	trail	I	0.09				none	I			0.09		good	Medium		Mendota H				
Victoria Curve	TH 62	trail	U	0.07				none	U			0.07		good	Medium		Mendota H				
TH 62	Dakota Dr	trail	C	0.07				none	U			0.07		good	Medium		Mendota H	trail repaving	2023	Miscellaneous	TH 62 to MH Rd.
Dakota Dr	Tom Thumb Blvd	trail	R	0.12				none	C			0.12		good	Medium		Mendota H	trail repaving	2023	Miscellaneous	
Tom Thumb Blvd	Cullen Av	none	R			0.26		none	I			0.26		n/a	Medium		Mendota H	trail repaving	2023	Miscellaneous	
Cullen Av	Wagon Wheel Tr	none	R			0.17		none	I			0.17		n/a	Medium		Mendota H	trail repaving	2023	Miscellaneous	
Wagon Wheel Tr	2300 private rd	trail	R	0.09				none	I			0.09		good	Low		Mendota H	trail repaving	2023	Miscellaneous	
2300 private rd	private rd	trail	R	0.09				none	I			0.09		good	Low		Mendota H	trail repaving	2023	Miscellaneous	
private rd	2370 private rd	trail	R	0.10				none	I			0.10		good	Low		Mendota H	trail repaving	2023	Miscellaneous	
2370 private rd	Hillside Gables ent	trail	R	0.17				none	I			0.17		good	Low		Mendota H	trail repaving	2023	Miscellaneous	
Hillside Gables ent	Medallion Dr	trail	R	0.05				none	C			0.05		good	Low		Mendota H	trail repaving	2023	Miscellaneous	
Medallion Dr	private rd	trail	C	0.06				none	C			0.06		good	Low		Mendota H	trail repaving	2023	Miscellaneous	
private rd	Mendota Hts Rd	trail	C	0.10				none	C			0.10		good	Low		Mendota H	trail repaving	2023	Miscellaneous	
TOTAL				1.55	0.00	0.56	0.00			0.00	0.00	2.11	0.00			Total Area	4.22				

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Updated information shown in red text

Rural segments were identified as a Rural Land Use Context in the Dakota County Bicycle and Pedestrian Study

Notes

- (a) significant vegetation in right of way
- (b) significant slope

Includes Both Sides

	2023	2016
Good or Fair Segments	1.55	1.55
Poor or Missing Segments*		2.67
Poor Segments	0.00	
Missing Segments	2.67	
TOTAL Urban/Suburban Only	4.22	4.22
Rural Segments**	0.00	
TOTAL	4.22	4.22

* Poor and Missing Segments were combined as one category in 2016 for ADA compliance purposes.

** Rural segments were identified as missing segments within municipalities in 2016.

Land Use

R	Residential (house, apartment)
C	Commercial (business, industrial)
I	Institutional (school, church, park, athletic complex)
U	Undeveloped (open space, utilities, transportation)

Comparison Summary

Highway is a County to City jurisdictional transfer candidate	
No updates since 2016	
Compliance Percentage (includes areas with sidewalks or trails)	
2023	37%
2016	37%

Linear

Both Sides	Miles	%
Trail on both sides	0.00	0%
Trail on one side, sidewalk on other	0.00	0%
Sidewalk on both sides	0.00	0%
Total	0.00	0%

One Side

Trail on one side	1.55	73%
Sidewalk on one side	0.00	0%
Total	1.55	73%

None **0.56** 27%

TOTAL **2.11**

CR 43 (Lexington Av / Mendota H.): Pedestrian Ramp Inventory

CSAH 43 (Lexington Av) At	2023 Inventory			2016 Inventory			Curb Ramp Details					Location	Updated	CIP Projects since 2016					
	Complies	To Comply	No Facility	Complies	To Comply	No Facility	Additional Description	Case	Signal	APS	Notes	City	Revisions	Year	Type	Segment			
Douglas Rd	1	0	0	1	0	0	beginning of trail	2				Mendota H		2040	Turnback	TH 13 to MH Rd.			
Kingsley Cir N	0	0	0	0	0	0	opposite side of trail	6				Mendota H							
Overlook Rd	2	0	0	2	0	0		2				Mendota H							
Marie Ave W	2	0	0	2	0	0		2				Mendota H							
Orchard Pl	0	0	0	0	0	0	opposite side of trail	6				Mendota H							
Orchard Hill	0	0	0	0	0	0	opposite side of trail	6				Mendota H							
Avanti Dr	2	0	0	2	0	0		2				Mendota H							
Vail Dr	2	0	0	2	0	0		2				Mendota H							
Victoria Curve	3	0	1	3	0	1		2				Mendota H							
TH 62	2	0	2	2	0	2		2	Yes	Yes		Mendota H	trail repaving				2023	Miscellaneous	TH 62
Dakota Dr	3	0	1	2	0	1		2				Mendota H	trail repaving				2023	Miscellaneous	to
Tom Thumb Blvd	1	0	3	1	0	3	trail ends	2			(a)	Mendota H	trail repaving				2023	Miscellaneous	MH Rd.
Cullen Av	0	0	2	0	0	2		6				Mendota H	trail repaving				2023	Miscellaneous	
Wagon Wheel Tr	2	0	0	2	0	0	trail begins again	2				Mendota H	trail repaving				2023	Miscellaneous	
2300 private rd	2	0	0	2	0	0		2				Mendota H	trail repaving	2023	Miscellaneous				
private rd	2	0	0	2	0	0		2				Mendota H	trail repaving	2023	Miscellaneous				
2370 private rd	2	0	0	2	0	0		2				Mendota H	trail repaving	2023	Miscellaneous				
Hillside Gables ent	2	0	0	2	0	0		2				Mendota H	trail repaving	2023	Miscellaneous				
Medallion Dr	0	0	0	0	0	0	opposite side of trail	6				Mendota H	trail repaving	2023	Miscellaneous				
private rd	2	0	0	2	0	0		2				Mendota H	trail repaving	2023	Miscellaneous				
Mendota Hgts Rd	2	0	1	2	0	1		2			(b)	Mendota H	trail repaving	2023	Miscellaneous				
TOTAL	32	0	10	31	0	10													

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Curb Ramp Case Ratings

- 1 Ramps with truncated domes that have been checked for compliance
- 2 Ramps that appear substantially compliant
- 3 Ramps without truncated domes
- 4 Ramps in need of construction installation or modification
- 5 Trail exists on one side of road. Trail is at grade & does not require ramps.
- 6 No pedestrian facilities exist.

Notes

- (a) Transit stop and bench with no paving
- (b) Trail crosses Mendota Hgts Rd diagonally

Comparison Summary

Highway is a County to City jurisdictional transfer candidate

Compliance Percentage (includes areas of no sidewalk)

2023	80%
2016	76%

CSAH 43 (Lexington Avenue / Egan) - Sidewalk Inventory

From	To	East/North	Land Use	Good/F Length	Poor Length	Missing Length	Rural Length	West/South	Land Use	Good/F Length	Poor Length	Missing Length	Rural Length	Rating (G/F/P)	Pedestrian Gap Priority	Notes	City	Updated Revisions	CIP Projects since 2016					
																			Year	Type	Segment			
TH 55	Kenneth St	none	C			0.30		none	U			0.30		n/a	Medium	(a)	Egan							
Kenneth St	Beatrice St	trail	R	0.06				none	R			0.06		fair	Medium	(a)	Egan							
Beatrice St	McKee St	trail	R	0.06				none	C			0.06		fair	Medium	(a)	Egan							
McKee St	Keefe St	trail	R	0.06				trail	C	0.06				fair		(a)	Egan							
Keefe St	Acorn access	trail	C	0.06				trail	C	0.06				fair		(a)	Egan							
Acorn access	CSAH 26	trail	C	0.17				none	C	0.17				fair	Low	(a)	Egan							
CSAH 26	Clubview Dr	trail	C	0.14	0.00			trail	C	0.14	0.00			poor			Egan							
Clubview Dr	Gemini Rd	trail	C	0.24				trail	C	0.24				fair		(a)	Egan							
Gemini Rd	Northwood Pkwy	trail	C	0.33				trail	R	0.33				fair		(a)	Egan							
Northwood Pkwy	CSAH 28	trail	C	0.25				trail	R	0.25				fair		(a)	Egan							
CSAH 28	Town Centre Dr	trail	R	0.15				trail	C	0.15				good			Egan							
Town Centre Dr	Duckwood Tr	trail	R	0.23				trail	R	0.23				fair		(a)	Egan							
Duckwood Tr	Duckwood Dr	trail	R	0.10				trail	R	0.10				good			Egan							
Duckwood Dr	Falcon Way	trail	R	0.20				trail	R	0.20				good			Egan							
Falcon Way	Wescott Rd	trail	R	0.28				trail	U	0.28				good			Egan	trail rehab	2024	Miscellaneous	Wescott			
Wescott Rd	Savannah Rd	trail	R	0.16				trail	R	0.16				good			Egan	trail rehab	2024	Miscellaneous	to			
Savannah Rd	Westbury Dr	trail	R	0.12				trail	R	0.12				good			Egan	trail rehab	2024	Miscellaneous	CSAH 30			
Westbury Dr	Northview Park Rd	trail	R	0.13				trail	I	0.13				fair		(a)	Egan	trail rehab	2024	Miscellaneous				
Northview Park Rd	commercial entrance	trail	R	0.46				trail	R	0.46				fair		(a)	Egan	trail rehab	2024	Miscellaneous				
commercial entrance	CSAH 30	trail	I	0.15				trail	C	0.15				fair			Egan	ped crossing	2020	Miscellaneous	@ I-section			
CSAH 30	Patrick Rd	trail	C	0.15				trail	I	0.15				fair		(a)	Egan	repaving	2018	Mill & Overlay	CSAH 30			
Patrick Rd	Lexington Pt Pkwy	trail	U	0.12				trail	I	0.12				fair			Egan	repaving	2018	Mill & Overlay	to			
Lexington Pt Pkwy	Wilderness Run Rd	trail	I	0.29				trail	I	0.29				fair			Egan	repaving	2018	Mill & Overlay	CSAH 28			
Wilderness Run Rd	Tiffany Dr	trail	R	0.06				trail	R	0.06				fair			Egan	repaving	2018	Mill & Overlay				
Tiffany Dr	Parkview Ln	trail	R	0.19				trail	I	0.19				fair			Egan	repaving	2018	Mill & Overlay				
Parkview Ln	Kirkwood Dr	trail	R	0.12				trail	R	0.12				good			Egan	repaving	2018	Mill & Overlay				
Kirkwood Dr	CSAH 32	trail	R	0.10				trail	R	0.10				good			Egan	repaving	2018	Mill & Overlay				
TOTAL				4.36	0.00	0.30	0.00			4.23	0.00	0.42	0.00				Total Area	9.31						

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Updated information shown in red text

Rural segments were identified as a Rural Land Use Context in the Dakota County Bicycle and Pedestrian Study

Notes

- (a) several locations of private driveway crossings

Land Use

- R Residential (house, apartment)
- C Commercial (business, industrial)
- I Institutional (school, church, park, athletic complex)
- U Undeveloped (open space, utilities, transportation)

Comparison Summary

Compliance Percentage (includes areas with sidewalks or trails)

2023	92%
2016	89%

Includes Both Sides

	2023	2016
Good or Fair Segments	8.59	8.31
Poor or Missing Segments*		1.00
Poor Segments	0.00	
Missing Segments	0.72	
TOTAL Urban/Suburban Only	9.31	9.31
Rural Segments**	0.00	
TOTAL	9.31	9.31

* Poor and Missing Segments were combined as one category in 2016 for ADA compliance purposes.

** Rural segments were identified as missing segments within municipalities in 2016.

Linear

Both Sides		Miles	%
Trail on both sides	4.23		91%
Trail on one side, sidewalk on other	0.00		0%
Sidewalk on both sides	0.00		0%
Total	4.23		91%
One Side		Miles	%
Trail on one side	0.12		3%
Sidewalk on one side	0.00		0%
Total	0.12		3%
None		Miles	%
	0.30		6%
TOTAL	4.65		

CSAH 43 (Lexington Av / Egan): Pedestrian Ramp Inventory

CSAH 43 (Lexington Av At	2023 Inventory			2016 Inventory			Curb Ramp Details				Location City	Updated Revisions	CIP Projects since 2016				
	Complies	To Comply	No Facility	Complies	To Comply	No Facility	Additional Description	Case	Signal	APS			Notes	Year	Type	Segment	
Kenneth St	1	0	1	1	0	1	trail on east side begins	2				Egan					
Beatrice St	2	0	0	2	0	0		2				Egan					
McKee St	2	0	0	2	0	0		2				Egan					
Keefe St	2	0	0	2	0	0	trail on west side begins	2				Egan					
Acorn access	0	0	0	0	0	0	private drive = 2	3			(a)	Egan					
CSAH 26	0	0	0	0	0	0	included with CSAH 26 inventory	n/a				Egan					
Clubview Dr	5	0	0	2	2	0	private drive on east leg = 2	2	Yes	Yes	(a)	Egan					
Gemini Rd	4	0	0	2	0	0	private drive on west leg =2	2			(a)	Egan					
Northwood Pkwy	5	0	0	0	4			3	Yes	Yes		Egan					
CSAH 28	0	0	0	0	0	0	included with CSAH 28 inventory	n/a				Egan					
Town Centre Dr	4	0	0	4	0	0		2				Egan					
Duckwood Tr	3	0	0	3	0	0	one opposite of T-intersection	2				Egan					
Duckwood Dr	4	0	0	4	0	0		2	Yes	No		Egan					
Falcon Way	4	0	0	4	0	0		2				Egan					
Wescott Rd	4	0	0	4	0	0		2	Yes			Egan	trail rehab	2024	Miscellaneous	Wescott to CSAH 30	
Savannah Rd	3	0	0	3	0	0	one opposite of T-intersection	2				Egan	trail rehab	2024	Miscellaneous		
Westbury Dr	3	0	0	3	0	0	one opposite of T-intersection	2				Egan	trail rehab	2024	Miscellaneous		
Northview Park Rd	3	0	0	3	0	0	one opposite of T-intersection	2				Egan	trail rehab	2024	Miscellaneous		
commercial entr	0	0	0	0	0	0	private drive = 4	3			(a)	Egan	trail rehab	2024	Miscellaneous		
CSAH 30	0	0	0	0	0	0	included with CSAH 30 inventory	n/a				Egan	trail rehab	2024	Miscellaneous		
Patrick Rd	5	0	0	3	0	0	private drive on west leg = 2	2				Egan	repaving	2018	Mill & Overlay	CSAH 30 to CSAH 28	
Lexington Pt Pkwy	4	0	0	4	0	0		2				Egan	repaving	2018	Mill & Overlay		
Wilderness Run Rd	4	0	0	4	0	0		2				Egan	repaving	2018	Mill & Overlay		
Tiffany Dr	4	0	0	4	0	0		2				Egan	repaving	2018	Mill & Overlay		
Parkview Ln	4	0	0	4	0	0		2				Egan	repaving	2018	Mill & Overlay		
Kirkwood Dr	4	0	0	4	0	0		2				Egan	repaving	2018	Mill & Overlay		
CSAH 32	0	0	0	0	0	0	included with CSAH 32 inventory	n/a				Egan	repaving	2018	Mill & Overlay		
TOTAL	74	0	1	62	6	1											

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Curb Ramp Case Ratings

- 1 Ramps with truncated domes that have been checked for compliance
- 2 Ramps that appear substantially compliant
- 3 Ramps without truncated domes
- 4 Ramps in need of construction installation or modification
- 5 Trail exists on one side of road. Trail is at grade & does not require ramps.
- 6 No pedestrian facilities exist.

Notes

- privates drives without ramps
- included in current construction project
- odd "dead-end" to trail on west side south of intersection

Comparison Summary

Highway is a County to City jurisdictional transfer candidate

Compliance Percentage (includes areas of no sidewalk)

2023	100%
2016	91%

CSAH 46 (Lakeville): Sidewalk Inventory

From	To	East/North	Land Use	Good/F Length	Poor Length	Missing Length	Rural Length	West/South	Land Use	Good/F Length	Poor Length	Missing Length	Rural Length	Rating (G/F/P)	Pedestrian Gap Priority	Notes	City	Updated Revisions	CIP Projects since 2016		
																			Year	Type	Segment
CSAH 5	Kensett Path	trail	R	0.12				trail	R	0.12				fair			Lakeville	trail repaving	2023	Mill & Overlay	CSAH 5
Kensett Path	Kent Trail	trail	R	0.12				trail	R	0.12				fair			Lakeville	trail repaving	2023	Mill & Overlay	to
Kent Trail	Kenyon Av	trail	R	0.15				trail	C	0.15				fair			Lakeville	trail repaving	2023	Mill & Overlay	Highview A
Kenyon Av	I-35W west ramps	trail	U	0.11				trail	U	0.11				fair			Lakeville	trail repaving	2023	Mill & Overlay	
I-35W west ramps	I-35W east ramps	trail	U	0.20				trail	U	0.20				fair			Lakeville	repave, ped ramp	2020	Miscellaneous	I-35
I-35W east ramps	Kenrick Av	trail	C	0.08				trail	C	0.08				fair			Lakeville	repave, ped ramp	2020	Miscellaneous	
Kenrick Av	park entrance	trail	I	0.13				trail	R	0.13				fair			Lakeville	repave, ped ramp	2020	Miscellaneous	Ipava Av
park entrance	Java Ln	trail	I	0.10				trail	R	0.10				fair	(a)		Lakeville	repave, ped ramp	2020	Miscellaneous	
Java Ln	Jaguar Av	trail	I	0.11				trail	R	0.11				fair			Lakeville	repave, ped ramp	2020	Miscellaneous	
Jaguar Av	Itasca Tr	trail	R	0.38				trail	R	0.38				fair			Lakeville	repave, ped ramp	2020	Miscellaneous	
Itasca Tr	Ipava Av	trail	I	0.17				trail	C	0.17				fair			Lakeville	repave, ped ramp	2020	Miscellaneous	
Ipava Av	161st St W	trail	R	0.16				trail	R	0.16				fair			Lakeville	repave, ped ramp	2020	Miscellaneous	Ipava Av
161st St W	Interlachen Blvd	trail	R	0.20				trail	I	0.20				fair			Lakeville	repave, ped ramp	2020	Miscellaneous	to
Interlachen Blvd	B'ville / AV boundary	trail	I	0.23				trail	R	0.23				fair	(b)		Lakeville	repave, ped ramp	2020	Miscellaneous	CSAH 23
TOTAL				2.28	0.00	0.00	0.00			2.28	0.00	0.00	0.00			Total Area	4.56				

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Updated information shown in red text

Rural segments were identified as a Rural Land Use Context in the Dakota County Bicycle and Pedestrian Study

Notes

- (a) evidence of drainage issues on north side
- (b) approximately 840' of trail on north side is within Burnsville

Land Use

R	Residential (house, apartment)
C	Commercial (business, industrial)
I	Institutional (school, church, park, athletic complex)
U	Undeveloped (open space, utilities, transportation)

Comparison Summary

Trails rated as fair. Repaving project identified.

Compliance Percentage (includes areas with sidewalks or trails)

2023	100%
2016	100%

	2023	2016
Includes Both Sides		
Good or Fair Segments	4.56	4.56
Poor or Missing Segments*	0.00	0.00
Poor Segments	0.00	
Missing Segments	0.00	
TOTAL Urban/Suburban Only	4.56	4.56
Rural Segments**	0.00	
TOTAL	4.56	4.56

* Poor and Missing Segments were combined as one category in 2016 for ADA compliance purposes.

** Rural segments were identified as missing segments within municipalities in 2016.

	Linear Miles	%
Both Sides		
Trail on both sides	2.28	100%
Trail on one side, sidewalk on other	0.00	0%
Sidewalk on both sides	0.00	0%
Total	2.28	100%
One Side		
Trail on one side	0.00	0%
Sidewalk on one side	0.00	0%
Total	0.00	0%
None		
	0.00	0%
TOTAL	2.28	

CSAH 46 (Lakeville): Pedestrian Ramp Inventory

CSAH 46 At	2023 Inventory			2016 Inventory			Curb Ramp Details					Location	Updated Revisions	CIP Projects since 2016			
	Complies	To Comply	No Facility	Complies	To Comply	No Facility	Additional Description	Case	Signal	APS	Notes	City		Year	Type	Segment	
CSAH 5	4	0	0	4	0	0		2	Yes	No		Lakeville	trail repaving	2023	Mill & Overlay	CSAH 5	
Kensett Path	2	0	0	0	2	0		2				Lakeville	trail repaving	2023	Mill & Overlay	to	
Kent Trail	6	0	0	4	0	0	access reconfigured	2				Lakeville	trail repaving	2023	Mill & Overlay	Highview A	
Kenyon Av	5	0	0	4	0	0	new signal	2	Yes	Yes		Lakeville	trail repaving	2023	Mill & Overlay		
I-35W west ramps	2	0	0	2	0	0		2	Yes	Yes		Lakeville	repave, ped ramp	2020	Miscellaneous	I-35	
I-35W east ramps	4	0	0	4	0	0		2	Yes	Yes		Lakeville	repave, ped ramp	2020	Miscellaneous	to	
Kenrick Av	6	0	0	4	0	0		2	Yes	Yes		Lakeville	repave, ped ramp	2020	Miscellaneous	Ipava Av	
park entrance	2	0	0	2	0	0		2				Lakeville	repave, ped ramp	2020	Miscellaneous		
Java Ln	4	0	0	4	0	0		2				Lakeville	repave, ped ramp	2020	Miscellaneous		
Jaguar Av	4	0	0	4	0	0		2				Lakeville	repave, ped ramp	2020	Miscellaneous		
Itasca Tr	2	0	0	2	0	0		2				Lakeville	repave, ped ramp	2020	Miscellaneous		
Ipava Av	3	0	0	3	0	0		2	Yes	Yes		Lakeville	repave, ped ramp	2020	Miscellaneous	Ipava Av	
161st St W	2	0	0	0	2	0		2				Lakeville	repave, ped ramp	2020	Miscellaneous	to	
Interlachen Blvd	4	0	0	2	2	0		2	Yes	Yes		Lakeville	repave, ped ramp	2020	Miscellaneous	CSAH 23	
TOTAL	50	0	0	39	6	0											

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Curb Ramp Case Ratings

- 1 Ramps with truncated domes that have been checked for compliance
- 2 Ramps that appear substantially compliant
- 3 Ramps without truncated domes
- 4 Ramps in need of construction installation or modification
- 5 Trail exists on one side of road. Trail is at grade & does not require ramps.
- 6 No pedestrian facilities exist.

Comparison Summary

Recent signal and ramp updates in some locations.

Compliance Percentage (includes areas of no sidewalk)

2023	100%
2016	87%

CSAH 46 (Apple Valley / Lakeville): Sidewalk Inventory

From	To	East/North	Land Use	Good/F Length	Poor Length	Missing Length	Rural Length	West/South	Land Use	Good/F Length	Poor Length	Missing Length	Rural Length	Rating (G/F/P)	Pedestrian Gap Priority	Notes	City	Updated Revisions	CIP Projects since 2016			
																			Year	Type	Segment	
west city boundary	Hyland Av	trail	R	0.10				trail	R	0.10				good		(a)	AV / L'ville	repave, ped ramps	2022	Miscellaneous	Ipava Av	
Hyland Av	GardenView/Highview	trail	R	0.14				trail	R	0.14				good		(a)	AV / L'ville	repave, ped ramps	2022	Miscellaneous	to	
GardenView/Highview	Hawthorn Path	trail	R	0.18				trail	R	0.18				good		(a)	AV / L'ville	repave, ped ramps	2022	Miscellaneous	CSAH 23	
Hawthorn Path	Harwell Av	trail	R	0.21				trail	R	0.21				good		(a)	AV / L'ville	repave, ped ramps	2022	Miscellaneous		
Harwell Av	Harmony Way/Path	trail	R	0.20				trail	R	0.20				good		(a)	AV / L'ville	repave, ped ramps	2022	Miscellaneous		
Harmony Way/Path	Grove Tr	trail	R	0.26				trail	R	0.26				good		(a)	AV / L'ville	repave, ped ramps	2022	Miscellaneous		
Grove Tr	Granada Av	trail	R	0.12				trail	R	0.12				good		(a)	AV / L'ville	repave, ped ramps	2022	Miscellaneous		
Granada Av	L'ville Crossing entr.	trail	R	0.08				trail	C	0.08				good		(a)	AV / L'ville	repave, ped ramps	2022	Miscellaneous		
L'ville Crossing entr.	CSAH 23	trail	R	0.12				trail	C	0.12				good		(a)	AV / L'ville	repave, ped ramps	2022	Miscellaneous		
CSAH 23	Glacier Av	trail	R	0.09				trail	C	0.09				good		(a)	AV / L'ville	repave, ped ramps	2022	Miscellaneous		
Glacier Av	Garrett Path	trail	R	0.14				trail	C	0.14				good		(a)	AV / L'ville					
Garrett Path	Galaxie Av	trail	R	0.24				trail	I	0.24				good		(a)	AV / L'ville					
Galaxie Av	private entrance	trail	C	0.13				trail	C	0.13				good		(a)	AV / L'ville					
private entrance	Foliage Av	trail	C	0.12				trail	C	0.12				good		(a)	AV / L'ville					
Foliage Av	Flagstaff Av	trail	R	0.24				trail	R	0.24				good		(a)	AV / L'ville					
Flagstaff Av	private entrance	trail	R	0.05				trail	R	0.05				good		(a)	AV / L'ville					
private entrance	private entrance	trail	R	0.08				trail	R	0.08				good		(a)	AV / L'ville					
private entrance	Finch Av W	trail	R	0.12				trail	R	0.12				good		(a)	AV / L'ville					
Finch Av W	Fairgreen Av	trail	R	0.21				trail	R	0.21				good		(a)	AV / L'ville					
Fairgreen Av	Excelsior Dr	trail	R	0.06				trail	R	0.06				good		(a)	AV / L'ville					
Excelsior Dr	Excel Way (west)	trail	R	0.11				trail	R	0.11				good		(a)	AV / L'ville					
Excel Way (west)	Excel Way (east)	trail	I	0.10				trail	R	0.10				good		(a)	AV / L'ville					
Excel Way (east)	private entrance	trail	I	0.13				trail	C	0.13				good		(a)	AV / L'ville					
private entrance	CSAH 31	trail	I	0.12				trail	U	0.12				good		(a)	AV / L'ville					
CSAH 31	Elmhurst Ln	trail	R	0.23				trail	C	0.23	0.00			good	Low	(a)	AV / L'ville					
Elmhurst Ln	Elm Creek Ln	trail	R	0.21				trail	R	0.21	0.00			good	Low	(a)	AV / L'ville					
Elm Creek Ln	CR 33	trail	R	0.51				trail	I	0.51	0.00			good	Low	(a)	AV / L'ville					
TOTAL				4.27	0.00	0.00	0.00			4.27	0.00	0.00	0.00				Total Area	8.54				

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Updated information shown in red text

Rural segments were identified as a Rural Land Use Context in the Dakota County Bicycle and Pedestrian Study

Notes

- (a) north side Apple Valley, south side Lakeville
- (b) area under development on south side

Land Use

- R Residential (house, apartment)
- C Commercial (business, industrial)
- I Institutional (school, church, park, athletic complex)
- U Undeveloped (open space, utilities, transportation)

Includes Both Sides

	2023	2016
Good or Fair Segments*	8.54	7.59
Poor or Missing Segments**	0.00	0.95
Poor Segments	0.00	
Missing Segments	0.00	
TOTAL Urban/Suburban Only	8.54	8.54
Rural Segments**	0.00	
TOTAL	8.54	8.54

Comparison Summary

Trails upgraded from fair to good between west city boundary and Garrett Path.
Trails added with development east of CSAH 31.

Compliance Percentage (includes areas with sidewalks or trails)

2023	100%
2016	89%

* Poor and Missing Segments were combined as one category in 2016 for ADA compliance purposes.

** Rural segments were identified as missing segments within municipalities in 2016.

Linear

Both Sides	Miles	%
Trail on both sides	4.27	100%
Trail on one side, sidewalk on other	0.00	0%
Sidewalk on both sides	0.00	0%
Total	4.27	100%
One Side		
Trail on one side	0.00	0%
Sidewalk on one side	0.00	0%
Total	0.00	0%

None

0.00 0%

TOTAL

4.27

CSAH 46 (AV / L'ville): Pedestrian Ramp Inventory

CSAH 46 At	2023 Inventory			2016 Inventory			Curb Ramp Details					Location	Updated	CIP Projects since 2016			
	Complies	To Comply	No Facility	Complies	To Comply	No Facility	Additional Description	Case	Signal	APS	Notes	City	Revisions	Year	Type	Segment	
Hyland Av	4	0	0	2	2	0		2				AV / L'ville	repave, ped ramps	2022	Miscellaneous	Ipava Av	
GardenV/Highview	4	0	0	0	4	0		2	Yes	Yes		AV / L'ville	repave, ped ramps	2022	Miscellaneous	to	
Hawthorn Path	2	0	0	0	2	0		2				Lakeville	repave, ped ramps	2022	Miscellaneous	CSAH 23	
Harwell Av	4	0	0	2	2	0		2				AV / L'ville	repave, ped ramps	2022	Miscellaneous		
Harmony Way/Path	4	0	0	4	0	0		2				AV / L'ville	repave, ped ramps	2022	Miscellaneous		
Grove Tr	2	0	0	2	0	0		2				Lakeville	repave, ped ramps	2022	Miscellaneous		
Granada Av	4	0	0	2	2	0		2				AV / L'ville	repave, ped ramps	2022	Miscellaneous		
L'ville Crossing entr.	4	0	0	2	2	0		2				Lakeville	repave, ped ramps	2022	Miscellaneous		
CSAH 23	16	0	0	16	0	0		2	Yes	Yes		AV / L'ville	repave, ped ramps	2022	Miscellaneous		
Glacier Av	2	0	0	2	0	0		2				Lakeville					
Garrett Path	4	0	0	4	0	0		2				AV / L'ville					
Galaxie Av	4	0	0	4	0	0		2	Yes	No		AV / L'ville					
private entrance	0	0	0	0	0	0	2 in AV w/no domes private dr.	3				Apple Valley					
Foliage Av	4	0	0	4	0	0		2	Yes	No		AV / L'ville					
Flagstaff Av	4	0	0	4	0	0		2	Yes	No		AV / L'ville					
private entrance	0	0	0	0	0	0	2 in L'ville w/ no domes private dr.	3				Lakeville					
private entrance	0	0	0	0	0	0	2 in AV w/no domes private dr.	3				Apple Valley					
Finch Av W	4	0	0	4	0	0		2				AV / L'ville					
Fairgreen Av	4	0	0	4	0	0		2				AV / L'ville					
Excelsior Dr	2	0	0	2	0	0		2				Lakeville					
Excel Way (west)	2	0	0	2	0	0		2				Lakeville					
Excel Way (east)	4	0	0	4	0	0	2 in AV at park maintenance entr.	2				AV / L'ville					
private entrance	0	0	0	0	0	0	2 in L'ville w/ no domes private dr.	3				Lakeville					
CSAH 31	2	14	0	2	14		needs upgrade w/ domes	2, 3	Yes	No		AV / L'ville					
Elmhurst Ln	8	0	0	8	0	0		2				AV / L'ville					
Elm Creek Ln	4	0	0	4	0	0		2				AV / L'ville					
CR 33	3	0	1	0	2	2		2				Apple Valley					
TOTAL	95	14	1	78	30	2											

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Curb Ramp Case Ratings

- 1 Ramps with truncated domes that have been checked for compliance
- 2 Ramps that appear substantially compliant
- 3 Ramps without truncated domes
- 4 Ramps in need of construction installation or modification
- 5 Trail exists on one side of road. Trail is at grade & does not require ramps.
- 6 No pedestrian facilities exist.

Comparison Summary

CSAH 46/CSAH 31 intersection requires attention.

Compliance Percentage (includes areas of no sidewalk)

2023	87%
2016	72%

CSAH 46 (Rosemount, Empire, Coates & Vermillion): Sidewalk Inventory

From	To	East/North	Land Use	Good/Fair Length	Poor Length	Missing Length	Rural Length	West/South	Land Use	Good/Fair Length	Poor Length	Missing Length	Rural Length	Rating (G/F/P)	Pedestrian Gap Priority	Notes	City	Updated Revisions	CIP Projects since 2016						
																			Year	Type	Segment				
CSAH 33	Danville Av W	trail	R	0.18				none	U					0.18	fair	(a)	Rmmt/Empire								
Danville Av W	Dakota Ln	trail	R	0.17				none	U					0.17	fair	(a)	Rmmt/Empire								
Dakota Ln	Shannon Pkwy	trail	R	0.11				none	U					0.11	fair	(a)	Rmmt/Empire								
Shannon Pkwy	Cascade Path	trail	R	0.18				none	U					0.18	fair	(a)	Rmmt/Empire								
Cascade Path	Chippendale Ave W	trail	R	0.23				none	U					0.23	fair	(a)	Rmmt/Empire								
Chippendale Ave W	TH 3	trail	C	0.41				none	U					0.41	fair	(a)	Empire	Road reconstr.	2023	Construction			TH 3		
TH 3	frontage road (west)	trail	U	0.11				none	U			0.11		fair	(a)	Empire	Road reconstr.	2023	Construction			TH 52			
frontage road (west)	frontage rd (center)	trail	C		0.13			none	U			0.13		poor	(a)	Empire	Road reconstr.	2023	Construction						
frontage rd (center)	frontage road (east)	trail	C		0.23			none	U			0.23		poor	(a)	Empire	Road reconstr.	2023	Construction						
frontage road (east)	Biscayne Av	trail	C			0.11		none	U			0.11		poor	(a)	Rmmt/Empire	Road reconstr.	2023	Construction						
Biscayne Av	Akron Av	none	U			1.42		none	U			1.42		n/a		Rmmt/Empire	Road reconstr.	2023	Construction						
Akron Av	Angus Av	none	U			0.53		none	U			0.53		n/a		Rosemount	Road reconstr.	2023	Construction						
Angus Av	Asher Av	none	U			0.18		none	U			0.18		n/a		Rosemount	Road reconstr.	2023	Construction						
Asher Av	Barbara Av E	none	U			0.16		none	U			0.16		n/a		Empire	Road reconstr.	2023	Construction						
Barbara Av E	Blaine Av	none	U			0.55		none	U			0.55		n/a		Empire	Road reconstr.	2023	Construction						
Blaine Av	east corporate limits	none	U			0.03		none	U			0.03		n/a		Empire	Road reconstr.	2023	Construction						
east corporate limits	CR 81	none	U			0.38		none	U			0.38		n/a		Coates	Road reconstr.	2023	Construction						
CR 81	TH 52	none	U			0.25		none	U			0.25		n/a		Coates	Road reconstr.	2023	Construction						
TH 52	160th St E	none	U			0.88		none	U			0.88		n/a		Coates	Repaving	2018	Mill & Overlay			160th St			
160th St E	Dannelly Av	none	U			0.09		none	U			0.09		n/a		Coates	Repaving	2018	Mill & Overlay			to TH 61			
Dannelly Av	Emery Av	none	U			1.00		none	U			1.00		n/a	(a)	Rmmt/Vmillation	Repaving	2018	Mill & Overlay						
Emery Av	Fischer Av	none	U			1.00		none	U			1.00		n/a	(a)	Rmmt/Vmillation	Repaving	2018	Mill & Overlay						
TOTAL				1.39	0.36	0.00	6.59			0.00	0.00	0.47	7.87			Total Area	17.09								

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Updated information shown in red text

Rural segments were identified as a Rural Land Use Context in the Dakota County Bicycle and Pedestrian Study

NOTE: CSAH 46 alignment diverts from section and jurisdictional boundary alignments. For inventory purposes, segments were assigned to the appropriate jurisdiction as closely as possible.

Notes

- (a) trail showing significant cracking and aging

Land Use

- R Residential (house, apartment)
- C Commercial (business, industrial)
- I Institutional (school, church, park, athletic complex)
- U Undeveloped (open space, utilities, transportation)

Includes Both Sides	2023	2016
Good or Fair Segments	1.39	1.39
Poor or Missing Segments*		15.29
Poor Segments	0.36	
Missing Segments	0.47	
TOTAL Urban/Suburban Only	2.22	16.68
Rural Segments**	14.46	
TOTAL	16.68	16.68

* Poor and Missing Segments were combined as one category in 2016 for ADA compliance purposes.

** Rural segments were identified as missing segments within municipalities in 2016.

Comparison Summary

No facilities exist east of Biscayne Av.
2023 compliance is considered for only urban/suburban segments.

Compliance Percentage (includes areas with sidewalks or trails)

2023	63%
2016	8%

Both Sides		Linear Miles	%
Trail on both sides	0.00	0%	
Trail on one side, sidewalk on other	0.00	0%	
Sidewalk on both sides	0.00	0%	
Total	0.00	0%	
One Side		Linear Miles	%
Trail on one side	1.75	20%	
Sidewalk on one side	0.00	0%	
Total	1.75	20%	

None **6.80** 80%

TOTAL 8.55

CSAH 46 (Rosemount, Empire, Coates & Vermillion): Pedestrian Ramp Inventory

CSAH 46 At	2023 Inventory			2016 Inventory			Curb Ramp Details					Location City	Updated Revisions	CIP Projects since 2016				
	Complies	To Comply	No Facility	Complies	To Comply	No Facility	Additional Description	Case	Signal	APS	Notes			Year	Type	Segment		
Danville Av W	2	0	0	2	0	0		2				Rosemount						
Dakota Ln	0	2	0	0	2	0		3				Rosemount						
Shannon Pkwy	2	0	2	0	2	2		2				Rosemount						
Cascade Path	0	2	0	0	2	0		3				Rosemount						
Chippendale Av W	0	2	2	0	2	2		2				Rosemount						
TH 3 frontage road (west)	0	2	2	0	2	2		4	Yes	No		Empire	Road reconstr.	2023	Construction	TH 3		
frontage rd (center)	0	2	0	0	2	0		4				Empire	Road reconstr.	2023	Construction	to		
frontage road (east)	0	2	0	0	2	0		4				Empire	Road reconstr.	2023	Construction	TH 52		
Biscayne Av	1	0	3	0	1	1		2				Rosemount	Road reconstr.	2023	Construction			
Akron Av	0	0	4	0	0	4		6				Rosemount	Road reconstr.	2023	Construction			
Angus Av	0	0	2	0	0	2		6				Rosemount	Road reconstr.	2023	Construction			
Asher Av	0	0	2	0	0	2		6				Empire	Road reconstr.	2023	Construction			
Barbara Av E	0	0	4	0	0	4		6				Empire	Road reconstr.	2023	Construction			
Blaine Av	0	0	4	0	0	4		6				Empire	Road reconstr.	2023	Construction			
east corporate limits	0	0	0	0	0	0		6				Empire	Road reconstr.	2023	Construction			
CR 81	0	0	2	0	0	2		6				Empire	Road reconstr.	2023	Construction			
TH 52	0	0	8	0	0	8		6				Coates	Road reconstr.	2023	Construction			
160th St E	0	0	2	0	0	2		6				Coates	Repaving	2018	Mill & Overlay	160th St		
Donnelly Av	0	0	2	0	0	2		6				Rosemount	Repaving	2018	Mill & Overlay	to		
Emery Av	0	0	4	0	0	4		6				Rosemount	Repaving	2018	Mill & Overlay	TH 61		
Fischer Av	0	0	2	0	0	2		6				Rosemount	Repaving	2018	Mill & Overlay			
TOTAL	5	14	45	2	17	43												

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Curb Ramp Case Ratings

- 1 Ramps with truncated domes that have been checked for compliance
- 2 Ramps that appear substantially compliant
- 3 Ramps without truncated domes
- 4 Ramps in need of construction installation or modification
- 5 Trail exists on one side of road. Trail is at grade & does not require ramps.
- 6 No pedestrian facilities exist.

Comparison Summary

No facilities exist east of Biscayne Av.

Compliance Percentage (includes areas of no sidewalk)

2023	26%
2016	11%

CSAH 46/47 (Vermillion Rd - Hastings): Sidewalk Inventory

From	To	East/North	Land Use	Good/F Length	Poor Length	Missing Length	Rural Length	West/South	Land Use	Good/F Length	Poor Length	Missing Length	Rural Length	Rating (G/F/P)	Pedestrian Gap Priority	Notes	City	Updated Revisions	CIP Projects since 2016		
																			Year	Type	Segment
west city limits	General Sieben Dr	none	U			0.07		none	U					0.07	n/a	Medium	Hastings/Marshan	Repaving	2018	Mill & Overlay	CR 48
General Sieben Dr	CSAH 47	none	U			0.16		none	U					0.16	n/a	Medium	Hastings/Marshan	Repaving	2018	Mill & Overlay	to
CSAH 47	Pleasant Tr	none	U			0.37		none	U					0.37	n/a	Medium	Hastings/Marshan	Repaving	2018	Mill & Overlay	TH 61
Pleasant Dr	Village Tr	none	U			0.43		none	U					0.43	n/a	Medium	Hastings	Repaving	2018	Mill & Overlay	
Village Dr	Riverwood Dr	none	U			0.15		trail	R	0.15					fair	Medium	Hastings	Repaving	2018	Mill & Overlay	
Riverwood Dr	31st St W	none	U			0.10		trail	R	0.10					fair	Medium	Hastings	Repaving	2018	Mill & Overlay	
31st St W	river bridge	trail	R	0.09				trail	I	0.09					fair	Medium	Hastings	Repaving	2018	Mill & Overlay	
river bridge	Pine St	none	R			0.16		none	I				0.16	n/a	Medium	Hastings	Repaving	2018	Mill & Overlay		
Pine St	Oak St	none	R			0.06		none	I				0.06	n/a	Medium	Hastings	Repaving	2018	Mill & Overlay		
Oak St	Maple St	none	R			0.06		none	R				0.06	n/a	Medium	Hastings	Repaving	2018	Mill & Overlay		
Maple St	Walnut St	none	R			0.07		none	I				0.07	n/a	Medium	Hastings	Repaving	2018	Mill & Overlay		
Walnut St	Ashland St	none	R			0.13		none	I				0.13	n/a	Medium	Hastings	Repaving	2018	Mill & Overlay		
Ashland St	Spring St	none	R			0.06		none	I				0.06	n/a	Medium	Hastings	Repaving	2018	Mill & Overlay		
Spring St	Eddy St	none	R			0.04		none	I				0.04	n/a	Medium	Hastings	Repaving	2018	Mill & Overlay		
Eddy St	TH 61	none	C			0.10		none	I				0.10	n/a	Medium	Hastings	Repaving	2018	Mill & Overlay		
TOTAL					0.09	0.00	1.94	0.00		0.33	0.00	0.68	1.03			Total Area	4.07				

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Updated information shown in red text

Rural segments were identified as a Rural Land Use Context in the Dakota County Bicycle and Pedestrian Study

Notes

Land Use

- R Residential (house, apartment)
- C Commercial (business, industrial)
- I Institutional (school, church, park, athletic complex)
- U Undeveloped (open space, utilities, transportation)

	2023	2016
Good or Fair Segments	0.42	0.42
Poor or Missing Segments*		3.65
Poor Segments	0.00	
Missing Segments		2.62
TOTAL Urban/Suburban Only	3.04	4.07
Rural Segments**	1.03	
TOTAL	4.07	4.07

Comparison Summary

No facilities exist between Biscayne Av in Rosemount and Village Dr
 Compliance percentage in 2023 based on urban/suburban land uses only.

Compliance Percentage (includes areas with sidewalks or trails)

2023	14%
2016	10%

* Poor and Missing Segments were combined as one category in 2016 for ADA compliance purposes.

** Rural segments were identified as missing segments within municipalities in 2016.

	Linear Miles	%
Both Sides		
Trail on both sides	0.09	4%
Trail on one side, sidewalk on other	0.00	0%
Sidewalk on both sides	0.00	0%
Total	0.09	4%
One Side		
Trail on one side	0.00	0%
Sidewalk on one side	0.25	12%
Total	0.25	12%
None	1.69	83%
TOTAL	2.03	

CSAH 46/47 (Vermillion Rd - Hastings): Pedestrian Ramp Inventory

CSAH 46/47 (Vermillion Rd)	2023 Inventory			2016 Inventory			Curb Ramp Detail					Location	Updated Revisions	CIP Projects since 2016		
	Complies	To Comply	No Facility	Complies	To Comply	No Facility	Additional Description	Case	Signal	APS	Notes			City	Year	Type
General Sieben Dr	0	0	2	0	0	2		6			(a)	Hastings/Marshan				
CSAH 47	0	0	2	0	0	2		6				Hastings/Marshan				
Pleasant Dr	0	0	2	0	0	2		6			(a)	Hastings/Marshan				
Village Dr	1	0	1	0	1	1		2				Hastings				
Riverwood Dr	2	0	2	0	2	2		2				Hastings				
31st St W	2	0	0	0	2	0		2				Hastings				
river bridge	0	0	0	0	0	0		6				Hastings				
Pine St	1	0	0	1	0	0	for Pine St sidewalk	2				Hastings				
Oak St	0	0	2	0	0	2		6				Hastings				
Maple St	0	0	2	0	0	2		6				Hastings				
Walnut St	0	0	2	0	0	0		6				Hastings				
Ashland St	0	0	2	0	0	0		6				Hastings				
Spring St	0	0	2	0	0	0		6				Hastings				
Eddy St	0	0	2	0	0	0		6				Hastings				
TH 61	0	0	0	0	0	0	5 included in MnDOT inventory	2				Hastings				
TOTAL	6	0	21	1	5	13										

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Curb Ramp Case Ratings

- 1 Ramps with truncated domes that have been checked for compliance
- 2 Ramps that appear substantially compliant
- 3 Ramps without truncated domes
- 4 Ramps in need of construction installation or modification
- 5 Trail exists on one side of road. Trail is at grade & does not require ramps.
- 6 No pedestrian facilities exist.

Notes

- (a) Ramps on the serve local system are offset from County right-of-way

Comparison Summary	
Compliance Percentage (includes areas of no sidewalk)	
2023	100%
2016	17%

CSAH 47 (Northfield Blvd - Hampton): Sidewalk Inventory

From	To	East/North	Land Use	Good/F Length	Poor Length	Missing Length	Rural Length	West/South	Land Use	Good/F Length	Poor Length	Missing Length	Rural Length	Rating (G/F/P)	Pedestrian Gap Priority	Notes	City	Updated Revisions	CIP Projects since 2016		
																			Year	Type	Segment
north city boundary	Belmont St	none	U				0.18	none	U				0.18	n/a		(a)	Hampton				
Belmont St	Main St	none	R			0.07		none	R				0.07	n/a	Low		Hampton				
Main St	Grant St	sidewalk	R	0.08				none	R				0.08	fair	Low		Hampton				
Grant St	Hampton Av	sidewalk	R	0.06				none	R				0.06	fair	Low		Hampton				
Hampton Av	TH 50	sidewalk	R	0.05				sidewalk	I	0.05				fair	Low		Hampton				
TH 50	Sun Valley Ln	none	R			0.19		none	U				0.19	n/a	Low	(a)	Hampton				
Sun Valley Ln	CSAH 80	none	U				0.50	none	U				0.50	n/a			Hampton				
TOTAL				0.19	0.00	0.26	0.68			0.05	0.00	0.40	0.68			Total Area	2.26				

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Updated information shown in red text

Rural segments were identified as a Rural Land Use Context in the Dakota County Bicycle and Pedestrian Study

Notes

- (a) wide shoulder

Land Use

- R Residential (house, apartment)
- C Commercial (business, industrial)
- I Institutional (school, church, park, athletic complex)
- U Undeveloped (open space, utilities, transportation)

Comparison Summary

Compliance percentage in 2023 base on urban/suburban land uses only.

Compliance Percentage (includes areas with sidewalks or trails)

2023 27%
2016 11%

Includes Both Sides	2023	2016
Good or Fair Segments	0.24	0.24
Poor or Missing Segments*	2.02	2.02
Poor Segments	0.00	
Missing Segments	0.66	
TOTAL Urban/Suburban Only	0.90	2.26
Rural Segments**	1.36	

TOTAL 2.26 2.26

* Poor and Missing Segments were combined as one category in 2016 for ADA compliance purposes.

** Rural segments were identified as missing segments within municipalities in 2016.

Linear

Both Sides	Miles	%
Trail on both sides	0.00	0%
Trail on one side, sidewalk on other	0.00	0%
Sidewalk on both sides	0.05	4%
Total	0.05	4%

One Side

Trail on one side	0.00	0%
Sidewalk on one side	0.14	12%
Total	0.14	12%

None 0.94 83%

TOTAL 1.13

CSAH 47 (Northfield Blvd - Hampton): Pedestrian Ramp Inventory

CSAH 47 (Northfield B	2023 Inventory			2016 Inventory			Curb Ramp Detail					Location	Updated Revisions	CIP Projects since 2016		
	At	Complies	To Comply	No Facility	Complies	To Comply	No Facility	Additional Description	Case	Signal	APS	Notes		City	Year	Type
Belmont St	0	0	2	0	0	2		6				Hampton				
Main St	2	0	0	2	0	0		2				Hampton				
Grant St	2	0	0	2	0	0		2				Hampton				
Hampton Av	2	0	0	2	0	0		2				Hampton				
TH 50	7	0	0	2	0	2		2				Hampton				
Sun Valley Ln	0	0	2	0	0	2		6				Hampton				
CSAH 80	0	0	4	0	0	4		6				Hampton				
TOTAL	13	0	8	8	0	10										

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Curb Ramp Case Ratings

- 1 Ramps with truncated domes that have been checked for compliance
- 2 Ramps that appear substantially compliant
- 3 Ramps without truncated domes
- 4 Ramps in need of construction installation or modification
- 5 Trail exists on one side of road. Trail is at grade & does not require ramps.
- 6 No pedestrian facilities exist.

Comparison Summary

Compliance Percentage (includes areas of no sidewalk)

2023	100%
2016	100%

CR 48 (Coates & Rosemount): Sidewalk Inventory

From	To	East/North	Land Use	Good/F Length	Poor Length	Missing Length	Rural Length	West/South	Land Use	Good/F Length	Poor Length	Missing Length	Rural Length	Rating (G/F/P)	Pedestrian Gap Priority	Notes	City	Updated Revisions	CIP Projects since 2016		
																			Year	Type	Segment
Hwy 52 Frontage	Comstock Av	none	R				0.13	none	R				0.13	n/a			Coates	none	none		
Comstock Av	east city boundary	none	U				0.34	none	U				0.34	n/a			Coates	none			
east city boundary	CSAH 46	none	R				0.45	none	U				0.45	n/a	(a)	Rmount & C	none				
TOTAL				0.00	0.00	0.00	0.92			0.00	0.00	0.00	0.92		Total Area	1.84					

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Updated information shown in red text

Rural segments were identified as a Rural Land Use Context in the Dakota County Bicycle and Pedestrian Study

Notes

- (a) majority of the north side of the highway is within Rosemount

Includes Both Sides	2023	2016
Good or Fair Segments	0.00	0.00
Poor or Missing Segments*		1.84
Poor Segments	0.00	
Missing Segments	0.00	
TOTAL Urban/Suburban Only	0.00	1.84
Rural Segments**	1.84	
TOTAL	1.84	1.84

* Poor and Missing Segments were combined as one category in 2016 for ADA compliance purposes.

** Rural segments were identified as missing segments within municipalities in 2016.

	Linear Miles	%
Both Sides		
Trail on both sides	0.00	0%
Trail on one side, sidewalk on other	0.00	0%
Sidewalk on both sides	0.00	0%
Total	0.00	0%
One Side		
Trail on one side	0.00	0%
Sidewalk on one side	0.00	0%
Total	0.00	0%
None	0.00	0%

TOTAL 0.00

All segments classified as rural.

Land Use

R	Residential (house, apartment)
C	Commercial (business, industrial)
I	Institutional (school, church, park, athletic complex)
U	Undeveloped (open space, utilities, transportation)

Comparison Summary

No existing or planned facilities. Small number of homes.
Highway is a future jurisdictional transfer candidate.

Compliance Percentage (includes areas with sidewalks or trails)

2023	100%
2016	0%

CR 48 (Coates & Rosemount): Pedestrian Ramp Inventory

CR 48 At	2023 Inventory			2016 Inventory			Curb Ramp Information					Location	Updated Revisions	CIP Projects since 2016		
	# Ramps	To Comply	No Facility	Complies	To Comply	No Facility	Additional Description	Case	Signal	APS	Notes	City		Year	Type	Segment
Clayton Av E	0	0	0	0	0	0		6				Coates	none	none		
Comstock Av	0	0	0	0	0	0		6				Coates	none			
east city boundary	0	0	0	0	0	0		6				Coates	none			
CSAH 46	0	0	0	0	0	0		6			(a)	Rmount & C	none			
TOTAL	0	0	0	0	0	0										

Shaded areas represent priority locations, areas of missing infrastructure and/or areas to address

Curb Ramp Case Ratings

- 1 Ramps with truncated domes that have been checked for compliance
- 2 Ramps that appear substantially compliant
- 3 Ramps without truncated domes
- 4 Ramps in need of construction installation or modification
- 5 Trail exists on one side of road. Trail is at grade & does not require ramps.
- 6 No pedestrian facilities exist.

Notes

(a) majority of the north side of the highway is within Rosemount

Comparison Summary

No existing or planned facilities. Small number of homes.
Highway is a future jurisdictional transfer candidate.

Compliance Percentage (includes areas of no sidewalk)

2023	0%
2016	0%