



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02194 - Regional Trail Underpass at Cty. Rd 42

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 12/01/2014 1:02 PM

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## Primary Contact

**Name:\*** Dan Schultz  
Salutation First Name Middle Name Last Name

**Title:** Parks and Recreation Director

**Department:**

**Email:** dan.schultz@ci.rosemount.mn.us

**Address:** 13885 South Robert Trail

**\*:** Rosemount Minnesota 55068  
City State/Province Postal Code/Zip

**Phone:\*** 651-322-6012  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** ROSEMOUNT, CITY OF

**Jurisdictional Agency (if different):**

Organization Type:

City

Organization Website:

Address:

2875 145TH ST W

\*

ROSEMOUNT

Minnesota

55068-4997

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:\*

651-423-4411

Ext.

Fax:

PeopleSoft Vendor Number

0000020988A1

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## Project Information

Project Name

Rosemount Vermillion Highlands Greenway CSAH 42  
Underpass

Primary County where the Project is Located

Dakota

Jurisdictional Agency (If Different than the Applicant):

The 2008 Dakota County Park System Plan established the foundation for a county-wide network of regional greenway trails that connect parks, schools, libraries, local trails and other community destinations throughout the county. Dakota County's greenway vision encompasses 200 miles of regional greenways. The 13-mile Vermillion Highlands Greenway is one of these regional greenways, which is envisioned as a continuous regional destination trail for non-motorized transportation and nature-based recreation. When it is completed, the Vermillion Highlands Greenway will connect three communities: Eagan, Rosemount, and Empire Township. The Vermillion Highlands Greenway will provide a trail link between Lebanon Hills Regional Park in Eagan, existing and future neighborhoods in Rosemount, Dakota County Technical College (DCTC), UMore Park, and Whitetail Woods Regional Park in Empire Township.

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

As a segment of the Vermillion Highlands Greenway, the Rosemount Vermillion Highlands Greenway CSAH 42 Underpass & Connection is a planned one-mile off-road, multi-use, paved trail running generally north-south through central Rosemount. The trail project will include a grade-separated crossing (underpass) of County Highway 42 just east of Akron Avenue/CSAH 73, which is badly needed and the only grade-separated pedestrian/bicycle crossing of Highway 42 in Rosemount. The current crossing of Highway 42 at Akron Avenue is at-grade with Highway 42 and Akron Avenue (south of Highway 42) lacking pedestrian and bicycle facilities. Street crossings of Highway 42 are very limited in this area with the closest parallel crossings being 1.75 mile to the west and 1.5 miles to the east. This trail project will provide a much needed pedestrian and bicycle connection between existing and future community

facilities, including DCTC, UMore Ballfields, Flint Hills Athletic Complex, a potential YMCA facility, and existing trails that connect into Rosemount neighborhoods, schools, community center, and downtown.

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

**Project Length (Miles)** 1.0

**Connection to Local Planning:**

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

- Vermillion Highlands Greenway Master Plan  
Pages 28-36

- Rosemount Pedestrian and Bicycle Master Plan  
Pages 20-21, 61, 63

**Connection to Local Planning**

- Rosemount Comprehensive Plan Pages 9, 12-13,  
24-27

- The Dakota County 2030 Park System Plan Page  
2.15

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## Project Funding

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

**If yes, please identify the source(s)**

**Federal Amount** \$1,560,000.00

**Match Amount** \$390,000.00

*Minimum of 20% of project total*

**Project Total** \$1,950,000.00

**Match Percentage** 20.0%

*Minimum of 20%*

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

**Source of Match Funds** Dakota County

**Preferred Program Year**

**Select one:** 2019

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## Project Information

County, City, or Lead Agency	City of Rosemount
Zip Code where Majority of Work is Being Performed	55068
(Approximate) Begin Construction Date	05/01/2019
(Approximate) End Construction Date	10/01/2019

### LOCATION

From:  
(Intersection or Address) Akron/CASH 73

*Do not include legal description;  
Include name of roadway if majority of facility  
runs adjacent to a single corridor.*

To:  
(Intersection or Address) UMore Ballpark south of CR 42

Type of Work Grade, Aggregate Base, Bituminous Base, Bituminous Surface, Pedestrian Ramps, Underpass

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

### BRIDGE/CULVERT PROJECTS

(If Applicable)

Old Bridge/Culvert?	No
New Bridge/Culvert?	Yes
Structure is Over/Under (Bridge or culvert name):	Tunnel under County Road 42

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## Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$90,250.00
Removals (approx. 5% of total cost)	\$90,250.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00

Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$58,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$238,500.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$260,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$1,500.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$12,000.00
Bicycle and Pedestrian Contingencies	\$183,000.00
Other Bicycle and Pedestrian Elements	\$1,255,000.00
<b>Totals</b>	<b>\$1,711,500.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00

Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## Totals

Total Cost	\$1,950,000.00
Construction Cost Total	\$1,950,000.00
Transit Operating Cost Total	\$0.00

## Requirements - All Projects

### All Projects

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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

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

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

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

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

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

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

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

### For Safe Routes to School Projects Only

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

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

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

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

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



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

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## Other Attachments

File Name	Description	File Size
CtRd42-Underpass_Rosemount_Attachments.pdf	Local match resolution, trail segment map, Vermillion Highlands Greenway Master Plan, and Concept of Highway 42 Underpass.	992 KB

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## Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 2, RBTN Corridor

Yes

*(Tier 1 or Tier 2)*

Direct connection to the RBTN

OR

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

Upload Map

RBTN-Evaluation\_CtRd42-Underpass\_Rosemount.pdf

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## Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only) 4065

Existing Employment Within One Mile (Integer Only) 1437

Completed by Metropolitan Council Staff

Total Project Cost \$1,950,000.00

Cost Effectiveness for Population \$479.70

Cost Effectiveness for Employment \$1,356.99

Upload Map

Population-Summary\_CtRd42-Underpass\_Rosemount.pdf

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## Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

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

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

This trail addresses a local and regional gap along the Vermillion Highlands Regional Greenway and addresses the safety concern of crossing a major county roadway, particularly for children, elderly, and disabled individuals who are seeking to reach DCTC or the city baseball complex located south of County Highway 42. In addition to serving as a non-motorized transportation route, this trail will provide a free and convenient recreational amenity for low-income populations in Rosemount and adjacent communities. The paved trail and all access points are located and planned for universal accessibility to provide all visitors, including people with disabilities, with a safe and enjoyable experience. This trail project is located in a developing area of Rosemount that is guided for medium and high density residential land uses that are likely to include affordable housing options. In addition, the UMore Park master plan is guiding the 5,000-acre UMore Park site for more than 20,000 to 30,000 residents. The master plan includes a mix of housing types that will include affordable housing options.

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

Upload Map

Socio-Econ\_CtRd42-Underpass\_Rosemount.pdf

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## Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Rosemount	1.0
	1

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**Total Project Length**

Total Project Length 1.0

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### Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Rosemount	1.0	1.0	61.0	1.0	61.0
		<b>1</b>	<b>61</b>	<b>1</b>	<b>61</b>

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### Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 1.0  
Total Housing Score 61.0

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### Measure A: Gaps, Barriers and Continuity/Connections

**Check all that apply:**

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

**Closes a Gap** Yes

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

**Provides a Facility That Crosses or Circumvents a Physical Barrier** Yes

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

**Improves Continuity and/or Connections Between Jurisdictions**

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

This trail project provides a Critical Bicycle Transportation Link addressing barrier types identified in the Twin Cities Regional Bicycle System Study. County Highway 42 is a four-lane divided highway that creates a major barrier for pedestrians and bicyclists to travel north-south. Highway 42 has a posted speed limit of 55 mph and ADT of 12,600 (2013). The closest parallel street crossing of County Highway 42 to the west is Biscayne Avenue, which is a Major Collector that is 1.75 miles away and only has an at-grade crossing. Biscayne Avenue has multi-use trails on both sides north of Highway 42 and one side south of Highway 42. To the east, the closest parallel street crossing is Blaine Avenue/CSAH 71, which is a two-lane Minor Arterial highway that is 1.5 miles away. There are no pedestrian or bike facilities on Blaine Avenue. This trail project would remove this physical barrier by providing a grade-separated crossing (underpass) of Highway 42.

This trail segment of the regional Vermillion Highlands Greenway closes a gap in the regional bicycle network by providing a multi-use trail connecting DCTC and community playfields to existing multi-use trails on Connemara Trail, west of Akron Avenue, which connect to Rosemounts neighborhoods, schools, community center, and downtown.

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## Measure B: Project Improvements

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

County Highway 42 is a four-lane divided highway, with a posted speed limit of 55 mph and ADT of 12,600 (2013). Highway 42s pedestrian/bicycle facilities currently terminate at Highway 3 about 2.3 miles to the west. Akron Avenue/CSAH 73 has multi-use trails on both sides north of Highway 42 but there are no pedestrian and bicycle facilities south of Highway 42. The pedestrian/bicycle crossing of Highway 42 at Akron Avenue is at-grade and a safety issue for all modes of transportation. The closest parallel street crossings are 1.75 miles to the west and 1.5 miles to the east, both lack pedestrian and bicycle facilities and have at-grade crossings of Highway 42. There were 16 crashes in this area of Highway 42 from 2011 to 2013, though none involved a pedestrian or bicyclist. This is likely due to the lack of any development or trails in the immediate vicinity. Now that this area has developed and there are trails, the potential for conflicts will increase. This project will provide a badly needed, and only, grade-separated crossing of Highway 42 in Rosemount. This trail will improve safety for pedestrians, bicyclists, and vehicles in an area that has limited trails and lacks a safe crossing of Highway 42 for pedestrians and bicyclists.

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## Measure A: Transit Connections

Existing Routes Directly Connected to the Project	N/A
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Existing Routes Indirectly Connected Within One Mile of the Project	N/A
Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Upload Map	Transit-Connectivity_CtRd42-Underpass_Rosemount.pdf

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## Response

*Met Council Staff Data Entry Only*

Route Ridership Directly Connected	0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	0
Transitway Ridership Indirectly Connected	0

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## Measure B: Pedestrian Connections

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

Akron Avenue/CSAH 73 has multi-use trails on both sides north of Highway 42 but no pedestrian and bicycle facilities exist south of Highway 42. Connemara Trail, which connects to Akron Avenue approximately ¼ of a mile north of Highway 42, also has multi-use trails on both sides. The trail projects connection to existing multi-use trails will provide a connection to downtown Rosemount. This trail project will provide a direct connection to two adjacent high pedestrian-traffic areas: DCTC campus, with more than 8,000 students, and the UMore Ballfields, which opened in 2013 and are planned for future expansion. The trail project will also provide a connection to the Flint Hills Athletic Complex, directly north on Akron Avenue, which opened Fall 2014. The City and DCTC are also partnering on a potential future YMCA facility adjacent to the trail project. Future trail connections are planned from this trail project north to Lebanon Hills Regional Park and south to Whitetail Woods Regional Park. Long-term, this trail project will be a direct connection to the UMore Park master planned community, which is envisioned to reach a population of 25,000 30,000 with a neighborhood center located adjacent to Highway 42 and Akron Avenue.

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## Measure C: Multimodal Facilities

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

There is no transit service in the project area. The City's first MVTA transit station opened in downtown Rosemount in December 2012, which is less than two miles directly west of the trail project and accessible by trails. The City's Transit Plan, as a part of its Comprehensive Plan, identifies the Highway 42 & Akron Ave intersection as a candidate park & ride site in the future.

This trail project improves integration of all transportation modes by providing an off-road multi-use trail for walking and biking and grade-separated crossing of Highway 42. Consistent, high-quality design will elevate the greenway trail experience above that of a utilitarian trail to a first-class regional destination and transportation corridor. The trail project will include many pedestrian elements. A trailhead is planned as part of this project to be located on the UMore Ballfields south of Highway 42. The facility will include water, motor vehicle parking, secure bicycle parking, picnic areas, wayfinding, restrooms, interpretation, benches, and shade.

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## Transit Projects Not Requiring Construction

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

**Check Here if Your Transit Project Does Not Require Construction**

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## Measure A: Risk Assessment

### 1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

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

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 01/31/2018

**3)Environmental Documentation (10 Percent of Points)**

EIS

EA

PM Yes

**Document Status:**

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75%

Document in progress; environmental impacts identified Yes

50%

Document not started

0%

Anticipated date or date of completion/approval 01/31/2018

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

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

100%

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

80%

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

40%

Unknown impacts to historic/archaeological resources

0%

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



**Project is located on an identified historic bridge**

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

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

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

100%

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

100%

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

80%

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

30%

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

0%

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

**Right-of-way or easements not required**

100%

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

100%

**Right-of-way or easements required, offers made**

75%

**Right-of-way or easements required, appraisals made**

50%

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

25%

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

0%

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

0%

**Anticipated date or date of acquisition** 01/31/2019

**7)Railroad Involvement (25 Percent of Points)**

**No railroad involvement on project** Yes

100%

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

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

60%

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

40%

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

0%

**Anticipated date or date of executed Agreement**

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

**Construction plans completed/approved (include signed title sheet)**

100%

**Construction plans submitted to State Aid for review**

75%

**Construction plans in progress; at least 30% completion**

50%

**Construction plans have not been started**

Yes

0%

**Anticipated date or date of completion**

01/31/2019

**9)Letting**

**Anticipated Letting Date**

05/01/2019

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

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

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

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

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

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

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

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

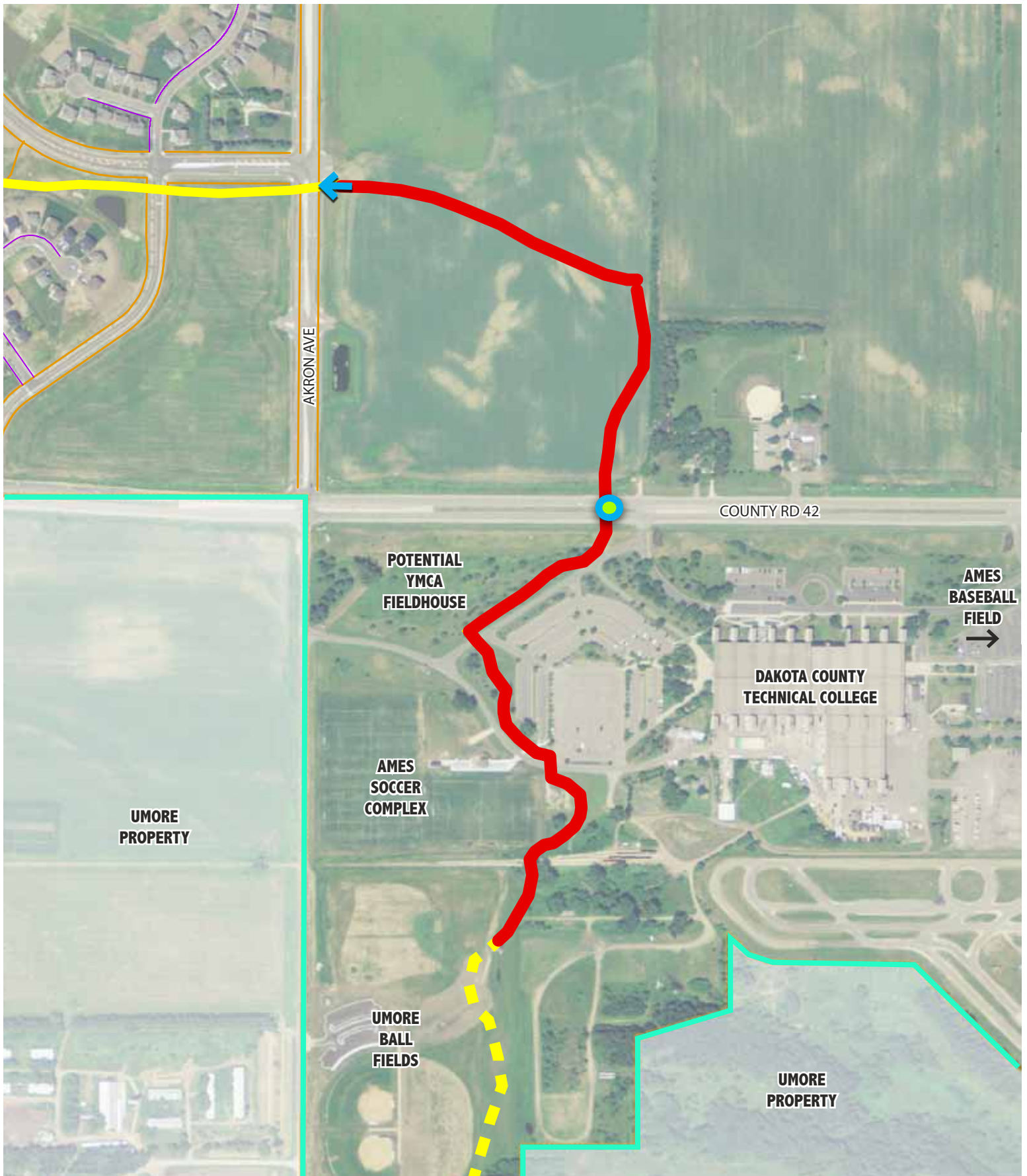
1. County State Aid Highway (CSAH) 9 (Dodd Boulevard) from Hayes Avenue to CSAH 23 (Cedar Avenue) in Lakeville
2. CSAH 26 (Lone Oak Road) at its intersection with CSAH 43 (Lexington Avenue) in Eagan
3. CSAH 26 (70<sup>th</sup> Street) at its intersection with Trunk Highway (TH) 3 in Inver Grove Heights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

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

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

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

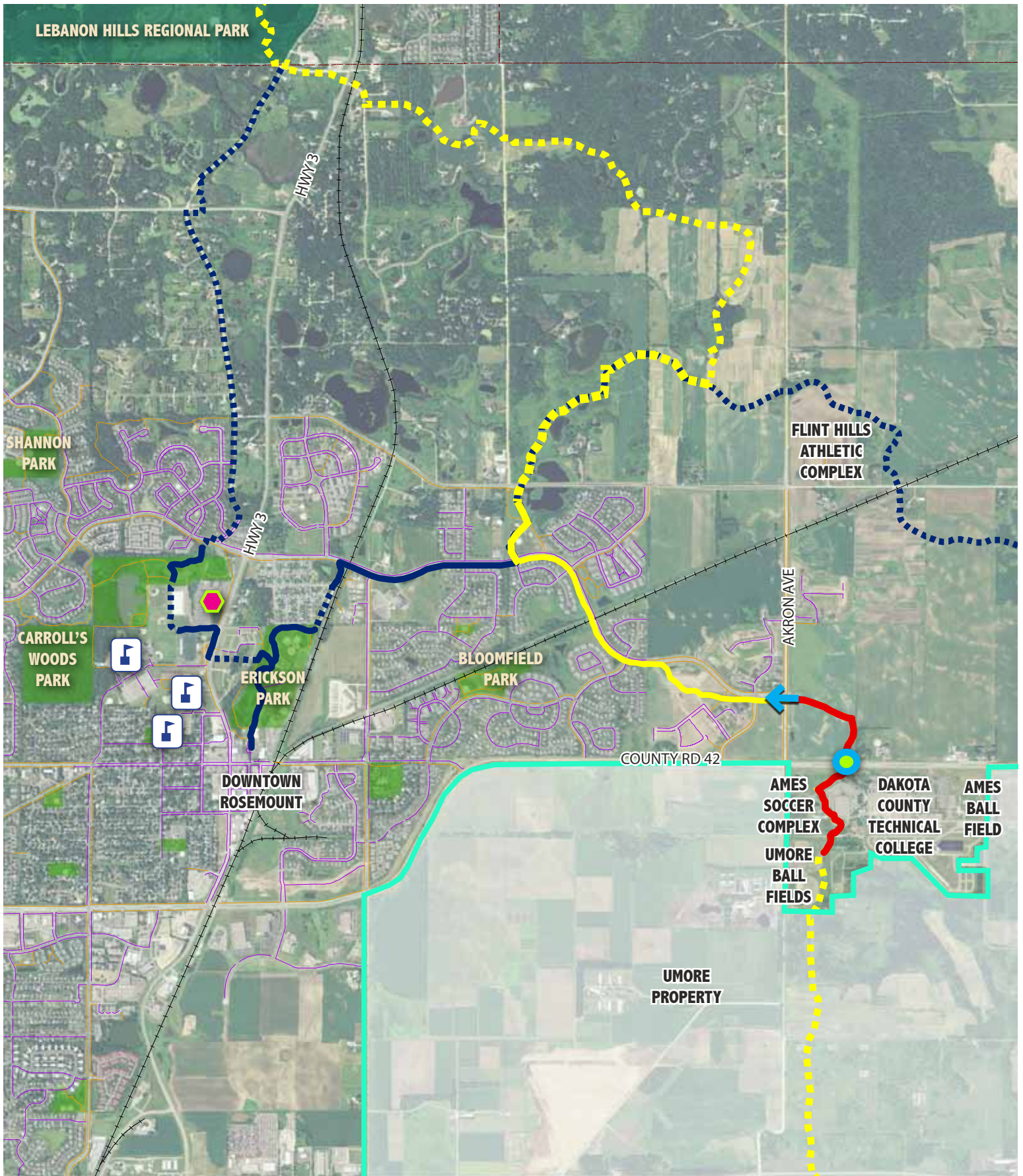
BE IT FURTHER RESOLVED, That, subject to federal funding award of the city lead projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County's share of the matching funds consistent with Dakota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



**ROSEMOUNT VERMILLION HIGHLANDS GREENWAY PROJECT SUMMARY**

- █ Proposed Trail
- █ Existing Vermillion Highlands Greenway
- ▣ Proposed Vermillion Highlands Greenway
- █ Local Trail
- █ Sidewalk
- Proposed Underpass
- ← Connection to existing Dakota County Greenway
- ▭ UMORE Property





**ROSEMOUNT VERMILLION HIGHLANDS GREENWAY PROJECT CONTEXT**

- █ Proposed Trail
- █ Existing Vermillion Highlands Greenway
- █ Existing Rosemount Greenway
- █ Proposed Vermillion Highlands Greenway
- █ Proposed Rosemount Greenway
- █ Local Trail
- █ Sidewalk

- Proposed Underpass
- ← Connection to existing Dakota County Greenway
- Municipal Boundary
- UMORE Property
- School
- Community Center



Figure 21. Vermillion Highlands Greenway Concept Plan

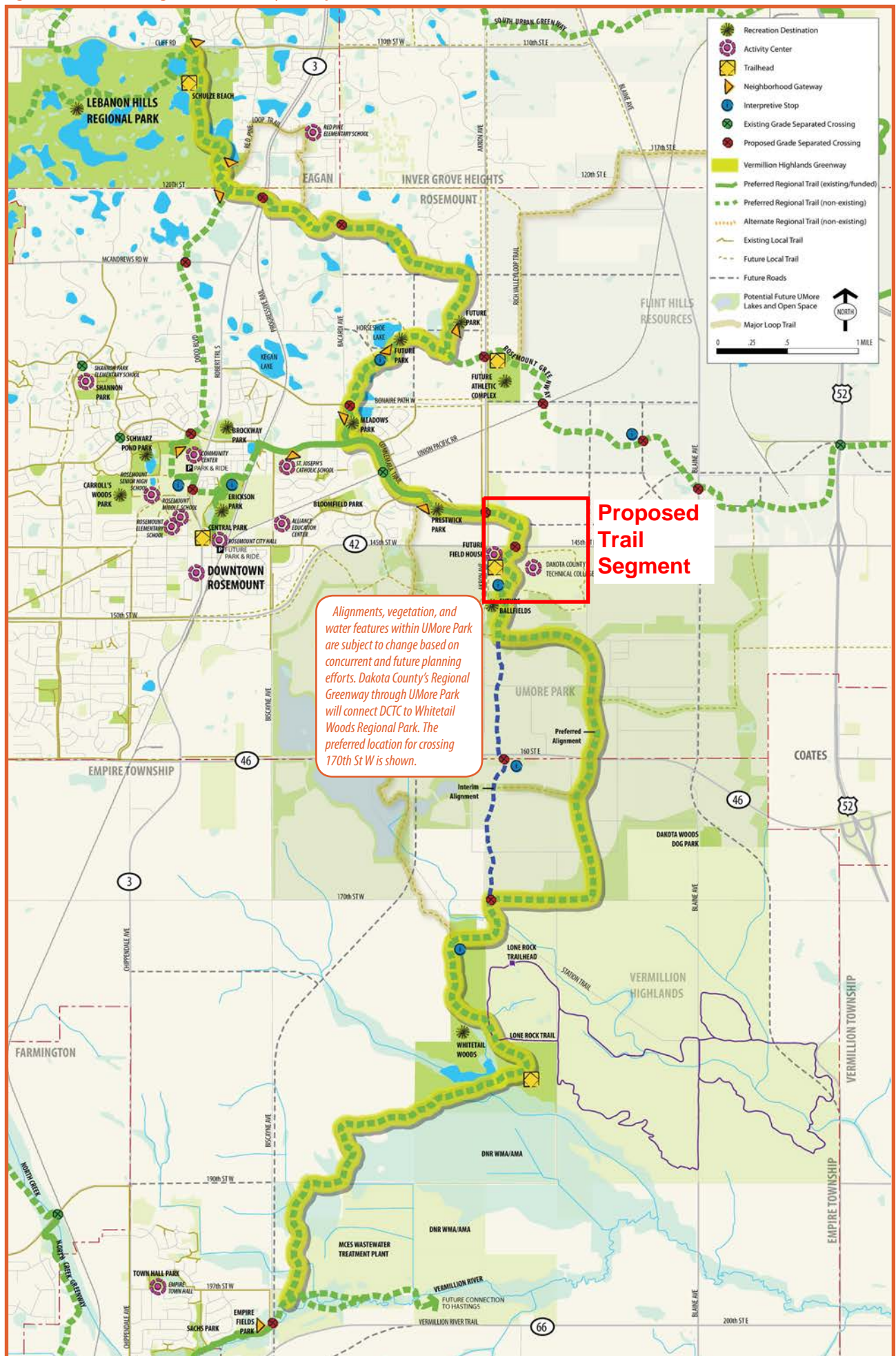




Figure 35a. Visualization of Underpass at CSAH 42



Figure 35b. Underpass at DCTC

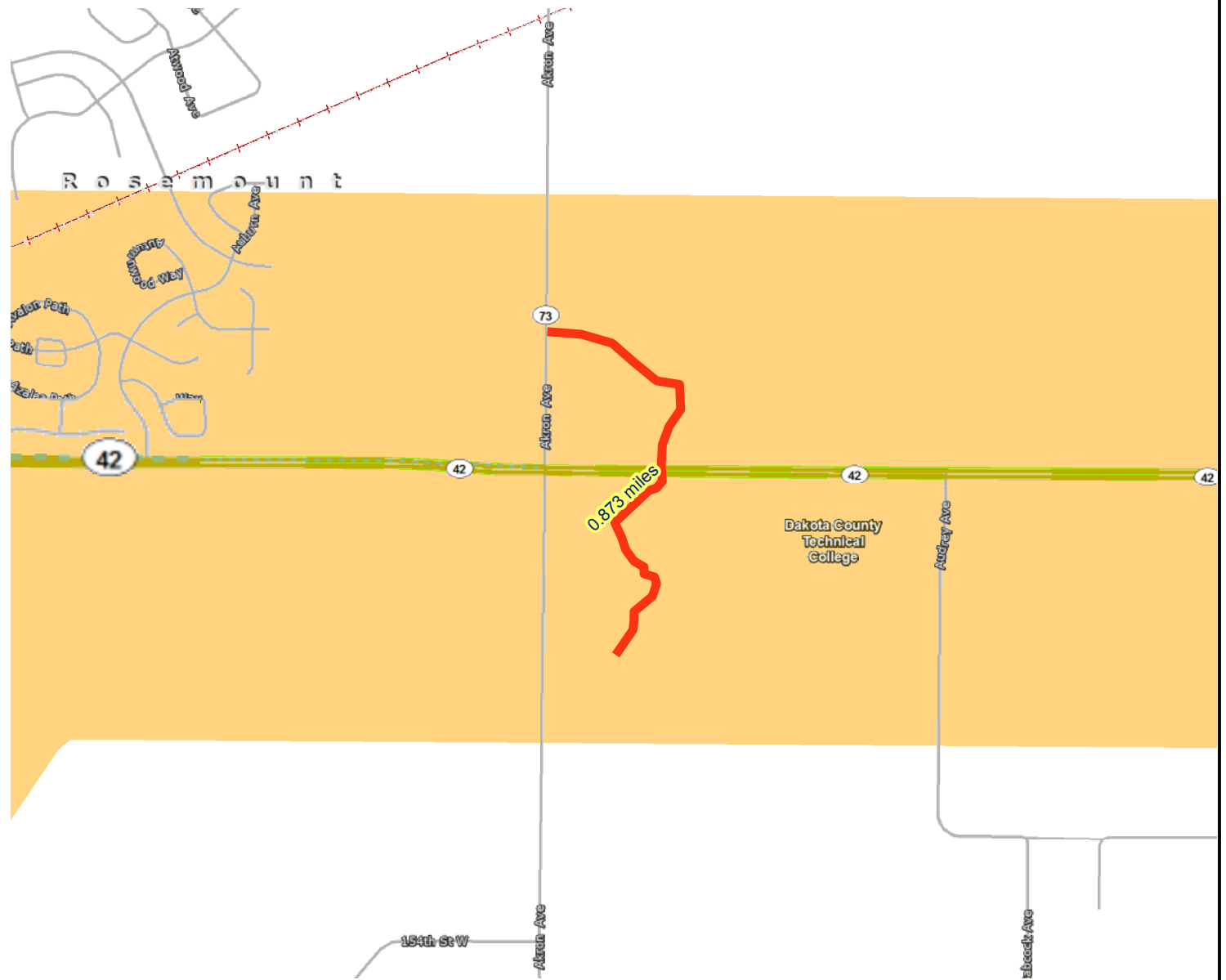


# RBTN Evaluation and Major Barriers

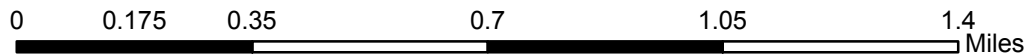
Multiuse Trails and Bicycle Facilities Project: Vermillion Heights Greenway | Map ID: 1417030068292

## Results

Project IN TIER 2 Bicycle Transport Corridor.



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



Created: 11/26/2014  
LandscapeRSA1



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



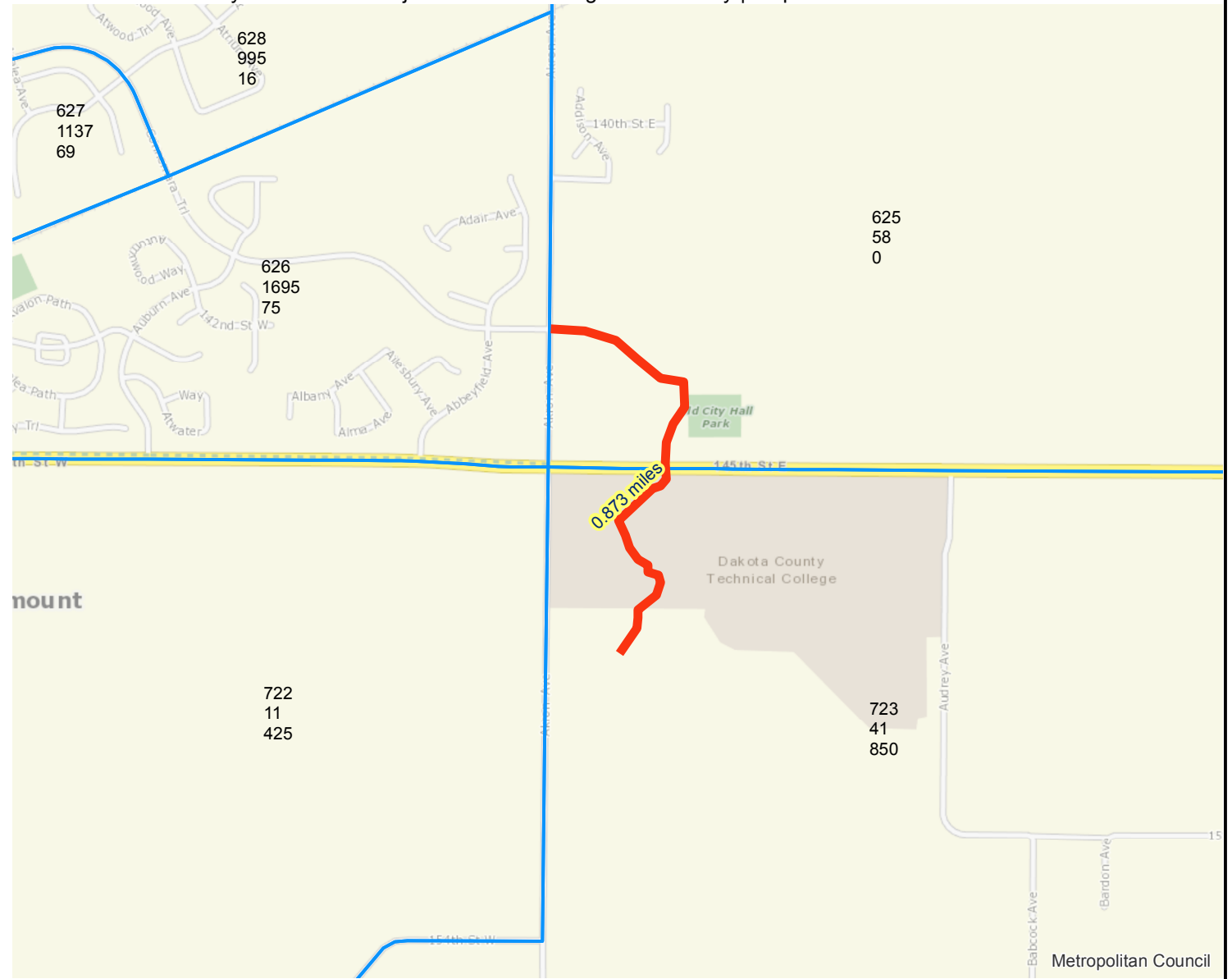


# Population Summary

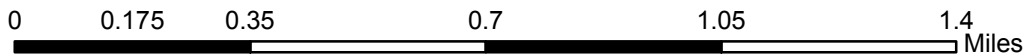
Multiuse Trails and Bicycle Facilities Project: Vermillion Heights Greenway | Map ID: 1417030068292

## Results

Within ONE Mile of project:  
 Total Population: 4065  
 Total Employment: 1437



 Project  
 2010 TAZ



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 LandscapeRSA4








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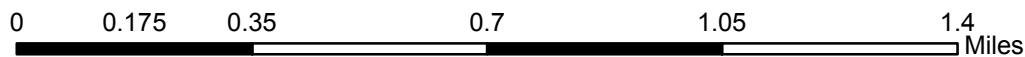


Results

Project **NOT IN** any area of concentrated poverty.



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



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LandscapeRSA2



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Results

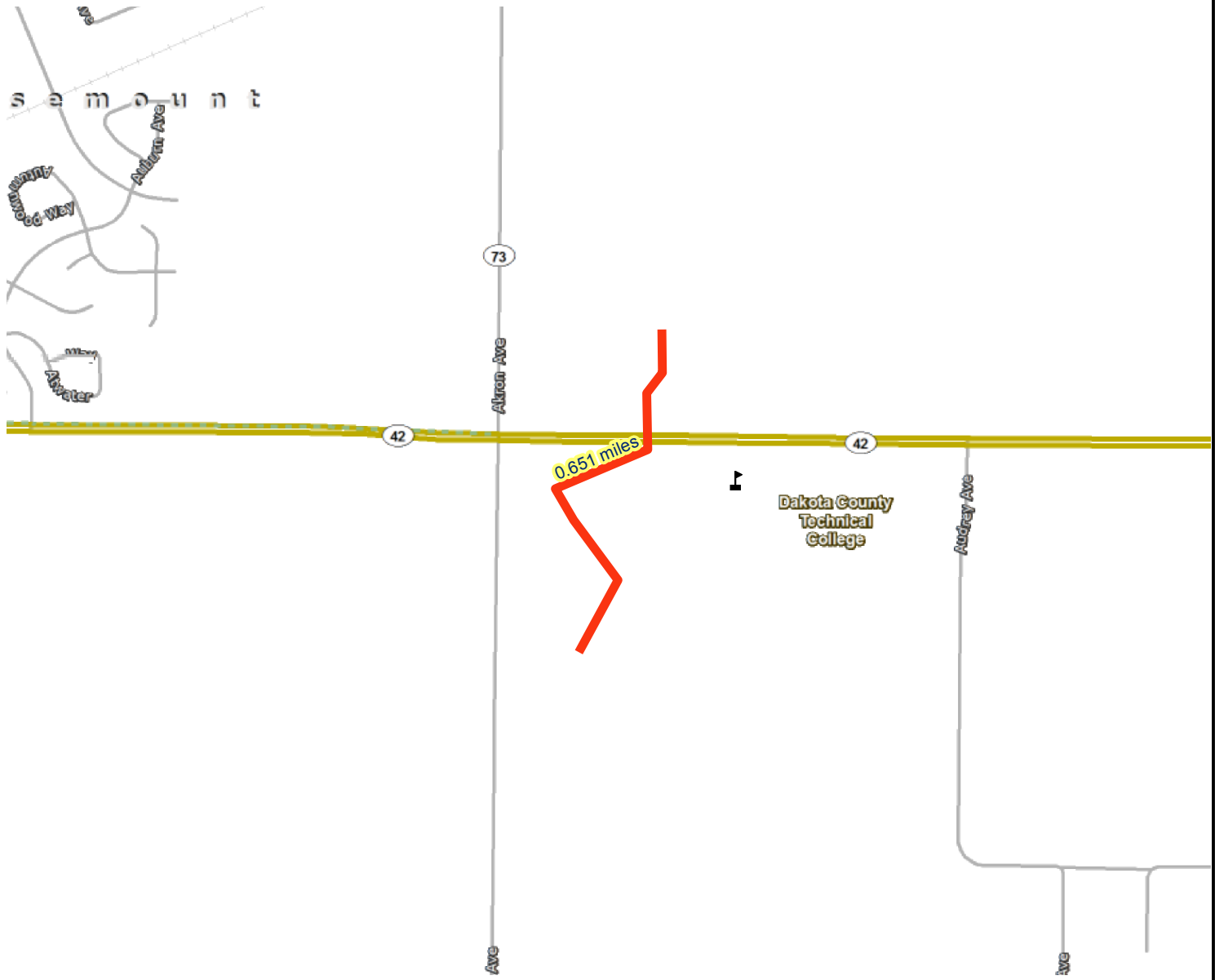
Transit with a Direct Connection to project:  
-- NONE --

Transit within QTR mile of project:  
-- NONE --

Transit within HALF mile of project:  
-- NONE --

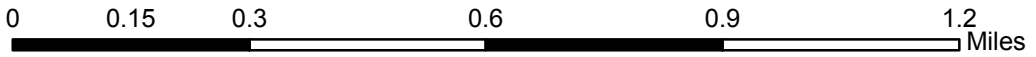
Transit within ONE mile of project:  
-- NONE --

*\*indicates Planned Alignments*



0.651 miles

Project      School  
 Active Stop



Created: 11/12/2014  
 LandscapeRSA3



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

