

CSAH 50 (Kenwood Tr/202nd St W - Lakeville): Pedestrian Ramp Inventory

CSAH 50 (Kenwood Tr/ At	2023 Inventory			2016 Inventory			Curb Ramp Detail				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	
private access	2	0	0	2	0	0		2				Lakeville	Repaving	2023	Mill & Overlay	Jubilee Way	
Valvoline access	2	0	0	2	0	0		2				Lakeville	Repaving	2023	Mill & Overlay	to	
175th St W	4	0	0	4	0	0		2				Lakeville	Repaving	2023	Mill & Overlay	I-35	
Kenrick Av	4	0	0	4	0	0		2	Yes	No	(a)	Lakeville	Repaving	2023	Mill & Overlay		
Juniper Path	2	0	0	2	0	0		2				Lakeville	Repaving	2023	Mill & Overlay		
Jubilee Way (west)	8	0	0	8	0	0		2	Yes	No		Lakeville	Repaving	2023	Mill & Overlay		
Jubilee Way (east)	2	0	0	2	0	0		2				Lakeville					
Jurel Way	4	0	0	1	1	0	trail begins to east	2				Lakeville					
Jaguar Path	4	0	0	0	0	0		2				Lakeville					
CSAH 60	0	0	0	0	0	0	included in CSAH 60 inventory	n/a				Lakeville					
private access	0	0	0	0	0	0		5				Lakeville	Road Reconstr.	2017	Road Reconstr.	CSAH 60	
188th St W	4	0	0	0	2	0		2				Lakeville	Road Reconstr.	2017	Road Reconstr.	to	
Jewel Ct	2	0	0	0	2	0		2				Lakeville	Road Reconstr.	2017	Road Reconstr.	CSAH 9	
Jordan Tr	4	0	0	0	2	0		2				Lakeville	Road Reconstr.	2017	Road Reconstr.		
Kenwood Way	2	0	0	0	2	0		2				Lakeville	Road Reconstr.	2017	Road Reconstr.		
192nd St W	4	0	0	0	2	0		2				Lakeville	Road Reconstr.	2017	Road Reconstr.		
194th St W	2	0	0	0	2	0		2				Lakeville	Road Reconstr.	2017	Road Reconstr.		
school access	2	0	0	0	2	0		2				Lakeville	Road Reconstr.	2017	Road Reconstr.		
Jaguar Av	2	0	0	0	2	0		2				Lakeville	Road Reconstr.	2017	Road Reconstr.		
Ipava Av	5	0	0	0	4	0		2	Yes	Yes		Lakeville	Road Reconstr.	2017	Road Reconstr.		
Icenic Way	0	0	2	0	0	2	trail on north follows Icenic W.	6				Lakeville	Road Reconstr.	2017	Road Reconstr.		
Icenic Tr	3	0	1	0	0	2	for future facilities	2				Lakeville	Road Reconstr.	2017	Road Reconstr.		
CSAH 9	0	10	0	0	10	0		3	Yes	No		Lakeville	Road Reconstr.	2017	Road Reconstr.		
private access	2	0	0	2	0	0		2				Lakeville					
private access	2	0	0	2	0	0		2				Lakeville					
Iberia Av	4	0	0	4	0	0		2				Lakeville					
Hunter Ct	2	0	0	2	0	0		2				Lakeville					
City Hall access	2	0	0	2	0	0		2				Lakeville					
Holyoke Av	16	0	0	3	0	0	roundabout constructed	2				Lakeville	Road Reconstr.	2020	Road Reconstr.	Holyoke Av	
Fire Dept. access	2	0	0	0	0	0		2				Lakeville	Road Reconstr.	2020	Road Reconstr.	to	
Highview Av	4	0	0	2	0	0		2				Lakeville	Road Reconstr.	2020	Road Reconstr.	CSAH 23	
Aronson Park access	0	0	0	0	0	0	access removed	6				Lakeville	Road Reconstr.	2020	Road Reconstr.		
Heath Av	4	0	0	0	0	0		2				Lakeville	Road Reconstr.	2020	Road Reconstr.		
Hampton Av	2	0	0	0	0	0		2				Lakeville	Road Reconstr.	2020	Road Reconstr.		
Hamburg Av	4	0	0	0	0	0		2				Lakeville	Road Reconstr.	2020	Road Reconstr.		
CSAH 23	0	0	0	0	0	0	included in CSAH 23 inventory	n/a				Lakeville	Road Reconstr.	2020	Road Reconstr.		
TOTAL	106	10	3	42	31	4											

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 should be field checked for compliance

Comparison Summary

CSAH 50/CSAH9 intersection and signal requires improvement.

Compliance Percentage (includes areas of no sidewalk)

2023	91%
2016	58%

CSAH 50 (Lakeville Blvd - 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 23	Gateway Dr	trail	C	0.13				none	U			0.13		fair	Low		Lakeville				
Gateway Dr	private access	trail	U	0.28				none	C			0.28		fair	Low		Lakeville				
private access	east city boundary	trail	U	0.08				none	U			0.08		fair	Low		Lakeville				
TOTAL				0.48	0.00	0.00	0.00			0.00	0.00	0.48	0.00			Total Area	0.96				

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

None

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	0.48	0.48
Poor or Missing Segments*		0.48
Poor Segments	0.00	
Missing Segments	0.48	
TOTAL Urban/Suburban Only	0.96	0.96
Rural Segments**	0.00	
TOTAL	0.96	0.96

* 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

Compliance Percentage (includes areas with sidewalks or trails)

2023	50%
2016	50%

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%
<i>Total</i>	0.00	0%
One Side		
Trail on one side	0.48	100%
Sidewalk on one side	0.00	0%
<i>Total</i>	0.48	100%
None	0.00	0%
TOTAL	0.48	

CSAH 50 (Lakeville Blvd - Lakeville): Pedestrian Ramp Inventory

CSAH 50 (Lakeville Blvd) At	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
CSAH 23	0	0	0	0	0	0	included with CSAH 23 inventory	n/a				Lakeville			
Gateway Dr	2	0	2	0	2	0		4				Lakeville			
private access	0	0	2	0	0	0		6				Lakeville			
east city boundary	0	0	0	0	0	0		6				Lakeville			
TOTAL	2	0	4	0	2	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

Compliance Percentage (includes areas of no sidewalk)

2023	100%
2016	0%

CSAH 50 (212th St W/Elm St - Farmington) 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	Flagstaff Av	trail	U	0.50				none	U				0.50	fair	Low	(a)	Farmington	Improvement	2023	Construction	@ I-section
Flagstaff Av	Private access	trail	U	0.24				none	U				0.24	fair	Low	(a)	Farmington				
Private access	Fairgreen Av	trail	U	0.26				none	U				0.26	fair	Low	(a)	Farmington				
Fairgreen Av	CSAH 31	trail	U	0.49				none	U				0.49	fair	Low	(a)	Farmington				
CSAH 31	212th St	trail	C	0.26				none	U			0.26		good	Low		Farmington				
212th St	Eaton Av	trail	C	0.19				none	U			0.19		good	Low		Farmington				
Eaton Av	Pendersen Way	trail	C	0.12				none	C			0.12		good		(a)	Farmington				
Pendersen Way	Dushane Pkwy	trail	C	0.13				trail	U	0.13				good		(a)	Farmington				
Dushane Pkwy	Knutson Dr	trail	C	0.11				trail	C	0.11				good			Farmington				
Knutson Dr	CSAH 31	trail	C	0.13				none	U			0.13		good	Low		Farmington				
CSAH 31	Pine St	trail	I	0.15				trail	I	0.15				good			Farmington				
Pine St	river bridge	trail	I	0.14				sidewalk	I	0.14				fair			Farmington				
river bridge	Division St	trail	I	0.04				sidewalk	C	0.04				fair			Farmington				
Division St	1st St	sidewalk	R	0.10				sidewalk	R	0.10				fair		(b)	Farmington				
1st St	2nd St	sidewalk	C	0.11				sidewalk	C	0.11				fair		(b)	Farmington				
2nd St	3rd St	sidewalk	C	0.03				sidewalk	C	0.03				fair		(b)	Farmington				
3rd St	4th St	sidewalk	C	0.07				sidewalk	C	0.07				good		(b)	Farmington				
4th St	5th St	sidewalk	R	0.07				sidewalk	R	0.07				good		(b)	Farmington				
5th St	6th St	sidewalk	R	0.08				sidewalk	R	0.08				good		(b)	Farmington				
6th St	7th St	sidewalk	R	0.08				sidewalk	R	0.08				good		(b)	Farmington				
7th St	TH 3	sidewalk	R	0.06				sidewalk	R	0.06				good			Farmington				
TOTAL				3.35	0.00	0.00	0.00			1.17	0.00	0.69	1.49			Total Area	6.70				

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) rural residential driveways
- (b) multiple 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	4.52	4.52
Poor or Missing Segments*		2.18
Poor Segments	0.00	
Missing Segments	0.69	
TOTAL Urban/Suburban Only	5.21	6.70
Rural Segments**	1.49	
TOTAL	6.70	6.70

* 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 between CSAH 31 and Pine Street was improved from fair to good. Compliance percentage in 2023 based on urban/suburban land uses only.

Compliance Percentage (includes areas with sidewalks or trails)

2023	87%
2016	67%

Both Sides		Linear Miles	%
Trail on both sides	0.39		12%
Trail on one side, sidewalk on other	0.18		5%
Sidewalk on both sides	0.60		18%
Total	1.17		35%
One Side			
Trail on one side	2.19		65%
Sidewalk on one side	0.00		0%
Total	2.19		65%

None **0.00** 0%

TOTAL 3.36

CSAH 50 (212th St W/Elm St - Farmington): Pedestrian Ramp Inventory

CSAH 50 (Lakeville Blvd) At	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	Segment
Flagstaff Av	2	0	2	2	0	2		2				Farmington	Improvement	2023	Construction	@ I-section
Private access	0	0	2	0	0	2		6				Farmington				
Fairgreen Av	0	0	4	0	0	4	trail is at grade, gravel road	5				Farmington				
CSAH 31	2	0	2	0	2	2	CSAH 31 median is thru crosswalk	2	Yes	No	(a)	Farmington				
212th St	2	0	0	0	2	0		2				Farmington				
Eaton Av	2	0	2	0	2	2		2				Farmington				
Pendersen Way	1	0	1	1	0	1	trail on south begins	2				Farmington				
Dushane Pkwy	4	0	0	2	0	2		2				Farmington				
Knutsen Dr	2	0	0	2	0	0		2				Farmington				
CSAH 31	2	0	2	0	2	2		3	Yes	No		Farmington				
Pine St	2	0	0	0	2	0		3				Farmington				
river bridge	0	0	0	0	0	0		n/a				Farmington				
Division St	4	0	0	4	0	0		2				Farmington				
1st St	8	0	0	8	0	0		2				Farmington				
2nd St	3	0	0	3	0	0		2				Farmington				
3rd St	6	0	0	6	0	0		2	Yes	No	(b)	Farmington				
4th St	8	0	0	8	0	0		2				Farmington				
5th St	8	0	0	8	0	0		2				Farmington				
6th St	8	0	0	8	0	0		2				Farmington				
7th St	8	0	0	8	0	0		2				Farmington				
TH 3	0	0	0	0	0	0	included in MnDOT inventory	2				Farmington				
TOTAL	72	0	15	60	10	17										

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) Signal to be updated to 4-legged intersection with development.
- (b) Signal pole in southeast corner is in the middle of the sidewalk.

Comparison Summary

Compliance Percentage (includes areas of no sidewalk)	
2023	100%
2016	86%

CSAH 54 (Ravenna Tr - 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										
TH 291	CSAH 91	none	U				0.36	none	U				0.36	n/a		(a)	Hastings														
CSAH 91	east city boundary	none	U				0.50	none	U				0.50	n/a		(a)	Hastings														
																		0.00	0.00	0.00	0.86	0.00	0.00	0.00	0.86	TOTAL		1.72			

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) narrow shoulders

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	0.00	0.00
Poor or Missing Segments*		1.72
Poor Segments	0.00	
Missing Segments	0.00	
TOTAL Urban/Suburban Only	0.00	1.72
Rural Segments**	1.72	
TOTAL	1.72	1.72

* 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.

Comparison Summary

Rural segment within city limits.

Compliance percentage in 2023 based on urba/suburban land uses only. CSAH 54 has rural land uses.

Compliance Percentage (includes areas with sidewalks or trails)

2023	100%
2016	0%

	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 0.86 100%

TOTAL **0.86**

CSAH 54 (Ravenna Tr - Hastings): Pedestrian Ramp Inventory

CSAH 54 (Ravenna Tr) At	2023 Inventory			2016 Inventory			Curb Ramp Detail					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	
CSAH 91	0	0	2	0	0	2		6				Hastings					
	0	0	2	0	0	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

No facilities exist.

Compliance Percentage (includes areas of no sidewalk)

2023	0%
2016	0%

CSAH 56 (Concord Boulevard / S. St. Paul): 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 14 (Grand)	Veteran's M Dr	sidewalk	C	0.12				none	C				0.12	good		(a)	South St. Paul					
Veteran's M Dr	Bridgepoint Dr	sidewalk	C	0.28				none	C				0.28	good		(a)	South St. Paul					
Bridgepoint Dr	Armour Av	sidewalk	C	0.18				none	C				0.18	good		(a)	South St. Paul					
Armour Av	6th St E	sidewalk	C	0.21				none	C				0.21	good		(a)	South St. Paul					
6th St E	Villaume Av	sidewalk	C	0.13				sidewalk	C	0.13				good		(a)	South St. Paul					
Villaume Av	I-494 ramps (n)	sidewalk	C	0.20				sidewalk	C	0.20				good		(a)	South St. Paul					
I-494 ramps (n)	I-494	sidewalk	U	0.08				sidewalk	U	0.08				good		(a)	South St. Paul					
I-494	I-494 ramps	sidewalk	C	0.08				sidewalk	U	0.08	0.00			good		(b)	South St. Paul	Miscellaneous	2023	Miscellaneous	I-494	
I-494 ramps	Dale Pl	sidewalk	C	0.14				sidewalk	C	0.14				good		(b)	South St. Paul	Miscellaneous	2023	Miscellaneous	to	
Dale Pl	Chestnut St	sidewalk	C	0.39				sidewalk	C	0.39				good		(b)	South St. Paul	Miscellaneous	2023	Miscellaneous	TH 52	
Chestnut St	Poplar St E	sidewalk	R	0.11				sidewalk	R	0.11				good		(b)	South St. Paul	Miscellaneous	2023	Miscellaneous		
Poplar St E	Oak St	sidewalk	R	0.08				sidewalk	R	0.08				good		(b)	South St. Paul	Miscellaneous	2023	Miscellaneous		
Oak St	Linden St	sidewalk	R	0.08				sidewalk	R	0.08				good		(b)	South St. Paul	Miscellaneous	2023	Miscellaneous		
TOTAL				2.08	0.00	0.00	0.00			1.29	0.00	0.79	0.00		Total Area	4.16						

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) segment was under Mn/DOT jurisdiction in 2016

(b) next to street, light poles within sidewalk

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

Segment between CSAH 14 and I-494 was under MnDOT jurisdiction in 2016.
No west-side facilities exist between CSAH 14 and 6th St E.

Compliance Percentage (includes areas with sidewalks or trails)

2023 81%
2016 95%

Includes Both Sides	2023	2016
Good or Fair Segments	3.37	1.68
Poor or Missing Segments*		0.08
Poor Segments	0.00	
Missing Segments	0.79	
TOTAL Urban/Suburban Only	4.16	1.76
Rural Segments**	0.00	
TOTAL	4.16	1.76

* 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	1.29	62%
Total	1.29	62%
One Side	Miles	%
Trail on one side	0.00	0%
Sidewalk on one side	0.79	38%
Total	0.79	38%

None **0.00** 0%

TOTAL 2.08

CSAH 56 (Concord Blvd / S. St. Paul): Pedestrian Ramp Inventory

CSAH 56 (Concord Blvd) At	2023 Inventory			2016 Inventory			Curb Ramp Detail					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
CSAH 14 (Grand)	0	0	0	0	0	0	included in CSAH 14 inventory	n/a			(a)	South St. Paul				
Veteran's M Dr	0	0	2	0	0	0		6			(a)	South St. Paul				
Bridgepoint Dr	4	0	0	0	0	0		2			(a)	South St. Paul				
Armour Av	6	0	0	0	0	0		2	Yes	Yes	(a)	South St. Paul				
6th St E	9	0	0	0	0	0		2			(a)	South St. Paul				
Villaume Av	10	0	0	0	0	0		2	Yes	Yes	(a)	South St. Paul				
I-494 ramps (n)	6	0	0	0	0	0		2	Yes	Yes	(a)	South St. Paul				
I-494 ramps (s)	3	0	0	2	0	1		2	Yes	Yes		South St. Paul	Miscellaneous	2023	Miscellaneous	I-494
Dale Pl	4	0	0	4	0	0		2	Yes	No		South St. Paul	Miscellaneous	2023	Miscellaneous	to
Chestnut St	4	0	0	4	0	0		2				South St. Paul	Miscellaneous	2023	Miscellaneous	TH 52
Poplar St E	4	0	0	4	0	0		2				South St. Paul	Miscellaneous	2023	Miscellaneous	
Oak St	4	0	0	4	0	0		2				South St. Paul	Miscellaneous	2023	Miscellaneous	
Linden St	2	0	0	2	0	0		2				South St. Paul	Miscellaneous	2023	Miscellaneous	
TOTAL	56	0	2	20	0	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

(a) segment was under Mn/DOT jurisdiction in 2016

Comparison Summary

Segment between CSAH 14 and I-494 was under MnDOT jurisdiction in 2016.

Compliance Percentage (includes areas of no sidewalk)

2023	100%
2016	100%

CSAH 56 (Concord Boulevard / Inver Grove Hgts) / 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
Linden St	59th St E	sidewalk	R	0.10				sidewalk	R	0.10				Good		(a)	Inver Grove H	Miscellaneous	2023	Miscellaneous	I-494
59th St E	Dawn Way	sidewalk	R	0.03				sidewalk	R	0.03				Good		(a)	Inver Grove H	Miscellaneous	2023	Miscellaneous	to
Dawn Way	60 St E	sidewalk	R	0.03				sidewalk	R	0.03				Good		(a)	Inver Grove H	Miscellaneous	2023	Miscellaneous	TH 52
60st E	Upper 61 St	sidewalk	C	0.12				sidewalk	R	0.12				Good		(a), (b)	Inver Grove H	Miscellaneous	2023	Miscellaneous	
Upper 61st St	63rd St E	sidewalk	C	0.10				sidewalk	R	0.10				Good		(a), (b)	Inver Grove H	Miscellaneous	2023	Miscellaneous	
63rd St E	Delliah Av E	sidewalk	C	0.13				sidewalk	U	0.13				Good		(a), (b)	Inver Grove H	Miscellaneous	2023	Miscellaneous	
Delliah Av E	65th St E	sidewalk	U	0.12				sidewalk	R	0.12				Good		(a)	Inver Grove H	Miscellaneous	2023	Miscellaneous	
65th St E	Upper 65th St E	trail	U	0.06				sidewalk	C	0.06				Good		(a)	Inver Grove H	Miscellaneous	2023	Miscellaneous	
Upper 65th St E	66th St E	trail	U	0.06				sidewalk	C	0.06				Good		(a)	Inver Grove H	Miscellaneous	2023	Miscellaneous	
66th St E	68th St E	trail	U	0.13				sidewalk	R	0.13				Good		(a)	Inver Grove H	Miscellaneous	2023	Miscellaneous	
68th St E	70th St E	trail	C	0.25				sidewalk	U	0.25				Good			Inver Grove H	Miscellaneous	2023	Miscellaneous	
70th St E	74th St E	trail	U	0.44				sidewalk	R	0.44				Good			Inver Grove H	Miscellaneous	2023	Miscellaneous	
74th St E	75th St E	trail	R	0.06				sidewalk	C	0.06				Good			Inver Grove H	Miscellaneous	2023	Miscellaneous	
75th St E	78th St E	trail	R	0.25				sidewalk	C	0.25				Good			Inver Grove H	Miscellaneous	2023	Miscellaneous	
78th St E	80th St E	trail	R	0.26				sidewalk	U	0.26				Good			Inver Grove H	Miscellaneous	2023	Miscellaneous	
80th St E	Darcy Ln	trail	U	0.25				sidewalk	R	0.25				Good			Inver Grove H	Miscellaneous	2023	Miscellaneous	
Darcy Ln	Delaney Dr	trail	R	0.14				sidewalk	R	0.14				Good			Inver Grove H	Miscellaneous	2023	Miscellaneous	
Delaney Dr	Corcoran Path	trail	R	0.14				sidewalk	R	0.14				Good			Inver Grove H	Miscellaneous	2023	Miscellaneous	
Corcoran Path	Cooper Path	trail	U	0.29				sidewalk	R	0.29				Good			Inver Grove H	Miscellaneous	2023	Miscellaneous	
Cooper Path	Concord Ct	trail	R	0.21				trail	R	0.21				Good			Inver Grove H	Repaving	2022	Mill & Overlay	Cooper to
Concord Ct	Coffman Path	trail	R	0.12				trail	R	0.12				Good			Inver Grove H	Repaving	2022	Mill & Overlay	
Coffman Path	Carter Path	trail	U	0.11				trail	R	0.11				Good			Inver Grove H	Repaving	2022	Mill & Overlay	C'house
Carter Path	Cahill Av	trail	C	0.14				trail	U	0.14				Good			Inver Grove H	Repaving	2022	Mill & Overlay	
Cahill Av	Buchanan Tr	none	C			0.12		trail	C	0.12				Good			Inver Grove H	Repaving	2022	Mill & Overlay	
Buchanan Tr	Broderick Blvd	none	C			0.11		trail	C	0.11				Good			Inver Grove H	Repaving	2022	Mill & Overlay	
Broderick Blvd	Courthouse Blvd	none	U			0.26		trail	U	0.26				Good			Inver Grove H	Repaving	2022	Mill & Overlay	
TOTAL					3.55	0.00	0.49	0.00		4.04	0.00	0.00	0.00			Total Area	8.08				

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) next to street, light and mail box poles within sidewalk
- (b) multiple 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	7.59	7.59
Poor or Missing Segments*		0.49
Poor Segments	0.00	
Missing Segments	0.49	
TOTAL Urban/Suburban Only	8.08	8.08
Rural Segments**	0.00	
TOTAL	8.08	8.08

* 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

Compliance Percentage (includes areas with sidewalks or trails)

2023	94%
2016	94%

Linear

Both Sides	Miles	%
Trail on both sides	0.58	14%
Trail on one side, sidewalk on other	2.33	58%
Sidewalk on both sides	0.63	16%
Total	3.54	88%

One Side

Trail on one side	0.49	12%
Sidewalk on one side	0.00	0%
Total	0.49	12%

None

0.00 0%

TOTAL

4.03

CSAH 56 (Concord Blvd / Inver G. H.): Pedestrian Ramp Inventory

CSAH 56 (Concord Blvd)	2023 Inventory			2016 Inventory			Curb Ramp Detail				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	
59th St E	2	0	0	2	0	0		2				Inver Grove H	Miscellaneous	2023	Miscellaneous	I-494	
Dawn Way	2	0	0	2	0	0		2				Inver Grove H	Miscellaneous	2023	Miscellaneous	to	
60st St E	2	0	0	2	0	0		2				Inver Grove H	Miscellaneous	2023	Miscellaneous	TH 52	
Upper 61st St	2	0	0	2	0	0		2				Inver Grove H	Miscellaneous	2023	Miscellaneous		
63rd St E	2	0	0	2	0	0		2				Inver Grove H	Miscellaneous	2023	Miscellaneous		
Delilah Av E	2	0	0	2	0	0		2				Inver Grove H	Miscellaneous	2023	Miscellaneous		
65th St E	4	0	0	4	0	0		2				Inver Grove H	Miscellaneous	2023	Miscellaneous		
Upper 65th St E	2	0	0	2	0	0		2				Inver Grove H	Miscellaneous	2023	Miscellaneous		
66th St E	4	0	0	4	0	0		2				Inver Grove H	Miscellaneous	2023	Miscellaneous		
68th St E	4	0	0	4	0	0		2				Inver Grove H	Miscellaneous	2023	Miscellaneous		
70th St E	3	0	0	2	0	0		2				Inver Grove H	Miscellaneous	2023	Miscellaneous		
74th St E	0	0	0	0	0	0		5				Inver Grove H	Miscellaneous	2023	Miscellaneous		
75th St E	5	0	0	4	0	0		2	Yes	No	(a)	Inver Grove H	Miscellaneous	2023	Miscellaneous		
78th St E	4	0	0	4	0	0		2				Inver Grove H	Miscellaneous	2023	Miscellaneous		
80th St E	4	0	0	4	0	0		2				Inver Grove H	Miscellaneous	2023	Miscellaneous		
Darcy Ln	6	0	0	4	0	0	includes 2 at N Darcy Ln access	2				Inver Grove H	Miscellaneous	2023	Miscellaneous		
Delaney Dr	2	0	0	2	0	0		2				Inver Grove H	Miscellaneous	2023	Miscellaneous		
Corcoran Path	2	0	0	2	0	0		2				Inver Grove H	Miscellaneous	2023	Miscellaneous		
Cooper Path	4	0	0	4	0	0		2				Inver Grove H	Miscellaneous	2023	Miscellaneous		
Concord Ct	2	0	0	2	0	0		2				Inver Grove H	Repaving	2022	Mill & Overlay	Cooper	
Coffman Path	4	0	0	4	0	0		2				Inver Grove H	Repaving	2022	Mill & Overlay	to	
Carter Path	4	0	0	4	0	0	2 in place on east for future road	2				Inver Grove H	Repaving	2022	Mill & Overlay	C'house	
Cahill Av	4	0	0	4	0	0		2				Inver Grove H	Repaving	2022	Mill & Overlay		
Buchanan Tr	2	0	2	2	0	2		2				Inver Grove H	Repaving	2022	Mill & Overlay		
Broderick Blvd	3	0	1	2	0	2		2	Yes	Yes		Inver Grove H	Repaving	2022	Mill & Overlay		
Courthouse Blvd	1	0	0	1	0	0		2				Inver Grove H	Repaving	2022	Mill & Overlay		
TOTAL	76	0	3	71	0	4											

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 is at grade & does not require ramps
- 6 No pedestrian facilities exist.

Notes

- (a) Pedestian-activated signal.

Comparison Summary

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