

CSAH 70 (210th St W / 215th 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				
west city boundary	Laredo Path	trail	U	0.36	0.00			none	U					0.36	good	Low	(a), (b)	Lakeville							
Laredo Path	Keswick Loop	trail	U	0.37	0.00			none	U					0.37	good	Low	(b), (c)	Lakeville							
Keswick Loop	I-35 west ramps	trail	U	0.21				trail	U	0.21					good		(d)	Lakeville							
I-35 west ramps	I-35 east ramps	trail	U	0.25				trail	U	0.25					good			Lakeville							
I-35 east ramps	Bryant Av	trail	U	0.08				trail	C	0.08					good			Lakeville	Road Reconstr.	2020	Construction	Kensington			
Bryant Av	CSAH 5	trail	U	0.12				trail	C	0.12					good		(d)	Lakeville	Road Reconstr.	2020	Construction	to			
CSAH 5	215th St W	trail	U	0.70	0.00			none	U			0.70			good	Medium		Lakeville	Road Reconstr.	2020	Construction	CSAH 23			
215th St W	Jacquard Av	trail	U	0.46	0.00			none	U			0.46			good	Medium		Lakeville	Road Reconstr.	2020	Construction				
Jacquard Av	CSAH 9	trail	U	0.64	0.00			none	U			0.64			good	Medium		Lakeville	Road Reconstr.	2020	Construction				
CSAH 9	Humboldt Ct	frontage road	R	0.29	0.00			trail	C	0.29	0.00				good	Medium		Lakeville	Trail Constr.	2022	Trail				
Humboldt Ct	Holyoke Av	trail	C	0.29	0.00			trail	C	0.29	0.00				good	Medium		Lakeville	Road Reconstr.	2020	Construction				
Holyoke Av	Highview Av	trail	C	0.24	0.00			trail	C	0.24	0.00				good	Medium		Lakeville	Road Reconstr.	2020	Construction				
Highview Av	Heywood Av	trail	C	0.06	0.00			trail	C	0.06	0.00				good	Medium		Lakeville	Road Reconstr.	2020	Construction				
Heywood Av	Heath Av	trail	C	0.18	0.00			trail	C	0.18	0.00				good	Medium		Lakeville	Road Reconstr.	2020	Construction				
Heath Av	Hamburg Av	trail	C	0.24	0.00			trail	C	0.24	0.00				good	Medium		Lakeville	Road Reconstr.	2020	Construction				
Hamburg Av	Hanover Av	trail	C	0.12	0.00			trail	C	0.12	0.00				good	Medium		Lakeville	Road Reconstr.	2020	Construction				
Hanover Av	Grenada Av	trail	C	0.12	0.00			trail	C	0.12	0.00				good	Medium		Lakeville	Road Reconstr.	2020	Construction				
Grenada Av	CSAH 23	trail	C	0.24	0.00			trail	C	0.24	0.00				good	Medium		Lakeville	Road Reconstr.	2020	Construction				
TOTAL				4.97	0.00	0.00	0.00			2.43	0.00	1.80	0.73				Total Area	9.93							

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 shoulder, rural design with ditch
- (b) large lot rural residential with driveways
- (c) wider shoulders, multiple turn lanes
- (d) indications of soil erosion onto trail 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	7.40	1.32
Poor or Missing Segments*		8.61
Poor Segments	0.00	
Missing Segments	1.80	
TOTAL Urban/Suburban Only	9.20	9.93
Rural Segments**	0.73	
TOTAL	9.93	9.93

* 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

Majority of new facilities added with reconstruction to four-lane divided. Compliance percentage in 2023 based on urban/suburban land uses only.

Compliance Percentage (includes areas with sidewalks or trails)

2023	80%
2016	13%

Linear Miles		%
Both Sides		
Trail on both sides	2.44	49%
Trail on one side, sidewalk on other	0.00	0%
Sidewalk on both sides	0.00	0%
Total	2.44	49%
One Side		
Trail on one side	2.53	51%
Sidewalk on one side	0.00	0%
Total	2.53	51%
None	0.00	0%

CSAH 70 (210th St W / 215th St W - Lakeville): Pedestrian Ramp Inventory

CSAH 70 (210th St W / 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	
Laredo Path	2	0	0	0	0	0		2				Lakeville					
Keswick Loop	4	0	0	3	0	0		2				Lakeville					
I-35 west ramps	7	0	0	7	0	0		2	Yes	Yes		Lakeville					
I-35 east ramps	9	0	0	9	0	0		2	Yes	Yes		Lakeville					
private access	2	0	0	2	0	0		2				Lakeville	Road Reconstr.	2020	Construction	Kensington to	
CSAH 5	10	0	0	10	0	0	trail stubs in place for future east	2	Yes	Yes		Lakeville	Road Reconstr.	2020	Construction	CSAH 23	
215th St W	0	0	2	0	0	2		6				Lakeville	Road Reconstr.	2020	Construction		
Jacquard Av	8	0	0	2	0	0	for Jacquard Av trails	2	Yes	Yes		Lakeville	Road Reconstr.	2020	Construction		
CSAH 9	12	0	0	0	0	4		2	Yes	Yes		Lakeville	Road Reconstr.	2020	Construction		
Humboldt Ct	4	0	0	0	0	4		2				Lakeville	Trail Constr.	2022	Trail		
Holyoke Av	4	0	0	0	0	4		2				Lakeville	Road Reconstr.	2020	Construction		
Highview Av	8	0	0	0	0	8		2			(a)	Lakeville	Road Reconstr.	2020	Construction		
Heywood Av	2	0	0	0	0	2		2				Lakeville	Road Reconstr.	2020	Construction		
Heath Av	4	0	0	0	0	4		2				Lakeville	Road Reconstr.	2020	Construction		
Hamburg Av	4	0	0	0	0	4		2				Lakeville	Road Reconstr.	2020	Construction		
Hanover Av	2	0	0	0	0	2		2				Lakeville	Road Reconstr.	2020	Construction		
Grenada Av	4	0	0	0	0	4		2				Lakeville	Road Reconstr.	2020	Construction		
CSAH 23	8	0	0	0	0	4		2	Yes	Yes		Lakeville	Road Reconstr.	2020	Construction		
TOTAL	94	0	2	33	0	42											

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) Count includes four ramps at the railroad crossing to the west

Comparison Summary

No facilities exist in 2016. Facilities added with four-lane roadway construction.

Compliance Percentage (includes areas with sidewalks or trails)

2023	100%
2016	100%

CSAH 71 (Rich Valley Blvd): 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	Alverno Av W	none	U				0.34	none	R					0.34	n/a	(a), (b), (c), (d)	Inver Grove H				
Alverno Av W	Aladin Tr	none	U				0.26	none	U					0.26	n/a	(a), (b), (c), (d)	Inver Grove H				
Aladin Tr	TH 3	none	U				0.25	none	U					0.25	n/a	(a), (b), (c), (d)	Inver Grove H	realign roadway	2018	Construction	@ TH 3
TH 3	96th St E	none	U				0.36	none	U					0.36	n/a	(a), (b), (c)	Inver Grove H				
96th St E	97th St E	none	U				0.23	none	U					0.23	n/a	(a), (b), (c)	Inver Grove H				
97th St E	99th St E	none	U				0.10	none	U					0.10	n/a	(a), (b), (c)	Inver Grove H				
99th St E	102nd St E	none	U				0.28	none	U					0.28	n/a	(a), (b), (c)	Inver Grove H				
102nd St E	Rich Valley Park	none	I				0.21	none	R					0.21	n/a	(a), (b)	Inver Grove H				
Rich Valley Park	CSAH 73	none	I				0.12	none	R					0.12	n/a	(a), (b)	Inver Grove H				
CSAH 73	CSAH 32	none	U				0.49	none	U					0.49	n/a	(a), (b)	Inver Grove H				
CSAH 32	117th St E	none	U				0.85	none	U					0.85	n/a	(a), (b), (c)	Inver Grove H				
117th St E	120th St E	none	U				0.27	none	U					0.27	n/a	(a), (b), (c)	Inver Grove H				
TOTAL				0.00	0.00	0.00	3.76			0.00	0.00	0.00	3.76			Total Area	7.52				

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
- (b) utility poles and vegetation near the road
- (c) mostly undeveloped space with some rural residential
- (d) jurisdictional transfer candidate to the city

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*	7.52	
Poor Segments	0.00	
Missing Segments	0.00	
TOTAL Urban/Suburban Only	0.00	7.52
Rural Segments**	7.52	
TOTAL	7.52	7.52

* 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.
Entire segment is considered rural land use.

Compliance Percentage (includes areas with sidewalks or trails)

2023	0%
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 3.76 100%

TOTAL 3.76

CSAH 71 (Rich Valley Blvd): Pedestrian Ramp Inventory

CSAH 71 (Rich Valley Blvd) 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
Alverno Av W	0	0	2	0	0	2		6			(a)	Inver Grove H		2018	Construction	@ TH 3
Aladin Tr	0	0	2	0	0	2		6			(a)	Inver Grove H				
TH 3	0	0	4	0	0	4		6			(a)	Inver Grove H	realign roadway			
96th St E	0	0	2	0	0	2		6				Inver Grove H				
97th St E	0	0	4	0	0	4		6			(b)	Inver Grove H				
99th St E	0	0	2	0	0	2		6				Inver Grove H				
102nd St E	0	0	4	0	0	4		6				Inver Grove H				
Rich Valley Park	0	0	2	0	0	2		6				Inver Grove H				
CSAH 73	0	0	2	0	0	2		6				Inver Grove H				
CSAH 32	0	0	2	0	0	2		6				Inver Grove H				
117th St E	0	0	2	0	0	2		6				Inver Grove H				
120th St E	0	0	2	0	0	2		6				Inver Grove H				
TOTAL	0	0	30	0	0	30										

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.

Note

- (a) jurisdictional transfer candidate to the city
- (b) includes two no facility locations on Anawanda Path

Comparison Summary

No facilities exist.

Compliance Percentage (includes areas with sidewalks or trails)

2023	100%
2016	100%

CSAH 71 (Rich Valley Blvd/Blaine Ave - 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
120th St E	RR crossing	none	U				0.16	none	U					0.16	n/a	(a), (b)	Rosemount				
RR crossing	Bonaire Path E	none	C				0.51	none	U					0.51	n/a	(a), (b), (c)	Rosemount				
Bonaire Path E	140th St E	none	U				0.50	none	U					0.50	n/a	(a), (b)	Rosemount				
140th St E	CSAH 42	none	U				0.49	none	U					0.49	n/a	(a), (b), (d)	Rosemount				
TOTAL				0.00	0.00	0.00	1.66			0.00	0.00	0.00	1.66			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) narrow shoulders
- (b) utility poles and vegetation near the road
- (c) several industrial site entrances with heavy truck traffic
- (d) several private entrances and rural residential sites

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*		3.32
Poor Segments	0.00	
Missing Segments	0.00	
TOTAL Urban/Suburban Only	0.00	3.32
Rural Segments**	3.32	
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

No facilities exist.
Entire segment is considered rural land use.

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 1.66 100%

CSAH 71 (Rich Valley Blvd/Blaine Ave - Rosemount): Sidewalk Inventory

CSAH 71 (Rich Valley Blvd/Blaine Ave - Rosemount)	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
RR crossing	0	0	4	0	0	4		6				Rosemount			
Bonaire Path E	0	0	2	0	0	2		6				Rosemount			
140th St E	0	0	2	0	0	2		6				Rosemount			
CSAH 42	0	0	0	0	0	0	included in CSAH 42 inventory	6				Rosemount			
	0	0	8	0	0	8									

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%

CR 73 (Akron Av - Inver Grove Heights): 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 32	114th St W	none	U				0.39	none	U							(a), (b)	Inver Grove H	none	none			
114th St W	Alameda Av	none	U				0.25	none	U							(a), (b)	Inver Grove H	none				
Alameda Av	Albavar Path	none	U				0.20	none	U							(a), (b)	Inver Grove H	none				
Albavar Path	south city border	none	U				0.16	none	U							(a), (b)	Inver Grove H	none				
TOTAL				0.00	0.00	0.00	1.00			0.00	0.00	0.00	1.00			Total Area	2.00					

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) gravel road
- (b) includes large lot residential

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*		2.00
Poor Segments	0.00	
Missing Segments	0.00	
TOTAL Urban/Suburban Only	0.00	2.00
Rural Segments**	2.00	

TOTAL 2.00 2.00

* 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.

Comparison Summary

Gravel road, rural design

2023 Compliance based on rural land use in place of missing segments.

Compliance Percentage (includes areas with sidewalks or trails)

2023 100%
2016 0%

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		
Trail on one side	0.00	0%
Sidewalk on one side	0.00	0%
Total	0.00	0%
None	1.00	100%
TOTAL	1.00	

CR 73 (Akron Av - Inver Grove H): Pedestrian Ramp Inventory

CR 73 (Akron Av) 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
114th St W	0	0	0	0	0	0		6			(a)	Inver Grove H	none	none		
Alameda Av	0	0	0	0	0	0		6			(a)	Inver Grove H	none			
Albavar Path	0	0	0	0	0	0		6			(a)	Inver Grove H	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) gravel road

Comparison Summary

gravel road, rural design

Compliance Percentage (includes areas of no sidewalk)

2023 100%

2016 100%

CR 73 (Akron Av - 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
north city boundary	121st St W	none	U			0.11		none	U				0.11	n/a		(a), (b)	Rosemount	reconstruction	2020	Reconstruction	IGH to
121st St W	124th Ct W	none	U			0.31		none	U				0.31	n/a		(a), (b)	Rosemount	reconstruction	2020	Reconstruction	Bonaire Path
124th Ct W	127th St W	none	U			0.36		none	U				0.36	n/a		(a), (b)	Rosemount	reconstruction	2020	Reconstruction	
127th St W	Aulden Av	partial trail	I	0.10		0.43		trail	R	0.53			0.00	good		(c)	Rosemount	reconstruction	2020	Reconstruction	
Aulden Av	Bonaire Path W	trail	U	0.22				trail	U	0.22				good			Rosemount	reconstruction	2020	Reconstruction	
Bonaire Path W	west field access	trail	U	0.08				trail	U	0.08				good			Rosemount				
west field access	RR crossing	trail	U	0.10				trail	U	0.10				good			Rosemount				
RR crossing	141st St W	trail	R	0.30				trail	U	0.30				good			Rosemount				
141st St W	Connemara Tr	trail	U	0.27				trail	R	0.27				good			Rosemount				
Connemara Tr	new street	trail	U	0.12				trail	U	0.12				good			Rosemount				
new street	CSAH 42	trail	U	0.13				trail	U	0.13				good			Rosemount				
TOTAL				1.32	0.00	1.21	0.00			1.75	0.00	0.00	0.78			Total Area	5.06				

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) gravel road
- (b) includes large lot residential
- (c) trail adjacent to athletic complex

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	3.07	2.44
Poor or Missing Segments*		2.62
Poor Segments	0.00	
Missing Segments	1.21	
TOTAL Urban/Suburban Only	4.28	5.06
Rural Segments**	0.78	
TOTAL	5.06	5.06

* 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

Recent development included trails and ramps
New APS signal at CSAH 42 intersection

Compliance Percentage (includes areas with sidewalks or trails)

2023 72%
2016 48%

Linear Miles		
Both Sides	Miles	%
Trail on both sides	1.75	69%
Trail on one side, sidewalk on other	0.00	0%
Sidewalk on both sides	0.00	0%
Total	1.75	69%
One Side		
Trail on one side	0.00	0%
Sidewalk on one side	0.00	0%
Total	0.00	0%
None	0.78	31%

TOTAL 2.53

CR 73 (Akron Av - Rosemount): Pedestrian Ramp Inventory

CR 73 (Akron Av) 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
121st St W	0	0	2	0	0	2		6				Rosemount	reconstruction	2020	Reconstruction	IGH to
124th Ct W	0	0	2	0	0	2		6				Rosemount	reconstruction	2020	Reconstruction	Bonaire Path
127th St W	2	0	0	0	0	0	added with development	2				Rosemount	reconstruction	2020	Reconstruction	
Aulden Av	4	0	0	4	0	0		2				Rosemount	reconstruction	2020	Reconstruction	
Bonaire Path W	6	0	0	2	4	0	added with development	2				Rosemount	reconstruction	2020	Reconstruction	
west field access	2	0	0	2	0	0		2				Rosemount				
RR crossing	4	0	0	4	0	0		2				Rosemount				
141st St W	4	0	0	4	0	0		2				Rosemount				
Connemara Tr	4	0	0	4	0	0		2				Rosemount				
new street	8	0	0	8	0	0	included partial access islands	2				Rosemount				
CSAH 42	0	0	0	0	0	0	included as CSAH 42 inventory	2			7	Rosemount				
TOTAL	34	0	4	28	4	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.
- 7 Signal included in CSAH 42 inventory

Comparison Summary

gravel road, rural design

Compliance Percentage (includes areas of no sidewalk)

2023	100%
2016	88%

CSAH 73 (Babcock 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
CSAH 14	46th St E	sidewalk	R	0.07				none	I			0.07		Fair	Medium	Inver Grove H	Reparing	2020	Mill & Overlay	CSAH 14	
46th St E	47th St E	sidewalk	R	0.11				none	R			0.11		Fair	Medium	Inver Grove H	Reparing	2020	Mill & Overlay	to	
47th St E	49th St E (north)	sidewalk	R	0.15				none	R			0.15		Fair	Medium	Inver Grove H	Reparing	2020	Mill & Overlay	1-494	
49th St E (north)	49th St E (south)	sidewalk	R	0.11				none	U			0.11		Fair	Medium	Inver Grove H	Reparing	2020	Mill & Overlay		
49th St E (south)	50th St E	sidewalk	U	0.11				none	C			0.11		Fair	Medium	Inver Grove H	Reparing	2020	Mill & Overlay		
50th St E	1-494 overpass	sidewalk	U	0.10				none	U			0.10		Fair	Medium	Inver Grove H	Reparing	2020	Mill & Overlay		
1-494 overpass	52nd St E	none	U		0.10			none	U			0.10		n/a	High	(a)	Inver Grove H	Reparing	2023	Mill & Overlay	1-494
52nd St E	Greystone Dr	none	C		0.17			none	R			0.17		n/a	High	(a)	Inver Grove H	Reparing	2023	Mill & Overlay	
Greystone Dr	55th St E	none	C		0.18			none	R			0.18		n/a	High	(b)	Inver Grove H	Reparing	2023	Mill & Overlay	
55th St E	Upper 55th St E	none	I		0.14			none	U			0.14		n/a	High	(b)	Inver Grove H	Reparing	2023	Mill & Overlay	CSAH 26
Upper 55th St E	59th Ct E	none	R		0.16			none	R			0.16		n/a	Low	(b), (c)	Inver Grove H	Reparing	2023	Mill & Overlay	
59th Ct E	60th St E	none	R		0.08			none	R			0.08		n/a	Low	(b), (d)	Inver Grove H	Reparing	2023	Mill & Overlay	
60th St E	63rd St E	none	R		0.24			none	R			0.24		n/a	Low	(b), (d)	Inver Grove H	Reparing	2023	Mill & Overlay	
63rd St E	65th St E	none	R		0.30			none	U			0.30		n/a	Low	(b), (d)	Inver Grove H	Reparing	2023	Mill & Overlay	
65th St E	67th St E	none	R		0.17			none	R			0.17		n/a	Low	(b), (d)	Inver Grove H	Reparing	2023	Mill & Overlay	
67th St E	68th St E	none	R		0.08			none	R			0.08		n/a	Low	(b), (d)	Inver Grove H	Reparing	2023	Mill & Overlay	
68th St E	Inverness Tr	none	R		0.18			none	R			0.18		n/a	Low	(b), (d)	Inver Grove H	Reparing	2023	Mill & Overlay	
Inverness Tr	CSAH 26	none	U		0.17			none	U			0.17		n/a	Low	(b), (d)	Inver Grove H	Reparing	2023	Mill & Overlay	
CSAH 26	Baldwin Av	trail	R	0.11				none	I			0.11		Good	Low	Inver Grove H					
Baldwin Av	75th St E	trail	R	0.24				none	I			0.24		Good	Low	Inver Grove H					
75th St E	CSAH 28	none	R			0.56		none	R			0.56		n/a	Medium	(b), (d)	Inver Grove H				
TOTAL					0.99	0.00	2.53	0.00			0.00	0.00	3.52	0.00			Total Area		7.04		

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 shoulders for bicycling
- (b) shoulders narrow
- (c) elementary school
- (d) utility poles in areas of potential sidewalk/trail

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	0.99	0.99
Poor or Missing Segments*		6.05
Poor Segments	0.00	
Missing Segments	6.05	
TOTAL Urban/Suburban Only	7.04	7.04
Rural Segments**	0.00	
TOTAL	7.04	7.04

* 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

Mostly rural design. Areas of steep slope.

Compliance Percentage (includes areas with sidewalks or trails)

2023	14%
2016	14%

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	0.35	10%
Sidewalk on one side	0.65	18%
Total	1.00	28%
None	2.52	72%
TOTAL	3.52	

CSAH 73 (Babcock Trail): Pedestrian Ramp Inventory

CSAH 73 (Babcock Tr)	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
46th St E	2	0	2	2	0	2		2			(a)	Inver Grove H	Repaving	2020	Mill & Overlay	CSAH 14
47th St E	2	0	0	2	0	0		2				Inver Grove H	Repaving	2020	Mill & Overlay	to
48th St E	0	0	2	0	0	2		6				Inver Grove H	Repaving	2020	Mill & Overlay	I-494
49th St E	2	0	2	2	0	2		2				Inver Grove H	Repaving	2020	Mill & Overlay	
50th St E	3	0	1	3	0	1		2				Inver Grove H	Repaving	2020	Mill & Overlay	
I-494 overpass	0	0	0	0	0	0		5				Inver Grove H	Repaving	2020	Mill & Overlay	
52nd St E	0	0	2	0	0	2		6				Inver Grove H	Repaving	2020	Mill & Overlay	
Greystone Dr	0	0	4	0	0	4		6				Inver Grove H	Repaving	2023	Mill & Overlay	I-494
55th St E	5	0	1	1	0	3		2				Inver Grove H	Repaving	2023	Mill & Overlay	to
Upper 55th St E	0	1	3	0	1	3	for trail EB on Upper 55th St E	4				Inver Grove H	Repaving	2023	Mill & Overlay	CSAH 26
59th Ct E	0	0	2	0	0	2		6				Inver Grove H	Repaving	2023	Mill & Overlay	
60th St E	0	0	4	0	0	4		6				Inver Grove H	Repaving	2023	Mill & Overlay	
63rd St E	0	1	3	0	1	3	for 63rd St E	4				Inver Grove H	Repaving	2023	Mill & Overlay	
65th St E	1	0	1	1	0	1	for 65th St E	2				Inver Grove H	Repaving	2023	Mill & Overlay	
67th St E	0	0	2	0	0	2		6				Inver Grove H	Repaving	2023	Mill & Overlay	
68th St E	0	0	2	0	0	2		6				Inver Grove H	Repaving	2023	Mill & Overlay	
Inverness Tr	0	0	2	0	0	2		6				Inver Grove H	Repaving	2023	Mill & Overlay	
CSAH 26	2	0	2	2	0	2	trail cross at grade, south side	2				Inver Grove H	Repaving	2023	Mill & Overlay	
Baldwin Av	2	0	0	2	0	0		2				Inver Grove H				
75th St E	1	0	1	1	0	1		3				Inver Grove H				
CSAH 28	2	0	2	2	0	2	for 80th St E trail & sidewalk	3				Inver Grove H				
TOTAL	22	2	38	18	2	40										

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 facilities exist on west side at Atwater Path

Comparison Summary

Ramps required at Upper 55th St E and 63rd St E

Compliance Percentage (includes areas with sidewalks or trails)

2023	92%
2016	90%

CSAH 73 (Barnes Avenue): 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 28	TH 55 entrance	none	U			0.52		none	U			0.52		f/a	Medium	(a)	Inver Grove H				
TH 55 entrance	TH 55 exit	none	U			0.12		trail	U	0.00	0.12			poor	Medium	(a), (e)	Inver Grove H				
TH 55 exit	Courthouse Blvd	none	U			0.08		trail	U	0.00	0.08			poor	Medium	(a), (e)	Inver Grove H				
Courthouse Blvd	91st St E	none	U				0.39	none	U				0.39	n/a		(b), (c), (d)	Inver Grove H				
91st St E	94th Ct E	none	U				0.36	none	U				0.36	n/a		(b), (c), (d)	Inver Grove H				
94th Ct E	96th St E	none	U				0.28	none	U				0.28	n/a		(b), (c), (d)	Inver Grove H				
96th St E	99th St E	none	U				0.21	none	U				0.21	n/a		(b), (c), (d)	Inver Grove H				
99th St E	100th St E	none	U				0.12	none	U				0.12	n/a		(b), (c), (d)	Inver Grove H				
100th St E	Barnes Way	none	U				0.19	none	U				0.19	n/a		(b), (c), (d)	Inver Grove H				
Barnes Way	Barnes Way E	none	U				0.19	none	U				0.19	n/a		(b), (c), (d)	Inver Grove H				
Barnes Way E	105th St E	none	U				0.17	none	U				0.17	n/a		(b), (c), (d)	Inver Grove H				
105th St E	Rich Valley Park	none	U				0.32	none	U				0.32	n/a		(b), (c), (d)	Inver Grove H				
Rich Valley Park	CSAH 71	none	I				0.22	none	U				0.22	n/a		(b), (c), (d)	Inver Grove H				
TOTAL				0.00	0.00	0.72	2.44			0.00	0.20	0.52	2.44			Total Area	6.32				

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) wide shoulders to accommodate bicyclists
- (b) shoulder narrows significantly
- (c) utility poles and vegetation near the road
- (d) mostly undeveloped space with some rural residential
- (e) numerous horizontal cracks and vegetation growth

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	0.20
Poor or Missing Segments*		6.12
Poor Segments	0.20	
Missing Segments	1.24	
TOTAL Urban/Suburban Only	1.44	6.32
Rural Segments**	4.88	
TOTAL	6.32	6.32

* 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

The existing .2 miles of trail is now in poor condition compared to 2016. Segments south of Courthouse Blvd is considered rural land use.

Compliance Percentage (includes areas with sidewalks or trails)

2023	0%
2016	3%

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	0.20	6%
Sidewalk on one side	0.00	0%
Total	0.20	6%

None **2.96** **94%**

TOTAL **3.16**

CSAH 73 (Barnes Avenue): Pedestrian Ramp Inventory

CSAH 73 (Barnes 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
TH 55 entrance	2	0	0	2	0	0	for trail from City Hall	2				Inver Grove H				
TH 55 exit	2	0	0	2	0	0		2				Inver Grove H				
Courthouse Blvd	1	0	3	1	0	3	trail ends	2			(a)	Inver Grove H				
91st St E	0	0	2	0	0	2		6				Inver Grove H				
94th Ct E	0	0	2	0	0	2		6				Inver Grove H				
96th St E	0	0	4	0	0	4		6				Inver Grove H				
99th St E	0	0	2	0	0	2		6				Inver Grove H				
100th St E	0	0	2	0	0	2		6				Inver Grove H				
Barnes Way	0	0	4	0	0	4		6				Inver Grove H				
Barnes Way E	0	0	4	0	0	4		6				Inver Grove H				
105th St E	0	0	2	0	0	2		6				Inver Grove H				
Rich Valley Park	0	0	2	0	0	2		6				Inver Grove H				
CSAH 71	0	0	0	0	0	0	included in CSAH 71 inventory	n/a				Inver Grove H				
TOTAL	5	0	27	5	0	27										

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) drainage/washout problem observed near pedestrian ramp

Comparison Summary

In compliance where facilities exist.

Compliance Percentage (includes areas with sidewalks or trails)

2023	100%
2016	100%

CSAH 73 (Oakdale Ave): 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	Notes	City	Updated Revisions	CIP Projects since 2016												
																			Year	Type	Segment										
E. Annapolis St	Hurley St E	sidewalk	R	0.06	0.00			sidewalk	R	0.06	0.00			Poor		(a)	West St. Paul	Repaving	2017	Mill & Overlay	CSAH 8										
Hurley St E	Haskell St E	sidewalk	R	0.06				sidewalk	R	0.06				Fair			West St. Paul	Repaving	2017	Mill & Overlay	to Annapolis										
Haskell St E	Mainzer St	sidewalk	R	0.06				sidewalk	R	0.06				Fair			West St. Paul	Repaving	2017	Mill & Overlay											
Mainzer St	Bernard St E	sidewalk	R	0.06				sidewalk	R	0.06				Fair			West St. Paul	Repaving	2017	Mill & Overlay											
Bernard St E	Roeller Av	sidewalk	R	0.06				sidewalk	R	0.06				Fair			West St. Paul	Repaving	2017	Mill & Overlay											
Roeller Av	Arion St E	sidewalk	R	0.06				sidewalk	I	0.06				Fair/E. Good/W			West St. Paul	Repaving	2017	Mill & Overlay											
Arion St E	Stanley St	sidewalk	R	0.06				sidewalk	R	0.06				Fair/E. Good/W			West St. Paul	Repaving	2017	Mill & Overlay											
Stanley St	CR 4	sidewalk	R	0.06				sidewalk	R	0.06				Fair/E. Good/W			West St. Paul	Trail	2022	Trail Construction	CSAH 8										
CR 4	Conver St	sidewalk	R	0.06				sidewalk	R	0.06				Fair			West St. Paul	Trail	2022	Trail Construction	to CSAH 4										
Conver St	Westchester St	none	I			0.06		sidewalk	R	0.06				Good/W	Medium	(b)	West St. Paul	Trail	2022	Trail Construction											
Westchester St	Moreland Av E	none	I			0.06		none	R		0.06			n/a	Medium		West St. Paul	Trail	2022	Trail Construction											
Moreland Av E	Stassen Dr	none	R			0.10		none	R		0.10			n/a	High		West St. Paul	Trail	2022	Trail Construction											
Stassen Dr	Logan Av W	none	R			0.03		sidewalk	R	0.03				Poor	High		West St. Paul	Trail	2022	Trail Construction											
Logan Av W	Logan Av E	none	R			0.10		none	R		0.10			n/a	High	(c)	West St. Paul	Trail	2022	Trail Construction											
Logan Av E	Emerson Av E	none	R			0.08		none	R		0.08			n/a	High	(c)	West St. Paul	Trail	2022	Trail Construction											
Emerson Av E	Oakdale Ct	trail	R			0.17		none	R		0.17			Poor	Medium	(c), (d), (e)	West St. Paul	Trail	2022	Trail Construction											
Oakdale Ct	Rehmborg Pl	trail	R			0.04		none	R		0.04			Poor	Medium	(c), (d), (e)	West St. Paul	Trail	2022	Trail Construction											
Rehmborg Pl	CSAH 6	trail	R			0.09		none	R		0.09			Poor	Medium	(c), (d), (e)	West St. Paul	Trail	2022	Trail Construction											
CSAH 6	Schietty Ln	none	R			0.08		trail	R	0.08	0.00			Good	Medium	(d), (e)	West St. Paul	Trail	2022	Trail Construction											
Schietty Ln	CSAH 8	none	R			0.18		trail	R	0.18	0.00			Good	Medium	(d), (e)	West St. Paul	Trail	2018	Trail Construction	CSAH 8 to CSAH 14										
CSAH 8	Lothenbach Av	trail	C			0.26		none	R		0.26			Good	High	(c)	West St. Paul	Trail	2018	Trail Construction											
Lothenbach Av	Holiday Rd	trail	R			0.13		none	C		0.13			Good	High	(c)	West St. Paul	Trail	2018	Trail Construction	CSAH 14										
Holiday Rd	Marie Av E	trail	R			0.14		none	C		0.14			Good	High	(c)	West St. Paul	Trail	2018	Trail Construction											
Marie Av E	Westview Dr	trail	R			0.10		none	R		0.10			Good	High	(c)	West St. Paul	Trail	2018	Trail Construction											
Westview Dr	CSAH 14	trail	R			0.37		none	R		0.37			Good	High	(c), (e)	West St. Paul	Trail	2018	Trail Construction											
TOTAL																		1.56	0.29	0.67	0.00	0.89	0.03	1.64	0.00	Total Area		5.08			

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) multiple cracking, sloping issues, limited ROW
- (b) no sidewalk on west side along St. Croix Lutheran High School
- (c) utility poles and trees in areas of potential sidewalk
- (d) narrow bituminous with perpendicular cracking
- (e) limited ROW

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

Follow up/site visit required to confirm/update segment between Conver St and CSAH 6.

Compliance Percentage (includes areas with sidewalks or trails)

2023	48%
2016	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.

		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	0.54	21%		
	Total	0.54	21%	
One Side				
Trail on one side	1.56	62%		
Sidewalk on one side	0.09	4%		
	Total	1.65	65%	
None		0.34	13%	
TOTAL		2.53		

CSAH 73 (Oakdale Ave): Pedestrian Ramp Inventory

CSAH 73 (Oakdale Av)	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	
E. Annapolis St	2	0	0	2	0	0		2			striped	West St. Paul	Repaving	2017	Mill & Overlay	CSAH 8	
Hurley St E	4	0	0	4	0	0		2			striped	West St. Paul	Repaving	2017	Mill & Overlay	to Annapolis	
Haskell St E	4	0	0	4	0	0		2			striped	West St. Paul	Repaving	2017	Mill & Overlay		
Mainzer St	4	0	0	4	0	0		2			striped	West St. Paul	Repaving	2017	Mill & Overlay		
Bernard St E	4	0	0	4	0	0		2			striped	West St. Paul	Repaving	2017	Mill & Overlay		
Roeller Av	4	0	0	4	0	0		2			striped	West St. Paul	Repaving	2017	Mill & Overlay		
Arion St E	4	0	0	4	0	0		2			striped	West St. Paul	Repaving	2017	Mill & Overlay		
Stanley St	4	0	0	4	0	0		2			striped	West St. Paul	Repaving	2017	Mill & Overlay		
CR 4	0	0	0	0	0	0	included in CR 4 inventory	n/a				West St. Paul	Trail	2022	Trail Construction	CSAH 8	
Conver St	2	0	0	2	0	0		2			striped	West St. Paul	Trail	2022	Trail Construction	to CSAH 4	
Westchester St	2	0	0	2	0	0		2			striped	West St. Paul	Trail	2022	Trail Construction		
Moreland Av E	2	0	2	2	0	2		2			(a)	West St. Paul	Trail	2022	Trail Construction		
Stassen Dr	0	0	2	0	0	2		6				West St. Paul	Trail	2022	Trail Construction		
Logan Av W	0	0	2	0	0	2		6				West St. Paul	Trail	2022	Trail Construction		
Logan Av E	0	0	2	0	0	2		6				West St. Paul	Trail	2022	Trail Construction		
Emerson Av E	0	0	8	0	0	8		6				West St. Paul	Trail	2022	Trail Construction		
Oakdale Ct	2	0	0	2	2	0		4			(b)	West St. Paul	Trail	2022	Trail Construction		
Rehnberg Pl	2	0	0	0	2	0		4			(b)	West St. Paul	Trail	2022	Trail Construction		
CSAH 6	16	0	0	0	3	1	roundabout	3			(c)	West St. Paul	Trail	2022	Trail Construction		
Schletty Ln	0	0	4	0	0	2		5				West St. Paul	Trail	2022	Trail Construction		
CSAH 8	16	0	0	2	2	0	roundabout	3			(d)	West St. Paul	Trail	2018	Trail Construction	CSAH 8 to CSAH 14	
Lothenbach Av	0	0	2	0	0	2		6				West St. Paul	Trail	2018	Trail Construction		
Holiday Rd	2	0	0	0	0	2		6				West St. Paul	Trail	2018	Trail Construction		
Marie Av E	5	0	0	1	0	3		6			(e)	West St. Paul	Trail	2018	Trail Construction		
Westview Dr	2	0	2	0	0	4		6				West St. Paul	Trail	2018	Trail Construction		
CSAH 14	0	0	0	0	0	0	included in CSAH 14 inventory	n/a				West St. Paul	Trail	2018	Trail Construction		
TOTAL	81	0	24	39	9	30											

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 for Moreland Av E and St. Croix Lutheran High School entrance
- (b) Trail crossing, needs to be checked
- (c) Trail ends on east side and continues on west side
- (d) Trail ends on west side and continues on east side
- (e) Ramp to bus stop on Marie Av E

Comparison Summary

Follow up/site visit required to confirm/update segment between Conver St and Emerson Av.

Compliance Percentage (includes areas with sidewalks or trails)

2023	100%
2016	81%

CSAH 74 (Ash 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
CSAH 31	Westdel Rd (west)	none	R			0.04		none	I			0.04		n/a	Medium	(a)	Farmington				
Westdel Rd (west)	Westdel Rd (east)	none	R			0.07		none	I			0.07		n/a	Medium	(a)	Farmington				
Westdel Rd (east)	Dakota Electric	none	R			0.12		none	C			0.12		n/a	Medium	(a)	Farmington				
Dakota Electric	1st St	none	R			0.14		none	R			0.14		n/a	Medium	(a), (b)	Farmington				
1st St	railroad crossing	none	U			0.02		none	U			0.02		n/a	Medium	(a)	Farmington				
railroad crossing	Honeysuckle Ln	sidewalk	R	0.03				none	C			0.03		fair	Low	(b)	Farmington				
Honeysuckle Ln	2nd St	sidewalk	R	0.06				none	I			0.06		fair	Low	(b)	Farmington				
2nd St	3rd St	sidewalk	R	0.08				none	I			0.08		fair	Low	(b)	Farmington				
3rd St	4th St	sidewalk	R	0.08				none	I			0.08		fair	Low		Farmington				
4th St	5th St	sidewalk	R	0.07				none	R			0.07		fair	Low		Farmington				
5th St	6th St	sidewalk	I	0.07				none	R			0.07		fair	Low		Farmington				
6th St	7th St	sidewalk	R	0.07				none	R			0.07		fair	Low	(b)	Farmington				
7th St	Highland Cir	sidewalk	R	0.01				none	R			0.01		fair	Low		Farmington				
Highland Cir	TH 3	sidewalk	C	0.05				none	R			0.05		fair	Low		Farmington				
TOTAL				0.52	0.00	0.39	0.00			0.00	0.00	0.91	0.00			Total Area	1.82				

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
- (b) 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	0.52	0.52
Poor or Missing Segments*		1.30
Poor Segments	0.00	
Missing Segments	1.30	
TOTAL Urban/Suburban Only	1.82	1.82
Rural Segments**	0.00	
TOTAL	1.82	1.82

* 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	29%
2016	29%

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		
Trail on one side	0.00	0%
Sidewalk on one side	0.52	57%
Total	0.52	57%
None		
	0.39	43%
TOTAL	0.91	

CSAH 74 (Ash St - Farmington): Pedestrian Ramp Inventory

CSAH 74 (Ash St) 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
Westdel Rd (west)	0	0	2	0	0	2		6				Farmington				
Westdel Rd (east)	0	0	2	0	0	2		6				Farmington				
Dakota Electric	0	0	2	0	0	2		6				Farmington				
1st St	0	0	2	0	0	2		6				Farmington				
railroad crossing	1	0	4	0	0	4		6				Farmington				
Honeysuckle Ln	2	0	0	2	0	0		2				Farmington				
2nd St	2	0	2	2	0	2		2				Farmington				
3rd St	2	0	2	2	0	2		2				Farmington				
4th St	2	0	0	2	0	0		2				Farmington				
5th St	2	0	0	2	0	0		2				Farmington				
6th St	3	0	1	3	0	1		2			(a)	Farmington				
7th St	2	0	0	2	0	0		2				Farmington				
Highland Cir	0	0	2	0	0	2		6				Farmington				
TH 3	0	0	0	0	0	0	included in MnDOT inventory	n/a				Farmington				
TOTAL	16	0	19	15	0	19										

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) ramp in southwest corner with no connection

Comparison Summary	
Compliance Percentage (includes areas with sidewalks or trails)	
2023	100%
2016	100%

CSAH 78 (240th St E - 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
west city boundary	CSAH 47	none	U				0.32	none	U		twp			n/a		(a), (b)	Hampton	repaving	2021	Construction	CSAH 79
CSAH 47	TH 50	none	U				0.50	none	U		twp			n/a		(a), (c)	Hampton	int. realign.	2021	Construction	to TH 50
TOTAL				0.00	0.00	0.00	0.82			0.00	0.00	0.00	0.00			Total Area	0.82				

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) south side of highway is in Hampton Township
- (b) no shoulders
- (c) rural residential with driveways

Includes Both Sides	2023	2016
Good or Fair Segments	0.00	0.00
Poor or Missing Segments*		0.82
Poor Segments	0.00	
Missing Segments	0.00	
TOTAL Urban/Suburban Only	0.00	0.82
Rural Segments**	0.82	
TOTAL	0.82	0.82

* 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	One Side	
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 **0.82** 100%

TOTAL **0.82**

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

Entire segment is identified as a rural land use.

Compliance Percentage (includes areas with sidewalks or trails)

2023 100%
2016 0%

CSAH 78 (240th St E - Hampton): Pedestrian Ramp Inventory

CSAH 80 (240th St E) 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 47	0	0	4	0	0	4		6				Hampton	repaving	2021	Construction	CSAH 79
TH 50	0	0	2	0	0	2		6				Hampton	int. realign.	2021	Construction	to TH 50
TOTAL	0	0	6	0	0	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.

Comparison Summary

Compliance Percentage (includes areas with sidewalks or trails)

2023	100%
2016	100%