

10359 - 2018 Transit System Modernization 10963 - CSAH 23 (Cedar Ave)& 140th Street Pedestrian Bridge, METRO Red Line BRT Regional Solicitation - Transit and TDM Projects Status: Submitted Submitted Date: 07/13/2018 2:05 PM **Primary Contact** Ms. Holly Jo Anderson Name:* Salutation First Name Middle Name Last Name Title: P.E.S. **Department: Dakota County Transportation Dept** Email: Holly.Anderson@co.dakota.mn.us Address: 14955 Galaxie Avenue Apple Valley 55124 Minnesota City State/Province Postal Code/Zip 952-891-7090 Phone:* Phone Ext. Fax:

Regional Solicitation - Transit and TDM Projects

Organization Information

What Grant Programs are you most interested in?

Name: DAKOTA COUNTY

Jurisdictional Agency (if different):

Application

Organization Type: County Government

Organization Website:

Address: TRANSPORTATION DEPT

14955 GALAXIE AVE

APPLE VALLEY Minnesota 55124

City State/Province Postal Code/Zip

County: Dakota

Phone:* 952-891-7100

Ext.

Fax:

PeopleSoft Vendor Number 0000002621A15

Project Information

Project Name

CSAH 23 (Cedar Avenue) & 140th Street Pedestrian Bridge -

METRO Red Line BRT

Primary County where the Project is Located Dakota

Cities or Townships where the Project is Located: Apple Valley

Jurisdictional Agency (If Different than the Applicant): Dakota County

Construct a grade separated crossing (bridge) over Principal Arterial County State Aid Highway 23 (Cedar Avenue) south of the 140th Street Transit

Station serving the METRO Red Line BRT in the

City of Apple Valley.

Brief Project Description (Include location, road name/functional

(Limit 2,800 characters; approximately 400 words)

class, type of improvement, etc.)

TIP Description $\underline{\text{Guidance}}$ (will be used in TIP if the project is

selected for funding)

CSAH 23 (Cedar Avenue) & 140th Street Pedestrian Bridge -

METRO Red Line BRT

Project Length (Miles)

0.1

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to

implement this project?

No

If yes, please identify the source(s)

Federal Amount \$2,350,000.00

Match Amount \$650,000.00

Minimum of 20% of project total

Project Total \$3,000,000.00

Match Percentage 21.67%

Minimum of 20%

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

Source of Match Funds Dakota County

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources.

Preferred Program Year

Select one: 2022

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

Project Information-Transit and TDM

County, City, or Lead Agency Dakota County - 19

Zip Code where Majority of Work is Being Performed 55124

Total Transit Stops 3

TERMINI:(Termini listed must be within 0.3 miles of any work)

From:

(Intersection or Address) 140th Street

To: 140th Street Station (approx. 500' north of 140th St/CSAH 23

(Intersection or Address) intersection)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:

(Intersection or Address)

Name of Park and Ride or Transit Station: 140th Street Station - METRO Red Line BRT

e.g., MAPLE GROVE TRANSIT STATION

(Approximate) Begin Construction Date05/02/2022(Approximate) End Construction Date10/03/2022

Primary Types of Work Construct Pedestrian Bridge, Sidewalk, Ped Ramps, Lighting

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

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 2040 Transportation Policy Plan (2015), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Goal B:The Regional transportation system is safe & secure for all users. P 60, 2.7
Objective A:Reduce crashes & improve safety & security for all modes of passenger travel & freight transport. P 60, 2.7

Strategy B6:Regional transportation partners will use best practices to provide & improve facilities for safe walking & bicycling, since pedestrians & bicyclists are the most vulnerable users of the transportation system. P2.7

Goal C:Access to DestinationsP62, 2.8

Objective D:Increase transit ridership & the share of trips taken using transit, bicycling & walking.P62

Objective E:Improve multimodal travel options for people of all ages & abilities to connect to jobs & other opportunities, particularly for historically underrepresented populations.P62, 2.8

List the goals, objectives, strategies, and associated pages:

Strategies:P2.8-2.10

C1.Regional transportation partners will continue to work together to plan & implement transportation system that are multimodal & provide connections between modes.

C2. Local units of government should provide a system of interconnected arterial roads, streets, bicycle facilities & pedestrian facilities to meet local travel needs.

C16.Regional transportation partners should fund projects that provide for bicycle/pedestrian travel across or around physical barriers.

Goal E:Healthy Environment P66

Objective C:Increase the availability and attractiveness of transit, bicycling & walking to encourage healthy communities and active car-free

lifestyles.P66

Objective D:Provide a transportation system that promotes community cohesion & connectivity for people of all ages & abilities, particularly for historically under represented populations.P66

Strategies: P2.12-2.13

E3.Regional transportation partners will plan & implement a transportation system that considers the needs of all potential users, including children, senior citizens & persons with disabilities & that promotes active lifestyles & cohesive communities. A special emphasis should be placed on promoting the environmental & health benefits of alternatives to the single ?occupancy vehicle travel.P2.12

Goal F: Leveraging Transportation Investment to Guide Land Use (p. 70, 2.14)

Objective C. Encourage local land use design that integrates highways, streets, transit, walking and bicycling (p. 70, 2.14)

Strategies: (p. 2.14-2.15)

F7.Local governments should include bicycle & pedestrian elements in local comprehensive plans.

^{3.} The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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.

Adopted 2018-2022 Dakota County CIP, Trans 15-17 & Trans 39 (Attached)

Cedar Ave Transit way Implementation Plan Updated (2015) ii-iv, vi, 19, 52, 68

City of Apple Valley 2030 Comprehensive Plan 8.3-8.4, 8.8, 8.11, 8.12

List the applicable documents and pages:

Dakota County 2030 Transportation Plan 1-5, 5-1 to 5-17

Dakota County Adopted 2030 Transportation Plan 1.15 to 1.18

Dakota County Intersection Study CSAH 23 (Cedar Ave) & 140th Street (included in attachments)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5.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

6.Applicants must not submit an application for the same project elements in more than one funding application category.

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

7. 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. Funding amounts by application category are listed below.

Transit Expansion: \$500,000 to \$7,000,000 **Transit Modernization:** \$100,000 to \$7,000,000

Travel Demand Management (TDM): \$75,000 to \$500,000

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. 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

13. 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

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Requirements - Transit and TDM Projects

For Transit Expansion Projects Only

1. The project must provide a new or expanded transit facility or service (includes peak, off-peak, express, limited stop service on an existing route, or dial-a-ride).

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

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial three-year funding period for transit operating funds.

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

Transit Expansion and Transit Modernization projects only:

3. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

01/01/2016 12/31/2019

Date process started

Date of anticipated plan completion/adoption

Date self-evaluation completed

Date process started

Date of anticipated plan completion/adoption

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

4. The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

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

Travel Demand Management projects only:

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

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

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
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	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00

Totals	\$0.00
Other Roadway Elements	\$0.00
Roadway Contingencies	\$0.00

Specific Bicycle and Pedestrian Elements

ESTIMATES	Cost
Path/Trail Construction	\$20,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$12,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$10,000.00
Streetscaping	\$15,000.00
Wayfinding	\$10,000.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$67,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$2,933,000.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$2,933,000.00

Transit Operating Costs

Number of Platform hours 0

Cost Per Platform hour (full loaded Cost) \$0.00

Subtotal \$0.00

Other Costs - Administration, Overhead, etc. \$0.00

Totals

Total Cost \$3,000,000.00

Construction Cost Total \$3,000,000.00

Transit Operating Cost Total \$0.00

Measure A: Project Location Relative to Jobs, Manufacturing, and Education

30178

0

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile

(transitway station) buffer

Existing employment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

Existing Post-Secondary Enrollment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

Explanation of last-mile service, if necessary:

(Limit 1,400 characters; approximately 200 words)

Upload Map 1531507493328_RedLinePopEmpMapLine&Project.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Select multiple routes

54, 415, 420, 437, 438, 440, 442, 444, 445, 472, 475, 476, **Existing transit routes directly connected to the project** 477, 478, 479, 480, 491, 492, 495, 515, 538, 539, 540, 542,

xisting transit routes directly connected to the project 477, 478, 479, 480, 491, 492, 495, 515, 538, 539, 540, 542,

903-METRO Red Line

Planned Transitways directly connected to the project (mode and Fmerson/Fremont Aves BRT, Cedar Ave BRT/Red Lin

alignment determined and identified in the 2040 TPP)

Emerson/Fremont Aves BRT, Cedar Ave BRT/Red Line Phase

2

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips

261.0

Measure: Usage

Existing Transit Routes on the Project

440, 475, 476, 477, 480, 903-METRO Red Line

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

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

(up to 60% of maximum score)

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:

Yes

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

Project will encourage/engage community in decision making by ID'ing/engaging communities following the requirements of Federal process utilizing the State Aid Project Memo Writer & Dakota County Public Engagement Tool (DCPET). Utilizing DCPET, level of public engagement is determined & stakeholders identified (outreach thru websites, NextDoor, census tracts/GIS, groups, government partners, & partnering agencies public engagement policies, businesses, Open Houses); potential risks/impacts of project identified (local geographic area, small special interest group), public participation by face-to-face, Neighborhood Meeting & Open Houses. Preparation of Federal/MnDOT Project Memo addresses: Social, Economic & Environmental (SEE) Impacts, Section 4f & 6f, Land Water Conservation, Section 106 Historic, ROW Acquisition, Hazardous Materials, Air Quality, Noise, Wetlands, Section 404 Clean Water, Water Pollution/MPCA-NPDES, Environmental Justice, State Environmental Review(MEQB) & Federal Action Determination in accordance with 23 CFR 771.117. Environmental Justice comply with Executive Order 12898 to identify, address & avoid disproportionately high/adverse human health or environmental effects on minority/low income populations. Census blocks above the respective percentages will be further addressed as the project is developed to assure compliance with Executive Order 12898.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

Response:

The project will benefit low income populations, people of color, children, people with disabilities & elderly by construction of the CSAH 23 & 140 St Ped Bridge. This project will implement a recommendation identified in the CSAH 23 (Cedar Ave) at 140th St Intersection Pedestrian Crossing Review (included in attachments) Safety will dramatically improve with the bridge eliminating the need to cross the "perceived barrier" nine-lanes of Principal Arterial CSAH 23 (Cedar) traffic when travelling to/from the 140th Street METRO Red Line Station. To avoid crossing CSAH 23 (Cedar) at grade one must remain on the Red Line adding 25 minutes to their trip (Travel Time attachment). In the SW quadrant of the CSAH 23 (Cedar) & 140th St intersection there are approximately 350 units of Senior (55+) housing. The Legends a 163 unit senior housing complex opened in 2018 at the corner of CSAH 23 & 140th St. The Legends participate in the affordable housing program & is ADA compliant. Summerhill Cooperative is a 70 unit non-profit for seniors 55+. The Timbers is a 105 unit, senior 55+ apartment complex with month to month rental.

McKay Manor consists of 16 Public Housing Townhome units; the CDA (Dakota County Community Development Agency) maintains the property & houses program participants. The Public Housing program provides homes for low-income residents, with rent based off of 30% of the household?s Adjusted Gross Income. Residents are required to complete an annual recertification to determine continued eligibility. Most of the households are working families with school-age children and transit dependent. All of the senior & affordable housing listed above is located on the south side of 140th St(census tract dividing line) & is NOT included in the map generated. In the AM rush hour the conflict between pedestrians & vehicles using the dual right turn lanes westbound 140th St to northbound CSAH 23

will be eliminated. The westbound 140th Street dual right turn lanes (at CSAH 23) function much like a freeway on ramp in the morning rush hour. The bridge will meet ADA standards & allow all users (walk/bike/roll)to cross CSAH 23 (Cedar) at a suitable pace for their given ability. Easier & safer crossing of CSAH 23 will improve community cohesion.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

Response:

(Limit 2,800 characters; approximately 400 words)

Upload Map

This project is not anticipated to create any permanent negative externalities. Construction dust will be temporary in nature and therefore no special mitigation measures are needed. Silt fence & erosion control materials were be implemented where applicable. Construction noise will be considered and no impact is anticipated. Assuming that the Pedestrian Bridge is a two-span structure, CSAH 23 (Cedar Ave) will have two "nights" of construction to place the bridge spans across CSAH 23 - one night for northbound & one night for southbound. The placement of the bridge spans will occur during the timespan when the Red Line is non-operational(approx. midnight to 4AM).

1531507612812_RedLineSocioEconMapProject&Line.pdf

City	Number of Stops in City	Number of Stops/Total Number of Stops	Score	1	ousing Score Multiplied by gment percent		
Apple Valley	3.0	1.0		94.0	94.0		
					94		
Total Transit Stops	Total Transit Stops 3.0						
Affordable Ho	Affordable Housing Scoring						
Total Housing Score		ξ	94.0				
Affordable Housing Scoring							

Measure A: Description of emissions reduced

Response:

Demand at the 140th Street Station is expected to increase by approximately 150 riders by 2040 based on existing land uses, according to the Cedar Avenue Transitway Implementation Plan Update (2015). Construction of the 140th Street Station Pedestrian Bridge eliminates potential SOV trips & associated vehicle miles travelled (VMT) on congested corridors, including the crossing of the Minnesota River. METRO Red Line users rely on the BRT service to access employment, community services, shopping, entertainment & destinations on the Regional Transitway Network without the use of an automobile.

The new 150 daily transit riders multiplied by 17 miles (round trip) to the Mall of America Terminal will result in a reduction of approximately 2,550 Daily VMT. Which results in the following reductions of: CO=6,095 units per day; NOX=408 units per day; CO2e=934,830 units per day; PM2.5=12.8 units per day and VOCs=76 units per day.

These advantages, along with already implemented improvements like real-time signage, high frequency service, availability of local connections & ensuring modern facilities make transit more attractive to users & a more likely choice, further reducing emissions. The 140th Street Station connects to multi-use trail facilities along TH 77-CSAH 23 & the local sidewalk network that will allow transit users to begin & end their trips without having to use motorized transportation.

Overall emissions will be reduced as new users access the system to take advantage of transit benefits and multiple connections available to the route will further contribute to reduced emissions, as users are able to extend their route via transit options.

Walkability for

pedestrians/bikers/children/elderly/disabled is improved by construction of the 140th Street pedestrian bridge that will increase safety by eliminating multiple pedestrian/motor vehicle conflict points at the intersection.

(Limit 2,800 characters; approximately 400 words)

Applicants are recommended to provide any data to support their argument.

Upload any data

 $1531170336420_ReduceVMT\text{-}CO\text{-}NOX\text{-}PM2\text{-}VOC.pdf$

Please upload attachment in PDF form.

Measure C: Improvements and Amenities

Response

The project will make existing transit service in the corridor more attractive to users by constructing a modernized pedestrian bridge to service pedestrians/transit users to the 140th Street METRO Red Line BRT Station with significantly improved safety of not having to cross nine-lanes of Principal Arterial CSAH 23 (Cedar Ave). For riders to avoid crossing CSAH 23 (Cedar) they must remain on the Red Line & travel time increases 25 minutes (Travel Time attachment). The project will increase the quality of transit users experience by increasing walkability, adding visibility (lighting in character with existing corridor theme) and removing CSAH 23 barriers to pedestrian safety, and eliminating the need to cross nine lanes of Principal Arterial Highway. The project will include lighting (new/additional) on and near the pedestrian bridge. Amenities to attract and improve the user experience will include wayfinding maps, benches, trash containers, and landscaping. Bike racks will be available at the 140th Street Station. Safety is further enhanced with the use of PTZ (Point Tilt Zoom) camera at the intersection of 140th Street & CSAH 23 (Cedar Ave). The pedestrian bridge will be constructed (ADA compliant) to allow all users of the system to "take their time" when crossing CSAH 23, this is extremely important for individuals with vision impairment, the elderly, children and disabled. While on the pedestrian bridge users will be able to take in the scenic vista of downtown Apple Valley increasing user experience. Pedestrians using the 140th Street Bridge will no longer be required to wait for the WALK signal to cross CSAH 23, this will improve travel time for pedestrians needing to cross CSAH 23. Reliability will be improved by allowing pedestrians using the bridge to cross CSAH 23 uninterrupted; slower pedestrians may only reach half-way across CSAH 23 and have to wait in the "median pedestrian" refuge" for an additional signal cycle to resume crossing CSAH 23.

The METRO Red Line runs along Cedar Ave (CSAH 23/TH 77) from southerly Apple Valley to the Mall of American Station. This line runs along the CSAH 23 dedicated BRT lane that includes bumpouts at stations to improve travel times by elimination the need for buses to merge in/out of traffic to access stations. The additional space they provide for clear & accessible boarding & alighting further improves operations by allowing more customers to board a bus in less time than existing conditions.

The 140th Street Station offers detailed rider information in several formats to offer clear/concise direction that increases customer confidence in trip status. Real time signage, posted signage with timetable, mapping & connection information provides better information in more ways that a standard bus stop - many bus stops today consist of only a sign pole. Interior station amenities (furnishings or security features) further enhance customer comfort & safety.

The Pedestrian Bridge will provide walking & bicycling opportunities that are safe, secure, convenient and accommodating enough to encourage all residents to use them, which encourages alternative transportation modes but more importantly exposes them to physical activity that leads to better physical & mental health.

(Limit 5,600 characters; approximately 800 words)

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

The 140th Street Station has direct bicycle, pedestrian & transit connections to high pedestrian traffic areas and areas near future transit-oriented development. The County/City has a trail/sidewalk system that connections directly to the 140th Street Station on both sides. All METRO Red Line BRT Buses are equipped with bicycle racks for users who utilize their bicycles for "last mile" connections throughout the transit system. Construction of the 140th Street Pedestrian Bridge will ensure that bicyclist/pedestrians/ADA dependent will be able to safely & conveniently cross CSAH 23 (Cedar Ave) Principal Arterial which is a major barrier. The bridge will enhance safety by reducing conflict points between vehicles & pedestrians trying to cross CSAH 23 (Cedar Ave).

The 140th Street Bridge will be beneficial to transit users who at the end of their BRT ride become pedestrians/cyclists. The bridge will provide a safe, secure & enjoyable experience to crossing the nine lane CSAH 23 (Cedar Ave) roadway. In snow/ice/rain the bridge will provide an above ground refuge for pedestrians wishing to cross CSAH 23 & no more having to navigate over treacherous plowed snow at street corners in winter or puddle splashes from vehicles traveling the mainline roadway. The bridge will provide a vital connection within the existing/future pedestrian network in the area.

The pedestrian bridge will help to attract new users to the 140th Street Station which may allow for the expansion of services, possibly adding more local bus routes or express routes through the station as well as the MERO Red Line BRT expansion in the corridor.

The Pedestrian Bridge will provide walking & bicycling opportunities that are safe, secure, convenient and accommodating enough to

encourage all residents to use them, which encourages alternative transportation modes but more importantly exposes them to physical activity that leads to better physical & mental health.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

Attach Layout

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

Yes

50%

Attach Layout

1531254448232_CSAH 23-140TH-LAYOUT.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

04/01/2020

2) Review of Section 106 Historic Resources (20 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and Yes project is not located on an identified historic bridge

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated	
80%	
Historic/archeological property impacted; determination of adverse effect anticipated	
40%	
Unsure if there are any historic/archaeological properties in the project area.	
0%	
Project is located on an identified historic bridge	
3)Right-of-Way (30 Percent of Points)	
Right-of-way, permanent or temporary easements either not required or all have been acquired	
100%	
Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete	
50%	
Right-of-way, permanent or temporary easements required, parcels identified	Yes
25%	
Right-of-way, permanent or temporary easements required, parcels not all identified	
0%	
Anticipated date or date of acquisition	03/31/2020
4)Railroad Involvement (20 Percent of Points)	
No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)	Yes
100%	
Signature Page	
Please upload attachment in PDF form.	
Railroad Right-of-Way Agreement required; negotiations have begun	
50%	
Railroad Right-of-Way Agreement required; negotiations have not begun.	
0%	
Anticipated date or date of executed Agreement	

Measure: Cost Effectiveness

Total Annual Operating Cost: \$0.00

Total Annual Capital Cost of Project \$3,000,000.00

Total Annual Project Cost \$3,000,000.00

Per the Maintenance Agreement for County

Bikeway Trails Between the County & City of Apple

Valley (attached

Assumption Used: DakCoAppleValleyMaintenanceAgmt)the City

maintains the trail/sidewalk for the County. Dakota County will not have an Annual Operating Cost associated with this project per the agreement.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
2018-2022CIPFinal2.pdf	Adopted Dakota County 2018-2022 Capital Improvement Program (CIP) that includes CP 23-BRT CSAH 23 (Cedar Ave) & 140th St Pedestrian Bridge (Overpass), please scale to print 81/2x11	361 KB
CP23-BRT_CIP_ProjSheet.pdf	Adopted CIP Project Sheet for CP 23- BRT CSAH 23 (Cedar Ave) & 140th St Pedestrian Bridge (Overpass)	670 KB
CSAH 23-140TH-LAYOUT.pdf	Project Layout 140th & CSAH 23	4.6 MB
CSAH23-140thPedXingReview.pdf	CSAH 23 (Cedar Ave) at 140th Intersection Pedestrian Crossing Review & Recommendations	118 KB
DakCoAppleValleyMaintenanceAgmt.pdf	Maintenance Agreement for County Bikeway Trails between Dakota County & City of Apple Valley, June 1994	472 KB
FullSetMapsGenerated-Line&Project.pdf	Full Set of Maps Generated - application locked up twice today and not taking any chances.	16.9 MB
Met Council support for Dakota County CSAH 23 at 140th Ped Bridge.pdf	Qualify #14: Letter of Support Met Council/Metro Transit	622 KB
PictureLocation.pdf	Required Photo - CSAH 23 (Cedar Ave) & 140th Street Project Location Photo (if project receives funding a higher quality "before" photo will be submitted)	159 KB
ProjectSummaryCSAH23- 140thStPedBridge.pdf	Required One Page Project Summary - CSAH 23 (Cedar Ave) at 140th St Pedestrian Bridge serving the 140th Street METRO Red Line Station	193 KB
Qualify11- DakCoFundMaintUsefulLife20Match.pdf	Qualifying #11: Dakota County Own/Fund/Maintain for useful life & commit 20% match	569 KB
Qualify14-MetroTransit.pdf	Qualifying #14: Written notice to Metro Transit (owner/operator of 140th Street Transit Station)regarding the proposed project	603 KB
Qualify14-MVTA.pdf	Qualifying #14: Written notice to MVTA regarding the proposed project	555 KB

RedLineRegionEconMapLine&Project.pd f	Regional Economy Map	4.5 MB
Resolution for 2018 Regional Solicitation Grant.pdf	Qualifying #14 & Apple Valley Resolution of Support	307 KB
Travel Time Calculations.pdf	Travel Time Calculations/Assumptions	837 KB

Population/Employment Summary

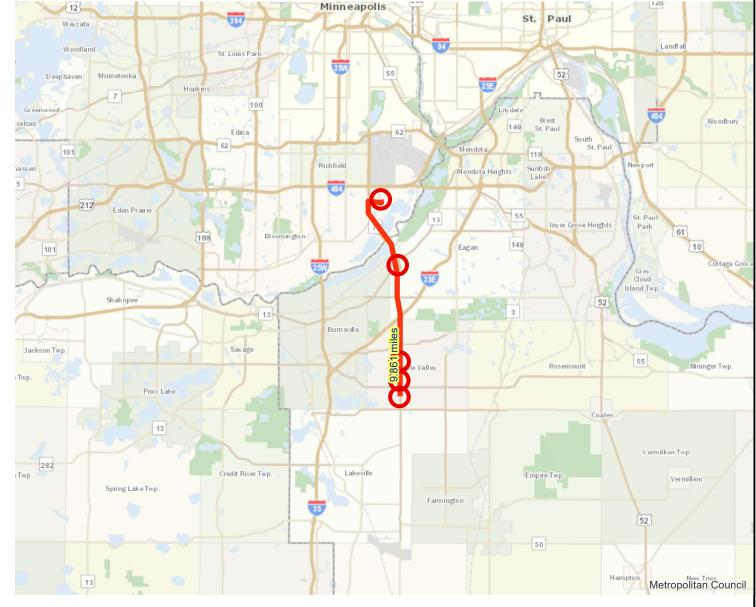
Transit System Modernization Project: AV Red Line - CSAH 23 (Cedar Ave) & 140th St Station Ped Bri | Map ID: 1530



Within QTR Mile of project: Total Population: 19426 Total Employment: 25606 Postsecondary Students: 0

Within HALF Mile of project: Total Population: 26903 Total Employment: 30178 Postsecondary Students: 0

Within ONE Mile of project: Total Population: 66126 Total Employment: 42339





Project Points

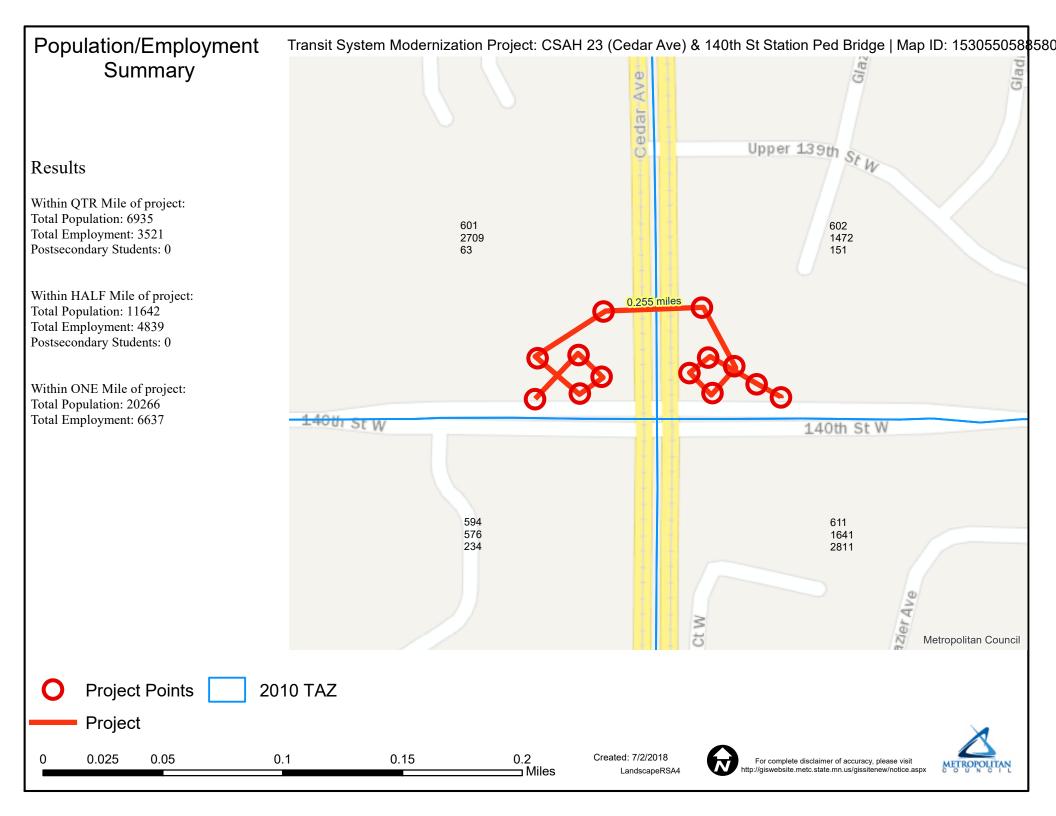
Project

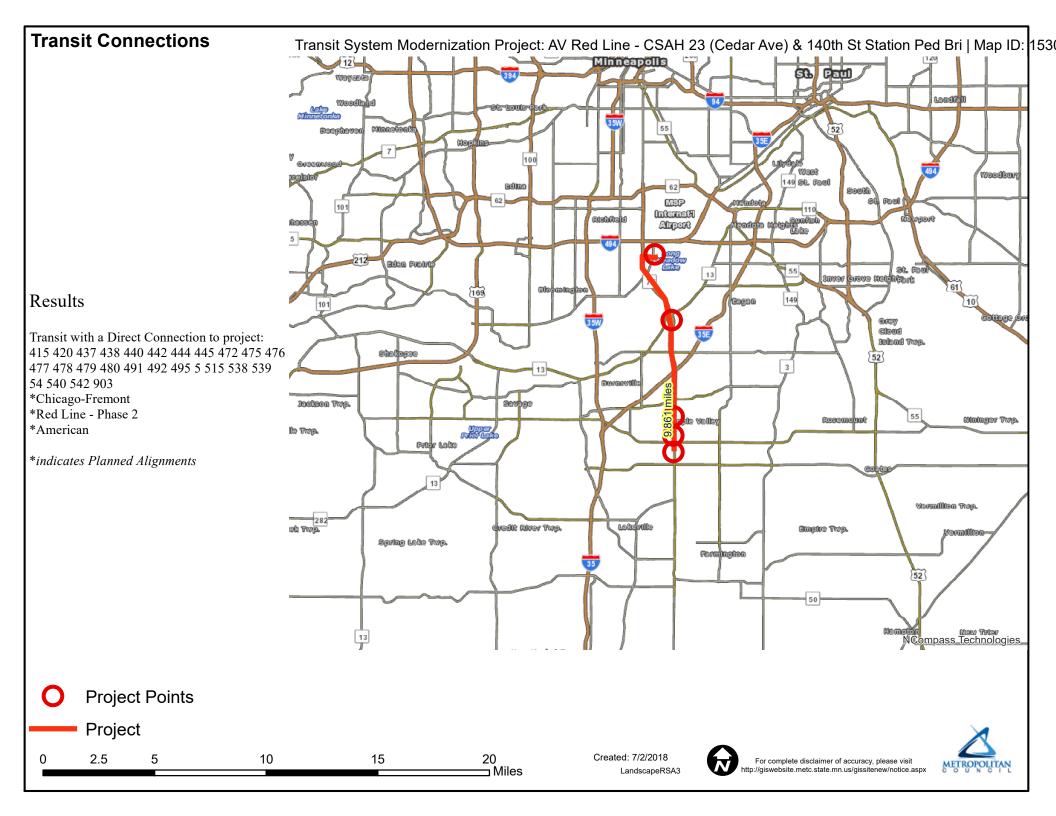
0 2.5 5 10 15 20 Miles

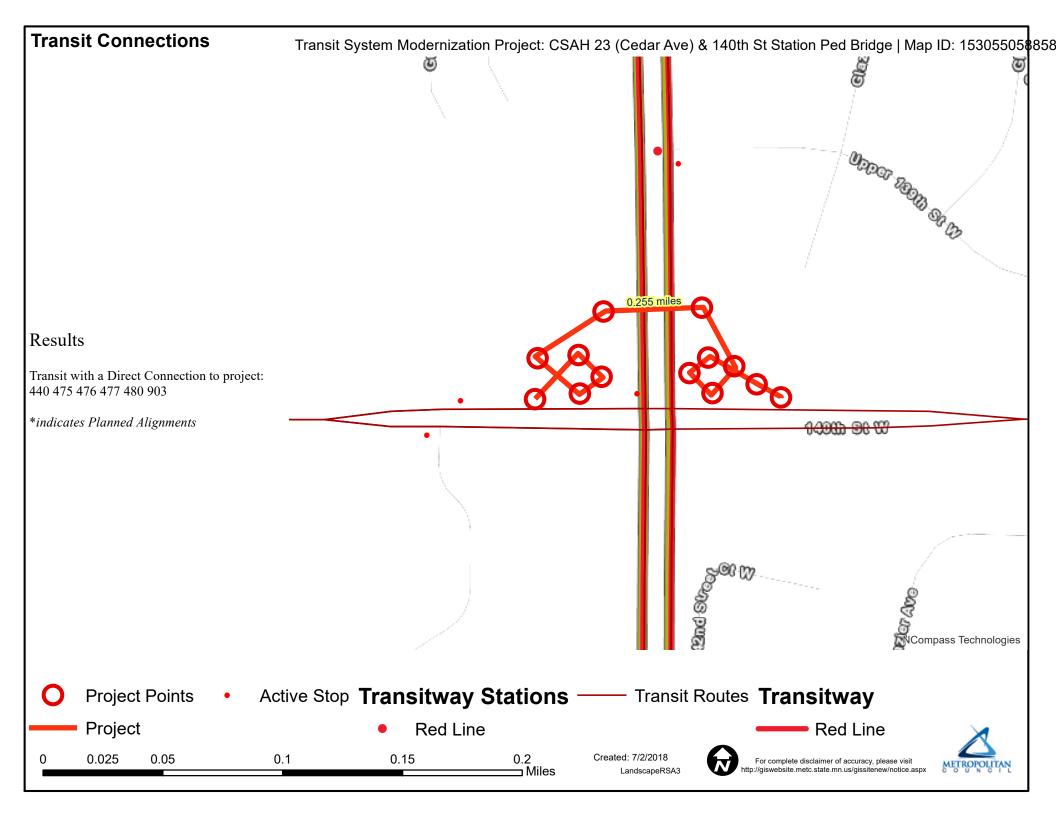
Created: 7/2/2018 LandscapeRSA4

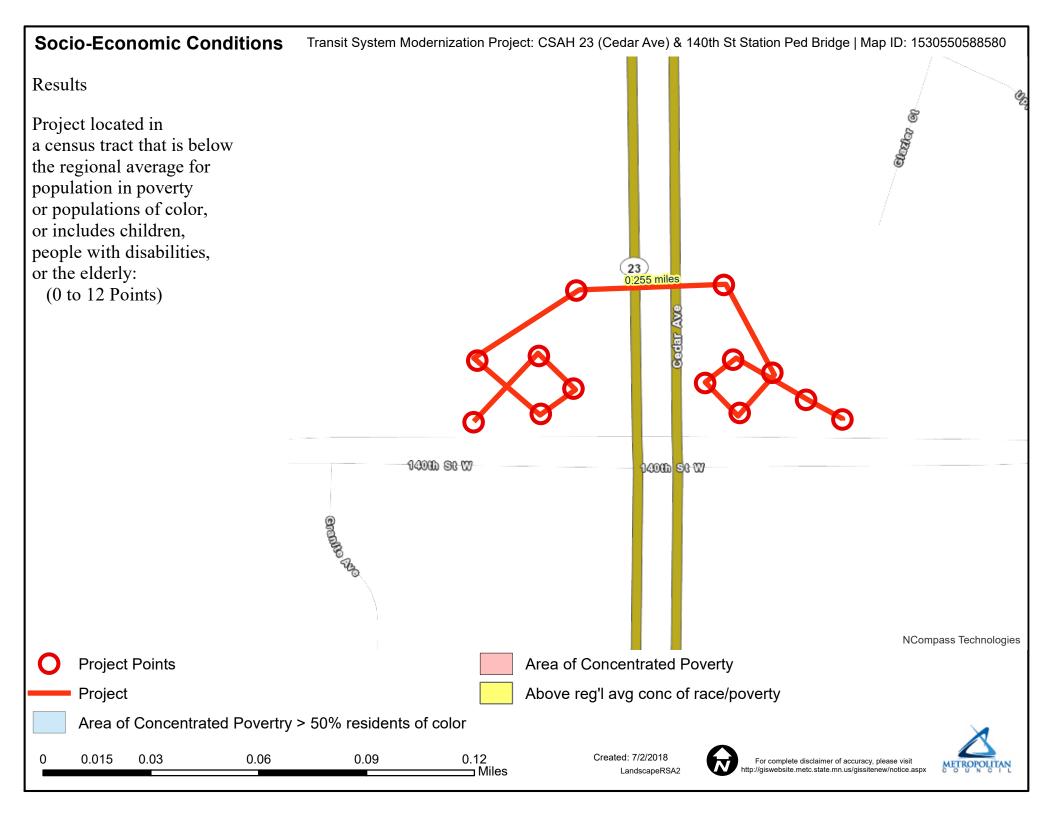


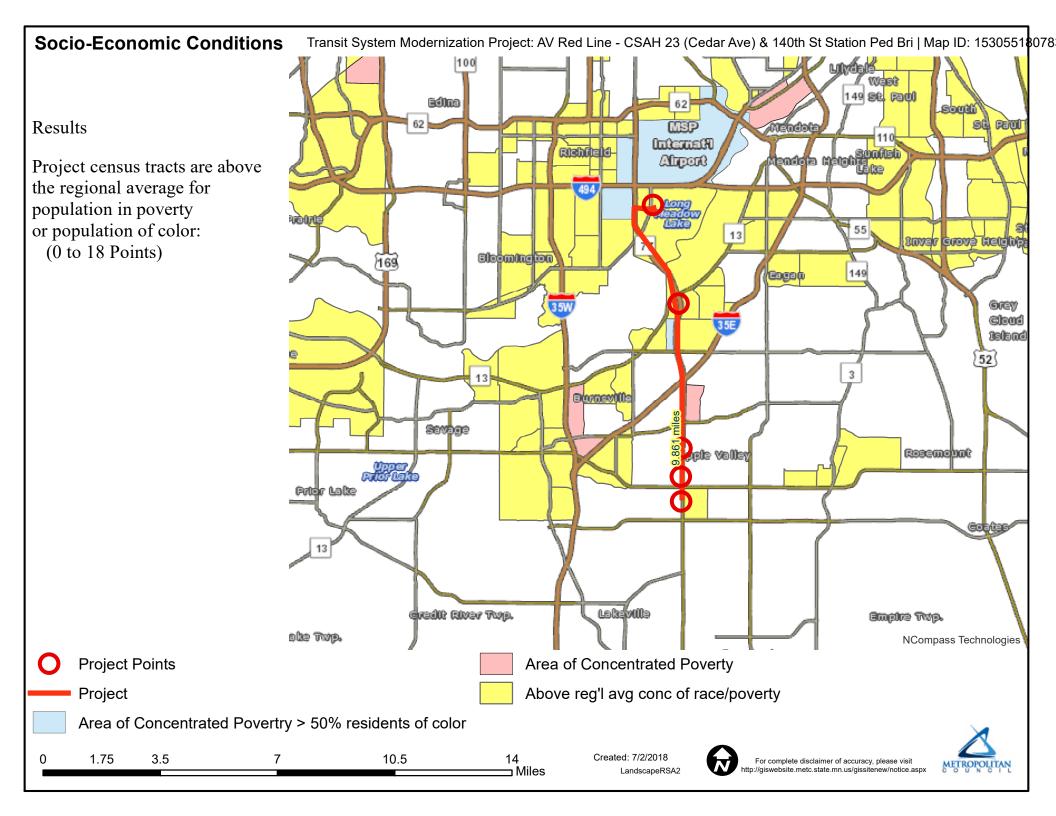












Reference: 2016 Regional Soliciation Applications - Transit Modernization, used same factors to get results for 2018 application. Project Elements that Reduce VMT/SOV Trips and Improve Energy Efficiency

https://metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation-NEW/Results-of-Solicitations/2016RegSolApplications.aspx?source=child

	2016 - MVTA Route 444 Modernization					
Riders	330					
Miles	14.6					
VMT	4818					
CO	11515.02	2.390				
Nox	770.88	0.160				
CO2e	1766279	366.600				
PM2.5	24.09	0.005				
VOC	144.54	0.030				

Text from 2016 Application:
MVTA Route 444 Modernization
Based on the new ridership forecasts and length of
the route, the following emission reductions were
calculated, based on 330 weekday riders and a
terminal to terminal length of 14.6 miles:
- CO reduced: 11,515.02

NOx reduced: 770.88CO2e reduced: 1,766,279PM2.5 reduced: 24.09VOCs reduced: 144.54

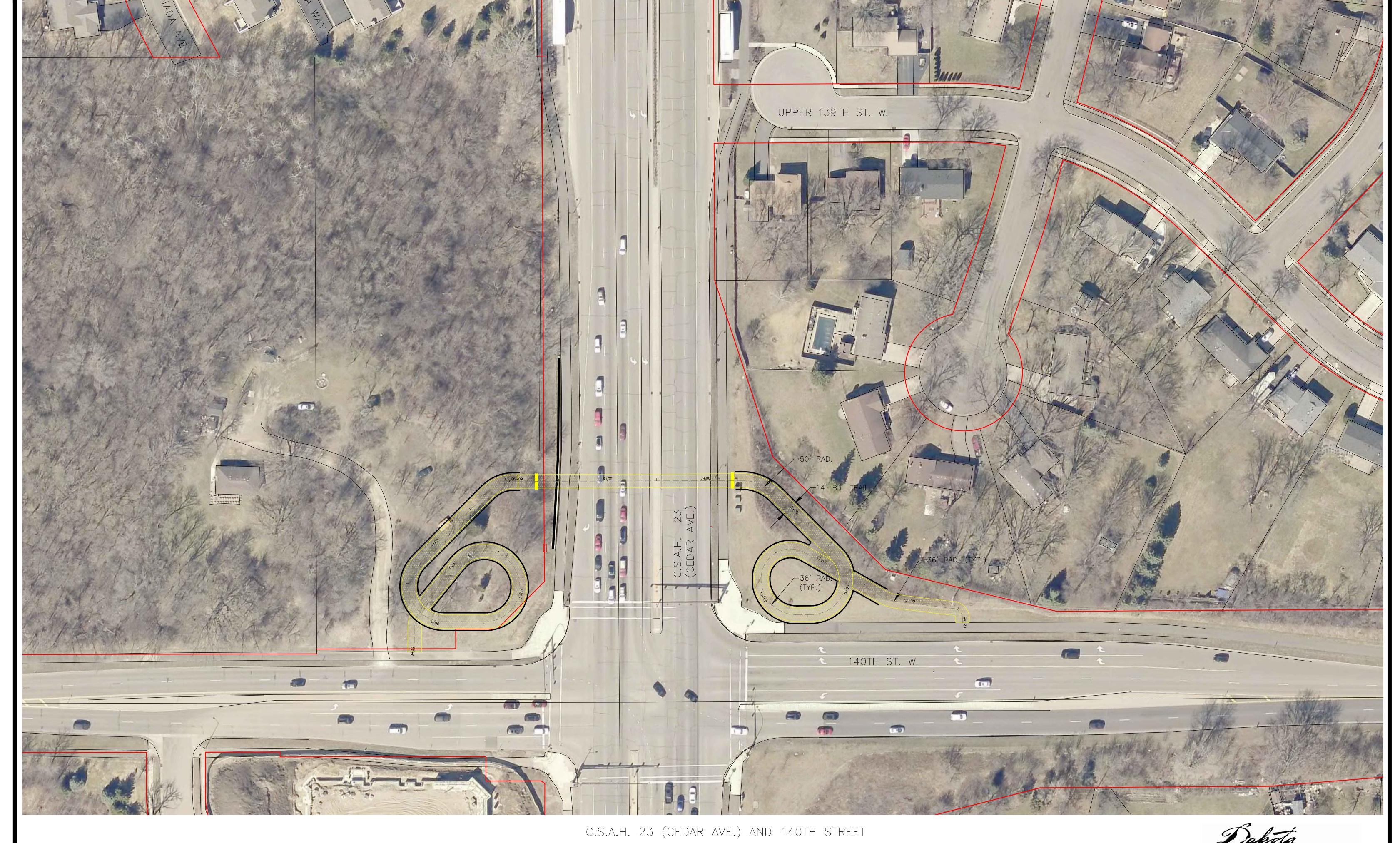
	2016 - Apple Valley Red						
Riders	165						
Miles	9.1						
VMT	1500						
CO	3585	2.390					
Nox	240	0.160					
CO2e	549900	366.600					
PM2.5	7.5	0.005					
VOC	45	0.030					

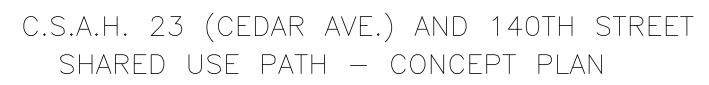
Text from 2016 Application:
Apple Valley Red Line 147th Street Skyway
The 165 new daily transit riders multiplied by 9.1
miles to the Mall of America Terminal would result
in a reduction of approximately 1,500 Daily VMT.
This would result in CO reduction of 3,585 units per
day, NOX reduction of 240 units per day, CO2e
reduction of 549,900 units per day, PM2.5
reduction of 7.5 units per day, and VOCs reduction
of 45 units per day.

Proposed 2018 Regional Solicitation Application ("Met Council." OK'd methodology e-mail 7.9.2018 10:40 am)

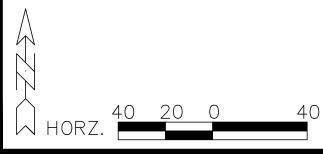
	Proposed 2018 Dakota						
Riders	150						
Miles	17						
VMT	2550						
СО	6094.5	2.390					
Nox	408	0.160					
CO2e	934830	366.600					
PM2.5	12.75	0.005					
VOC	76.5	0.030					

See Application: #4 Emission Reductions for text.









2018 - 2022 CIP - Transportation Capital Improvement Program



PAGE #	PROJECT NO.	ROAD	SEGMENT	PROJECT DESCRIPTION	CITY LOCATION	ANNUAL COST	CITY SHARE ⁽¹⁾	FEDERAL	STATE	CSAH	GRAVEL TAX & OTHER	COUNTY FUNDS	TOTAL PROJECT COST	LEAD AGENCY
	2020 Cost	ion												
_	2020 Sect Preservation													
23	RESERVATIO	JN:	Highway Surface - Bituminous	Highway Surface - Bituminous		6,365,245	_	_	_	4,419,000	200,000	1,746,245	28,560,980	Dakota County
26			Highway Surface - Gravel	ingiliary surface situations		910,000	_	-	-	-, 113,000	-	910,000	4,475,000	Dakota County
27			Highway Surface - Gravel	Spot Locations		50,000	-	-	-	-	-	50,000	250,000	Dakota County
28			Traffic Control Devices			500,000	-	-	-	-	-	500,000	2,500,000	Dakota County
29			Bike Trail			700,000	-	-	-	-	-	700,000	3,500,000	Cities/Others
30			Storm Sewer System Repair			500,000	100,000	-	-		-	400,000	2,500,000	Dakota County/Cities
					2020 Preservation Subtotal:	9,025,245	100,000	-	-	4,419,000	200,000	4,306,245	-	
	MANAGEMEN		AL 00AU 70 (0 L L L A)		W 1615 I	225.000	446.050					470 750	2 405 000	
32 36	6-06 9-56	CR 6 CSAH 9	At CSAH 73 (Oakdale Ave) Gerdine Path to Dodd Lane	ROW Acquisition ROW Acquisition	West St Paul Lakeville	325,000 1,959,000	146,250 881,550	-	-	1,077,450	-	178,750	2,105,000 7,265,250	Dakota County Dakota County
46	31-79	CSAH 31		ROW Acquistion	Eagan	1,570,000	706,500			863,500			5,488,700	Dakota County
52	38-AV	CSAH 38		Repair/Replace Retaining Walls	Apple Valley	500,000	700,300	_	_	500,000	_	_	500,000	Dakota County
59	62-26		Realign CSAH 62; turnlanes on CSAH 47	Construction	Vermillion Township	1,500,000			-	900,000	-	600,000	1,950,000	Dakota County
85			Jurisdictional Classification		·	600,000	-	-	-	-	-	600,000	2,600,000	Dakota County
86			ROW Preservation & Management			500,000	225,000	-	-	-	-	275,000	2,500,000	Dakota County
87			Safety and Management Projects			1,500,000	342,000	-	-	275,000	-	883,000	7,500,000	Dakota County
88			Signal Projects - Various Locations	Signal Revisions		200,000	100,000	-	-	100,000	-	-	1,050,000	Dakota County
					2020 Management Subtotal:	8,654,000	2,401,300		-	3,715,950	-	2,536,750	-	
	REPLACEMEN													
53	42-124		CSAH 42 Corridor	Construction	Apple Valley	4,800,000	1,620,000	-	-	3,180,000	-	-	8,179,200	Dakota County
63 66	73-19 78-12	CSAH 73 CSAH 78	· · · · · · · · · · · · · · · · · · ·	Construction Construction (+ new Bridge)	Rosemount Castle Rock Twp, Hampton	3,960,000 4,240,000	1,320,000	-	-	2,240,000	-	2,640,000 2,000,000	4,710,000 5,493,700	Dakota County Dakota County
67	80-12	CSAH 78	, ,	ROW Acquistion	Castle Rock, Eureka Twp	2,000,000				1,000,000		1,000,000	13,496,124	Dakota County
71	86-34	CSAH 86		Construction	Eureka, Castle Rock, Greenvale and W	11,000,000	-	4,200,000		3,800,000	-	3,000,000	13,478,300	Dakota County
75	91-25		TH 50 (240th St) to 210th St	Construction	Miesville, Douglas, Marshan	8,219,400	_	-	_	2,219,400	_	6,000,000	10,405,000	Dakota County
76	91-29		210th St to TH 316	ROW Acquisition	Marshan Twp	1,500,000	-	-	-	1,500,000	-	-	6,375,000	Dakota County
77	91-30	CSAH 91	Miesville Trail to TH 61	ROW Acquisition	Miesville, Douglas Twp	825,000	-	-	-	825,000	-	-	4,075,000	Dakota County
79	96-07	CR 96	West Dak Co line to CSAH 23	ROW Acquisition	Greenvale Township	1,632,400	-	-	-	-	-	1,632,400	8,310,400	Dakota County
89			Signal Projects - Various Locations	Replace/New/Geometric Improve		2,000,000	1,000,000	-	-	1,000,000	-	-	9,350,000	Dakota County
90			Replacement Projects/Turnbacks	ROW Acquisition		2,250,000			-		-	2,250,000	10,850,000	Dakota County
					2020 Replacement Subtotal:	42,426,800	3,940,000	4,200,000	-	15,764,400	-	18,522,400	-	
	EXPANSION:		A+ CCALL FO 0 2/4 -+ 1 H	Comptending	Laborable	2 425 000	4 400 350			4 000 000		740 750	4.055.000	Deliete County
35 42	9-55 26-54	CSAH 9 CSAH 26	At CSAH 50 & 3/4 at Icenic, Heritage TH 55 to TH 3	Construction Construction	Lakeville Eagan, Inver Grove Heights	3,125,000 12,800,000	1,406,250 5,760,000	-	-	1,000,000 4,000,000	-	718,750 3,040,000	4,855,000 19,240,000	Dakota County Dakota County
60	63-27		CSAH 26 to north new alignment	Construction	Inver Grove Heights	2,742,700	1,234,215			4,000,000		1,508,485	4,073,400	Dakota County
00	03 27	1404 05	CSAIT 20 to Horal new dilgriniere	Constituction	2020 Expansion Subtotal:	18,667,700	8,400,465	-	-	5,000,000	-	5,267,235	-,073,400	Dakota County
	RESOURCES:				, , , , , , , , , , , , , , , , , , ,	-,,	-,,			-,,				
39	23-BRT	CSAH 23	At 140th Street	Design Ped Overpass	Apple Valley	300.000	60,000	-	_	_	_	240,000	4.000.000	Dakota County
50	33-15		At 140th/Connemara	Design	Apple Valley/Rosemount	200,000	90,000		-	110,000	-		2,500,000	Dakota County
68	81-14	New "81"	CSAH 66 (200th St) to CSAH 46/48	Design	Empire Township	244,800	-	-	-	244,800	-	-	5,969,100	Dakota County
69	83-10	CR 83	CSAH 88 (292nd St) to Cannon River	Design	Randolph City/Township	53,000	-	-	-	-	-	53,000	1,293,300	Dakota County
73	88-23	CSAH 88	CR 94 (Cooper Ave) to TH 56	Design	City of Randolph	272,200	-	-	-	162,200	-	110,000	4,843,500	Dakota County
74	89-07	CR 89	TH 50 (240th St) to CSAH 62	Design	Hampton, Douglas, Marshan Twps	481,400	-	-	-	-	-	481,400	11,739,200	Dakota County
91			Attorney Reimbursement			244,490	-	-	-	-	-	244,490	1,222,721	Dakota County
92			CIP Reimbursement to Operations			5,212,866	1,086,785	-	-	1,983,570	-	2,142,511	26,087,108	Dakota County
93 94			Future Studies/Professional Services			300,000 20,900	135,000	-	-	-	-	165,000	1,500,000	Dak Co/Consultant
94 95			Township Road Distribution Consultant Construction Administration			20,900 600.000	-	-	-	300,000	-	20,900 300,000	104,500 3,400,000	Dakota County Consultant
93			Constitute Constitution Authinistration		2020 Resources Subtotal:	7,929,656	1,371,785	-	-	2,800,570	-	3,757,301	-	Consuitant
					2020 TOTAL:	86,703,401	16,213,550	4,200,000		31,699,920	200,000	34,389,931		
					2020 IOTAL:	80,703,401	10,213,350	4,200,000	-	31,033,320	200,000	34,363,331		-

2018 - 2022 CIP - Transportation Capital Improvement Program



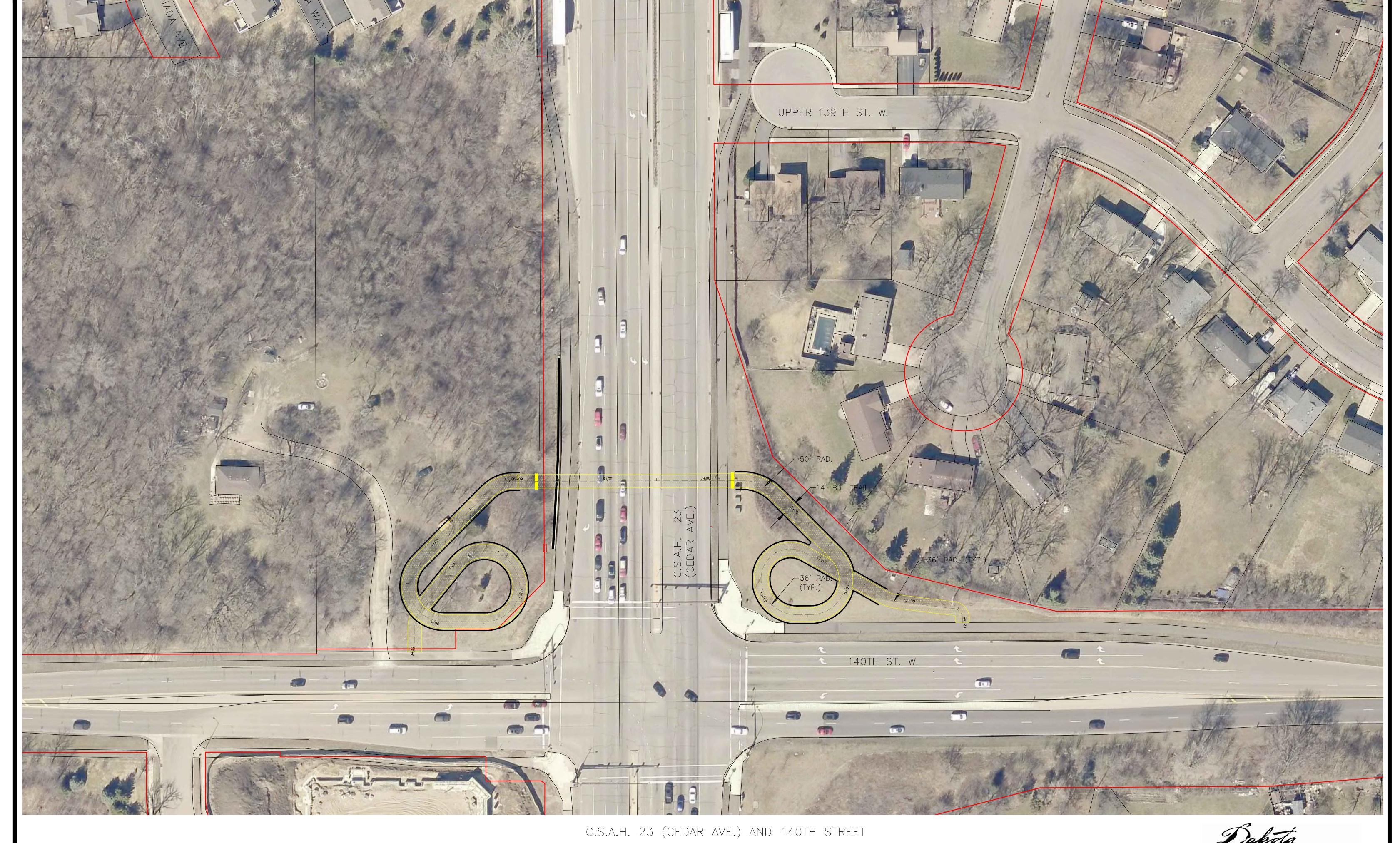
PAGE #	PROJECT NO.	ROAD	SEGMENT	PROJECT DESCRIPTION	CITY LOCATION	ANNUAL COST	CITY SHARE ⁽¹⁾	FEDERAL	STATE	CSAH	GRAVEL TAX & OTHER	COUNTY FUNDS	TOTAL PROJECT COST	LEAD AGENCY
"	140.				ESCATION	6031	STIFILE				Q OTTER	101405	2031	AGENCI
	2021 Sect	ion												
-	PRESERVATION													
23	RESERVATIO	,	Highway Surface - Bituminous			6,365,245	_	_	_	4,419,000	200,000	1,746,245	28,560,980	Dakota County
26			Highway Surface - Gravel			910,000	_	_	_	-,,		910,000	4,475,000	Dakota County
27			Highway Surface - Gravel	Spot Locations		50,000	-	-	-	-	-	50,000	250,000	Dakota County
28			Traffic Control Devices	Durable Pavement Markings		500,000	-	-	-	-	-	500,000	2,500,000	Dakota County
29			Bike Trail	_		700,000	-	-	-	-	-	700,000	3,500,000	Cities/Others
30			Storm Sewer System Repair			500,000	100,000	-	-	-	-	400,000	2,500,000	Dakota County/Cities
					2021 Preservation Subtotal:	9,025,245	100,000	-	-	4,419,000	200,000	4,306,245	-	
_														
MANAGEMENT: 32 6-06 CR 6 At CSAH 73 (Oakdale Ave) Construction West St Paul 1,550,000 69,750 1,395,000												05.250	2 405 000	Deliete County
	6-06 9-56	CR 6 CSAH 9	At CSAH 73 (Oakdale Ave)	Construction				1,395,000	-	2 602 075	-	85,250	2,105,000	Dakota County
36 37	9-56 11-27	CSAH 9 CSAH 11	Gerdine Path to Dodd Lane	Construction	Lakeville Burnsville	4,897,950 350,000	2,204,075 157,500	-	-	2,693,875 192,500	-	-	7,265,250 350,000	Dakota County
39	23-BRT	CSAH 23	At Burnsville Parkway At 140th Street	Construction ROW Acg Ped Overpass	Apple Valley	700,000	140,000	-	-	192,500	-	560,000	4,000,000	Dakota County Dakota County
46	31-79	CSAH 31	At CSAH 32 Signal Rep - Dbl Left Turns	Construction	Eagan	3,918,700	353,115	3,134,000		431,585		300,000	5,488,700	Dakota County
50	33-15	CSAH 33	At 140th/Connemara	ROW Acquisition	Apple Valley/Rosemount	350,000	157,500	3,134,000	_	192,500	_	_	2,500,000	Dakota County
69	83-10	CR 83	CSAH 88 (292nd St) to Cannon River	ROW Acquisition	Randolph City/Township	265,300	-	_	_	-	_	265,300	1,293,300	Dakota County
73	88-23	CSAH 88	CR 94 (Cooper Ave) to TH 56	ROW Acquisition	City of Randolph	1,306,000	_	_	_	1,306,000	_	-	4,843,500	Dakota County
85			Jurisdictional Classification			400,000	-	-	-	-	-	400,000	2,600,000	Dakota County
86			ROW Preservation & Management			500,000	225,000	-	-	-	-	275,000	2,500,000	Dakota County
87			Safety and Management Projects			1,500,000	342,000	-	-	275,000	-	883,000	7,500,000	Dakota County
88			Signal Projects - Various Locations	Signal Revisions		200,000	100,000	-	-	100,000	-	-	1,050,000	Dakota County
					2021 Management Subtotal:	15,937,950	3,748,940	4,529,000	-	5,191,460	-	2,468,550	-	
	REPLACEMEN	IT.												
67	80-12	CSAH 80	CSAH 23 to TH 3	Construction (+Bridge)	Castle Rock, Eureka Twp	10,944,000				10,944,000			13,496,124	Dakota County
68	81-14		CSAH 66 (200th St) to CSAH 46/48	ROW Acquisition	Empire Township	1,224,300				1,224,300			5,969,100	Dakota County
74	89-07	CR 89	TH 50 (240th St) to CSAH 62	ROW Acquisition	Hampton, Douglas, Marshan Twps	2,407,800	_	_	_		_	2,407,800	11,739,200	Dakota County
76	91-29	CSAH 91	210th St to TH 316	Construction	Marshan Twp	4,500,000	-	-	-	4,000,000	-	500,000	6,375,000	Dakota County
77	91-30	CSAH 91	Miesville Trail to TH 61	Construction	Miesville, Douglas Twp	3,000,000	-	-	-	2,501,865	-	498,135	4,075,000	Dakota County
79	96-07	CR 96	West Dak Co line to CSAH 23	Construction	Greenvale Township	6,300,000	-	-	-	-	-	6,300,000	8,310,400	Dakota County
90			Replacement Projects/Turnbacks	Construction		7,350,000	-	-	-	-	-	7,350,000	10,850,000	Dakota County
89			Signal Projects - Various Locations	Replace/New/Geometric Improve		2,000,000	1,000,000	-	-	1,000,000	-	-	9,350,000	Dakota County
					2021 Replacement Subtotal:	37,726,100	1,000,000	-	-	19,670,165	-	17,055,935	-	
	EXPANSION:													
45	28-48	CSAH 28	TH 3 to 0.62 mile east	ROW Acquisition	Inver Grove Heights	1,056,000	475,200	-	-	580,800	-	-	1,656,000	Inver Grove Heights
				·	2021 Expansion Subtotal:	1,056,000	475,200	-	-	580,800	-	-	-	_
	RESOURCES:													
44	28-44		At Elrene Rd, at Mike Collins Dr	Design	Eagan	40,000	18,000	_	_	22,000	_	_	440,000	Dakota County
91	20 44	CSAIT 20	Attorney Reimbursement	Design	Lugun	248,157	10,000			22,000		248,157	1,222,721	Dakota County
92			CIP Reimbursement to Operations			5,369,252	1,119,388	_	_	2,043,078		2,206,786	26,087,108	Dakota County
93			Future Studies/Professional Services			300,000	135,000	-	-	-,,-,-	-	165,000	1,500,000	Dak Co/Consultant
94			Township Road Distribution			20,900	,	-	-	-	-	20,900	104,500	Dakota County
95			Consultant Construction Administration			600,000				300,000		300,000	3,400,000	Consultant
					2021 Resources Subtotal:	6,578,309	1,272,388	-	-	2,365,078	-	2,940,843	-	
					2021 TOTAL:	70.323.604	6,596,528	4,529,000		32,226,503	200.000	26,771,573		
					2021 101AL:	70,323,004	0,330,328	4,529,000	-	32,220,303	200,000	20,//1,5/3		

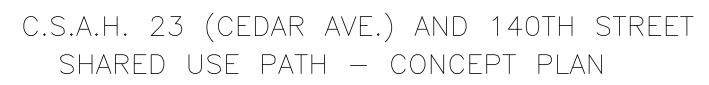
2018 - 2022 CIP - Transportation Capital Improvement Program



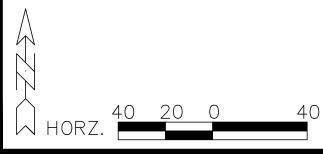
PAGE	PROJECT	ROAD	SEGMENT	PROJECT DESCRIPTION	CITY	ANNUAL	CITY SHARE ⁽¹⁾	FEDERAL	STATE	CSAH	GRAVEL TAX	COUNTY FUNDS	TOTAL PROJECT	LEAD
#	NO.				LOCATION	COST	SHAKE				& OTHER	FUNDS	COST	AGENCY
	2022 Sect	lion												
23	PRESERVATIO	JN:	Highway Surface - Bituminous			6,365,245				4 410 000	200,000	1,746,245	28,560,980	Dakota County
25 26			Highway Surface - Bituminous			910,000	-	-	-	4,419,000	200,000	910,000	4,475,000	Dakota County
27			Spot Locations	Highway Surface - Gravel		50,000						50,000	250,000	Dakota County
28			Traffic Control Devices	riigiiway sariace Gravei		500,000	_	_	_	_	_	500,000	2,500,000	Dakota County
29			Bike Trail			700,000	_	_	_	_	_	700,000	3,500,000	Cities/Others
30			Storm Sewer System Repair			500,000	100,000	_	_	_	_	400,000	2,500,000	Dakota County/Cities
			,		2022 Preservation Subtotal:	9,025,245	100,000	-	-	4,419,000	200,000	4,306,245	-	
_	MANAGEMEI													
39	23-BRT	CSAH 23	At 140th Street	Construct Ped Overpass	Apple Valley	3,000,000	120,000	2,400,000	-		-	480,000	4,000,000	Dakota County
44	28-44	CSAH 28		Construction	Eagan	400,000	180,000	-	-	220,000	-	-	440,000	Dakota County
50	33-15	CSAH 33		Construction	Apple Valley/Rosemount	1,950,000	877,500	-	-	1,072,500	-	-	2,500,000	Dakota County
68 69	81-14 83-10	New "81"	CSAH 66 (200th St) to CSAH 46/48	Construction	Empire Township	4,500,000	-	-	-	4,500,000	-	075 000	5,969,100	Dakota County
73	88-23	CR 83 CSAH 88	CSAH 88 (292nd St) to Cannon River CR 94 (Cooper Ave) to TH 56	Construction	Randolph City/Township City of Randolph	975,000 3,265,300	-	-	-	3,265,300	-	975,000	1,293,300	Dakota County
75 85	00-23	CSAH 66	Jurisdictional Classification	Construction	City of Kandolph	400,000	-	-	-	3,203,300	-	400,000	4,843,500 2,600,000	Dakota County Dakota County
86			ROW Preservation & Management			500,000	225,000	-				275,000	2,500,000	Dakota County
87			Safety and Management Projects			1,500,000	342,000			275,000		883,000	7,500,000	Dakota County
88			Signal Projects - Various Locations	Signal Revisions		200,000	100,000	_	_	100,000	_	-	1,050,000	Dakota County
00			Signar rejects various Estations	Signal Nevisions	2022 Management Subtotal:	16,690,300	1,844,500	2,400,000	-	9,432,800	-	3,013,000	-	Danota County
	REPLACEMEN													
74	89-07	CR 89	TH 50 (240th St) to CSAH 62	Construction	Hampton, Douglas, Marshan Twps	8,850,000	-	-	-	-	-	8,850,000	11,739,200	Dakota County
89			Signal Projects - Various Locations	Replace/New/Geometric Improve		2,000,000	1,000,000	-	-	1,000,000	-		9,350,000	Dakota County
					2022 Replacement Subtotal:	10,850,000	1,000,000	-	-	1,000,000	-	8,850,000	-	
	EXPANSION:													
45	28-48	CSAH 28	TH 3 to 0.62 mile east	Construction	Inver Grove Heights	600,000	-	-	-	600,000	-	-	1,656,000	Inver Grove Heights
					2022 Expansion Subtotal:	600,000	-	-	-	600,000	-	-	-	
					·									
	RESOURCES:	cn o :	CCALL 47 t- CCALL 00 (202-4 Ct)	Davies	Waterfood Calata Dandalah	422.500						422 500	422.500	Deliete Court
78	94-05	CR 94	CSAH 47 to CSAH 88 (292nd St)	Design	Waterford, Sciota, Randolph	432,500	-	-	-	-	-	432,500	432,500	Dakota County
91			Attorney Reimbursement			251,880 5,530,329	1 152 070	-	-	2,104,370	-	251,880	1,222,721 26,087,108	Dakota County
92 93			CIP Reimbursement to Operations Future Studies/Professional Services			300,000	1,152,970 135,000	-	-	2,104,570	-	2,272,989 165,000	1,500,000	Dakota County Dak Co/Consultant
93			Township Road Distribution			20,900	155,000	-	-	-	-	20,900	1,500,000	Dak Co/Consultant Dakota County
95			Consultant Construction Administration			600,000	-	-	-	300,000	-	300.000	3,400,000	Consultant
33			Constitute Constitution Administration		2022 Resources Subtotal:	7,135,609	1,287,970	-	-	2,404,370	-	3,443,269	3,400,000	Consultant
							, ,							
					2022 TOTAL:	44,301,154	4,232,470	2,400,000	-	17,856,170	200,000	19,612,514		-

Dabota				2018	2018 CAPITAL BUDGET	GET				
Duning Title.				and 2018 - 2022 TRANSF	and 2018 - 2022 TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM	VEMENT PROGRAM				
Project Title:		CSAH 23 (Cedar Avenue) Pedestrian Over	e) Pedestrian Overpass at	pass at 140th Street in Apple Valley	Áe.			Project Graphic		
Project Number(s):	23-BRT									
Year of Board Authorization:	2022	Project Description:								
Target Completion:	2022	MANAGEMENT: Pedestrian Overpass	ian Overpass							
Project Type:	Management	Construction of a grade s	Construction of a grade separated pedestrian overpass for Cedar Avenue Bus Rapid Transit, the	pass for Cedar Avenue Bus	Rapid Transit, the					
Project Location:	123BKI	overpass will be located	overpass will be located north of the CSAH 23 (Cedar Avenue) and 140th Street intersection in Apple	ar Avenue) and 140th Stre	et intersection in Apple					
City of Apple Valley		Valley. The construction of a pec improvements (reduce pr	Valley. The construction of a pedestrian overpass will improve intersection operations, make safety improvements (reduce pedestrian/vehicular conflict), and provide for the increased traffic levels.	ove intersection operation: t), and provide for the inc	ns, make safety reased traffic levels.					
, , , , , , , , , , , , , , , , , , ,										
Project and Fiscal History:										
Increase of \$2,400,000 Federal and \$320,000 city	\$320,000 city									
								M		
Project Revenues	Original Project Estimate	Approved Budget	2018	2019	2020	2021	2022	Beyond	Total Revised Project Revenues Estimate	2018 Project Revenues Estimate Change
County Funds			Budget	Estimate	Estimate	Estimate	Estimate	2022		agining comme
Federal				•	240,000	260,000	480,000		1,280,000	1,280,000
CSAH						•	2,400,000		2,400,000	2,400,000
State			-							
Local (1)			•	-	000'09	140,000	120,000	,	320,000	320,000
Total					300,000	700,000	3,000,000		4,000,000	4,000,000
Project Expenditures	Original Project Estimate	Approved Budget	2018 Rudget	2019 Ertimate	2020	2021	2022	Beyond	Total Revised Project	2018 Project Expenditures Estimate
Land Acquisition			139000	- Parillare	Commission	700 000	Estimate	7707	000 002	Change
Modifications/Repairs	,			-	,				000,007	000,007
Consulting Services	'				300,000				300,000	300,000
Other				•	-	-	3,000,000		3,000,000	3,000,000
Total			,		. 000 000				•	
					300,000	000'002	3,000,000		4,000,000	4,000,000









Dakota County Intersection Study

Location: CSAH 23 (Cedar Avenue) and 140th Street

Review with updates: March, 2018

By: Kristi Sebastian, Sarah Tracy, and Matt May

REASON FOR REVIEW

The intersection of CSAH 23 (Cedar Avenue) and 140th Street was reviewed in response to residents' concern for pedestrian and bicycle safety. The safety concern was specific to crossing CSAH 23 along the north side of 140th Street during the AM rush hour across the westbound dual right turn lanes with heavy morning traffic turning onto the Trunk Highway (TH) 77 freeway section of Cedar Avenue.

PREVIOUS REVIEW & ACTIONS

County staff has previously reviewed the crossing over prior safety concerns. Past actions taken are described below:

Westbound Right Turn Leading Pedestrian Interval

In 2014, the signal programming was changed to incorporate a leading pedestrian interval. The leading pedestrian interval gives westbound pedestrians crossing the north leg of CSAH 23 a "walking person" indication to allow pedestrians to start crossing 140th Street a few seconds before the green indication comes on for 140th street traffic. During those few seconds, westbound through and right turning traffic have a red ball indication. The leading pedestrian interval allows for the pedestrians to have a head start to establish themselves in the cross walk providing greater visibility of the pedestrian before the green light comes on for turning traffic to proceed.

R10-15a Sign Installation

In early November 2016, a "turning vehicles, stop for pedestrians" sign was installed to assist pedestrians crossing the north approach of Cedar from east side. The sign serves as a reminder to motorists of pedestrians crossing. This sign (R10-15a) was placed on the signal pole facing westbound traffic on the northwest corner of the intersection.



the

R10-15a

These actions have been found to be beneficial to assist pedestrians crossing intersections in other areas. However, given the proximity to the freeway section of Cedar Avenue and the additional conflict with the dual right turn lanes, these initial improvement actions did not resolve the pedestrian safety issue at this location. Therefore, County staff conducted additional assessment and determine improvement recommendations to address safety concerns.

EXISTING OPERATIONS

Overall Characteristics

Intersection characteristics are described as follows:

- CSAH 23 is a north/south six-lane roadway with two left turn lanes, three through lanes, and one right turn lane.
- 140th Street is an east/west four-lane roadway with curb and gutter. The westbound approach has one left turn lane, two though lanes, and two right turn lanes. The eastbound approach has one left turn lane, two through lanes, and one right turn lane.
- There is a Metro Transit Red Line transit stop just north of the intersection on the both sides of CSAH 23.
- CSAH 23 posted speed limit is 45 mph; 140th Street posted speed limit is 45 mph

Dakota County Intersection Study -- CSAH 23 (Cedar Avenue) and 140th Street

Date: September 2017

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Traffic Control

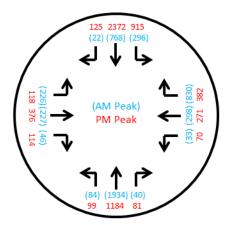
The intersection is controlled by a traffic signal which is operated in connection with the other signals along the Cedar Ave. Corridor. Left turns are allowed only on a green arrow, protected operation. Right turns are permitted during the green indication for each approach. In addition, the westbound dual right turn receives a green arrow (protected turn) phase simultaneously with the southbound left turn green arrow. Right turns are currently allowed on red along each approach.

Volumes

The Average Annual Daily Traffic (AADT) at the intersection is 59,550 entering vehicles. A turning movement count was conducted at the intersection in June of 2014. The AM and PM Peak Hour volumes and AADTs for each leg are shown below.

North Leg (CSAH 23): 45,400 vehicles per day (vpd)

South Leg (CSAH 23): 45,400 vpd
 East Leg (140th Street): 17,900 vpd
 West Leg (140th Street): 10,400 vpd



EXISTING SAFETY

Three years of crash data (2013-2015) was studied. There were 66 crashes (21 injury, 45 property damage) in that timeframe, resulting in a crash rate of 1.01 and a severity rate of 1.38. The statewide averages for similar high volume, low speed signalized intersections are 0.68 and 0.95, respectively.

Diagram	Nui	mber per Y	'ear
	2013	2014	2015
01 - Rear End	8	24	14
02 - Sideswipe - Same Direction	1	5	
03 - Left Turn		1	2
04- Ran Off Road - Left Side			
05- Right Angle	1	1	1
06- Right Turn		2	1
07- Ran Off Road - Right Side			
08 - Head On	2	1	1
09- Sideswipe Opposing Direction			
Other	1		
Total	13	34	19

Three of the 66 recorded crashes involved pedestrians. One involved a westbound vehicle turning right and a pedestrian crossing on the north side of 140th Street.

Dakota County Intersection Study -- CSAH 23 (Cedar Avenue) and 140th Street

Date: September 2017

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FIELD OBSERVATIONS

Dakota County staff conducted a field observation at the intersection during the morning peak travel time. Staff crossed each intersection approach and observed motorist's actions.

Staff observations are as follows:

- Due to the heavy traffic volume and size of the intersection, crossing can be uncomfortable for pedestrians.
- While heading westbound and crossing the north leg of the intersection, the following observations were made:
 - o It was apparent that eye contact with the right-turning drivers in the dual right turn lanes needed to be made before crossing.
 - Even wearing safety vests, staff observed that some vehicles were not in the mindset to be stopping for pedestrians as this is the last turn heading to the higher speed freeway section of Cedar Avenue to the north.
 - o Drivers in the outside (left most) right turn lane can have a more difficult time seeing a pedestrian on the northeast corner as the right turner in the adjacent lane can block the view of pedestrians.
 - O Westbound right turning traffic was observed failing to yielding to pedestrians during the leading pedestrian interval. Motorists treated this time when northbound Cedar had a red light as a gap opportunity to turn right on red.

Consultation with MnDOT

County Transportation staff contacted MnDOT traffic staff to inquire as to how MnDOT handles similar situations. In general, MnDOT typically restricts crossing at a roadway location where pedestrian would be crossing more than one right turn lane while that movement has a green light. The most common locations where MnDOT has dual right turns is at freeway ramps. Therefore, pedestrians do not have a need to cross the roadway at this location and can cross at a near-by intersection. Restricting pedestrian from crossing Cedar Ave. on the north side of 140th Street is not currently feasible since the only trail along 140th Street, east of Cedar is on the north side of the roadway.

RECOMMENDATION

Eliminating the at-grade pedestrian crossing on the north side of Cedar Ave. and 140th Street would be the best approach to addressing the safety conflicts noted through the review. This could be accomplished through an alternative crossing of Cedar in this area. This could include a trail connection on the south side of 140th Street and/or grade separated crossing of Cedar Avenue.

The City of Apple Valley anticipates constructing a multi-use trail along the south side of 140th Street. This will provide an alternate east/west trail for pedestrians so that the need to cross on the north side of the road is less critical.

A grade separated crossing is also a reasonable approach to accommodating pedestrians considering the difficulties for pedestrians with the high volume eastbound dual right turn and function of Cedar Ave. as a freeway north of this intersection. Dakota County has placed a grade separated crossing project within the preliminary 2018-2022 CIP. Project would require funding by both Apple Valley and the County; additional funding sources would be pursued as appropriate to aid in funding a project of this magnitude.

MAINTENANCE AGREEMENT FOR COUNTY BIKEWAY TRAILS BETWEEN THE COUNTY OF DAKOTA AND THE CITY OF APPLE VALLEY

THIS AGREEMENT is made and entered into by and between the County of Dakota, hereinafter referred to as "County", and the City of Apple Valley, hereinafter referred to as "City".

WHEREAS, the parties desire to enter into an Agreement relating to the maintenance of Separated Bikeway Trails located within the corporate limits of the City; and

WHEREAS, the City has the authority to execute this Agreement as a binding legal obligation, fully enforceable in accordance with its terms and conditions as shown by the attached resolution of the City Council; and

WHEREAS, the County has the authority to execute this Agreement as a binding legal obligation, fully enforceable in accordance with its terms and conditions as shown by the attached County Board Resolution No. 94-436.

NOW, THEREFORE, in consideration of the mutual promises and agreements contained herein the parties agree as follows:

- 1. <u>Purpose</u>. The purpose of this Agreement is to define the rights and obligations of the parties with respect to the maintenance of Separated Bikeway Trails, in accordance with the Dakota County Bikeway System Plan as adopted by the County Board of Commissioners in 1977, last amended in March 1989, and as that plan may be amended from time to time (hereinafter "Bikeway System Plan"). For purposes of this Agreement, "Separated Bikeway Trails" means existing or future bike trails located along County roads within the corporate limits of the City.
- 2. Term. This Agreement shall be in force and effect from the date of execution by all parties and shall continue in effect for the life of the Separated Bikeway Trails or until terminated in accordance with the provisions herein.
- 3. <u>Termination</u>. This Agreement may be terminated by either party upon one year written notice and a showing by either party that the Agreement is no longer necessary or feasible. The determination that the Agreement is no longer necessary or feasible is subject to dispute resolution as described herein.

Termination of this Agreement shall not discharge any liability, responsibility or right of any party which arises from the performance of or failure to adequately perform the terms of this Agreement prior to the effective date of termination. Nor shall termination discharge any obligation which by its nature would survive after the date of termination.

4. <u>Construction</u>. Separated Bikeway Trails may be constructed by the County or the City. Design and costs of construction are

covered under separate agreement. Design plans and specifications shall be duly approved by the representative of the City prior to future construction of any Separated Bikeway Trail covered by this Maintenance Agreement.

5. <u>Commencement of Maintenance</u>. For Separated Bikeway Trails constructed by the County, the County will provide the City with a Notice of Completion and a set of plans, upon completion of construction.

Upon completion of construction of Separated Bikeway Trails constructed by the City or upon receipt of the Notice of Completion for Separated Bikeway Trails constructed by the County, the City will commence maintenance of the Separated Bikeway Trails in accordance with the terms and conditions of this Agreement.

- 6. Maintenance Terms. In accordance with the Bikeway System Plan, as it may from time to time be amended, the City shall provide maintenance for the Separated Bikeway Trails, including, but not limited to, the following:
 - A. Seal coating, bituminous overlay of sections or patching and alternative maintenance, as reasonably necessary to prevent premature structural deterioration and to maintain a smooth, hard surface suitable for all user groups.
 - B. Surface patching and edge repairs as reasonably necessary to provide a smooth, safe and usable surface.
 - C. Cleaning, including debris, leaf and sand removal, as reasonably necessary.
 - D. Maintenance of visible pavement markings.
 - E. Repair and reinstallation of signs and signposts. The County will provide the City with signs and signposts for the Separated Bikeway Trails.
 - F. Minor repair and maintenance of kiosks, not exceeding One Hundred Fifty and No/100 Dollars (\$150.00). Costs of major repair and reconstruction of kiosks will be shared equally by the City and County.
 - G. Trash removal at kiosk sites.
 - H. Snow removal at the discretion of the City. As part of its maintenance plan the City shall notify the Director of Physical Development if and where the City provides snow removal on the Separated Bikeway Trails.

Except as otherwise stated, the City is responsible for furnishing all labor, materials, supplies, tools and other items and costs necessary for the performance of any and all maintenance. For signs located at City boundaries, costs will be divided equally with adjoining cities even though the actual physical location of the sign or kiosk may not be in the City. All materials used by the City in the performance of the work under this Agreement shall conform to the requirements of MN/DOT specifications, if applicable.

- 7. Maintenance Plan. The City shall file a plan with the Director of Physical Development covering the scope and schedule for maintenance work no later than December 31, 1994. This plan shall be updated as necessary, but shall be reviewed at least every three years. Revised plans shall also be filed with the Director of Physical Development. Plans shall include the name, title, and department of the person in charge of maintenance of Separated Bikeway Trails.
- 8. Failure To Submit or Comply With A Maintenance Plan. The filing and compliance with the material terms of a current maintenance plan is a condition for all future County funding of Separated Bikeway Trails in the City.
- 9. Replacement of Trails. The normal life expectancy for Separated Bikeway Trails which have received proper maintenance is fifteen to twenty years. For Separated Bikeway Trails originally constructed at County expense, the County and the City will share the cost of replacement of trails in the same manner as the then current cost share formula for road construction between the County and the City. The City shall be totally responsible for the reconstruction of Separated Bikeway Trails which require premature replacement due to poor maintenance and upkeep. The City can refute an allegation that replacement is premature by evidence of maintenance that has been performed. Whether a Separated Bikeway Trail has prematurely deteriorated due to poor maintenance is subject to the Dispute Resolution provisions herein.
- 10. <u>Cooperation</u>. The County and City shall cooperate and use their reasonable efforts to ensure prompt implementation of the various provisions of this Agreement. The parties agree to, in good faith, undertake resolution of any disputes in an equitable and timely manner.
- 11. Dispute Resolution. Any dispute under this Agreement, shall, upon the request of either party, be submitted to arbitration pursuant to the Uniform Arbitration Act, Minn. Stat. §§572.08, et seq., provided the County Board and City Council have been advised of the dispute. The County and the City shall mutually agree upon one neutral arbitrator. If no agreement can be reached within a reasonable time, not to exceed two weeks, the County and the City shall each choose one arbitrator. The two arbitrators chosen shall confer and jointly select a third arbitrator to complete a panel.
- All proceedings before the arbitrator(s) shall be informal. The City and County shall each select a person or persons to present their respective cases. Established legal procedure and evidentiary rules may be used as a guide in conducting the proceeding. However, formal rules of evidence shall not apply to the proceeding.

The County and City shall have the right of discovery regarding any matter, not privileged by law, which is relevant to the dispute. The methods of discovery shall include all recognized methods of discovery for civil court actions. Disagreements between the County and City regarding the nature or extent of discovery shall be submitted to the arbitrator(s).

The arbitrator(s) shall hear the dispute and make findings, recommendations and an award concerning the dispute and shall personally or by certified mail deliver the award to the County Board or City Council, and their respective representatives. The arbitrator(s) shall provide reasons for the decision in writing. In its decision, the arbitrator(s) shall decide the extent to which each of the parties shall bear the reasonable cost of resolving the dispute, including, but not limited to, reasonable attorney's fees incurred for such arbitration.

The decision shall be final and binding upon the parties, if, in the opinion of the arbitrator(s), the total monetary impact of the decision upon either party does not exceed \$20,000.00, annually. In the event the arbitrator(s) decide that the total monetary impact of its decision equals or exceeds that amount, the arbitrator(s)'s decision shall be appealable by either party to the District Court, State of Minnesota, First Judicial District, per applicable law.

This provision does not preclude the parties from mutually agreeing to use any other type of dispute resolution.

- 12. <u>Independent Contractor</u>. It is agreed that nothing herein contained is intended or should be construed in any manner as creating or establishing the relationship of agents, partners, joint venturers or associates between the parties hereto or as constituting City as the employee of the County for any purpose or in any manner whatsoever.
- 13. Mutual Indemnification. Each party shall be liable for its own acts to the extent provided by law and hereby agrees to indemnify, hold harmless and defend the other, its officers and employees against any and all liability, loss, costs, damages, expenses, claims or actions, including attorney's fees which the other, its officers and employees may hereafter sustain, incur or be required to pay, arising out of or by reason of any act or omission of the party, its agents, servants or employees, in the execution, performance, or failure to adequately perform its obligations pursuant to this Agreement. This includes any actions which arise because of the City's maintenance or lack thereof of Separated Bike Trails under this Agreement. It is understood and agreed that the County's and City's liability is limited by the provisions of the Municipal Tort Claims Act, Minn. Stat. Ch. 466 or other applicable law.
- 14. Rights/Remedies. All remedies available to either party under the terms of this Agreement or by law are cumulative and may be exercised concurrently or separately, and the exercise of any one remedy shall not be deemed an election of such remedy to the exclusion of other remedies. The waiver of any default by either party, or the failure to give notice of any default, shall not constitute a waiver of any subsequent default or be deemed to be a failure to give such notice with respect to any subsequent default unless stated to be such in writing and signed by authorized representatives of the County and City.

- <u>Duty to Mitigate</u>. Both parties shall use their best efforts to mitigate any damages which might be suffered by reason of any event giving rise to a remedy hereunder.
- Authorized Representative. The named person in the position stated below, or their successor in title, is designated the Authorized Representatives of parties for purposes of this Agreement. These persons have authority to bind the party they represent and to consent to modifications and subcontracts, except that, as to the County, the Authorized Representative shall have only the authority specifically or generally granted by the County Board. Notification required to be provided pursuant to this Agreement shall be provided to the following named persons and addresses unless otherwise stated in this Agreement, or in a modification of this Agreement.

To City:

To County:

Name:

Name: Louis J. Breimhurst

Title:

Title: Dakota County Physical Development Dir.

Address:

Address: 14955 Galaxie Ave

Apple Valley, MN 55124

Phone Number:

Phone Number: (612) 891-7005

- Modifications. Any alterations, variations, modifications, or waivers of the provisions of this Agreement shall only be valid when they have been reduced to writing, signed by Authorized Representatives of the County and City.
- Severability. The provisions of this Agreement shall be deemed severable. If any part of this Agreement is rendered void, invalid, or unenforceable, such rendering shall not affect the validity and enforceability of the remainder of this Agreement unless the part or parts which are void, invalid or otherwise unenforceable shall substantially impair the value of the entire Agreement with respect to either party.
- Final Agreement. This Agreement is the final expression of the agreement of the parties and the complete and exclusive statement of the terms agreed upon, and shall supersede all prior negotiations, understandings or agreements. There or stipulations, either oral representations, warranties, or written, not herein contained.

BOAF OF COUNTY COMMISS! NERS DAKOTA COUNTY, MINNESOTA

the

DATE June	<u>7, 1994</u>	RESOLUTION NO.	94-436
Motion by Comm	issioner <u>Harris</u>	Seconded by Commissioner_	<u>Jensen</u>
WHEREAS, the c separated bike t	ities within Dakota rails along County ro	County have agreed bads; and	to maintain the
WHEREAS, Dakota the cities for f	County desires to confunding and maintenand	ntinue the cooperative ce of separated bike t	e relationship with rails; and
WHEREAS, Dakota placement of sig	County has received named and kiosks on the	federal funding for the County Bikeway Syst	he installation and
Commissioners and Bikeway Trails & Burnsville, Eag.	BE IT RESOLVED, pproves the draft repetween the County of an, Farmington, Hast Rosemount, South St.	vised Maintenance Ag Dakota amd the Citie Lings, Inver Grove H	reement for County es of Apple Valley, eights, Lakeville,
of Physical Deve each city, subjected, subjected,	SOLVED, That the Dake elopment to execute to ject to approval by ect to the continuing ated bike trails in ement.	the approved maintena the County Attorne policy that the Coun	nce agreement with y as to form and aty will not expend
		en e	
•	YES	. NO	
Harris	X	Harris	
	X		
Maher	X	Maher	
Sataglia		Bataglia	and the state of t
Richards	X	Richards	
Turner	<u>X</u>	Turner	
Jensen	<u> </u>	Jensen	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Loeding	<u> </u>	Loeding	
State of Min County of Dal			
foregoing copy of a reso Minnesota, at their sess Administration Departm	lerk to the Board of the County of Dakot olution with the original minutes of the prosion held on the	roceedings of the Board of County Commiday of <u>June</u> 19 <u>84</u> o	
-	•	Cran Z Kin	dall

Clerk to the Board

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be duly executed.

Approved as to form:

Assistant County Attorney/date

Approved as to execution:

Assistant County Attorney/date

Approved by Dakota County Board Resolution No. 94-436

COUNTY OF DAKOTA

Title

Date of Signature

Attest

Treasurer/Auditor

Date of Signature

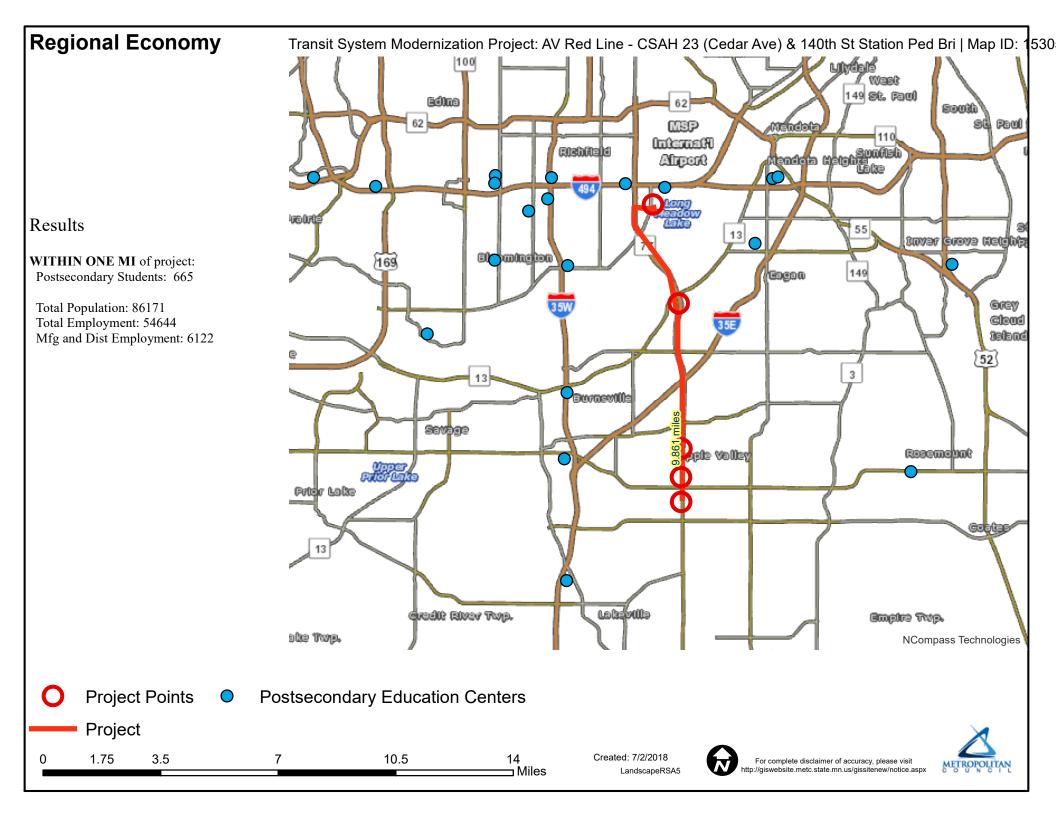
CITY OF APPLE VALLEY

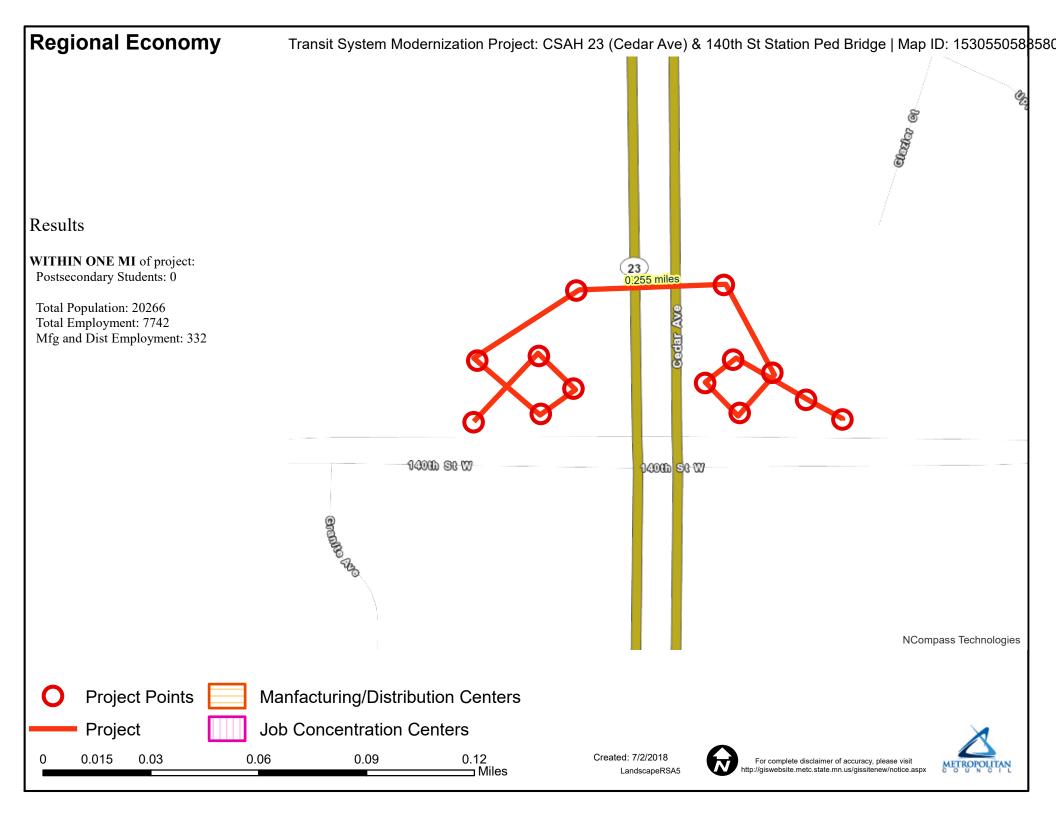
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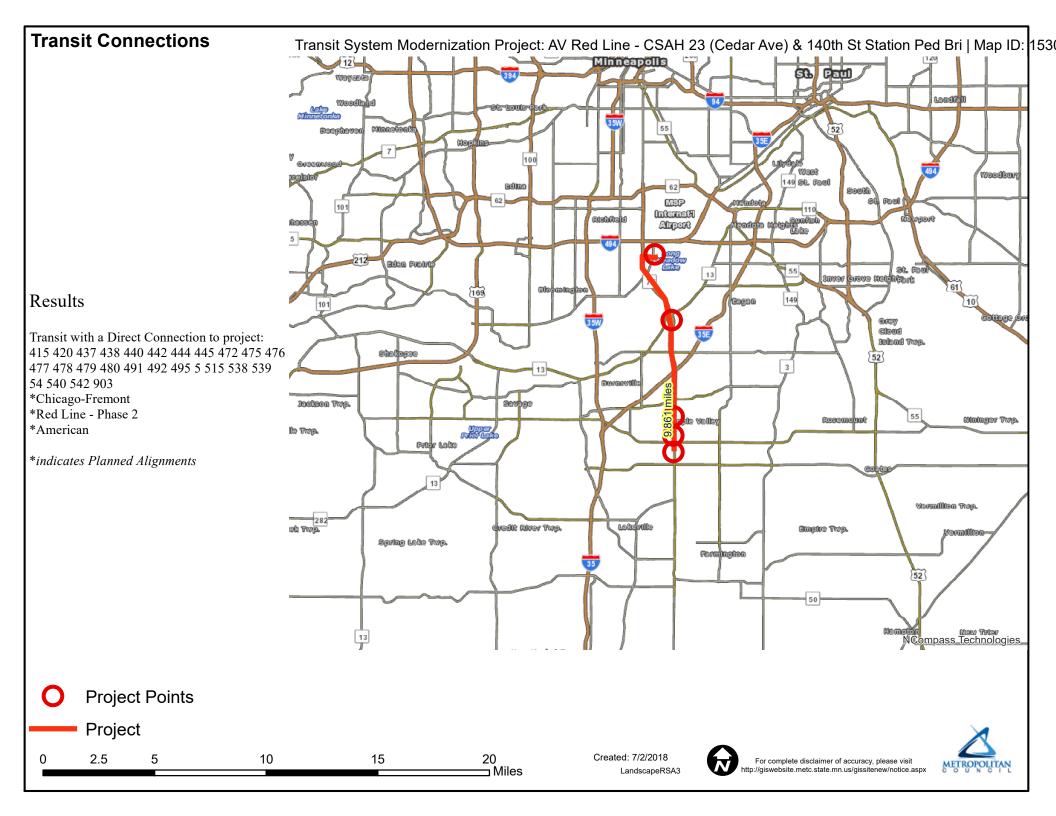
Date of Signature Fig. 6 1995

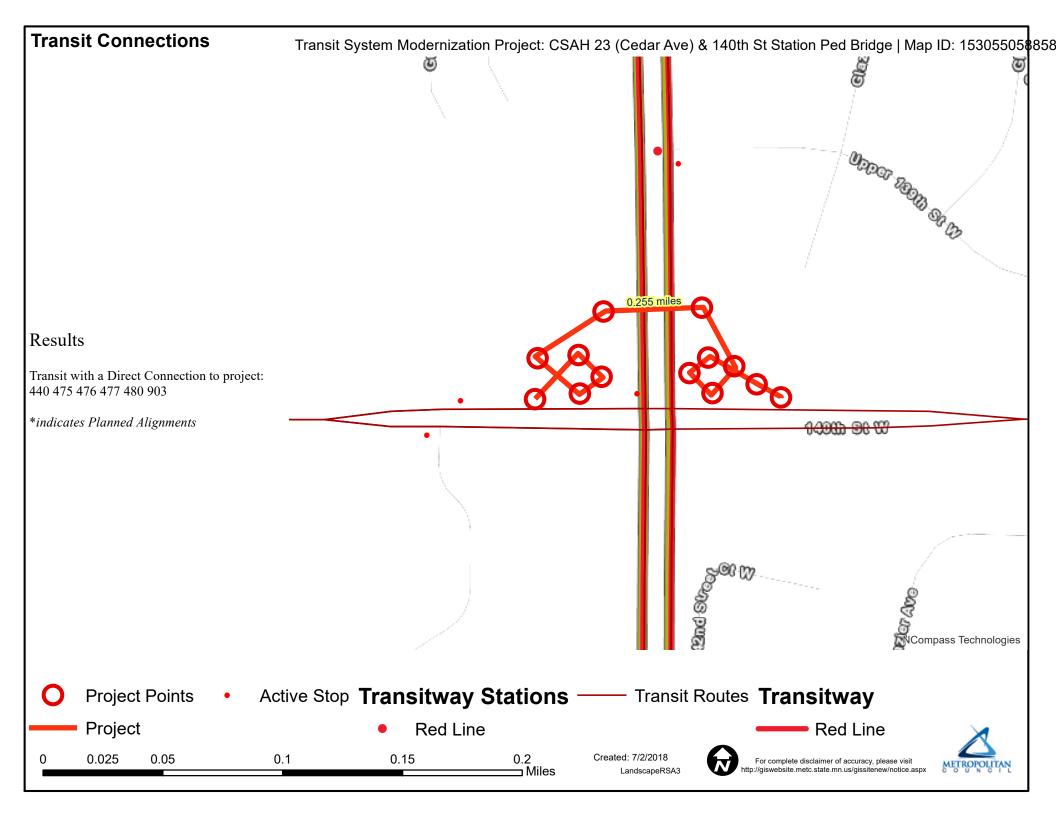
City Council Approved January 12, 1995

K/K94-221









Population/Employment Summary

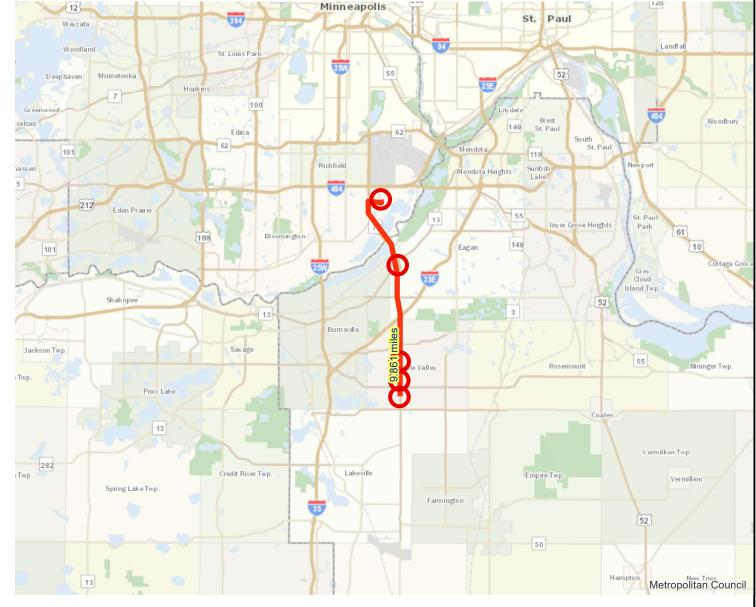
Transit System Modernization Project: AV Red Line - CSAH 23 (Cedar Ave) & 140th St Station Ped Bri | Map ID: 1530



Within QTR Mile of project: Total Population: 19426 Total Employment: 25606 Postsecondary Students: 0

Within HALF Mile of project: Total Population: 26903 Total Employment: 30178 Postsecondary Students: 0

Within ONE Mile of project: Total Population: 66126 Total Employment: 42339





Project Points

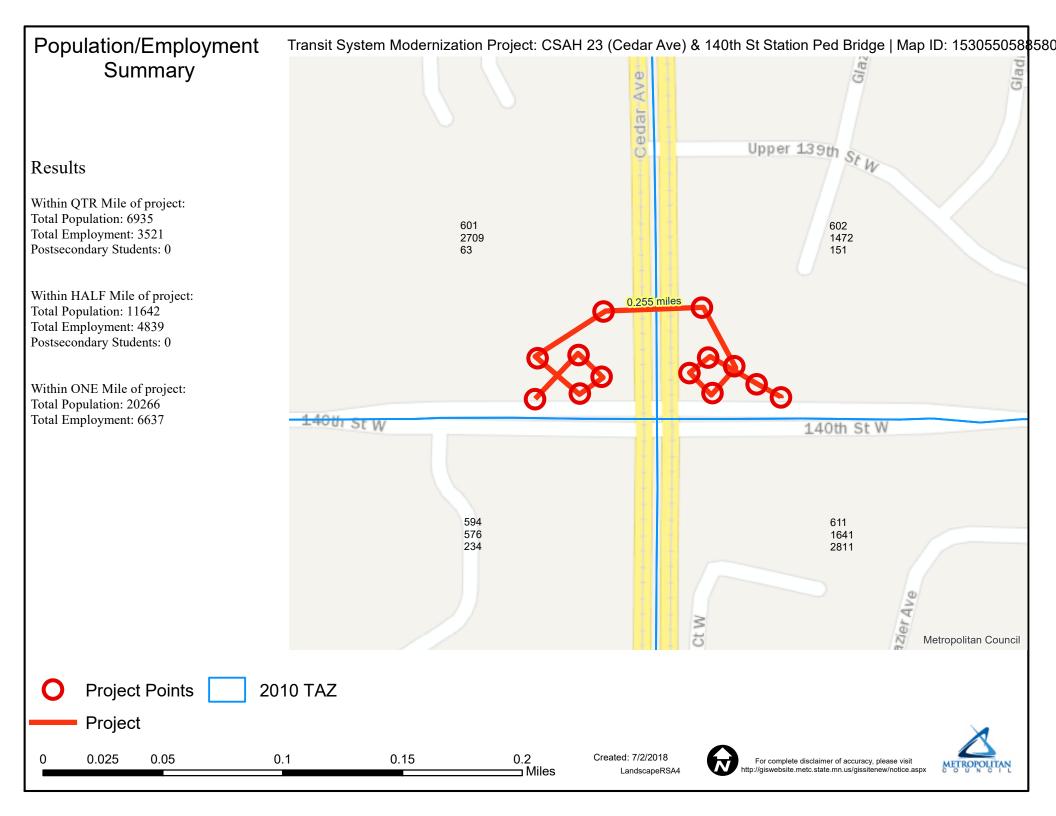
Project

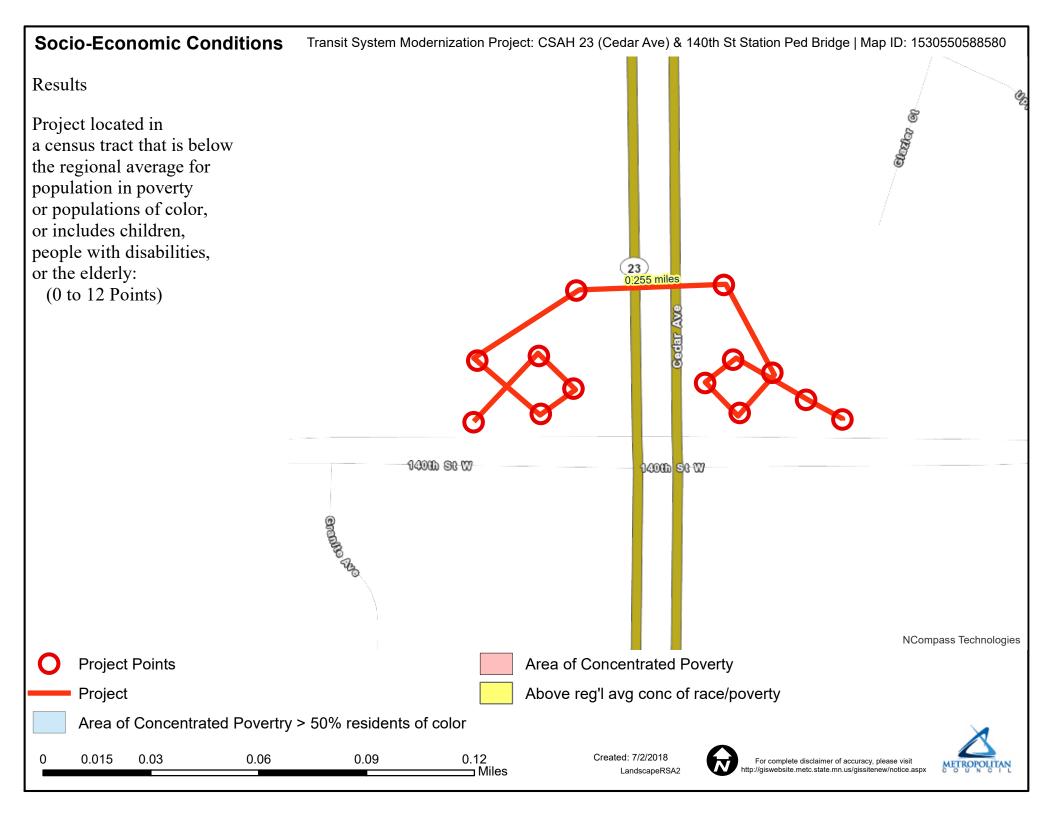
0 2.5 5 10 15 20 Miles

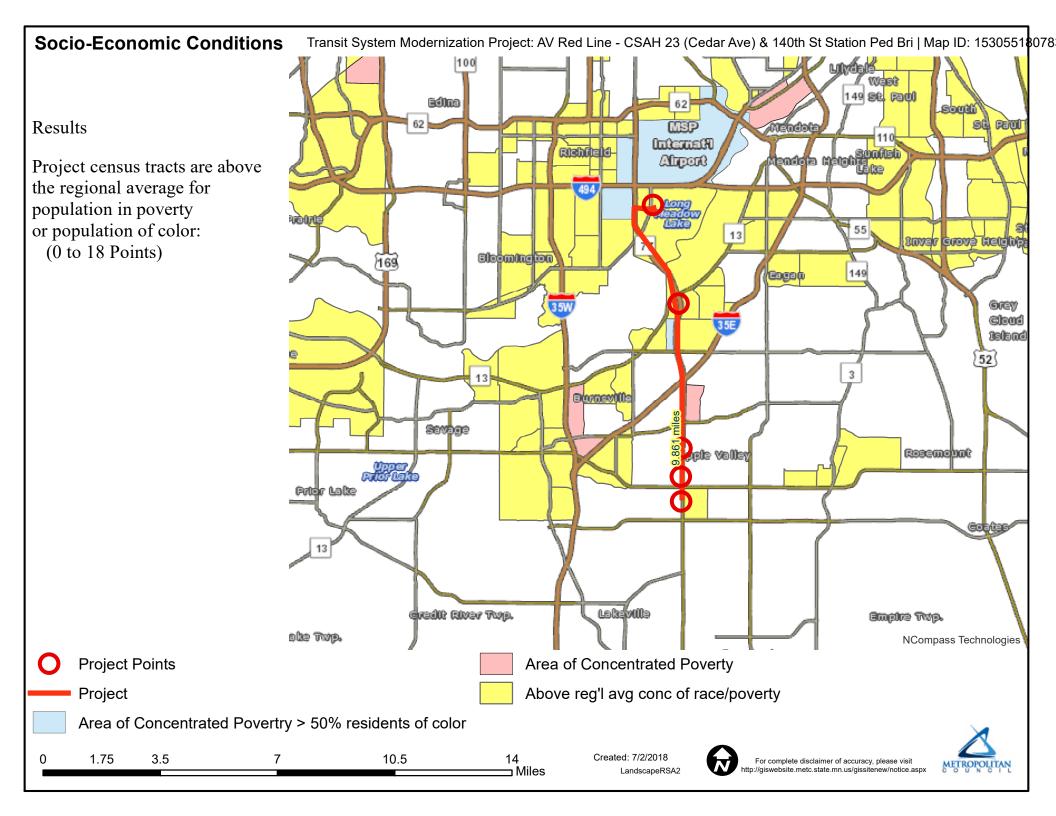
Created: 7/2/2018 LandscapeRSA4











July 12, 2018

Mark Krebsbach, PE
Transportation Director, County Engineer
Dakota County
Western Service Center
14955 Galaxie Avenue
Apple Valley, MN 55124

Dear Mr. Krebsbach,

The Metropolitan Council has received the Dakota County's request to provide support for the proposed bridge across CSAH 23 (Cedar Ave.) near the METRO Red Line 140th Street Station.

Our understanding of the project scope is that the project will provide a pedestrian bridge connection near the east and west transit stations at 140th St. across CSAH 23 and the bridge will not impact the existing Red Line station infrastructure. We acknowledge that Dakota County will own and maintain the pedestrian bridge year-round for the useful life of the bridge project.

As this project will improve the access to the Red Line as well as provide improvements to safety and access for bicycles and pedestrians in the area we support the project and Dakota County's application for the 2018 Regional Solicitation.

Sincerely,

Nick Thompson

Director, Metropolitan Transportation Services

Metropolitan Transportation Services

CC:

Heather Aagesen-Huebner



10359 - 2018 Transit System Modernization

CSAH 23 (Cedar Avenue) & 140th Street Pedestrian Bridge – METRO Red Line BRT (Application #10963)

CSAH 23 (Cedar Avenue), camera facing south.

Pedestrian bridge will be constructed closer to intersection with 140th Street to avoid impacts to housing development near roadway. Distance is approximately 600' from the Transit Station (foreground) to corner of CSAH 23 (Cedar Ave) & 140th Street (signal mast arms).



CSAH 23 (Cedar Avenue) at 140th Street intersection, camera facing north.

Pedestrian bridge will be constructed on the north side of this intersection (140th Street).



10359 - 2018 Transit System Modernization

CSAH 23 (Cedar Avenue) & 140th Street Pedestrian Bridge – METRO Red Line BRT (Application #10963)

The project is for the construction of a new, accessible, all ages and abilities pedestrian/bike bridge over CSAH 23 (Cedar Avenue) just north of intersection with 140th Street (directly south of the 140th Street Transit Station serving the METRO Red Line) in Dakota County. (Please refer to the CSAH 23-140th-LAYOUT in the Attachments.) The project will significantly increase safety for pedestrians/bicyclists crossing CSAH 23 (Cedar Avenue) including riders of the METRO Red Line BRT. The project will improve access to communities, services and opportunities on the east and west sides of CSAH 23 (Cedar Avenue) Principal Arterial roadway.

The project will implement a solution to a problem identified in the Dakota County Intersection Study review with updates March 2018 (attached).

The project is included in the adopted 2018-2022 Dakota County CIP (Capital Improvement Program) for construction in 2022 (attached).

The project will construct a Pedestrian Bridge over CSAH 23 (Cedar Avenue) Principal Arterial roadway (where 1,500 feet north of this location CSAH 23 becomes Trunk Highway 77) in the city of Apple Valley. The bridge will span across CSAH 23 (Cedar Ave), the bridge ramps will "touch-down" along 140th Street, and will be ADA compliant. Amenities will include pedestrian scale lighting, additional lighting in character with the existing BRT corridor, landscaping, benches, and trash receptacles. Bike racks are available at the nearby 140th Street METRO Red Line Station.

The Pedestrian Bridge will be located to the south of the 140th Street METRO Red Line Station. The area where Trunk Highway 77 becomes CSAH 23 (Cedar Avenue) is in a downward slope that influences the placement of the Pedestrian Bridge. When the 140th Street Station was constructed it was not built to accommodate a "Skyway" connecting between the west/east stations.

The CSAH 23 (Cedar Avenue) & 140th Street intersection is the last northerly full access intersection before the CSAH 23 roadway becomes Trunk Highway 77; as a result of this westbound 140th Street traffic has double right turn lanes (for northbound CSAH 23 vehicles) that function like a freeway on ramp during morning peak hour. Westbound 140th Street vehicles turning right on red to access northbound CSAH 23 (Cedar Ave) -Trunk Highway 77 create conflicts with pedestrians crossing the nine lanes of CSAH 23.

The project is located near 350 units of senior housing, where in 2018 The Legends a new 163 unit opened on the corner of CSAH 23 (Cedar Avenue) & 140th Street. This area also includes McKay Manor a Dakota County CDA development of public housing townhomes. Many of these residents rely solely on public transit for employment, shopping and entertainment.

The project will make existing transit service in the corridor more attractive to users by constructing a modernized pedestrian bridge to service pedestrians/transit users to the 140th Street METRO Red Line Station with significantly improving safety by not having to cross nine lanes of Principal Arterial CSAH 23 (Cedar Avenue).

In addition to improving safety, the construction of the ADA compliant Pedestrian Bridge will make transit/walkability more attractive to patrons who are less mobile (i.e. elderly, young children, infants in strollers, visually impaired, and disabled). The pedestrian bridge will encourage alternative transportation modes and more importantly expose users to physical activity that leads to better physical and mental health.



Physical Development Division

June 29, 2018

Dakota County Western Service Center 14955 Galaxie Avenue Apple Valley, MN 55124-8579

> 952.891.7000 Fax 952.891.7031 www.dakotacounty.us

Environmental Resources

Land Conservation Groundwater Protection Surface Water Waste Regulation Environmental Initiatives

Office of Planning

Operations Management Facilities Management Fleet Management Parks

Transportation
Highways
Surveyor's Office
Transit Office

Elaine Koutsoukos, Transportation Coordinator Transportation Advisory Board Metropolitan Council 390 North Robert Street St Paul MN 55101

RE: Dakota County Regional Solicitation Application CSAH 23 (Cedar Avenue) & 140th Street Pedestrian Bridge

Dear Ms. Koutsoukos:

Dakota County is submitting a Transit System Modernization application as part of the 2018 Regional Solicitation to construct a grade separated crossing (bridge) over County State Aid Highway 23 (Cedar Avenue) south of the 140th Street Transit Station serving the METRO Red Line BRT. This project will significantly increase safety for pedestrians crossing Cedar Avenue including riders of the METRO Red Line.

Dakota County will have jurisdiction over the improvements in the project. Dakota County commits to own/maintain the CSAH 23 & 140th Street Pedestrian Bridge year-round for the useful life of the "bridge" project. Dakota County will provide the required minimum 20% local match for the project.

If you have any questions regarding this application, please let me know.

Sincerely,

Mark J Krebsbach, PE

Transportation Director, County Engineer



Physical Development Division

Dakota County Western Service Center 14955 Galaxie Avenue Apple Valley, MN 55124-8579

> 952.891.7000 Fax 952.891.7031 www.dakotacounty.us

Environmental Resources

Land Conservation Groundwater Protection Surface Water Waste Regulation Environmental Initiatives

Office of Planning

Operations Management

Facilities Management Fleet Management Parks

Transportation
Highways
Surveyor's Office
Transit Office

June 22, 2018

Mr. Nick Thompson Metropolitan Council MTS Director 390 North Robert Street St Paul MN 55101

RE: Dakota County Regional Solicitation Application CSAH 23 (Cedar Avenue) & 140th Street Pedestrian Bridge

Dear Mr. Thompson:

Dakota County is submitting a Transit System Modernization application as part of the 2018 Regional Solicitation to construct a grade separated crossing (bridge) over County State Aid Highway 23 (Cedar Avenue) south of the 140th Street Transit Station serving the METRO Red Line BRT. This project will significantly increase safety for pedestrians crossing Cedar Avenue including riders of the METRO Red Line.

Metro Transit is the owner/operator of the 140th Street Station and the County is required as part of the application process to notify Metro Transit of the proposed funding submittal. Dakota County is requesting a letter of support and a written commitment from Metro Transit. Dakota County will be the responsible party that owns/maintains the CSAH 23 & 140th Street Pedestrian Bridge year-round for the useful life of the "bridge" project.

If you have any questions regarding this application, please let me know.

Sincerely.

Mark J Krebsbach, PE

Transportation Director, County Engineer



Physical Development Division

Dakota County Western Service Center 14955 Galaxie Avenue Apple Valley, MN 55124-8579

> 952.891.7000 Fax 952.891.7031 www.dakotacounty.us

Environmental Resources

Land Conservation Groundwater Protection Surface Water Waste Regulation Environmental Initiatives

Office of Planning

Operations Management Facilities Management Fleet Management

Fleet Management Parks

Transportation Highways Surveyor's Office Transit Office

June 22, 2018

Mr. Luther Wynder MVTA Executive Director 100 East Highway 13 Burnsville MN 55337

RE: Dakota County Regional Solicitation Application CSAH 23 (Cedar Avenue) & 140th Street Pedestrian Bridge

Dear Mr. Wynder:

Dakota County is submitting a Transit System Modernization application as part of the 2018 Regional Solicitation to construct a grade separated crossing over County State Aid Highway 23 (Cedar Avenue) south of the 140th Street Transit Station serving the METRO Red Line BRT. This project will significantly increase safety for pedestrians crossing Cedar Avenue including riders of the METRO Red Line.

MVTA is the service provider for the METRO Red Line BRT which utilizes the 140th Street Station. Dakota County is requesting a letter of support from the MVTA for the submittal of the CSAH 23 & 140th Street Pedestrian Bridge for Transit Modernization in the Regional Solicitation.

If you have any questions regarding this application, please let me know.

Sincerely,

Mark J Krebsbach, PE

Transportation Director, County Engineer

BOARD OF COUNTY COMMISSIONERS DAKOTA COUNTY, MINNESOTA

June 19, 2018 Motion by Commissioner Egan Resolution No. 18-326 Second by Commissioner Slavik

Approval Of Grant Application Submittals For Transportation Advisory Board 2018 Federal Funding Solicitation Process

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Fixing America's Surface Transportation (FAST) Act; 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 July 13, 2018; and

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

WHEREAS, subject to federal funding award, the Dakota County Board of Commissioners would be asked to consider authorization to execute a grant agreement at a future meeting.

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

- 1. County State Aid Highway (CSAH) 26 (Lone Oak Road/70th Street) from Trunk Highway (TH) 55 to west of TH 3 (Robert Street) in Eagan and Inver Grove Heights
- 2. CSAH 32 (Cliff Road) at its intersection with CSAH 31 (Pilot Knob Road) in Eagan
- 3. CSAH 70 (215th Street) from Kensington Boulevard to CSAH 23 (Cedar Avenue) in Lakeville
- 4. Advanced Traffic Management System along CSAH 5 and CSAH 38 (McAndrews Road) in Burnsville and Apple Valley
- 5. CSAH 23 (Cedar Avenue) Grade Separated Trail north of 140th Street in Apple Valley
- 6. River to River Greenway Valley Park & TH 149 Underpass in Mendota Heights
- 7. Minnesota River Greenway Fort Snelling segment in Eagan
- 8. CSAH 42 Trail & Grade Separation between Flagstaff Avenue and CSAH 31 (Pilot Knob Road) in Apple Valley
- 9. North Creek Greenway Lakeville/Farmington gaps

; and

STATE OF MINNESOTA County of Dakota

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Atkins	Yes
Workman	Yes
Holberg	Yes
Gerlach	Yes

I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 19th day of June, 2018, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 20th day of June, 2018.

Clerk to the Board

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

- 10. Cliff Road (CSAH 32) & I-35W West Ramp Intersection Improvements Lead Agency: Burnsville
- 11. TH 13 Grade Separated Trail at Nicollet Avenue Lead Agency: Burnsville
- 12. CSAH 38 (McAndrews Road) Trail from Gardenview Drive to Galaxie Avenue Lead Agency: Apple Valley
- 13. CSAH 23 (Cedar Avenue) Pedestrian Overpass at 147th Street Station Lead Agency: Apple Valley (support is contingent upon agreement by the City and Metro Transit in addressing operations costs)
- 14. CSAH 73 Trail between I-494 and 55th Street Lead Agency: Inver Grove Heights
- 15. North Creek Greenway (Johnny Cake Ridge Road) Lead Agency: Apple Valley
- 16. Rosemount Greenway (Downtown Rosemount to Lebanon Hills) Lead Agency: Rosemount
- 17. CSAH 8 (Wentworth Avenue) Trail from Robert Street to CSAH 73 (Oakdale Avenue) Lead Agency: West St Paul

; and

BE IT FURTHER RESOLVED, That, subject to federal funding award of the city-led 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.

STATE OF MINNESOTA County of Dakota

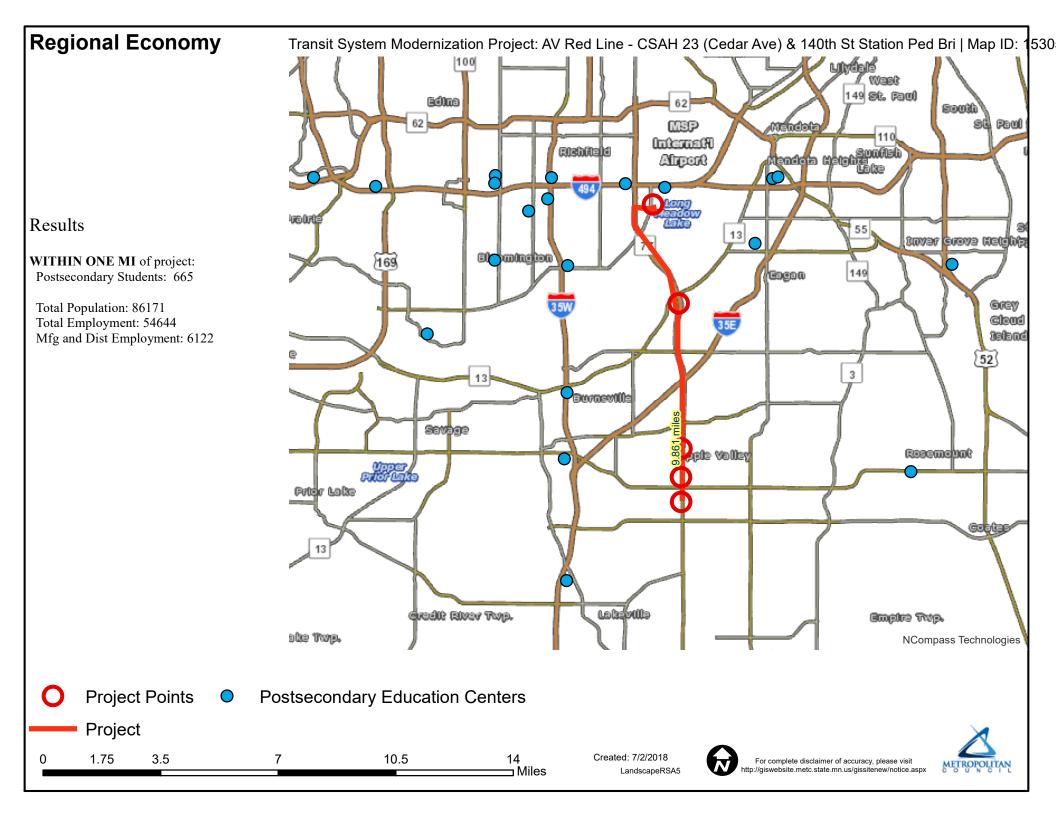
	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Atkins	Yes
Workman	Yes
Holberg	Yes
Gerlach	Yes

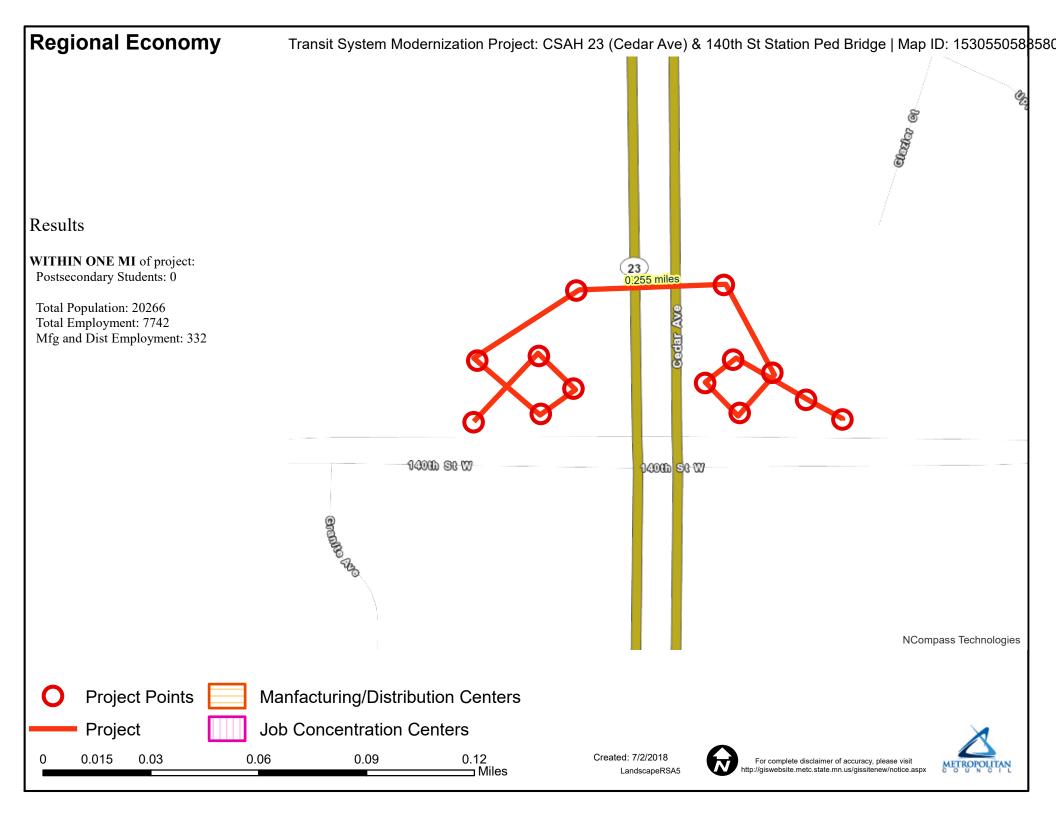
I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 19th day of June, 2018, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 20th day of June, 2018.

Jeni Reynolds

Clerk to the Board





CITY OF APPLE VALLEY RESOLUTION NO. 2018-85

APPROVE RESOLUTION OF SUPPORT FOR 2018 REGIONAL SOLICITATION GRANT APPLICATIONS

WHEREAS, every two years, the Regional Solicitation process allocates federal transportation funds to locally-initiated projects to meet regional transportation needs; and

WHEREAS, City and County staff have been working closely on determining the various projects within the City of Apple Valley; and

WHEREAS, one of the requirements for each of the applications is that a letter of support be included from the governing jurisdiction where the project is located.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Apple Valley, Dakota County, Minnesota, that the Public Works Director is authorized to sign letters of support for each of the following project applications:

- 1. Greenleaf Elementary Galaxie Avenue HAWK Signal Crossing
- 2. McAndrews Road (CSAH 38) Trail, south side from Galaxie Avenue to Garden View Drive
- 3. Johnny Cake Ridge Road Trail, west side from 140th Street to McAndrews Road
- 4. Red Line BRT Skyway at the 147th Street Station
- 5. Red Line BRT Pedestrian Bridge at 140th Street
- 6. CSAH 42 Grade Separated Crossing and Trail, south side from Flagstaff Avenue to Pilot Knob

ADOPTED this 28th day of June 2018.

ATTEST:

Pamela J. Gackstetter, City Clerk

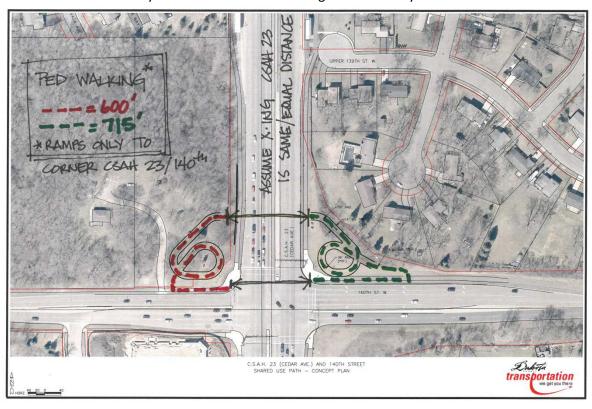
Travel Time Calculations p. 1 of 2

CSAH 23 (Cedar Avenue) & 140th Street Pedestrian Bridge – METRO Red Line BRT (Application #10963)

The project will significantly increase safety for pedestrians/bicyclists crossing CSAH 23 (Cedar Avenue) including riders of the METRO Red Line BRT.

Option #1: Walking

Construction of the Pedestrian Bridge will improve safety but will increase travel time for walkers with the additional distance of walking from the corner of CSAH 23/140th Street to the ramp for the new Pedestrian Bridge. For Pedestrians the "fastest" way to cross CSAH 23 will be at grade but safety will be diminished.



Option #2: Continue Riding the METRO Red Line to 147th Street Skyway*

Assumptions: Transit rider refuses to cross CSAH 23 (Cedar) at grade near 140th Street; and *City of Apple Valley's Solicitation for 147th Street Skyway is funded / constructed)

If the CSAH 23(Cedar Ave) at 140th Street Pedestrian Bridge is not constructed, riders refusing to cross CSAH 23 at grade near the 140th Street Station will be forced to continue riding the Red Line to the (new) 147th Street Station Skyway.

Refer to Red Line Bus Schedule (see next page) M-F SB/NB MOA to Apple Valley every 20 minutes.

Southbound Rider arrives at 140th Street Station at 7:33AM continues on bus to 147th Street Station (new) Skyway arrives at 7:36AM (3 minutes), crosses CSAH 23 (Cedar Ave) new 147th Street Skyway - not computing Skyway crossing - as rider has to wait for next Northbound Bus departing 147th Street Station at 7:55AM (19 minutes = 7:55-7:36); rider then continues northbound to finish ride at the 140th Street Station 7:58AM (3 minutes). 140th Street Station Riders not wanting to cross CSAH 23 (Cedar Ave) at grade must spend an additional 25 minutes of travel time to use the 147th Street Station Skyway (grade separated crossing).

CSAH 23 (Cedar Avenue) & 140th Street Pedestrian Bridge – METRO Red Line BRT (Application #10963)

The project will significantly increase safety for pedestrians/bicyclists crossing CSAH 23 (Cedar Avenue) including riders of the METRO Red Line BRT.

Option #3: Continue Riding the METRO Red Line to Apple Valley Transit Center Skyway

Assumptions: Transit rider refuses to cross CSAH 23 (Cedar) at grade near 140th Street; and Crosses CSAH 23 (Cedar Ave) via the Apple Valley Transit Station Skyway

If the CSAH 23 (Cedar Ave) at 140th Street Pedestrian Bridge is not constructed, riders refusing to cross CSAH 23 at grade near the 140th Street Station will be forced to continue riding the Red Line to the Apple Valley Transit Station Skyway.

Using the Red Line Bus Schedule (below) M-F MOA to Apple Valley every 20 minutes.

Southbound Rider arrives at 140th Street Station at 12:33PM continues on bus to Apple Valley Transit Station arrives at 12:38PM (5 minutes), crosses CSAH 23 (Cedar Ave) at Skyway -not computing Skyway crossing- as rider has to wait for Northbound Bus departing Apple Valley Transit Station at 12:53PM (15 minutes = 12:53-12:38); rider then continues northbound to finish ride at the 140th Street Station 12:58PM (5 minutes). 140th Street Station Riders not wanting to cross CSAH 23 (Cedar Ave) at grade must spend an additional 25 minutes of travel time to use a grade separated crossing.

