



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05184 - Cliff Road Trail Project

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 07/14/2016 3:50 PM

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## Primary Contact

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Salutation First Name Middle Name Last Name

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**Department:** Parks, Recreation and Natural Resources

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

**Phone:\*** 952-895-4509  
Phone Ext.

**Fax:** 952-895-4462

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

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## Organization Information

**Name:** BURNSVILLE, CITY OF

**Jurisdictional Agency (if different):**

Organization Type:

City

Organization Website:

Address:

100 CIVIC CTR PKY

\*

BURNSVILLE

Minnesota

55337

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:\*

952-895-4400

Ext.

Fax:

PeopleSoft Vendor Number

0000020927A1

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## Project Information

Project Name

Cliff Road Improvement Trail Project

Primary County where the Project is Located

Dakota

Jurisdictional Agency (If Different than the Applicant):

Dakota County

The Cliff Road Trail Improvement Project consists of constructing a 0.75-mile-long multiuse paved trail along the north side of Cliff Road (CSAH 32) between Trunk Highway (TH) 13 in the City of Burnsville and Cinnamon Ridge Trail in the City of Eagan (Figure 1). The project includes crosswalk pavement markings and ADA-compliant curb ramps at Horizon Drive, River Hills Drive, Carter Avenue, and Cinnamon Ridge Trail.

The proposed project would provide a safer and more convenient non-motorized connection to a number of destinations north of Cliff Road, including a popular transit stop at the TH 13 intersection, a large area of industrial employment to the west, and retail businesses to the east. The transit stop at TH 13 serves half-hour daytime and one-hour evening bus service between Savage, Burnsville and the Mall of America with a transfer point to the Blue and Red Metro Lines. This bus route is heavily used by transit dependent residents and employees destined north of Cliff Road.

The proposed project is located along a Tier 2 RBTN Corridor which follows Cliff Road (CSAH 32), an east-west multi-lane highway. There are no dedicated pedestrian or bicycle facilities along the north side of the roadway. Currently, non-motorized users destined along the north side of Cliff Road must either use the shoulder or cross five to eight lanes to get to the south side of Cliff Road before crossing back to the north side. The existing gap in non-motorized facilities deters less mobile or less confident user groups from accessing the broader non-motorized transportation network. By providing a dedicated off-street facility for bicyclists and pedestrians north of Cliff Road, the project will complete the RBTN corridor and provides facilities that serve all abilities and experience levels in order to reach destinations along both sides of the busy

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

highway.

In addition to being consistent with regional policies, the project is consistent with Dakota County's Transportation Plan which prioritizes construction of multiuse facilities on both sides of county roadways within one-half mile of key transit stops to maximize accessibility to service. The project would complete a gap along Cliff Road (CSAH 32) identified in the Dakota County Transportation Plan as having a "High Pedestrian Demand" due to population and employment density, presence of poverty, presence of transit, and number of travel lanes.

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

**TIP Description Guidance (will be used in TIP if the project is selected for funding)**

CSAH 32 from TH 13 to Cinnamon Ridge Trail, Construct Trail

**Project Length (Miles)**

0.75

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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**

\$676,000.00

**Match Amount**

\$169,000.00

*Minimum of 20% of project total*

**Project Total**

\$845,000.00

**Match Percentage**

20.0%

*Minimum of 20%*

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

**Source of Match Funds**

Local

*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:**

2021

*For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.*

**Additional Program Years:**

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

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## Project Information

County, City, or Lead Agency City of Burnsville  
Zip Code where Majority of Work is Being Performed 55337  
(Approximate) Begin Construction Date 04/12/2021  
(Approximate) End Construction Date 11/30/2021  
Name of Trail/Ped Facility: Cliff Road Trail

(i.e., CEDAR LAKE TRAIL)

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

From: TH 13  
(Intersection or Address)  
To: Cinnamon Ridge Trail  
(Intersection or Address)

*DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY  
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR*

Or At:

### Primary Types of Work

GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK,  
BIKE PATH, PED RAMPS, SIGNALS

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,  
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,  
PED RAMPS, BRIDGE, PARK AND RIDE, ETC.*

### BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: n/a  
New Bridge/Culvert No.: n/a  
Structure is Over/Under  
(Bridge or culvert name): n/a

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## Specific Roadway Elements

### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$25,000.00
Removals (approx. 5% of total cost)	\$1,880.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$1,400.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$9,280.00

Traffic Control	\$15,000.00
Striping	\$0.00
Signing	\$1,950.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$75,800.00
Bridge	\$0.00
Retaining Walls	\$213,750.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$30,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$30,500.00
<b>Totals</b>	<b>\$404,560.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$306,850.00
Sidewalk Construction	\$4,200.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$45,000.00
Pedestrian Curb Ramps (ADA)	\$5,700.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$78,690.00
<b>Totals</b>	<b>\$440,440.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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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
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

### 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	\$845,000.00
Construction Cost Total	\$845,000.00
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 2040 Transportation Policy Plan, 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 objectives and strategies that relate to the project.

Goal: The regional transportation system is safe and secure for all users

Objective A. Strategy B-1. Page 2.20

Strategy B6. Page 2.23

Goal: People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

Objective A. Page 2.24

Strategy C2. Page 2.25

Strategy C15. Page 2.36

Strategy C16. Page 2.36

Strategy C17. Page 2.37

Goal: The regional transportation system advances equity and contributes to communities livability and sustainability while protecting the natural, cultural, and developed environments.

Objective A, B, C, D. Page 2.42

Strategy E3. Page 2.44

Strategy E5. Page 2.45

Strategy E7. Page 2.47

*(Limit 2500 characters; approximately 750 words)*

*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.*

City of Burnsville Comprehensive Plan, pages VIII-46, VIII-76

**List the applicable documents and pages:**

Dakota County Transportation Plan, Figure 20

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, 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 in more than one funding sub-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.

**Multiuse Trails and Bicycle Facilities:** \$250,000 to \$5,500,000

**Pedestrian Facilities (Sidewalks, Streetscaping, and ADA):** \$250,000 to \$1,000,000

**Safe Routes to School:** \$150,000 to \$1,000,000

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

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

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

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

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

10. 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**

11. 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**

12. 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**

13. 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**

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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

**Multiuse Trails on Active Railroad Right-of-Way:**

2.All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

**Safe Routes to School projects only:**

3.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.

4.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel 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 applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Yes

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

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, city or regional parks implementing agency plan.

Upload Map

1467053718569\_RBTN-Map-Burnsville.pdf

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### Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 19710

Existing Employment Within One Mile (Integer Only) 9172

Upload the "Population Summary" map 1467053790392\_PopMap-Burnsville.pdf

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

Select one:

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

Project located in Area of Concentrated Poverty:

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

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

The project will be constructed within a census tract that is above the regional average for populations in poverty or populations of color. Many of these populations reside in the multi-family housing concentrated along the north side of Cliff Road. The proposed project would benefit these populations by providing a safer and more convenient non-motorized connection meeting ADA requirements along the north side of Cliff Road to a number of destinations also north of Cliff Road, including the transit stop at TH 13, the large area of industrial employment to the west, and retail businesses to the east. The transit stop at TH 13 provides half-hour daytime and one-hour evening local bus service (on Minnesota Valley Transit Authority Route 444) between Savage, Burnsville and the Mall of America, a major regional center for employment and shopping activities, and a transfer point to the Blue and Red Metro Lines.

**Response (Limit 2,800 characters; approximately 400 words)**

The existing gap in non-motorized facilities may deter less confident user groups (especially children, people with disabilities, and the elderly) from accessing the broader non-motorized transportation network. The proposed project would provide a safer and more convenient option for bicyclists, pedestrians, and bus riders accessing destinations on the north side of Cliff Road without having to cross the road or ride against traffic. In addition to supporting affordable and accessible connections to regional destinations via public transit, the project would also improve local access to employment and shopping opportunities. By connecting to existing facilities at each end, the proposed multiuse trail would provide greater connectivity to a large industrial area centered around the intersection of Cliff Road and 12th Avenue and a number of retail businesses located on the north side of Cliff Road, including several restaurants and the Cliffview Plaza shopping mall.

The project would not result in any negative impacts or require mitigation to low-income individuals, people of color, children, people with disabilities, or the elderly. By improving connections to the existing network of non-motorized facilities in the area, the project will support convenience and comfort for a larger range of users, including users who may not be comfortable having to cross Cliff Road or biking/walking along the shoulder.

*The response should address the benefits, impacts, and mitigation for the populations affected by the project.*

**Upload Map**

1467053959279\_Socio-EconMap-Burnsville.pdf

### Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Burnsville	0.71
Eagan	0.04
	1

### Total Project Length

Total Project Length (Total Population) 0.75

### 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
		0	0	0	0

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

Total Project Length (Miles) 0.75  
 Total Housing Score 0

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

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

- Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;

- Improving bikeability to better serve all ability and experience levels by:

- Providing a safer, more protected on-street facility;

- Improving crossings at busy intersections (signals, signage, pavement markings); OR

- Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street. Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

**Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier** Yes

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

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

Response (Limit 2,800 characters; approximately 400 words)

The proposed project is located along a Tier 2 RBTN Corridor which follows Cliff Road (CSAH 32), an east-west multi-lane highway between I-35W and TH 3. Cliff Road serves as a barrier to bicycle and pedestrian traffic in the project area due to the lack of non-motorized facilities on the north side of the road. The AADT for Cliff Road is between 19,845 and 30,146 in the project area, and the road has a posted speed limit of 45 mph. Currently, non-motorized users wishing to reach destinations along the north side of Cliff Road in the project area must either use the shoulder on the north side of the roadway or cross five to eight lanes of traffic to the south side of Cliff Road, use the trail on the south side to go east or west, and cross five to eight lanes of traffic back to the north side of Cliff Road. While the shoulder is acceptable for Type A bicyclists who prefer to use the roadway, it is not acceptable for pedestrians and the greater bicycle population that is not comfortable using the shoulder on a high-speed roadway. Crossing Cliff Road twice to reach a destination within one or two miles is also not acceptable for many users.

The project will complete a gap in the bicycle/pedestrian network along the north side of Cliff Road, connecting to existing facilities at each end and providing a continuous facility across two major roadways (TH 13 and TH 77). The project proposes to add a multiuse trail along the north side of Cliff Road which will provide better access and connectivity to the existing network from several medium- and high-density residential areas located north of Cliff Road, as well as a popular transit stop at the northeast corner of TH 13/Cliff Road. This will make Cliff Road serve as a complete RBTN corridor that provides facilities and improves bikeability to better serve all abilities and experience levels in order to reach destinations along both sides of the busy highway. Additionally,

the project would improve connectivity between jurisdictions by providing a connection to existing multiuse facilities and improving access between the cities of Burnsville and Eagan.

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## **Measure B: Project Improvements**

By providing a dedicated off-street facility for bicyclists and pedestrians on the north side of Cliff Road, the project will improve safety conditions for non-motorized users. Currently, individuals wishing to complete trips destined along the north side of Cliff Road must either use the shoulder or cross Cliff Road twice. For example, residents of the Cinnamon Ridge Apartments wishing to access the transit stop at TH 13 must cross six lanes to get to the south side of Cliff Road at Slater Road, walk west along the existing multiuse trail, and then cross eight lanes back to the north side of Cliff Road at TH 13. For these and similar trips, the project would eliminate 14 conflict points. The addition of a multiuse trail on the north side of the roadway would also allow bicyclists to travel in the direction of vehicle traffic on both sides of the roadway, which would be more consistent with the expectations of motorists and pedestrians and would help to reduce bicycle/pedestrian conflicts.

Response (Limit 2,800 characters; approximately 400 words)

From a safety perspective, Burnsville's 2030 Comprehensive Plan identifies the intersection of TH 13 and Cliff Road as one of the most problematic intersections along the TH 13 corridor. MnDOT crash data from 2011-2015 indicates two crashes involving non-motorized users in the project corridor: one pedestrian/vehicle crash in which the pedestrian was attempting to cross Cliff Road at Cinnamon Ridge Trail, and one bicycle-involved crash. Both crashes were categorized as "possible injury" crashes. The high number of vehicle crashes at the intersection also poses a significant hazard to bicyclists and pedestrians.

MnDOT has identified the provision of sidewalks as a proven safety strategy and research has found that the installation of sidewalk and/or walkways on both sides of the road result in an 88 percent reduction in "walking along the roadway" pedestrian crashes (McMahon, et al.). A reduction in bicycle-

involved crashes would also be anticipated to result from the provision of an off-road facility on both sides of the roadway. In addition to users who currently walk along the roadway, safety conditions would also improve for pedestrians and bicyclists who currently cross Cliff Road to the existing multiuse trail on the south side of the roadway (and cross back again). As noted above, the project would eliminate 14 conflict points for these users, and they would no longer need to cross Cliff Road (AADT between 19,845 and 30,146 and a posted speed limit of 45 mph).

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## **Measure A: Multimodal Elements**

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

Improving connectivity and integration with transit facilities is a primary need for the project. The bus shelter at TH 13/Cliff Road is a popular transit stop for the Minnesota Valley Transit Agency (MVTA) (letter of support attached). The stop serves Local Route 444 and provides regional connections to the Mall of America (and Red/Blue Metro Lines), Cedar Grove Transit Station, Burnsville Transit Station, and Burnsville Center. MVTA operates weekday service every 30 minutes and weekend service every hour. Route 444 is heavily used by the transit-dependent residents located north of Cliff Road. Currently, residents using the TH 13 transit stop must either walk or bike along the shoulder north of Cliff Road or cross Cliff Road twice to use the trail south of the road.

The proposed trail improves pedestrian and transit access by providing a safe and convenient off-street facility that completes the "First Mile/Last Mile" connection for residents and employees destined north of Cliff Road. All MVTA buses operate with bike racks, allowing further integration between bicycling and transit. By providing a dedicated facility, the project would also reduce the risk of vehicle/pedestrian and vehicle/bicycle crashes along Cliff Road. The project would complete a gap along Cliff Road (CSAH 32) identified in the Dakota County Transportation Plan as having a "High Pedestrian Demand."

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## Transit Projects Not Requiring Construction

*If the applicant is completing a transit or TDM 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](#)**

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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 Yes  
100%

Layout or Preliminary Plan started  
50%

Layout or Preliminary Plan has not been started  
0%

Anticipated date or date of completion

**3)Environmental Documentation (5 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% date submitted

Document in progress; environmental impacts identified; review request letters sent  
50%

Document not started Yes  
0%

Anticipated date or date of completion/approval 12/31/2019

**4)Review of Section 106 Historic Resources (10 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 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%

**Unsure if there are any historic/archaeological resources in the project area**

0%

**Anticipated date or date of completion of historic/archeological review:** 12/31/2018

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

**5)Review of Section 4f/6f Resources (10 Percent of Points)**

*4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?*

*6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?*

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

100%

**No impact to 4f property. The project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received**

100%

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

80%

**Project impacts to Section 4f/6f resources likely coordination/documentation has begun**

50%

**Project impacts to Section 4f/6f resources likely coordination/documentation has not begun**

30%

**Unsure if there are any impacts to Section 4f/6f resources in the project area**

0%

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

**Right-of-way, permanent or temporary easements not required**

100%

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

100%

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

75%

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

50%

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

25%

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

0%

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

0%

**Anticipated date or date of acquisition** 01/30/2020

### **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)Interchange Approval (15 Percent of Points)\***

*\*Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

**Project does not involve construction of a new/expanded interchange or new interchange ramps** Yes

100%

**Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee**

100%

**Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee**

0%

### **9)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** Yes

50%

**Construction plans have not been started**

0%

**Anticipated date or date of completion** 12/31/2019

## 10) Letting

**Anticipated Letting Date** 04/15/2020

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## Measure A: Cost Effectiveness

**Total Project Cost (entered in Project Cost Form):** \$845,000.00

**Enter Amount of the Noise Walls:** \$0.00

**Total Project Cost subtract the amount of the noise walls:** \$845,000.00

**Points Awarded in Previous Criteria**

**Cost Effectiveness** \$0.00

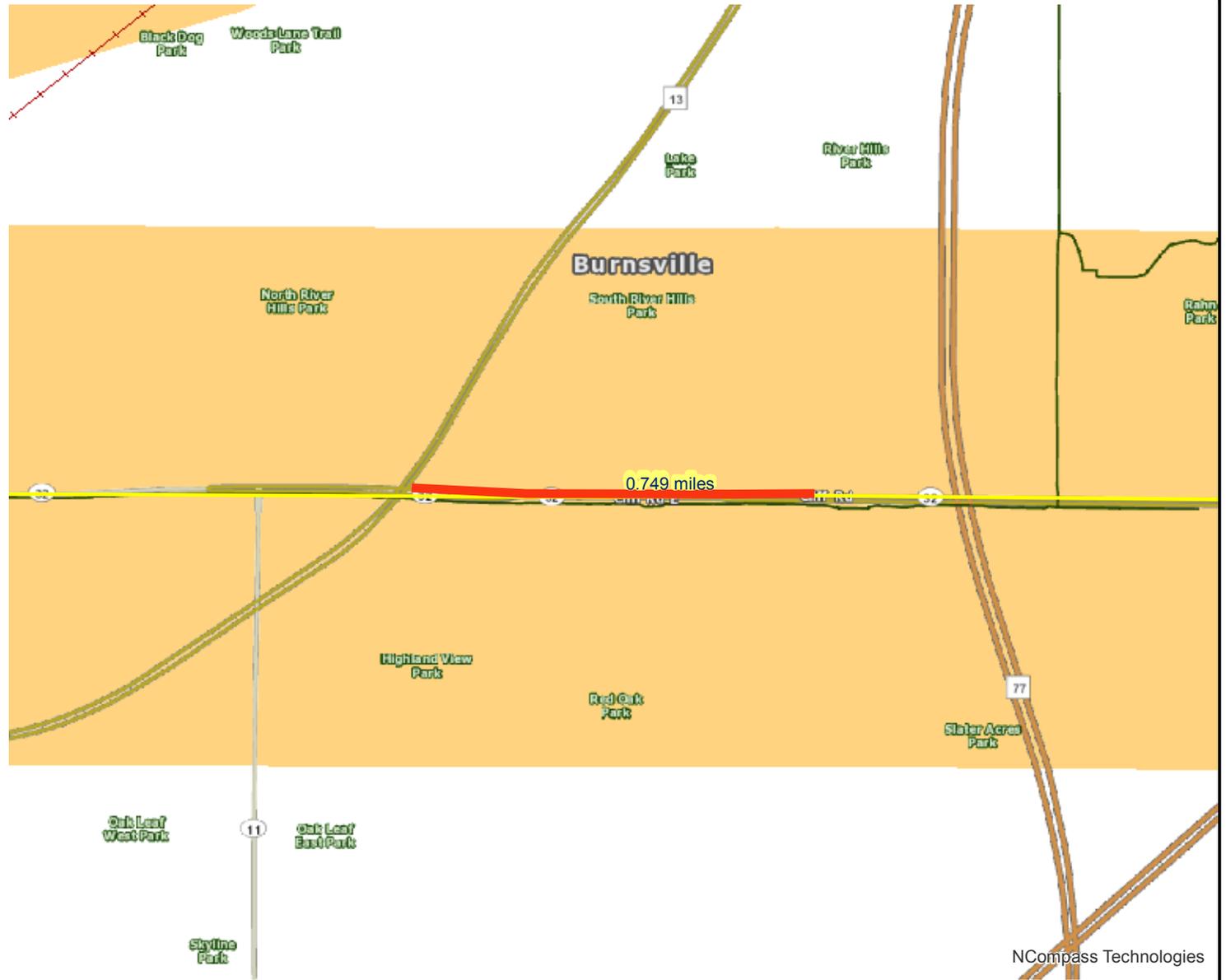
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## Other Attachments

File Name	Description	File Size
Eagan Letter of Support.pdf	City of Eagan Letter of Support	40 KB
Existing Conditions - StreetView Screenshots.pdf	Existing Conditions Screenshots	407 KB
Federal STBGP Letter of Funding and Maintenance for CSAH 32.pdf	Dakota County Letter of Support	1.1 MB
Figure1_CliffRdTrailProjectArea.pdf	Figure 1: Project Area	1.1 MB
Figure2_CliffRdTrailProjectConcept.pdf	Figure 2: Project Concept	3.4 MB
Figure3_TransitConnections.pdf	Figure 3: Transit Connections	313 KB
MVTA Letter of Support for Burnsville Application.pdf	MVTA Letter of Support	521 KB

# Project to RBTN Orientation

Multituse Trails and Bicycle Facilities Project: Cliff Road (CSAH 32) Trail Connection | Map ID: 1464718887519



NCompass Technologies

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



Created: 5/31/2016  
LandscapeRSA1

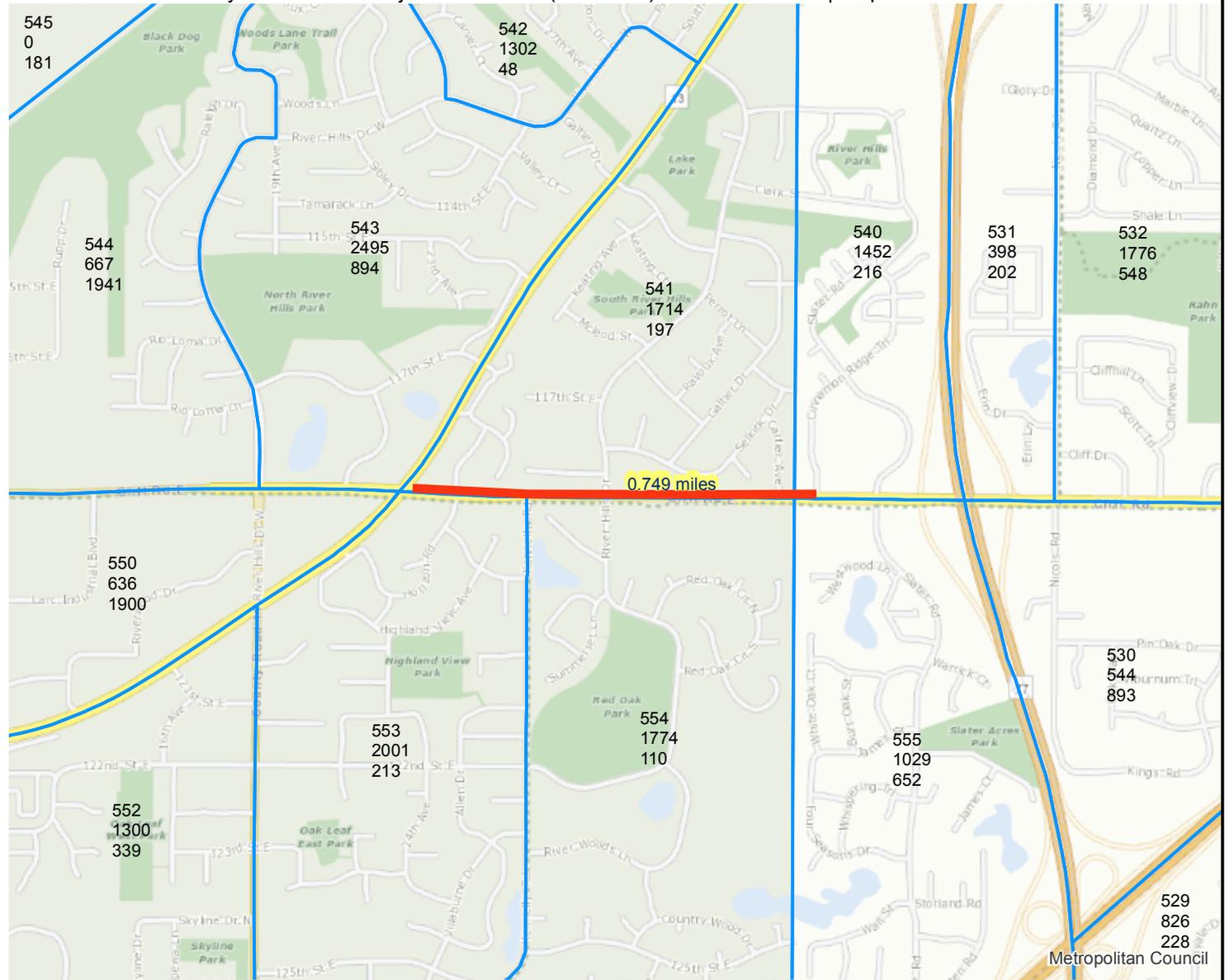


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



# Population Summary

Multiuse Trails and Bicycle Facilities Project: Cliff Road (CSAH 32) Trail Connection | Map ID: 1464718887519



## Results

Within ONE Mile of project:  
 Total Population: 19710  
 Total Employment: 9172

- Project
- 2010 TAZ



Created: 5/31/2016  
 LandscapeRSA4

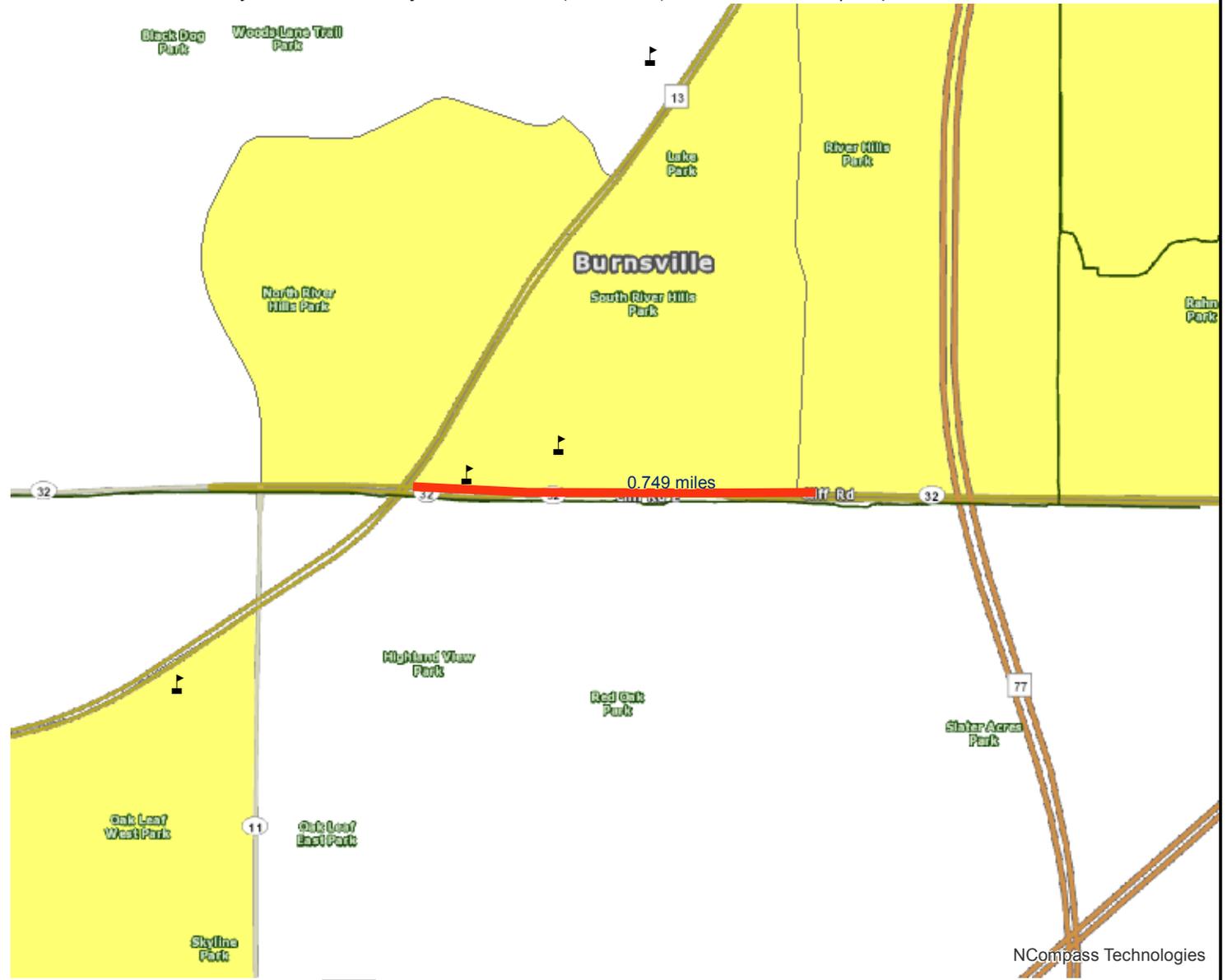


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)



- Project
- Above reg'l avg conc of race/poverty
- Area of Concentrated Poverty > 50% residents of color
- Area of Concentrated Poverty
- School



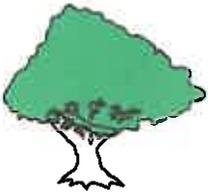
Created: 5/31/2016  
LandscapeRSA2



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



NCompass Technologies



# City of Eagan

Mike Maguire  
Mayor

Paul Bakken  
Cyndee Fields  
Gary Hansen  
Meg Tilley  
Council Members

Dave Osberg  
City Administrator

Municipal Center  
3830 Pilot Knob Road  
Eagan, MN 55122-1810  
651.675.5000 phone  
651.675.5012 fax  
651.454.8535 TDD

Maintenance Facility  
3501 Coachman Point  
Eagan, MN 55122  
651.675.5300 phone  
651.675.5360 fax  
651.454.8535 TDD

[www.cityofeagan.com](http://www.cityofeagan.com)

The Lone Oak Tree  
The symbol of  
strength and growth  
in our community.

June 22, 2016

Steve Albrecht, PE  
Public Works Director  
City of Burnsville  
100 Civic Center Pkwy  
Burnsville, MN 55337

**RE: Letter of Support - Cliff Road Trail Improvements  
2016 Regional Solicitation Application**

Dear Mr. Albrecht,

The City of Eagan extends its support for the City of Burnsville's 2016 Regional Solicitation federal funding application for trail improvements along Cliff Road (CSAH 32) from TH 13 to Cinnamon Ridge Trail. The easternmost limits of the proposed project are located within the City of Eagan. This proposed project would complete a gap in the current trail facilities along the north side of Cliff Road, and tie into the recently completed trail extending easterly from Cinnamon Ridge Trail and across TH 77. The completed project would allow inter-city access to the trail networks in both Burnsville and Eagan, while also providing connections to regional trail facilities.

On June 21, 2016, the City Council, by official action, affirmed its support of the City of Burnsville's efforts to extend the trail system along the north side of Cliff Road by means of a Regional Solicitation federal funding application. The City of Eagan appreciates your efforts to secure funding for trail improvements along Cliff Road, and is supportive of the City of Burnsville moving forward with this project.

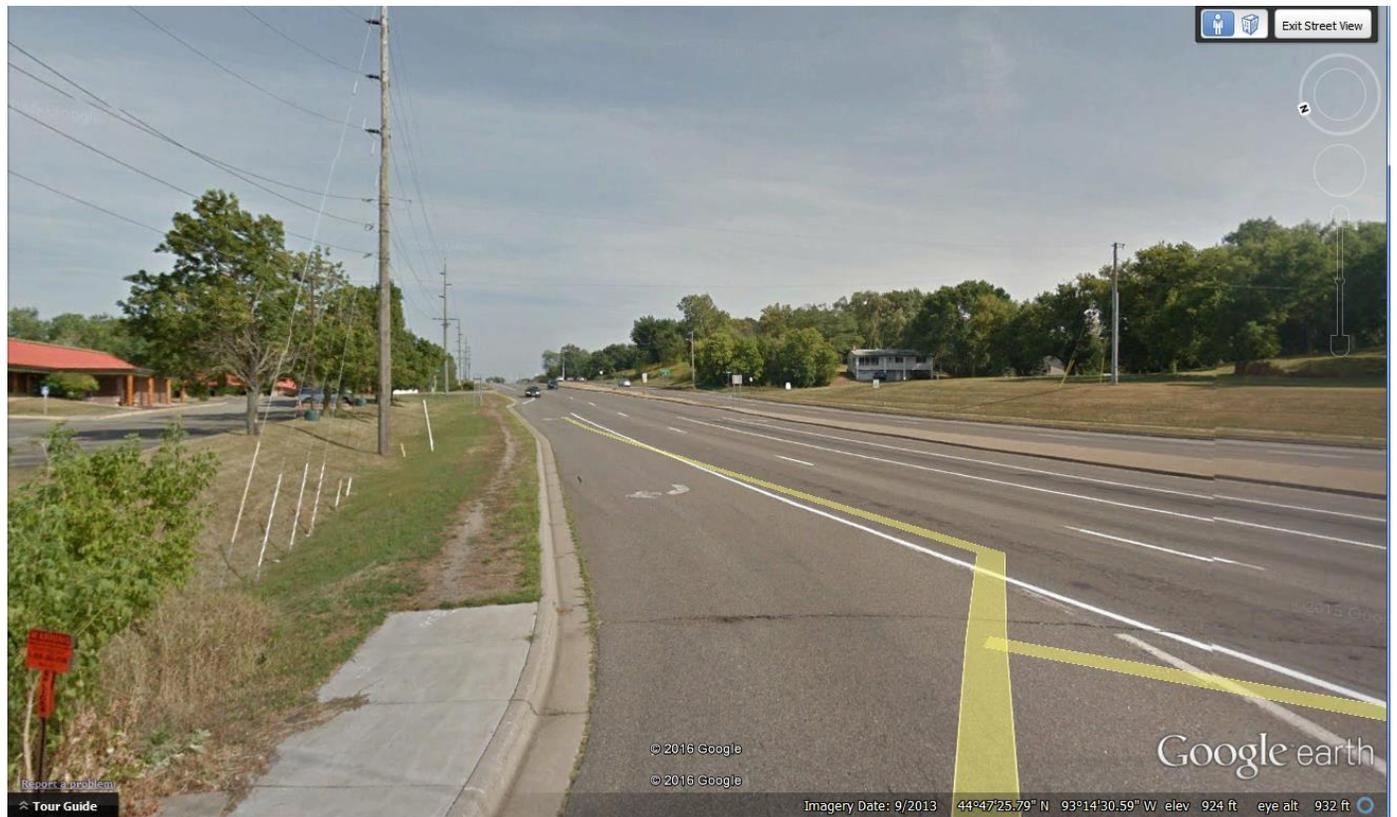
Sincerely,

Russ Matthys, PE  
Public Works Director

## Existing Conditions



Cliff Road (CSAH 32) at Cinnamon Ridge Trail – looking west



Cliff Road (CSAH 32) at TH 13 – looking east



**Physical Development Division**  
**Steven C. Mielke, Director**

July 11, 2016

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

952.891.7000  
Fax 952.891.7031  
[www.dakotacounty.us](http://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 Robert Street North  
St. Paul, MN 55101

RE: Federal STBGP Letter of Funding and Maintenance for CSAH 32

Dear Ms. Koutsoukos:

The County Board of Commissioners has committed to fund and construct the proposed for a multi-use trail along the north side of CSAH 32 (Cliff Road) between TH 13 and Cinnamon Ridge Trail. This proposed project would complete a gap in the current trail facilities along the north side of Cliff Road, and tie into the trail between Cinnamon Ridge Trail and across TH 77. This allows inter-city access to the sidewalk and trail networks in both Burnsville and Eagan.

Dakota County is aware of and understands the proposed project being submitted. Dakota County has jurisdiction over CSAH 32 and commits to working with the City of Burnsville to operate and maintain the proposed facilities for its useful design life. A combination of city and county funds will be used to cover the local match consistent with the county's cost participation policy.

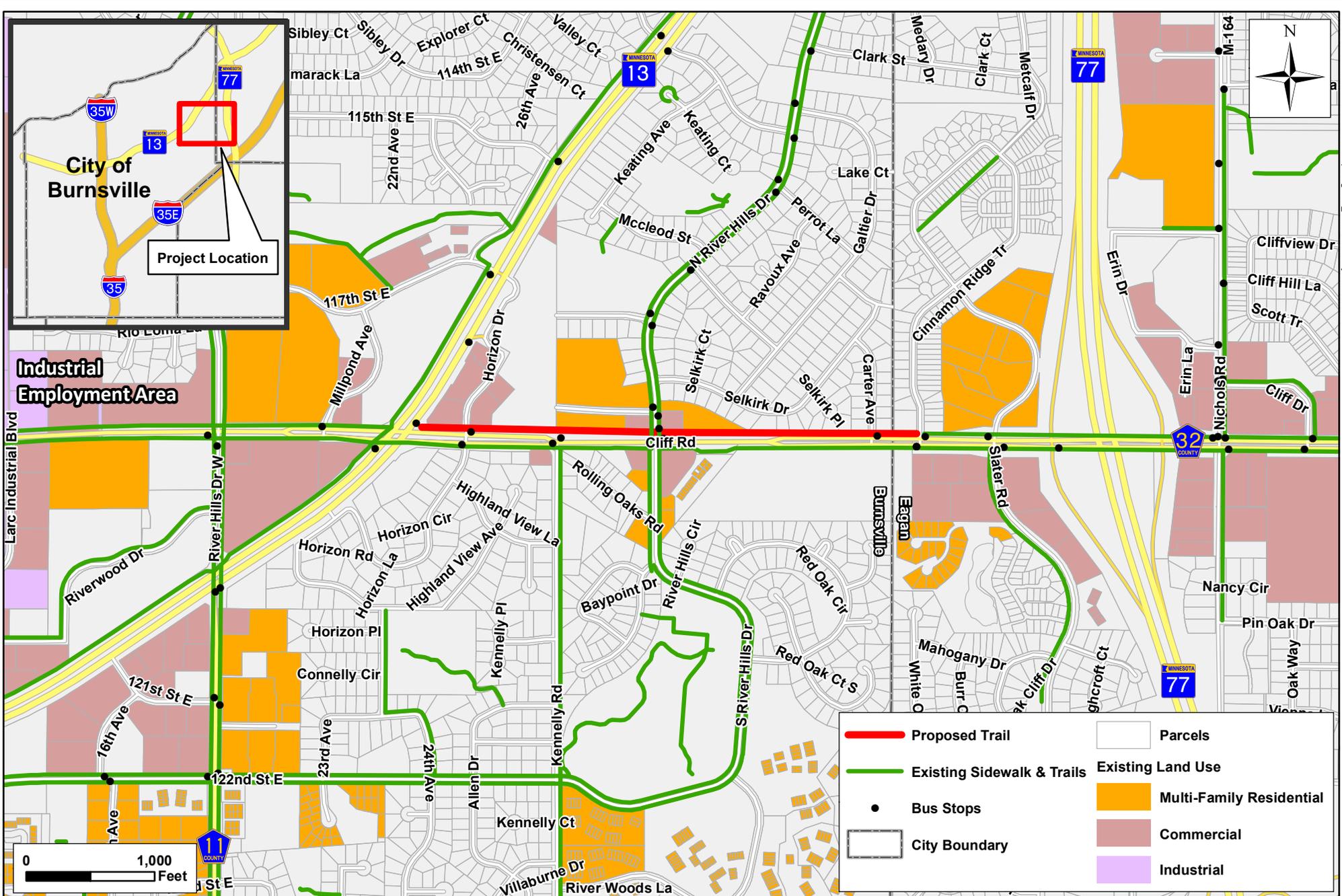
Dakota County appreciates your efforts to secure funding for trail improvements along Cliff Road, and is supportive of the City of Burnsville moving forward with this project.

We will be happy to answer any questions you may have regarding this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark J. Krebsbach".

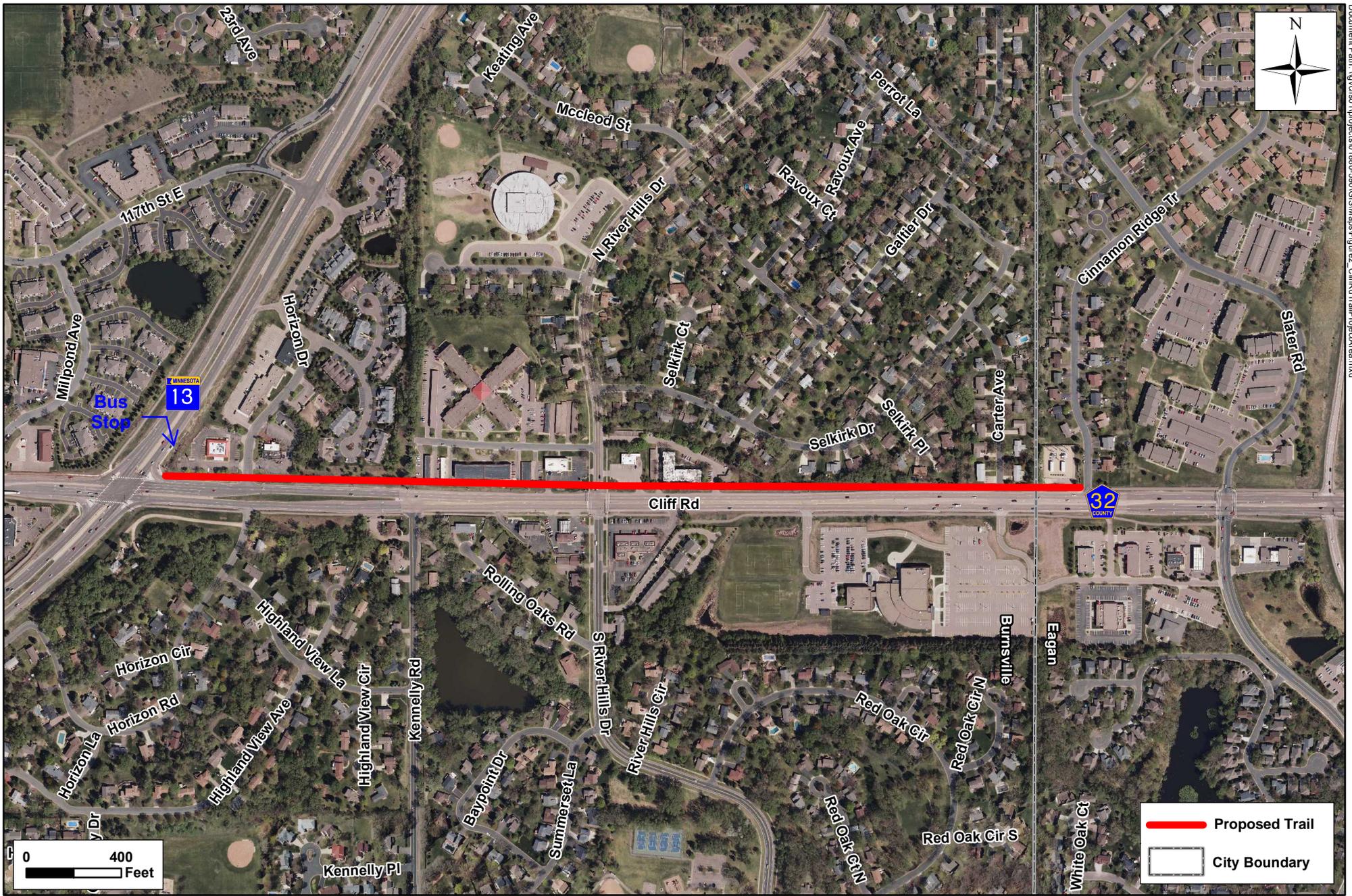
Mark J. Krebsbach, P.E.  
Transportation Director/County Engineer



**Figure 1: Cliff Road Trail Project Area**  
 2016 Regional Solicitation Grant Application  
 City of Burnsville, Dakota County

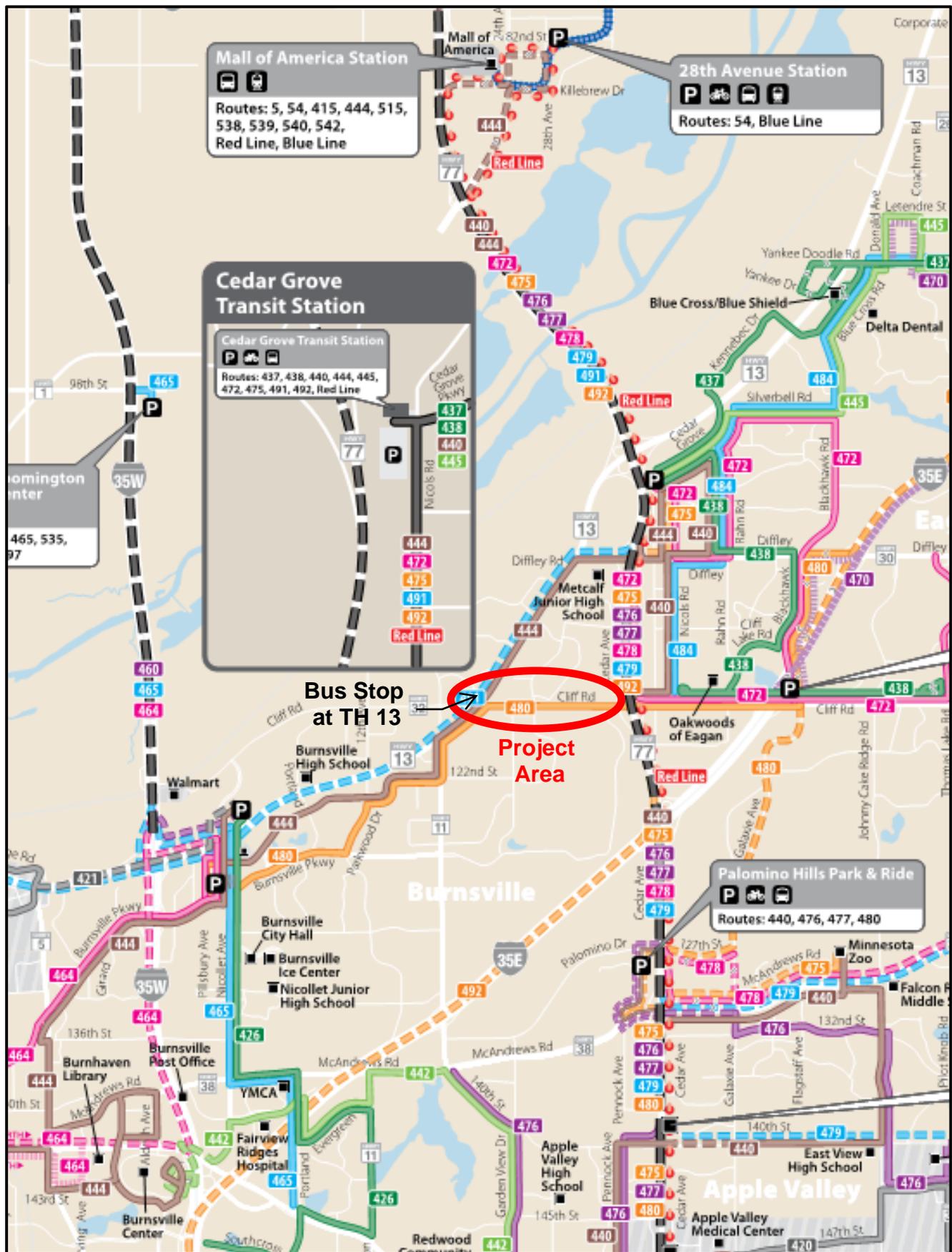


Document Path: K:\031-580-GIS\mapserver\figure1\_CliffRoadTrailProjectLocation.mxd



**Figure 2: Cliff Road Trail Project Concept**  
 2016 Regional Solicitation Grant Application  
 City of Burnsville, Dakota County





**Figure 3: Project Area Transit Connections**  
 2016 Regional Solicitation Grant Application  
 City of Burnsville, Dakota County



June 14, 2016

Steve Albrecht, PE  
Public Works Director  
City of Burnsville  
100 Civic Center Pkwy  
Burnsville, MN 55337

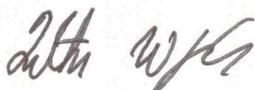
**RE: Letter of Support for the Cliff Road Trail Improvements  
2016 Regional Solicitation Application**

Dear Mr. Albrecht,

Minnesota Valley Transit Authority (MVTA) extends its support for the City of Burnsville's Regional Solicitation federal funding application for trail improvements along Cliff Road (CSAH 32) from Trunk Highway (TH) 13 to Cinnamon Ridge Trail. This proposed project would complete a gap in the current trail facilities along the north side of Cliff Road and connect to a popular transit stop at the corner of TH 13 and Cliff Road. The transit stop serves Route 444, which provides regional connections to the Mall of America, Cedar Grove Transit Station, Burnsville Transit Station, and Burnsville Center. MVTA operates 32 weekday trips, with service every 30 minutes, and 15 weekend trips, with service every hour, through this northbound stop. This route is heavily used by the residents of the apartments and multi-family properties in the neighborhood north of Cliff Road. The trail connection will provide safe access for these residents to access the transit stop without having to walk on the shoulder or cross the busy Cliff Road.

MVTA appreciates your efforts to secure funding for trail improvements along Cliff Road to improve access to transit, and is supportive of the City of Burnsville moving forward with this project.

Sincerely,



Luther Wynder  
Executive Director  
Minnesota Valley Transit Authority