

CSAH 60 (185th St W - 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
Judicial Rd	Lansford Path	trail	R	0.62				none	U				0.62	good			Lakeville				
Lansford Path	Kenyon Av	trail	R	0.32				none	U				0.32	good			Lakeville				
Kenyon Av	I-35 west ramps	trail	R	0.21				none	U				0.21	good			Lakeville				
I-35 west ramps	I-35 east ramps	trail	U	0.10				none	U				0.10	good			Lakeville				
I-35 east ramps	Kenrick Av	trail	C	0.09				none	U			0.09		good			Lakeville				
Kenrick Av	Kabera Tr	trail	C	0.07				trail	U	0.07				good			Lakeville				
Kabera Tr	Orchard Tr	trail	C	0.15				trail	I	0.15				good			Lakeville				
Orchard Tr	railroad tracks	trail	C	0.13				trail	R	0.13				good			Lakeville				
railroad tracks	Joplin Av	trail	U	0.04				trail	U	0.04				good			Lakeville				
Joplin Av	CSAH 50	trail	I	0.15				trail	C	0.15				good			Lakeville				
CSAH 50	private access	trail	R	0.09				trail	C	0.09				good			Lakeville				
private access	Jasper Path	trail	R	0.06				trail	R	0.06				good			Lakeville				
Jasper Path	Jasmine Way	trail	R	0.06				trail	R	0.06				good			Lakeville	Drainage Improv.	2020	Miscellaneous	@ I-section
Jasmine Way	Jamaica Path	trail	R	0.03				none	R			0.03		good	Medium	(a)	Lakeville				
Jamaica Path	Jaeger Path	trail	R	0.12				none	R			0.12		good	Medium	(a)	Lakeville				
Jaeger Path	Ixonia Av	none	U		0.15			none	U		0.15		n/a	Medium	(a), (b)	Lakeville					
Ixonia Av	Italy Av	none	U		0.12			none	U		0.12		n/a	Medium	(a), (b)	Lakeville					
Italy Av	Ipava Av	none	U		0.31			none	R		0.31		n/a	Medium	(a), (b)	Lakeville					
Ipava Av	private access	trail	I	0.11				trail	I	0.11				good			Lakeville				
private access	CSAH 9	trail	C	0.18				trail	I	0.18				good			Lakeville				
CSAH 9	Hinckley Av	none	I		0.42			none	R		0.42		n/a		(c)	Lakeville	New Alignment	2023	Construction	CSAH 9	
Hinckley Av	school access	none	R		0.13			none	I		0.13		n/a		(c)	Lakeville	New Alignment	2023	Construction	to	
school access	Highview Av	none	R		0.12			none	I		0.12		n/a		(c)	Lakeville	New Alignment	2023	Construction	Highview	
Highview Av	Hexham Ln	trail	R	0.14				trail	R	0.14				good		(c)	Lakeville				
Hexham Ln	Hamel Dr	trail	R	0.13				trail	R	0.13				good		(c)	Lakeville				
Hamel Dr	Hamburg Av	trail	R	0.21				trail	R	0.21				good		(c)	Lakeville				
Hamburg Av	Glenbridge Av	trail	R	0.29				trail	U	0.29				good		(c)	Lakeville				
Glenbridge Av	CSAH 23	trail	R	0.21				trail	U	0.21				good		(c)	Lakeville				
TOTAL				3.51	0.00	1.24	0.00			2.02	0.00	1.48	1.25			Total Area	9.50				

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, rural design with ditch
(b) large lot rural residential with some driveways
(c) County will assume jurisdiction after construction

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

County to assume jurisdiction between CSAH 9 and CSAH 23 upon completion.

Compliance Percentage (includes areas with sidewalks or trails)

2023 58%
2016 58%

Includes Both Sides	2023	2016
Good or Fair Segments	5.53	3.57
Poor or Missing Segments*	2.63	
Poor Segments	0.00	
Missing Segments	2.72	
TOTAL Urban/Suburban Only	8.25	6.20
Rural Segments**	1.25	
TOTAL	9.50	6.20

* 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	2.02	42%
Trail on one side, sidewalk on other	0.00	0%
Sidewalk on both sides	0.00	0%
TOTAL	2.02	42%
One Side		
Trail on one side	1.49	31%
Sidewalk on one side	0.00	0%
TOTAL	1.49	31%
None		
	1.25	26%
TOTAL	4.76	

CSAH 60 (185th St W - Lakeville): Pedestrian Ramp Inventory

CSAH 60 (185th St W)	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	Segment
Judicial Rd	2	0	2	2	0	2		2			(a)	Lakeville		2020	Miscellaneous	@ I-section
Lansford Path	2	0	2	2	0	2		2				Lakeville				
Kenyon Av	4	0	0	4	0	0		2	Yes	Yes	(b)	Lakeville				
I-35 west ramps	2	0	2	2	0	2		2	Yes	Yes		Lakeville				
I-35 east ramps	2	0	2	2	0	2		2				Lakeville				
Kenrick Av	3	0	1	1	2	1		2	Yes	Yes		Lakeville				
Kabrera Tr	2	0	0	0	2	0		4				Lakeville				
Orchard Tr	4	0	0	2	2	0		3				Lakeville				
railroad tracks	4	0	0	4	0	0		2				Lakeville				
Joplin Av	4	0	0	4	0	0		2				Lakeville				
CSAH 50	16	0	0	16	0	0	roundabout	2				Lakeville				
private access	2	0	0	2	0	0		2				Lakeville				
Jasper Path	2	0	0	2	0	0		2				Lakeville				
Jasmine Way	1	0	0	1	0	0		2			(c)	Lakeville	Drainage Improv.			
Jamaica Path	2	0	0	2	0	0		2				Lakeville				
Jaeger Path	1	0	1	1	0	1		2			(d)	Lakeville				
Ixonia Av	0	0	2	0	0	2		6				Lakeville				
Italy Av	0	0	2	0	0	2		6				Lakeville				
Ipava Av	4	0	0	4	0	0		2	Yes	Yes		Lakeville				
private access	2	0	0	2	0	0		2				Lakeville				
CSAH 9	5	0	0	3	0	1		2	Yes	Yes		Lakeville	New Alignment			
Hinckley Av	0	0	0	0	0	0		6			(e)	Lakeville	New Alignment			
school access	0	0	0	0	0	0		6			(e)	Lakeville	New Alignment			
Highview Av	16	0	0	0	0	0	roundabout	2				Lakeville				
Hexham Ln	2	0	0	0	0	0		2				Lakeville				
Hamel Dr	4	0	0	0	0	0		2				Lakeville				
Hamburg Av	4	0	0	0	0	0		2				Lakeville				
Glenbridge Av	2	0	2	0	0	0		2				Lakeville				
TOTAL	92	0	16	56	6	15										

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) west side in Scott County
- (b) two on south side have no connections
- (c) trail on south side ends
- (d) trail on north side ends
- (e) under construction

Comparison Summary

County to assume jurisdiction between CSAH 9 and CSAH 23 upon completion.

Compliance Percentage (includes areas with sidewalks or trails)

2023	100%
2016	90%

CSAH 62 (190th St E - Vermillion): 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
Fischer Av	CSAH 66	none	U				0.17	none	U				0.17	n/a		rural	Vermillion				
CSAH 66	Riverview Av	none	R		0.02			none	U			0.02		n/a			Vermillion				
Riverview Av	Minnesota Av	sidewalk	R	0.07				sidewalk	R	0.07				good			Vermillion				
Minnesota Av	Kaesen Av	sidewalk	R	0.07				sidewalk	R	0.07				good			Vermillion				
Kaesen Av	school access	sidewalk	I	0.01				sidewalk	R	0.01				good			Vermillion				
school access	ped crossing	sidewalk	I	0.01				sidewalk	I	0.01				good			Vermillion				
ped crossing	Park Av	sidewalk	I	0.04				sidewalk	C	0.04				good			Vermillion				
Park Av	private access	sidewalk	C	0.10				sidewalk	C	0.10				good			Vermillion				
private access	Shady Av	sidewalk	C	0.01				none	C			0.01		good			Vermillion				
Shady Av	private access	sidewalk	R	0.07				none	C			0.07		good			Vermillion	Repaving	2017	Mill & Overlay	Shady Av to
private access	CSAH 85	none	U				0.36	none	U				0.36	n/a		rural	Vermillion	Repaving	2017	Mill & Overlay	TH 316
TOTAL				0.40	0.00	0.02	0.53			0.32	0.00	0.10	0.53			Total Area	1.90				

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	0.72	0.72
Poor or Missing Segments*		1.19
Poor Segments	0.00	
Missing Segments	0.13	
TOTAL Urban/Suburban Only	0.85	1.91
Rural Segments**	1.06	

TOTAL 1.91 1.91

* 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

Most missing segments are located within the rural portions of the city.
Compliance percentage in 2023 based on urban/suburban land uses only.

Compliance Percentage (includes areas with sidewalks or trails)

2023	85%
2016	38%

		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	0.30		32%
	Total	0.30	32%
One Side			
Trail on one side	0.00		0%
Sidewalk on one side	0.08		9%
	Total	0.08	9%

None 0.55 59%

TOTAL 0.93

CSAH 62 (190th St E - Vermillion): Pedestrian Ramp Inventory

CSAH 62 (190th St E)	2023 Inventory			2016 Inventory			Curb Ramp Details					Location	Updated Revisions	CIP Projects since 2016		
At	Complies	To Comply	No Facility	Complies	To Comply	No Facility	Additional Descriptions	Case	Signal	APS	Notes	City		Year	Type	Segment
CSAH 66	0	0	2	0	0	2		6				Vermillion				
Riverview Av	1	0	0	1	0	0		2				Vermillion				
Minnesota Av	4	0	0	4	0	0		2				Vermillion				
Kaesens Av	2	0	0	2	0	0		2				Vermillion				
school access	2	0	0	2	0	0		2				Vermillion				
ped crossing	2	0	0	2	0	0		2			(a)	Vermillion				
Park Av	7	0	0	7	0	0		2				Vermillion				
private access	0	0	0	0	0	0		6				Vermillion				
Shady Av	2	0	0	2	0	0		2				Vermillion				
private access	0	0	0	0	0	0	sidewalk ends	6				Vermillion	Repaving	2017	Mill & Overlay	Shady Av
CSAH 85	0	0	0	0	0	0		6				Vermillion	Repaving	2017	Mill & Overlay	to TH 316
TOTAL	20	0	2	20	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.

Notes

(a) traffic calming technique with signage

Comparison Summary

Compliance Percentage (includes areas with sidewalks or trails)

2023	100%
2016	100%

CSAH 63 (Delaware Avenue / Mendota Hts & W 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
TH 149	Butler Av W	none	R			0.04	none	none	R			0.04	none	n/a	Medium	(a)	MH & WSP	Repaving	2020	Mill & Overlay	Marie Av
Butler Av W	Norma Ln	none	R			0.05	none	none	R			0.05	none	n/a	Medium	(a)	MH & WSP	Repaving	2020	Mill & Overlay	to
Norma Ln	Ashley Ln	none	R			0.09	none	none	R			0.09	none	n/a	Medium	(a)	MH & WSP	Repaving	2020	Mill & Overlay	Dodd Rd
Ashley Ln	Beebe Av	none	R			0.05	none	none	R			0.05	none	n/a	Medium	(a)	MH & WSP	Repaving	2020	Mill & Overlay	
Beebe Av	Dorset Rd	none	R			0.05	none	none	R			0.05	none	n/a	Medium	(a)	MH & WSP	Repaving	2020	Mill & Overlay	
Dorset Rd	Moreland Av W	none	R			0.02	none	none	R			0.02	none	n/a	Medium	(a)	MH & WSP	Repaving	2020	Mill & Overlay	
Moreland Av W	Mears Av	none	R			0.08	none	none	R			0.08	none	n/a	Medium	(a)	MH & WSP	Repaving	2020	Mill & Overlay	
Mears Av	Staples Av	none	R			0.07	none	none	R			0.07	none	n/a	Medium	(a)	MH & WSP	Repaving	2020	Mill & Overlay	
Staples Av	Emerson Av W	none	R			0.11	none	none	R			0.11	none	n/a	Medium	(a)	MH & WSP	Repaving	2020	Mill & Overlay	
Emerson Av W	Ruby Dr	none	R			0.07	none	I				0.07	none	n/a	Medium	(a)	MH & WSP	Repaving	2020	Mill & Overlay	
Ruby Dr	White Oak Dr	none	R			0.03	none	I				0.03	none	n/a	Medium	(a)	MH & WSP	Repaving	2020	Mill & Overlay	
White Oak Dr	Thompson Av W	none	R			0.16	none	I				0.16	none	n/a	Medium	(a), (b)	MH & WSP	Repaving	2020	Mill & Overlay	
Thompson Av W	Betty Ln	none	R			0.06	none	I				0.06	none	n/a	Medium	(a), (b)	MH & WSP	Repaving	2020	Mill & Overlay	
Betty Ln	CSAH 63	none	R			0.18	none	I				0.18	none	n/a	Medium	(a), (b)	MH & WSP	Repaving	2020	Mill & Overlay	
Wentworth Av	Marie Av	none	R			0.50	none	R				0.50	none	n/a	Medium	(a), (c)	MH & WSP	Repaving	2020	Mill & Overlay	
Marie Av	Preserve Path	none	R			0.12	trail	I		0.12				good	Medium	(d)	MH & WSP	Trail & ped impr.	2023	Trail	TH 62
Preserve Path	school access N	none	R			0.03	trail	I		0.03				good	Medium	(d)	MH & WSP	Trail & ped impr.	2023	Trail	to
school access N	school access S	none	R			0.05	trail	I		0.05				good	Medium	(d)	MH & WSP	Trail & ped impr.	2023	Trail	Marie Av
school access S	Deer Run Tr	none	R			0.08	trail	I		0.08				good	Medium	(d)	MH & WSP	Trail & ped impr.	2023	Trail	
Deer Run Tr	Darla Ct	none	R			0.06	trail	I		0.06				good	Medium	(d)	MH & WSP	Trail & ped impr.	2023	Trail	
Darla Ct	Mendota Rd W	none	R			0.08	trail	I		0.08				good	Medium	(d)	MH & WSP	Trail & ped impr.	2023	Trail	
Mendota Rd W	TH 62	none	R			0.07	trail	U		0.07				good	Medium	(d)	MH & WSP	Trail & ped impr.	2023	Trail	
TOTAL				0.00	0.00	2.04				0.50	0.00	1.54	0.00			Total Area	4.08				

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) rural design, no shoulder, with ditches
- (b) significant grade issues
- (c) utility poles in areas of potential facilities
- (d) required site visit after project completion

Includes Both Sides	2023	2016
Good or Fair Segments	0.50	0.50
Poor or Missing Segments*		3.58
Poor Segments	0.00	
Missing Segments	3.58	
TOTAL Urban/Suburban Only	4.08	4.08
Rural Segments**	0.00	
TOTAL	4.08	4.08

* 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.

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	12%
2016	12%

<i>Both Sides</i>		<i>Linear</i> <i>Miles</i>	%
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%
<i>One Side</i>			
Trail on one side		0.49	24%
Sidewalk on one side		0.00	0%
<i>Total</i>		0.49	24%
<i>None</i>		1.55	76%
TOTAL		2.04	

CSAH 63 (Delaware Avenue / MH-WSP):Pedestrian Ramp Inventory

CSAH 63 (Delaware Av	2023 Inventory			2016 Inventory			Curb Ramp Details					Location	Updated	CIP Projects since 2016		
At	Complies	To Comply	No Facility	Complies	To Comply	No Facility	Additional Description	Case	Signal	APS	Notes	City	Revisions	Year	Type	Segment
TH 149	0	0	0	0	0	0	included in MnDOT inventory	N/A				MH & WSP	Repaving	2020	Mill & Overlay	Marie Av
Butler Av W	0	0	2	0	0	2		6				WSP	Repaving	2020	Mill & Overlay	to
Norma Ln	0	0	2	0	0	2		6				MH	Repaving	2020	Mill & Overlay	Dodd Rd
Ashley Ln	0	0	4	0	0	4		6				MH & WSP	Repaving	2020	Mill & Overlay	
Beebe Av	0	0	2	0	0	2		6				MH	Repaving	2020	Mill & Overlay	
Dorset Rd	0	0	2	0	0	2		6				MH	Repaving	2020	Mill & Overlay	
Moreland Av W	1	0	1	0	0	2	for local sidewalk	2				WSP	Repaving	2020	Mill & Overlay	
Mears Av	0	0	2	0	0	2		6				MH	Repaving	2020	Mill & Overlay	
Staples Av	0	0	2	0	0	2		6				MH	Repaving	2020	Mill & Overlay	
Emerson Av W	0	0	4	0	0	4		6				MH & WSP	Repaving	2020	Mill & Overlay	
Ruby Dr	0	0	2	0	0	2		6				WSP	Repaving	2020	Mill & Overlay	
White Oak Dr	0	0	2	0	0	2		6				WSP	Repaving	2020	Mill & Overlay	
Thompson Av W	0	0	2	0	0	2		6				WSP	Repaving	2020	Mill & Overlay	
Betty Ln	0	0	2	0	0	2		6				WSP	Repaving	2020	Mill & Overlay	
CSAH 8	0	0	0	0	0	0	included in CSAH 8 inventory	N/A				WSP	Repaving	2020	Mill & Overlay	
Marie Av	2	0	2	2	0	2		2			(a)	MH & WSP	Trail & ped impr.	2023	Trail	TH 62
Preserve Path	1	0	1	1	0	1		2			(b)	WSP	Trail & ped impr.	2023	Trail	to
school access N	2	0	0	2	0	0		2				MH	Trail & ped impr.	2023	Trail	Marie Av
school access S	2	0	0	2	0	0		2				MH	Trail & ped impr.	2023	Trail	
Deer Run Tr	3	0	1	3	0	1	includes 2 for school access	2			(b)	MH & WSP	Trail & ped impr.	2023	Trail	
Darla Ct	0	0	2	0	0	2		2				WSP	Trail & ped impr.	2023	Trail	
Mendota Rd W	2	0	2	2	0	2		2				MH & WSP	Trail & ped impr.	2023	Trail	
TH 62	0	0	0	0	0	0	included in MnDOT inventory	N/A				MH & WSP	Trail & ped impr.	2023	Trail	
TOTAL	13	0	37	12	0	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.

Notes

- (a) Ramps installed for trail access south and west
 (b) Ramp installed to transit stop waiting area

Comparison Summary

Only facilities are for local roads connections.

Compliance Percentage (includes areas with sidewalks or trails)

2023	100%
2016	100%

CSAH 63 (Delaware Avenue / Mendota Hts & Sunfish Lake): 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 62	Dodge Ln	none	U				0.07	none	U			0.07		n/a	Medium	(a)	MH & SL				
Dodge Ln	Huber Dr	none	R				0.42	none	R			0.42		n/a	Medium	(a)	MH & SL				
Huber Dr	Salem Church Rd	none	R				0.28	none	R			0.28		n/a	Medium	(a), (b)	MH & SL				
Salem Church Rd	Copperfield Dr	none	R				0.10	none	R			0.10		n/a	Medium	(a), (b)	MH & SL				
Copperfield Dr	Mendota Hgts Rd	none	U				0.25	none	R			0.25		n/a	Medium	(b)	MH & SL				
Mendota Hgts Rd	Abbey Way	none	R				0.19	none	R			0.19		n/a	Medium	(a), (c)	MH & SL				
Abbey Way	I-494	none	R				0.23	none	R			0.23		n/a	Medium	(a)	MH & SL				
TOTAL				0.00	0.00	0.00	1.54			0.00	0.00	1.54	0.00			Total Area	3.08				

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) rural design, no shoulder, with ditches
- (b) significant grade issues
- (c) utility poles in areas of potential facilities

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		0.00	0.00
Poor or Missing Segments*			3.08
Poor Segments		0.00	
Missing Segments		1.54	
TOTAL Urban/Suburban Only		1.54	3.08
Rural Segments**		1.54	
TOTAL		3.08	3.08

* 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

No facilities exist. Rural design with areas of steep R/W grade.
East side is consider rural land use.

Compliance Percentage (includes areas with sidewalks or trails)

2023	0%
2016	0%

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	0.00	0%
Sidewalk on one side	0.00	0%
Total	0.00	0%
None	1.54	100%
TOTAL	1.54	

CSAH 63 (Delaware Avenue / MH & SL): Pedestrian Ramp Inventory

CSAH 63 (Delaware Av 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
Dodge Ln	0	0	2	0	0	2		6				MH				
Huber Dr	0	0	4	0	0	4		5			(a)	MH & SL				
Salem Church Rd	0	0	2	0	0	2		6				SL				
Copperfield Dr	1	0	1	1	0	1	on NW corner for neighborhood	2				MH				
Mendota Heights Rd	1	0	3	1	0	3	on SW corner for neighborhood	2				MH & SL				
Abbey Way	0	0	2	0	0	2		6				MH				
I-494	0	0	0	0	0	0		6				MH & SL				
TOTAL	2	0	14	2	0	14										

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) Striped trail crossing to shoulder

Comparison Summary

Only facilities are for local roads connections.

Compliance Percentage (includes areas with sidewalks or trails)

2023 100%

2016 100%

CSAH 63 (Argenta Trail): 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
I-494	O'Neill Dr	none	U			0.13		none	U			0.13		n/a	Medium		Inver Grove H		2022	Construction	Argenta Tr to Amana Tr
O'Neill Dr	Argenta Tr	none	U			0.30		none	U			0.30		n/a	Medium		Inver Grove H				
Argenta Tr	Argenta Tr (new)	none	U			0.30		trail	U	0.30				good (s)	Medium	(a)	Inver Grove H	Realignment			
68th St	69th St (.48 mi)													n/a	Medium	(b)	Inver Grove H	Realignment			
69th St	CSAH 26 (.08 mi)													n/a	Medium	(b)	Inver Grove H	Realignment			
Argenta Tr (new)	67th St W	trail	R	0.22				trail	R	0.22				good	Medium	(a)	Inver Grove H	Realignment			
67th St W	CSAH 26	trail	R	0.27				trail	R	0.27				good	Medium	(a)	Inver Grove H	Realignment			
CSAH 26	71st St W	trail	R	0.10				trail	R	0.10				good	Low	(c)	Inver Grove H	Realignment			
71st St W	72nd St W	trail	R	0.15				trail	R	0.15				good	Low	(c)	Inver Grove H	Realignment			
72nd St W	park crossing	trail	I	0.15				trail	R	0.15				good	Low	(c)	Inver Grove H	Realignment			
park crossing	Amana Tr	trail	R	0.15				trail	R	0.15				good			Inver Grove H	Realignment	2022	Construction	
TOTAL				1.04	0.00	0.73	0.00			1.34	0.00	0.43	0.00			Total Area	3.54				

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) New alignment
- (b) Segment jurisdictional transferred to the city
- (c) Needs field check for confirmation

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	2.38	0.00
Poor or Missing Segments*		3.38
Poor Segments	0.00	
Missing Segments	1.16	
TOTAL Urban/Suburban Only	3.54	3.38
Rural Segments**	0.00	

TOTAL 3.54 3.38

* 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 with new alignment. No trail on north side of 65th St alignment.
Compliance percentage in 2023 based on urban/suburban land uses only.

Compliance Percentage (includes areas with sidewalks or trails)

2023	67%
2016	0%

Linear		
Both Sides	Miles	%
Trail on both sides	1.04	59%
Trail on one side, sidewalk on other	0.00	0%
Sidewalk on both sides	0.00	0%
Total	1.04	59%
One Side		
Trail on one side	0.30	17%
Sidewalk on one side	0.00	0%
Total	0.30	17%

None 0.43 24%

TOTAL 1.77

CSAH 63 (Argenta Trail): Pedestrian Ramp Inventory

CSAH 63 (Argenta Tr)	2023 Inventory			2016 Inventory			Curb Ramp Details					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	Segment
O'Neill Dr	0	0	2	0	0	0		6				Inver Grove H				
Argenta Tr	1	0	1	0	0	0		2			(a)	Inver Grove H				
68th St	0	0	0	0	0	0		6			(b)	Inver Grove H	Realignment	2022	Construction	Argenta Tr
69th St	0	0	0	0	0	0		6			(b)	Inver Grove H	Realignment	2022	Construction	to
Argenta Tr (new)	6	0	0	0	0	0		2			(a)	Inver Grove H	Realignment	2022	Construction	Amana Tr
67th St W	2	0	0	0	0	0		2			(a)	Inver Grove H	Realignment	2022	Construction	
CSAH 26	16	0	0	0	0	0	roundabout	2			(c)	Inver Grove H	Realignment	2022	Construction	
71st St W	4	0	0	0	0	0		2			(c)	Inver Grove H	Realignment	2022	Construction	
72nd St W	4	0	0	0	0	0		2			(c)	Inver Grove H	Realignment	2022	Construction	
park crossing	2	0	0	0	0	0		2			(c)	Inver Grove H				
Amana Tr	6	0	0	0	0	0		6	Yes		(a)	Inver Grove H	Realignment	2022	Construction	
TOTAL	41	0	3	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) New alignment
- (b) Segment jurisdictional transferred to the city
- (c) Needs field check for confirmation

Comparison Summary

No facilities existed in 2016.

Compliance Percentage (includes areas with sidewalks or trails)

2023	100%
2016	0%

CR 64 (200th St W - 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	east city boundary	none	U	0.00	0.00	0.50	0.00	none	U	0.00	0.00	0.50	0.00	n/a	Low	(a), (b)	Lakeville	none	none		
TOTAL				0.00	0.00	0.50	0.00			0.00	0.00	0.50	0.00			Total Area	1.00				

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) no paved shoulder
- (b) several residential 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	0.00	0.00
Poor or Missing Segments*		1.00
Poor Segments	0.00	
Missing Segments	1.00	
TOTAL Urban/Suburban Only	1.00	1.00
Rural Segments**	0.00	
TOTAL	1.00	1.00

* 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	0.00		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		0.50	100%
TOTAL		0.50	

Comparison Summary

Potential with anticipated development
Future jurisdictional transfer

Compliance Percentage (includes areas with sidewalks or trails)

2023 0%
2016 0%

CR 64 (200th St W - Lakeville): Pedestrian Ramp Inventory

CR 64	2023 Inventory			2016 Inventory			Curb Ramp Information					Location	Updated	CIP Projects since 2016		
At	# Ramps	To Comply	No Facility	Complies	To Comply	No Facility	Additional Description	Case	Signal	APS	Notes	City	Revisions	Year	Type	Segment
east city boundary	0	0	0	0	0	0		6				Lakeville	none		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.

Comparison Summary

Potential with anticipated development
Future jurisdictional transfer

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

CR 64 (Flagstaff Av / 195th St W - Farmington): 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	Flagstaff Av	none	U				0.50	none	U				0.50	n/a	Low	(a), (b)	Farmington	none	none		
Flagstaff Av	195th St W	none	U				0.50	none	U				0.50	n/a	Medium	(a), (c)	Farmington	none			
Flagstaff Av	school access	trail	U	0.27				trail	U	0.27				good			Farmington	none			
school access	Exceptional Tr	trail	U	0.25				trail	I	0.25				good			Farmington	none			
Exceptional Tr	Everest Path	trail	R	0.18				trail	R	0.18				good			Farmington	none			
Everest Path	Eureka Av	trail	R	0.17				trail	I	0.17				good			Farmington	none			
Eureka Av	CSAH 31	trail	R	0.11				trail	C	0.11				good			Farmington	none			
CSAH 31	English Av	trail	I	0.15				trail	I	0.15				good			Farmington	none			
English Av	Akin Rd	trail	I	0.15				trail	R	0.15				good			Farmington	none			
Akin Rd	Embers Av	trail	R	0.37				trail	U	0.37				good			Farmington	none			
Embers Av	Diamond Path	trail	I	0.35				trail	R	0.35				good			Farmington	none			
Diamond Path	Deerbrooke Path	trail	U	0.34				none	R			0.34		good	Low	(d)	Farmington	none			
Deerbrooke Path	Colonial Trail	trail	U	0.62				none	R			0.62		good	Low	(d)	Farmington	none			
Colonial Trail	TH 3	trail	U	0.20				trail	R	0.20	0.00			good	Low		Farmington	trail on S. side			
TOTAL				3.16	0.00	0.00	1.00			2.20	0.00	0.96	1.00			Total Area	8.32				

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) some rural residential driveways
- (b) no paved shoulders
- (c) trail built at roundabout location
- (d) bridge crossing only accommodates north side

Includes Both Sides	2023	2016
Good or Fair Segments	5.36	5.16
Poor or Missing Segments*		3.16
Poor Segments	0.00	
Missing Segments	0.96	
TOTAL Urban/Suburban Only	6.32	8.32
Rural Segments**	2.00	
TOTAL	8.32	8.32

* 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.

Linear		
Both Sides	Miles	%
Trail on both sides	2.20	70%
Trail on one side, sidewalk on other	0.00	0%
Sidewalk on both sides	0.00	0%
Total	2.20	70%
One Side		
Trail on one side	0.96	30%
Sidewalk on one side	0.00	0%
Total	0.96	30%

None 0.00 0%

TOTAL 3.16

NOTE: One mile of rural segment.

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

2/10th mile of trail added with recent development

Compliance Percentage (includes areas with sidewalks or trails)

2023	85%
2016	62%

CR 64 (Flagstaff Av / 195th St W - Farmington): Pedestrian Ramp Inventory

CR 64	2023 Inventory			2016 Inventory			Curb Ramp Information					Location	Updated Revisions	CIP Projects since 2016		
At	# Ramps	To Comply	No Facility	Complies	To Comply	No Facility	Additional Description	Case	Signal	APS	Notes	City		Year	Type	Segment
Flagstaff Av	0	0	0	0	0	0		6				Farmington	none	none		
195th St W	12	0	0	12	0	0	roundabout	2				Farmington	none			
school access	2	0	0	2	0	0		2				Farmington	none			
Exceptional Tr	2	0	0	2	0	0		2				Farmington	none			
Everest Path	2	0	0	2	0	0		2				Farmington	none			
Eureka Av	2	0	0	2	0	0		2				Farmington	none			
CSAH 31	16	0	0	16	0	0	roundabout	2				Farmington	none			
English Av	4	0	0	4	0	0	includes two for school access	2				Farmington	none			
Akin Rd	16	0	0	16	0	0	roundabout	2				Farmington	none			
Embers Av	4	0	0	4	0	0		2				Farmington	none			
Diamond Path	4	0	0	4	0	0		2				Farmington	none			
Deerbrooke Path	2	0	2	2	0	2		2				Farmington	none			
Colonial Trail	6	0	0	2	0	0	4 added with development	2				Farmington	with development			
TH 3	0	0	0	0	0	0	included in MnDOT inventory	2			(a)	Farmington	none			
TOTAL	72	0	2	68	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.

Notes

(a) Roundabout at TH 3 with pedestrian facilities (16 ramps)

Comparison Summary

additional ramps included with development

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

CSAH 66 (Fischer Av - Vermillion): 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 62	Dakota St	none	U			0.08		none	R				0.08	n/a	Low		Vermillion	Repaving	2022	Mill & Overlay	TH 52
Dakota St	Evergreen St	none	U			0.08		none	R				0.08	n/a	Low		Vermillion	Repaving	2022	Mill & Overlay	to
Evergreen St	township boundary	none	U				0.05	none	U				0.05	n/a			Vermillion	Repaving	2022	Mill & Overlay	CSAH 62
township boundary	township boundary	none	U				0.19	none	U				twp	n/a		(a)	Vermillion	Repaving	2022	Mill & Overlay	
township boundary	south city boundary	none	U				0.12	none	U				twp	n/a		(a)	Vermillion	Repaving	2022	Mill & Overlay	
TOTAL				0.00	0.00	0.16	0.36			0.00	0.00	0.00	0.21			Total Area	0.73				

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) west side of highway is Vermillion Township

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 facilities exist. Rural design.

Compliance Percentage (includes areas with sidewalks or trails)

2023	0%
2016	0%

Includes Both Sides	2023	2016
Good or Fair Segments	0.00	0.00
Poor or Missing Segments*		0.73
Poor Segments	0.00	
Missing Segments	0.16	
TOTAL Urban/Suburban Only	0.16	0.73
Rural Segments**	0.57	
TOTAL	0.73	0.73

* 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	0.00	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	0.37	100%
TOTAL	0.37	

CSAH 66 (Fischer Av - Vermillion): Pedestrian Ramp Inventory

CSAH 66 (Fischer Av)	2023 Inventory			2016 Inventory			Curb Ramp Details					Location	Updated	CIP Projects since 2016		
At	Complies	To Comply	No Facility	Complies	To Comply	No Facility	Additional Description	Case	Signal	APS	Notes	City	Revisions	Year	Type	Segment
Dakota St	0	0	2	0	0	2		6				Vermillion	Repaving	2022	Mill & Overlay	TH 52
Evergreen St	0	0	2	0	0	2		6				Vermillion	Repaving	2022	Mill & Overlay	to
township boundary	0	0	0	0	0	0		6				Vermillion	Repaving	2022	Mill & Overlay	CSAH 62
township boundary	0	0	0	0	0	0		6				Vermillion	Repaving	2022	Mill & Overlay	
south city boundary	0	0	0	0	0	0		6				Vermillion	Repaving	2022	Mill & Overlay	
TOTAL	0	0	4	0	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 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 with sidewalks or trails)

2023 100%

2016 100%