



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02123 - Burnsville Lake Marion Greenway CSAH 42 Connection

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Original Submitted Date: 12/01/2014 3:00 PM
Last Submitted Date: 12/19/2014 3:46 PM

Primary Contact

Name:* Julie E Dorshak
Salutation First Name Middle Name Last Name

Title: Recreation and Community Services Manager

Department: Parks, Recreation and Natural Resources

Email: julie.dorshak@ci.burnsville.mn.us

Address: 100 Civic Center Parkway

* Burnsville Minnesota 55337
City State/Province Postal Code/Zip

Phone:* 952-895-4509
Phone Ext.

Fax: 952-895-4462

What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: BURNSVILLE, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

100 CIVIC CTR PKY

*

BURNSVILLE

Minnesota

55337

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:*

952-895-4400

Ext.

Fax:

PeopleSoft Vendor Number

0000020927A1

Project Information

Project Name

Burnsville-Lake Marion Greenway CR 42 Underpass & Connection

Primary County where the Project is Located

Dakota

Jurisdictional Agency (If Different than the Applicant):

The 2008 Dakota County Park System Plan established the foundation for a county-wide network of regional greenway trails that connect parks, schools, libraries, local trails and other community destinations throughout the county. Dakota County's greenway vision encompasses 200 miles of regional greenways. The Lake Marion Greenway is one of these regional greenways, which is envisioned as a continuous regional destination trail for non-motorized transportation and nature-based recreation. When it is completed, the Lake Marion Greenway will connect Burnsville, Savage, Credit River Township, Lakeville, and Farmington. The Lake Marion Greenway will link the Minnesota River and the Minnesota River Greenway to Murphy-Hanrehan Park Reserve, Ritter Farm Park, Lake Marion, downtown Lakeville, South Creek and downtown Farmington, where it will connect with the North Creek Greenway.

Brief Project Description (Limit 2,800 characters; approximately 400 words)

As a segment of the Lake Marion Greenway, the Burnsville-Lake Marion Greenway CR 42 Underpass & Connection is a planned 3 mile off-road, multi-use, paved trail in western Burnsville. Located approximately 2/3 of a mile west of Burnsville Center, this trail project will provide an important connection through a challenging transportation area of Burnsville. County Highway 42 is the primary east-west roadway in this area, carrying high traffic levels with all at-grade intersections. Pedestrian/bike travel is limited in this area due to the difficulty of crossing Highway 42 and gaps in the existing trail system. The trail will connect from Sunset Pond Park to Kelleher Park, as well as the regional Murphy-Hanrehan Park Reserve. This trail project will include a grade-separated crossing (underpass) of County Highway 42, which is badly needed and the only grade-separated pedestrian/bicycle crossing of Highway 42 west of I-35. This bike/pedestrian crossing will

use space within the existing MN&S Railway underpass by locating west of the bridge pier, which will separate the trail from the rail corridor.

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles) 3.0

Connection to Local Planning:

Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

- Lake Marion Greenway Master Plan - pages 31-36

Connection to Local Planning

- Burnsville Comprehensive Plan pages VIII 48-VIII 51

- Dakota County 2030 Park System Plan - Page 2.15

Project Funding

Are you applying for funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$1,480,000.00

Match Amount \$370,000.00

Minimum of 20% of project total

Project Total \$1,850,000.00

Match Percentage 20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds Dakota County

Preferred Program Year

Select one: 2019

Project Information

County, City, or Lead Agency City of Burnsville

Zip Code where Majority of Work is Being Performed 55337

(Approximate) Begin Construction Date 05/01/2019

(Approximate) End Construction Date

10/01/2019

LOCATION

From:

(Intersection or Address)

Sunset Pond Park

Do not include legal description;

Include name of roadway if majority of facility runs adjacent to a single corridor.

To:

(Intersection or Address)

W Burnsville Parkway adjacent to Kelleher Park and Murphy Hanrehan Regional Park Reserve

Type of Work

grading, aggregate base, bituminous base, bituminous surface, ped ramps, underpass

Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)

BRIDGE/CULVERT PROJECTS

(If Applicable)

Old Bridge/Culvert?

Yes

New Bridge/Culvert?

No

Structure is Over/Under

(Bridge or culvert name):

Construct trail under existing Cty Rd 42 bridge

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

Cost

Mobilization (approx. 5% of total cost)	\$76,250.00
Removals (approx. 5% of total cost)	\$76,250.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$133,000.00
Bridge	\$0.00
Retaining Walls	\$54,000.00

Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$339,500.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,228,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$16,500.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$35,000.00
Bicycle and Pedestrian Contingencies	\$160,500.00
Other Bicycle and Pedestrian Elements	\$70,500.00
Totals	\$1,510,500.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00

Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$1,850,000.00
Construction Cost Total	\$1,850,000.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

Check the box to indicate that the project meets this requirement. Yes

2. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

3. Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

4. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

Check the box to indicate that the project meets this requirement. Yes

5. The project must comply with the Americans with Disabilities Act.

Check the box to indicate that the project meets this requirement. Yes

6. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement. Yes

8. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

9. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement. Yes

2. The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).

Check the box to indicate that the project meets this requirement. Yes

3. The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.

Check the box to indicate that the project meets this requirement. Yes

4. Seventy percent of the project cost must fall under one of the following eligible activities:

Check the box to indicate that the project meets this requirement. Yes

For Safe Routes to School Projects Only

5. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

6. All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the project meets this requirement.

7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.

Other Attachments

File Name	Description	File Size
LMG_Burnsville_Attachments.pdf	Local match resolution, trail segment map, Lake Marion Greenway Master Plan, and Conceptual Section for County Road 42 Underpass.	1.1 MB

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 2, RBTN Corridor

Yes

(Tier 1 or Tier 2)

Direct connection to the RBTN

OR

Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county or city plan

Upload Map

RBTN-Evaluation_LMG_Burnsville.pdf

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only) 34457

Existing Employment Within One Mile (Integer Only) 12556

Completed by Metropolitan Council Staff

Total Project Cost \$1,850,000.00

Cost Effectiveness for Population \$53.69

Cost Effectiveness for Employment \$147.34

Upload Map

Population-Summary_LMG_Burnsville.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

Projects census tracts are above the regional average for population in poverty or population of color

Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly.

In addition to being in an area with a population above the regional average for poverty or population of color, the City continues to see a significant increase in their elderly population, while children are approximately ¼ of the population. Providing a non-motorized transportation and recreation option across County Road 42 is important, particularly to reach employment and retail around Burnsville Center. This trail will have a high number of users due to the number of nearby medium and high density residential developments, including all three of Burnsvilles manufacturing housing parks and several senior complexes.

Response (Limit 1,400 characters; approximately 200 words)

As one of the busiest east-west corridors, County Road 42 is a significant barrier. While the connection could be made with an at-grade crossing, it was recognized that it would benefit some, particularly children, the elderly and disabled users, to be able to underpass County Road 42 completely. This location adjacent to an existing railroad underpass provides a cost-effective means of providing the only grade separated crossing of County Road 42 west of I-35. In an effort to serve those of all abilities, the trail and access points have been located and planned for universal accessibility, including with grades and pedestrian ramps at intersections.

Upload Map

Socio-Econ_LMG_Burnsville.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Burnsville	3.0
	3

Total Project Length

Total Project Length 3.0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Burnsville	3.0	3.0	88.0	1.0	88.0
		3	88	1	88

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 3.0
Total Housing Score 88.0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Closes a Gap on or off the RBTN including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists)

Closes a Gap Yes

Provides a Facility That Crosses or Circumvents a Physical Barrier (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway

Provides a Facility That Crosses or Circumvents a Physical Barrier Yes

Improves Continuity and/or Connections Between Jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions Yes

This trail project provides a Critical Bicycle Transportation Link addressing all three barrier types identified in the Twin Cities Regional Bicycle System Study. County Highway 42 is a six-lane highway plus turn lanes that creates a major barrier for pedestrians and bicyclists to travel north-south. Highway 42 has a posted speed limit of 50 mph and ADT of 38,000 (2012). The nearest parallel pedestrian/bike crossings of Highway 42 are Judicial Road (approx. 1/8 miles west) and County Road 5 (approx. 1/3 miles east). Both crossings are at-grade crossings of Highway 42 and lack bicycle facilities. This trail project would remove this physical barrier by providing a grade-separated crossing (underpass) of Highway 42.

Response (Limit 1,400 characters; approximately 200 words)

This trail segment of the regional Lake Marion Greenway closes a gap in the regional bicycle network by providing a multi-use trail connecting existing bike trails at Sunset Pond Park to existing bike lanes on Hanrehan Lake Boulevard, which connects to Murphy-Hanrehan Park Reserve. This trail project improves connectivity between jurisdictions by connecting to existing bike lanes on Hanrehan Lake Boulevard and Murphy-Hanrehan Park Reserve, since these recreational facilities are located in a different city (Savage), county (Scott), and park district (Three Rivers Park District).

Measure B: Project Improvements

Response (Limit 1,400 characters; approximately 200 words)

County Highway 42 is a six-lane highway plus turn lanes with a posted speed limit of 50 mph and ADT of 38,000 (2012). All pedestrian/bicycle crossings of Highway 42 are at-grade and are a safety issue for pedestrians, bicyclists, and vehicles. This trail project will provide the only grade-separated pedestrian/bicycle crossing of Highway 42 west of I-35. Five (5) existing at-grade crossings of Highway 42 would benefit from this grade-separated crossing, including Burnhaven Drive, Irving Avenue, County Road 5, Judicial Road, and Burnsville Parkway West. All of these cross-streets have sidewalks on one or both sides but do not have bicycle facilities, with the exception of a one-block segment of multi-use trail on County Road 5. Highway 42 has multi-use trails along both sides. This configuration of roadways, sidewalks, multi-use trails, and at-grade crossings creates potential conflicts between all travel modes: bicyclist/pedestrian, bicyclist/vehicle, pedestrian/vehicle, and vehicle/vehicle. There were 83 total crashes from 2011 to 2013. This trail project will improve the safety deficiencies of conflicts between travel modes by providing a continuous off-road multi-use trail with a grade-separated crossing of Highway 42.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	444, 464
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Existing Routes Indirectly Connected Within One Mile of the Project	421, 444, 464
Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	I-35W BRT (METRO Orange Line Extension)
Upload Map	Transit-Connectivity_LMG_Burnsville.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	381814.0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	7636.0
Transitway Ridership Indirectly Connected	3232000.0

Measure B: Pedestrian Connections

Response (Limit 1,400 characters; approximately 200 words)

Pedestrian connections to this trail project include sidewalks on Judicial Road/143rd Street (both sides), Southcross Drive (both sides), and Burnsville Parkway West (east side), as well as multi-use trails on County Highway 42 (both sides). These connections are important in serving the more than 300 acres of employment in the Southcross Corporate Campus. In addition, Highway 42, Judicial Road/143rd Street, and Southcross Drive all connect directly to Burnsville Center, which is approximately 2/3 of a mile to the east. Burnsville Center is a regional shopping destination with more than 1.2 million square feet of retail as well as an additional 15 nearby strip centers and super stores. In 2015, Dakota County will construct a 10-foot-wide multi-use trail connecting Apple Valley and Burnsville along the north side of Highway 42, which will reach Nicollet Avenue just east of I-35W and Burnsville Center. The trail will be extended further west in the future to connect directly with the multi-use trail along County Road 42 currently in the project area. This will establish a continuous east-west connection from Apple Valley to Savage along County Road 42.

Measure C: Multimodal Facilities

Response (Limit 1,400 characters; approximately 200 words)

Consistent, high-quality design will elevate the greenway experience above that of a utilitarian trail to a first-class regional destination. Benches, bumpouts, wayfinding, and interpretation along the trail route will enhance the user experience. Sunset Pond Park and Kelleher Park are both guided in the Lake Marion Greenway Master Plan as neighborhood gateways. These 100+ acre parks not only provide recreation activities, but also trail amenities like benches, shelters, wayfinding information, and parking. This trail project improves integration of all transportation modes by providing an off-road multi-use trail for walking and biking that connects to the transit system and can be accessible by car at one of the neighborhood gateway locations.

Existing transit accommodations include MVTA bus stop signage, benches, and shelters. Signage identifies wheelchair crossings on 143rd Street. A park & ride facility is located along County Road 42 and near Sunset Pond, near the northern terminus of the trail project. Existing pedestrian accommodations include sidewalks, marked street crossings, button-activated pedestrian signals, and pedestrian lighting.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

3)Environmental Documentation (10 Percent of Points)

EIS

EA

PM

Yes

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

Document in progress; environmental impacts identified

Yes

50%

Document not started

0%

Anticipated date or date of completion/approval

01/31/2018

4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

Yes

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received Yes

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified Yes

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition 03/31/2019

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started Yes

0%

Anticipated date or date of completion 01/31/2019

9)Letting

Anticipated Letting Date 05/01/2019

Approval Of Grant Application Submittals For Transportation Advisory Board 2014 Federal Funding Solicitation Process

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Moving Ahead for Progress in the 21st Century Act (MAP-21); and

WHEREAS, these federal programs fund up to 80 percent of project construction costs; and

WHEREAS, federal funding of projects reduces the burden local taxpayers for regional improvements; and

WHEREAS, non-federal funds must be at least 20 percent of the project costs; and

WHEREAS, project submittals are due on December 1, 2014; and

WHEREAS, all projects proposed are consistent with the adopted Dakota County Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby approves the following County lead projects for submittal to the TAB for federal funding:

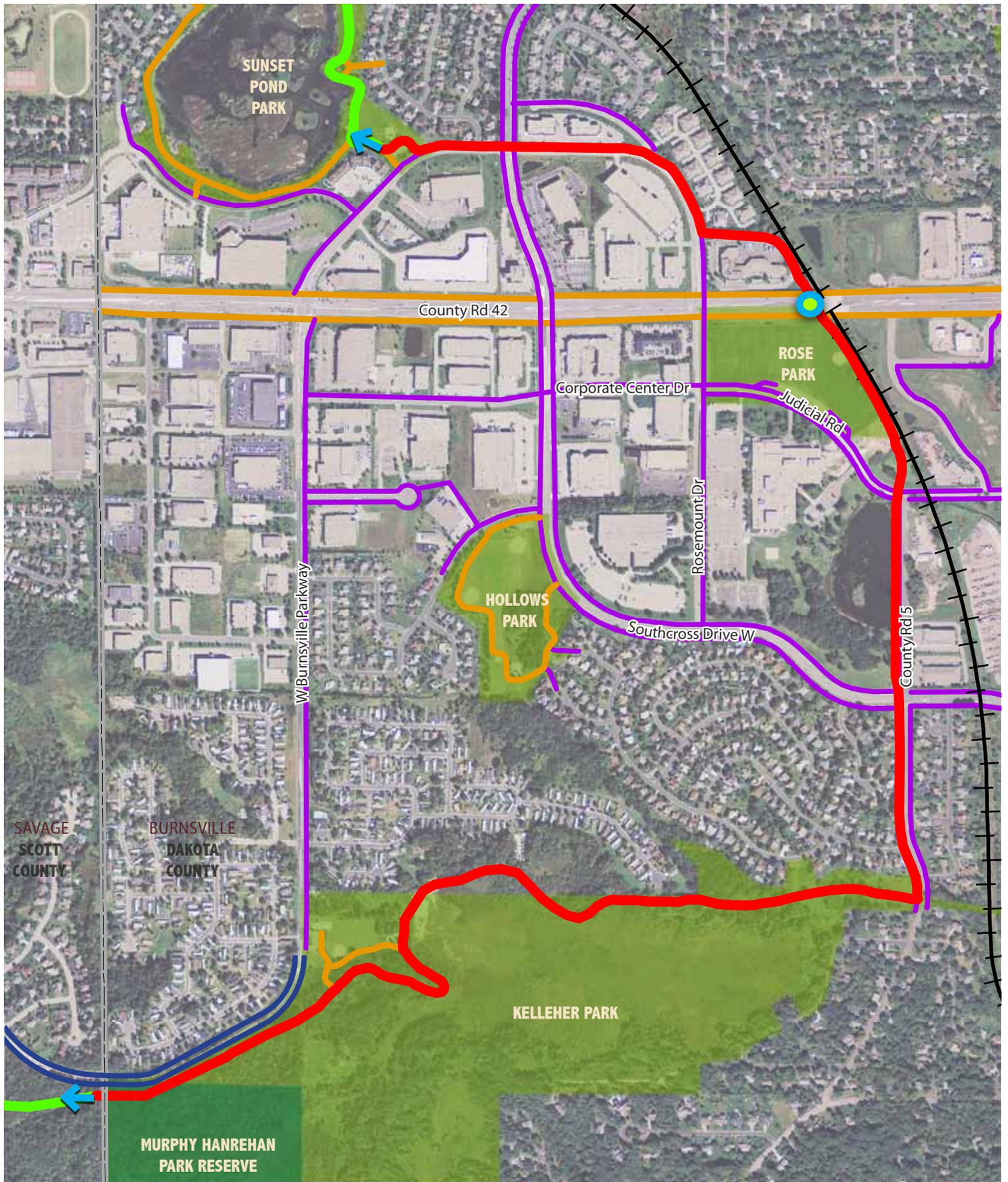
1. County State Aid Highway (CSAH) 9 (Dodd Boulevard) from Hayes Avenue to CSAH 23 (Cedar Avenue) in Lakeville
2. CSAH 26 (Lone Oak Road) at its intersection with CSAH 43 (Lexington Avenue) in Eagan
3. CSAH 26 (70th Street) at its intersection with Trunk Highway (TH) 3 in Inver Grove Heights
4. CSAH 28/63 (Yankee Doodle Road/Argenta Trail) from south of TH 55 to south of CSAH 26 (70th Street)
5. CSAH 31 (Pilot Knob Road) from I-35E to north of Central Parkway in Eagan
6. CSAH 42 (145th Street East) at its interchange with TH 52 in Rosemount
7. CSAH 23 (Foliage Avenue) from CSAH 86 (280th Street) to CR 96 (320th Street) in Greenvale Township
8. CSAH 86 (280th Street) from CSAH 23 (Galaxie Avenue) to TH 3 in Eureka, Greenvale, Castle Rock, and Waterford Townships
9. CSAH 86 (280th Street) from TH 3 to CSAH 47(Northfield Blvd) in Castle Rock, Waterford, and Sciota Townships
10. CSAH 31 and CSAH 46 Advanced Traffic Management System for 16 Signals
11. CSAH 26, CSAH 28, CSAH 31, and CSAH 43 Advanced Traffic Management System for 25 Signals
12. Mississippi River Regional Trail – Rosemount East
13. Minnesota River Greenway – Eagan South
14. North Creek Greenway – CSAH 42 Underpass east of Flagstaff in Apple Valley
15. CSAH 14 (Southview Boulevard) from 14th Avenue to 3rd Avenue in South St. Paul; and

BE IT FURTHER RESOLVED, That, subject to federal funding award, the Dakota County Board of Commissioners would be asked to consider authorization to execute the grant agreement at a future meeting; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following submittals by others:

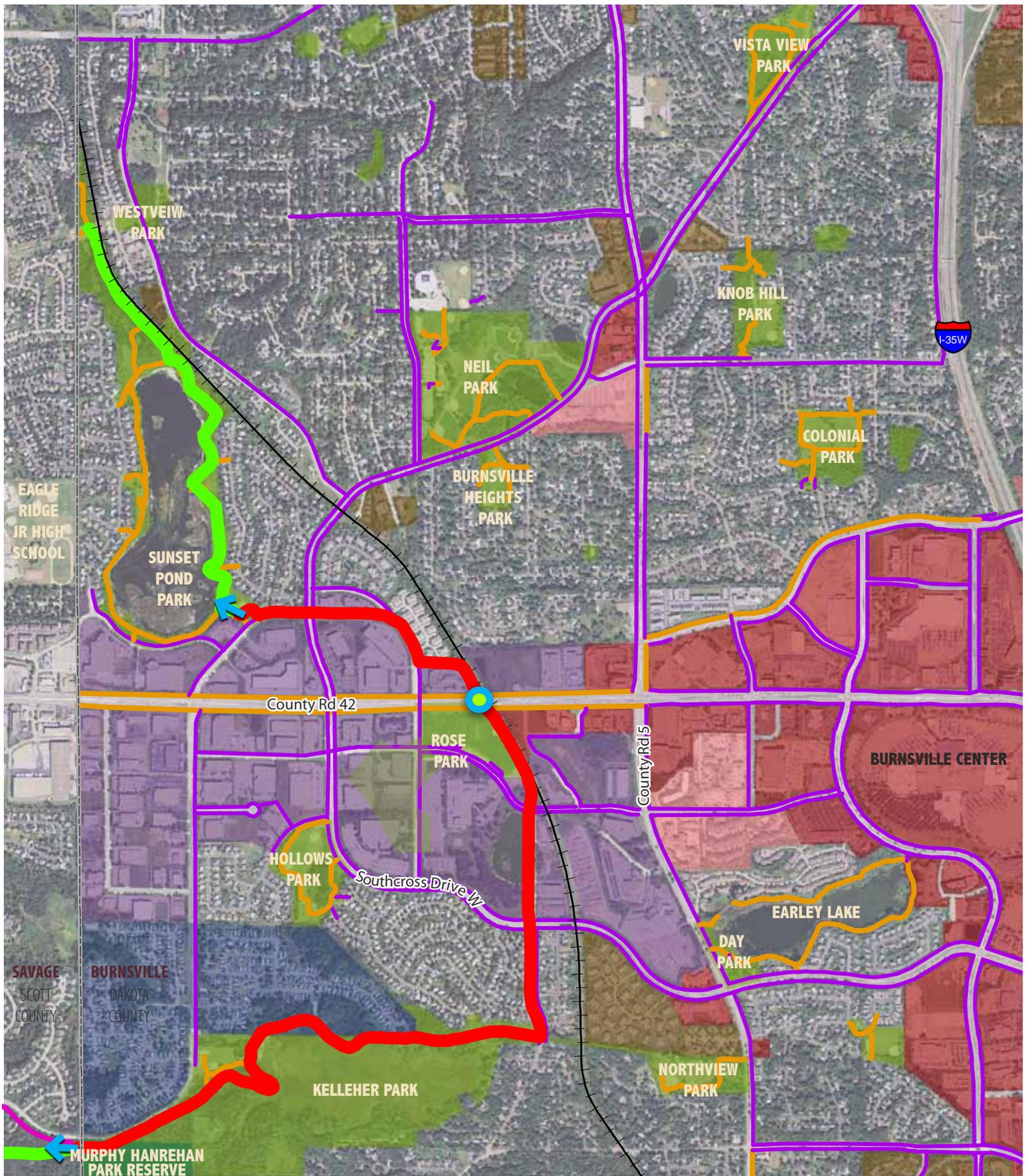
16. Apple Valley Transit Station Parking Expansion – Lead Agency: Minnesota Valley Transit Authority
17. CSAH 73 (Oakdale Ave) Trail from CSAH 14 to CSAH 8 – Lead Agency: West St. Paul
18. River to River Greenway Robert Street Pedestrian Bridge – Lead Agency: West St. Paul
19. North Creek Greenway – Farmington Gap – Lead Agency: Farmington
20. Lake Marion Greenway – Sunset Park to Murphy Hanrehan Regional Park – Lead Agency: Burnsville
21. Lake Marion Greenway – Ritter Farm Park Connection – Lead Agency: Lakeville
22. Rosemount Greenway – Downtown Rosemount to Lebanon Hills – Lead Agency: Rosemount
23. Vermillion Highlands Greenway – CSAH 42 Underpass at Akron- Lead Agency : Rosemount; and

BE IT FURTHER RESOLVED, That, subject to federal funding award of the city lead projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County's share of the matching funds consistent with Dakota County transportation cost share policies.



BURNSVILLE LAKE MARION GREENWAY PROJECT SUMMARY

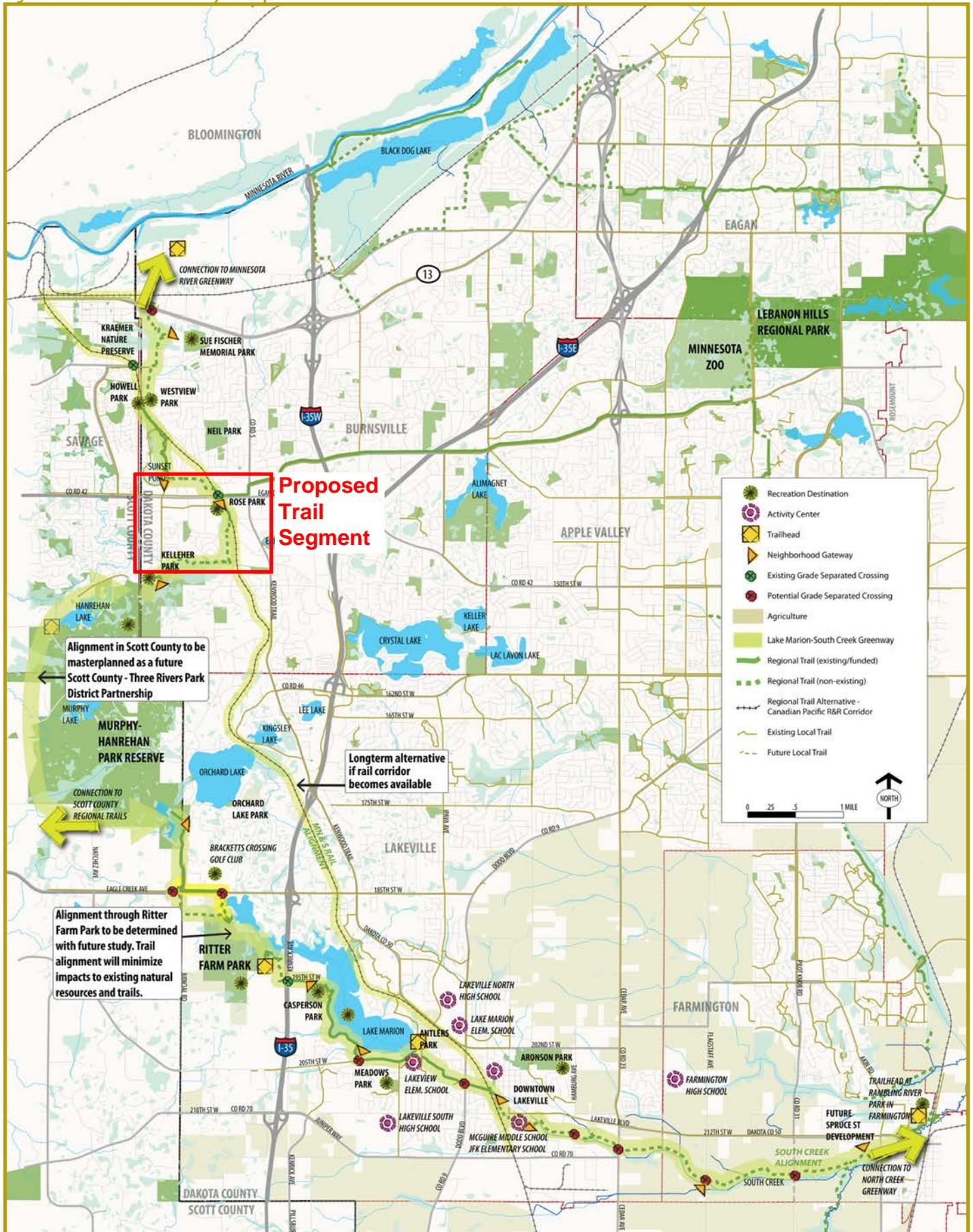
- | | | | | | |
|------------------------------------------------------------------------------------|----------------------------|-------------------------------------------------------------------------------------|---------------------------|-------------------------------------------------------------------------------------|-----------------------------------------------|
|  | Proposed Trail |  | Municipal/County Boundary |  | Proposed Underpass |
|  | Existing Regional Greenway |  | Regional Park |  | Connection to existing Dakota County Greenway |
|  | Local Trail |  | City Park | | |
|  | Sidewalk | | | | |
|  | Existing Bike Lane | | | | |



BURNSVILLE LAKE MARION GREENWAY PROJECT CONTEXT

- | | | | |
|---------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
|  Proposed Trail |  Municipal/County Boundary |  Proposed Underpass |  Commercial |
|  Existing Regional Greenway |  Regional Park |  Connection to existing Dakota County Greenway |  High Density Residential |
|  Local Trail |  City Park | |  Industrial/ Office/ Limited Business |
|  Sidewalk | | |  Mixed Use |
|  Existing Bike Lane | | |  Mobile Homes |

Figure 21. Lake Marion Greenway Concept Plan



Canadian Pacific rail crossing

At Howell Park coordination with Canadian Pacific Railway is needed for an at-grade crossing.

Sunset Pond

North of Sunset Pond, the greenway follows an existing trail and intermittent stream. Improvements to this waterway, including potential remeandering and vegetation restoration will improve water quality and habitat while enhancing the greenway user experience. The greenway then follows existing trails along the east side of Sunset Pond. The Sunset Pond area also provides an opportunity for shoreline vegetation buffers and water quality enhancements.

CR 42 underpass

The greenway travels under CSAH 42 using the existing MN&S Railway underpass on the west side of the bridge piers. This underpass is of particular importance to the greenway as it is one of the few places for a grade-separated crossing of CSAH 42.

Figure 33. County Road 42 / MN&S Railway underpass conceptual section



Kelleher Park

The greenway will follow the edge of a large wetland in Kelleher Park and be aligned to minimize wetland impacts. This wetland is identified in the Burnsville Park System Master Plan as a high priority natural resource area and vegetation and water quality improvements will be coordinated with the Burnsville. The park will have a neighborhood gateway, oriented to the northwest corner near active park uses.

Natural resources and water quality initiatives

- ▶ Kraemer Quarry/Burnsville Landfill — Buckthorn management, manage restored wetlands, monitor floodplain forest regeneration.
- ▶ Rudy Kraemer Nature Preserve — Intensive restoration of prairies and wetland. Woodland regeneration.
- ▶ Sunset Pond — Prairie restoration and land management to improve water quality.
- ▶ Judicial Road and Southcross Drive — Native vegetation buffers at wetland.
- ▶ Kelleher Park — Vegetation management and wetland water quality improvements.

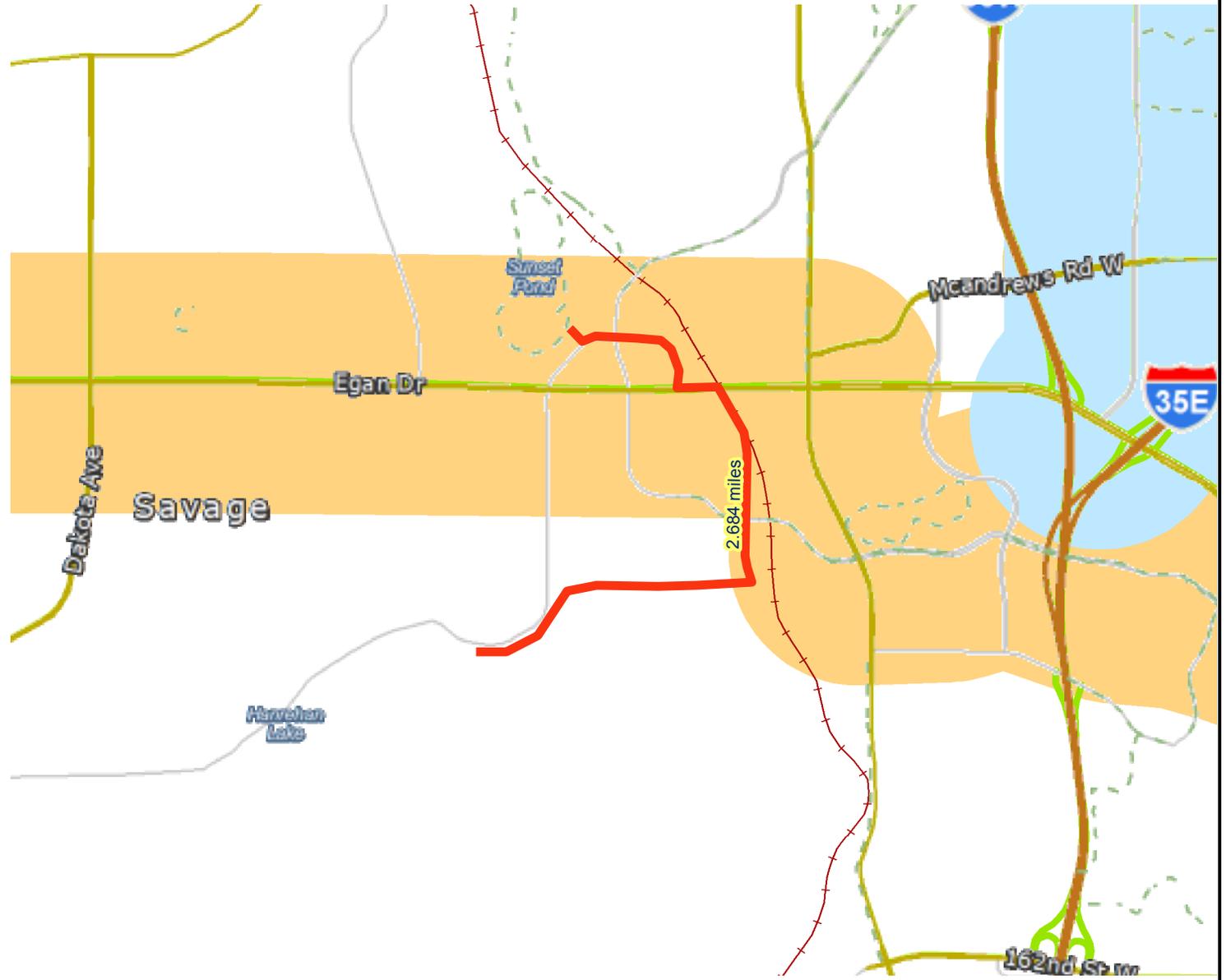


RBTN Evaluation and Major Barriers

Multiuse Trails and Bicycle Facilities Project: Sunset Park - Cam Ram Park Connection | Map ID: 1415216981841

Results

Project IN TIER 2 Bicycle Transport Corridor.



- Project
- RBTN Tier 1
- RBTN Tier 2
- Principal Arterials
- Minor Arterials
- Railroads



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LandscapeRSA1



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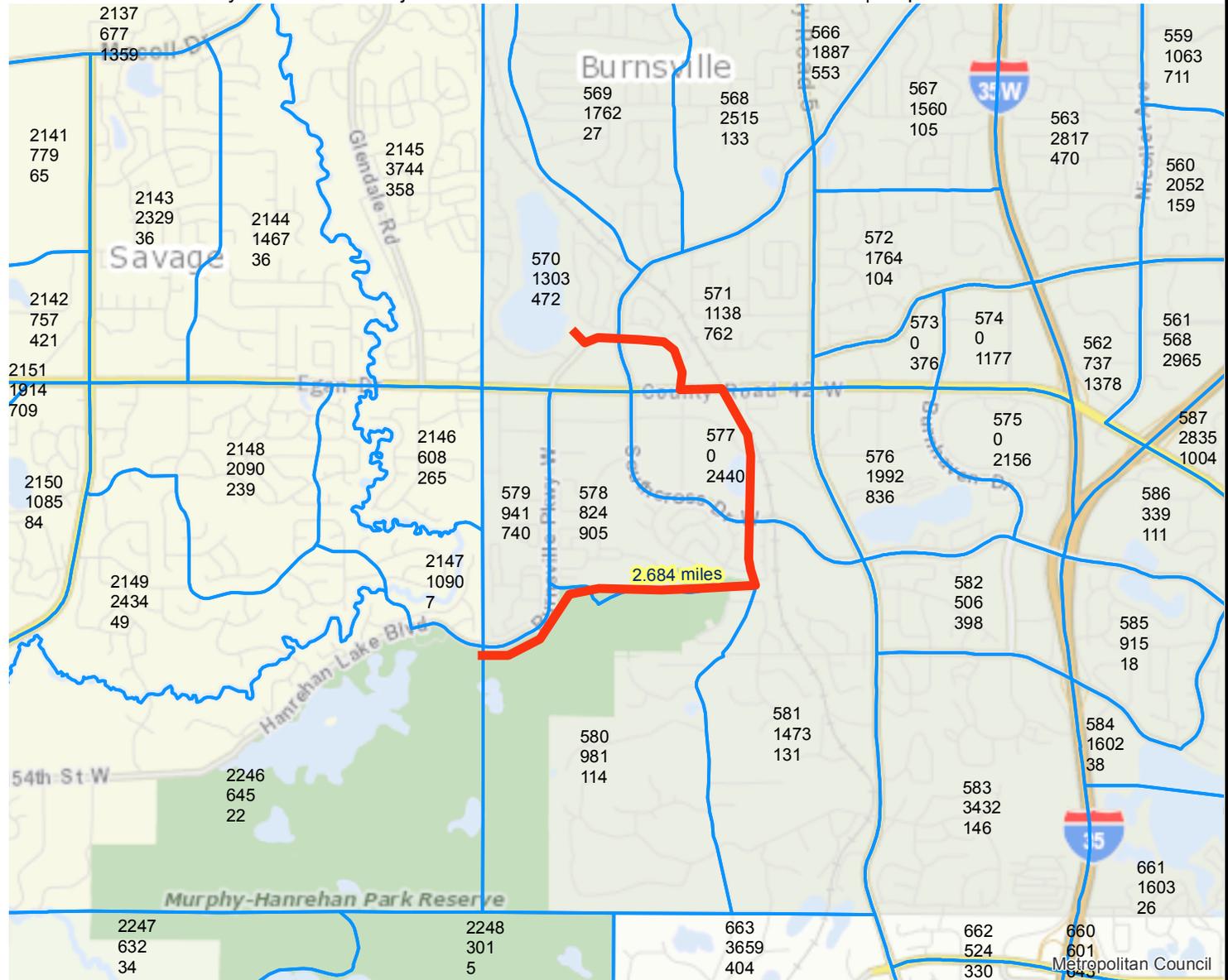


Population Summary

Multiuse Trails and Bicycle Facilities Project: Sunset Park - Cam Ram Park Connection | Map ID: 1415216981841

Results

Within ONE Mile of project:
 Total Population: 34457
 Total Employment: 12556



- Project
- 2010 TAZ



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 LandscapeRSA4

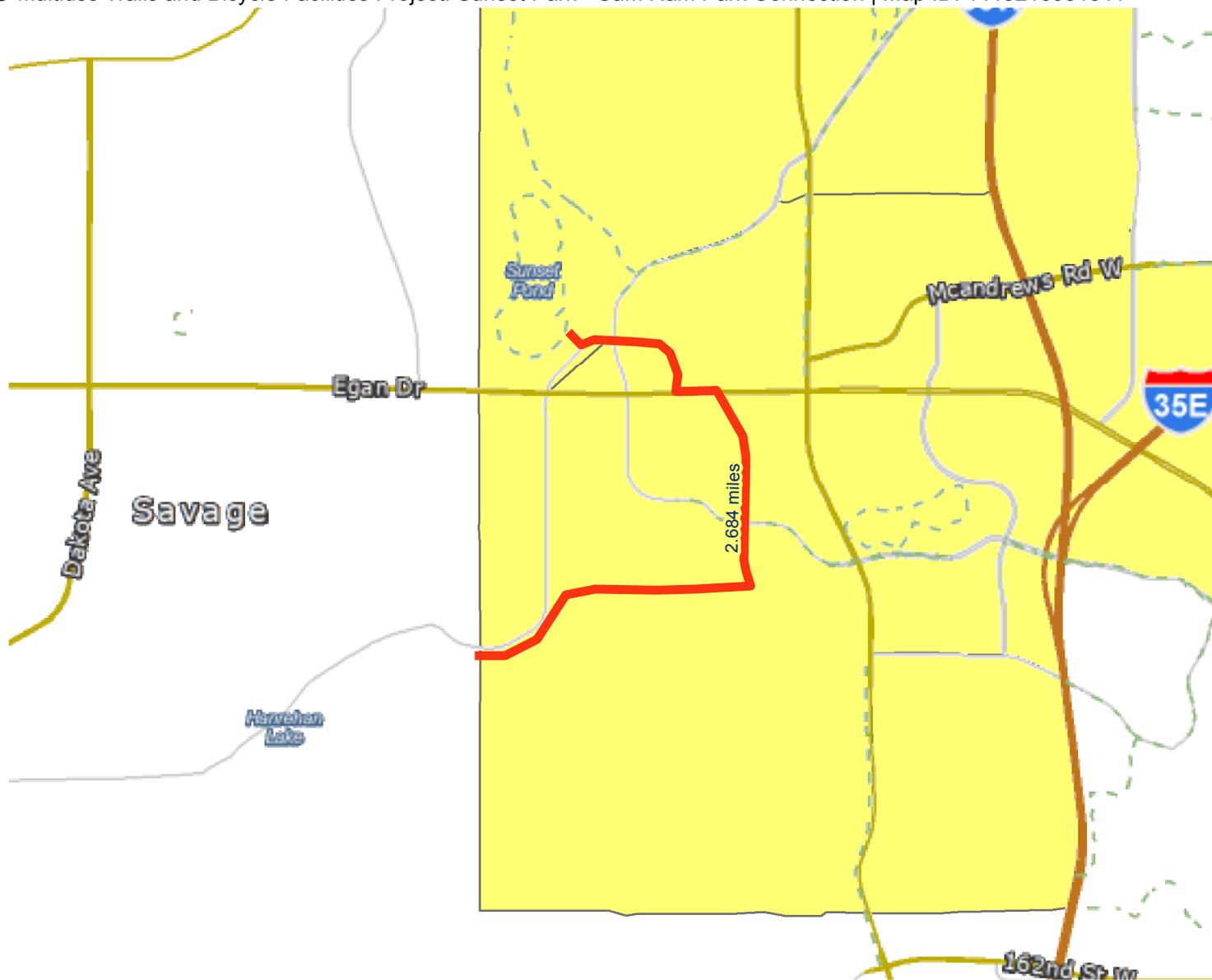


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Results

Project **IN** area of above average concentration of race or poverty.



- Project
- Racially concentrated area of poverty
- Concentrated area of poverty
- Above reg'l avg conc of race/poverty



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LandscapeRSA2



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Results

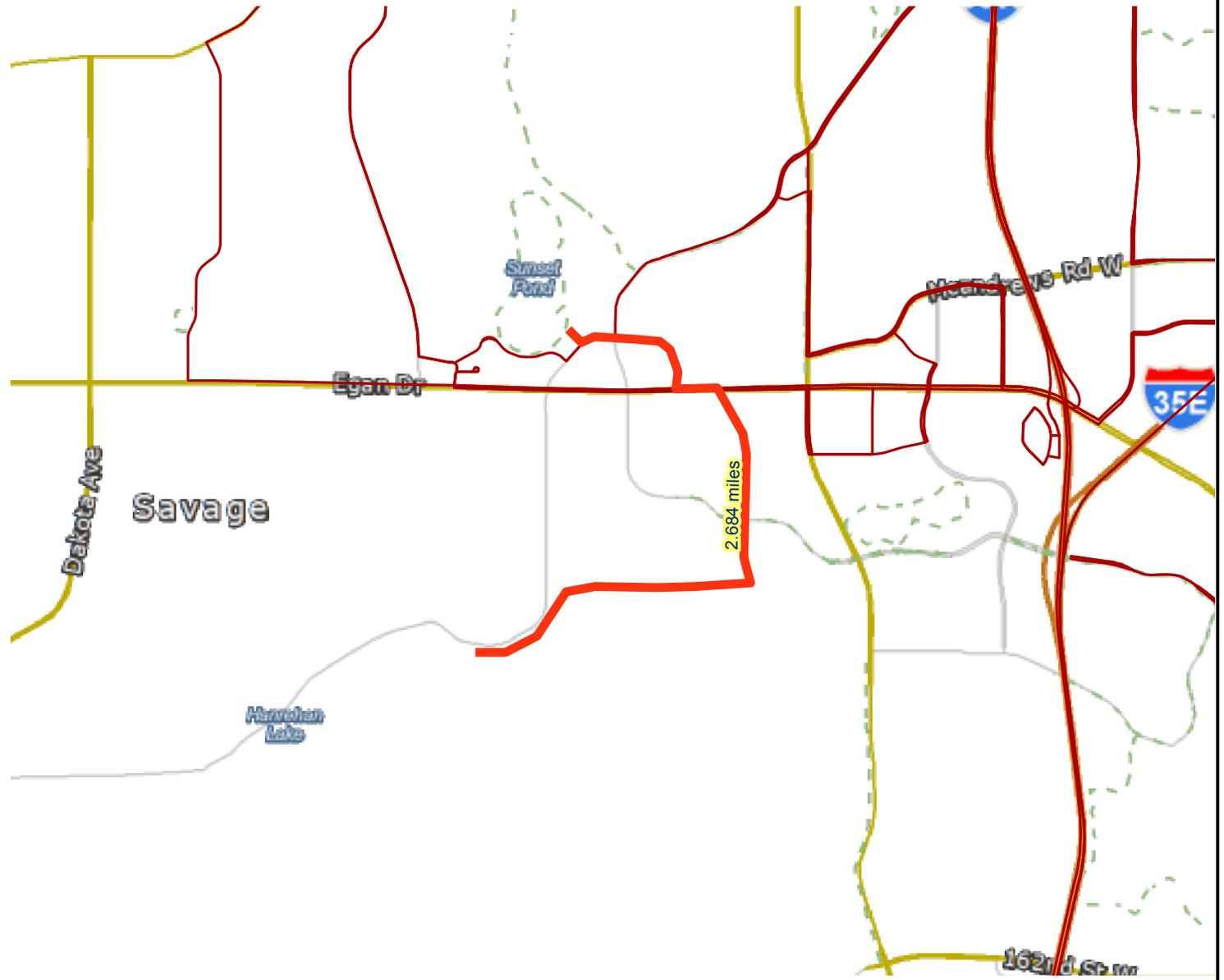
Transit with a Direct Connection to project:
444 464

Transit within QTR mile of project:
444 464

Transit within HALF mile of project:
421 444 464

Transit within ONE mile of project:
421 444 464

**indicates Planned Alignments*



Project **Planned Alignments**
 — Transit Routes — BRT, Orange Line



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LandscapeRSA3



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