



## Discussion and Direction On Transportation Cost Participation Policy For Aesthetics

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### Overview and Background



#### Overview

Review Existing Cost Share Policies:

- County and State Policies
- Current Project Example
- Discussion on possible changes

#### Background

Strategic Board Workshop in December identified a goal to improve partnerships with cities and to collaborate on development, including the review of polices and practices that are a hinderance or asset to economic development

## Chapter 4

### Goal 1: Limited Resources are Directed to the Highest Priority Needs of the Transportation System

*This goal guides Dakota County efforts to develop the best transportation system for the safe and efficient movement of people and goods within financial constraints. The system vision has been developed in coordination with the state, adjacent counties, cities, townships, and other transportation partners through the goals and policies contained within this Transportation Plan.*

#### F.2 Cost Participation - Aesthetic

Participate in aesthetics up to three percent of the county share of highway construction costs (excluding right-of-way, bridges, ponds, and storm sewers) prior to application of federal, state, or jurisdictional transfer funds. The county share of aesthetic participation may not exceed the local cost share for aesthetics. Aesthetics may include landscaping, plantings, decorative pavements, surface treatments, or decorative fencing. The county will not participate in aesthetics on preservation or management projects.

Aesthetic elements are subject to clear zone and sight line requirements, may not hinder normal maintenance operations, or degrade safety or operation of the highway, including trail or sidewalk facilities. The county will not participate in additional right-of-way necessary for only aesthetic enhancements. The local agency is responsible for maintenance of all aesthetic elements. Failure to maintain aesthetic elements may result in the local agency no longer being eligible for aesthetic funding participation. The county reserves the right to remove non-maintained aesthetic elements and recover costs from the local agency.

# County and State Aesthetic Cost Shares

- **Washington County** – 3% match (similar to Dakota County's policy)
- **Anoka County** – 0%
- **Scott County** – 50% match capped at \$100,000
- **Carver County** – 0%
- **Ramsey County** – 0%
- **Hennepin County** – capped at \$330,000 per mile. Follows MnDot's policy
- **MnDot** – Reconstruction in developed areas – 2% construction costs + 5% of retaining wall
- **Dakota County** – 3% match

## Current Project Example



- County Road 42 from Redwood Drive to Pennock planned for reconstruction in 2027
- Currently in preliminary design
- Structure required for 0.8 miles
  - Two design options

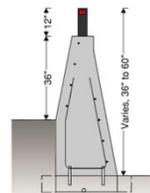


## County Road 42 Reconstruction Project



### STRUCTURE DESIGN OPTIONS

- Standard Barrier – baseline design option, example with multiple colors



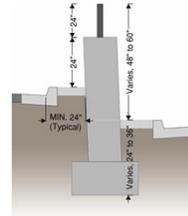
Example of roll-on texture

## County Road 42 Reconstruction Project



### STRUCTURE DESIGN OPTIONS

- Cast-In-Place Retaining Wall – Additional \$1.9M over standard barrier



Example of cast-in-place texture

## Discussion



- **Is the County Transportation Cost Share Policy on aesthetics a “hindrance to economic development”?**
- **Consider change to policy to increase aesthetic costs share**
  - Dakota County’s current share on CR 42 project at 3% is \$356,000 match
- **Increase cost share up to 6%** (increases Dakota County’s match up to \$712,000)
  - Limit increase to principal arterial roadways (CR 42, sections of Cliff Rd, Cedar Ave. and CR 70)

# Principal Arterials Map

