



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05314 - CSAH 42 Underpass

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/15/2016 12:59 PM

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## Primary Contact

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\* Apple Valley Minnesota 55124  
City State/Province Postal Code/Zip

**Phone:\*** 952-891-7159  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** DAKOTA COUNTY

**Jurisdictional Agency (if different):**

**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** 000002621A15

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## Project Information

**Project Name** Dakota County CSAH 42 Trail Gap and Underpass

**Primary County where the Project is Located** Dakota

**Jurisdictional Agency (If Different than the Applicant):**

This application seeks funding for the construction of a multiuse trail along a 1.0 mile segment of CSAH 42 extending from Flagstaff Avenue east to Pilot Knob Road and a pedestrian underpass of CSAH 42 just east of Flagstaff Avenue. When constructed, this will be the final gap in the non-motorized transportation system along CSAH 42 from Burnsville to Rosemount. By connecting to existing trails to the east and west, the proposed project will improve connectivity to downtown Apple Valley, the Apple Valley Family Aquatic Center, Teen Center, Johnny Cake Ridge Park, East View High School and Scott Highlands Middle School.

The proposed underpass improves safety for all modes of transportation and eliminates the barrier of CSAH 42, a 4-lane principal artery road with AADTs of more than 30,000 vehicles. With the underpass, pedestrians and bicyclists will not have to wait for the signal, nor worry about turning vehicles as they cross. Motorists will also have improved conditions due to the removal of pedestrians and bicyclists from the roadway and the reduction of unanticipated crossings.

In addition to local connectivity, the proposed project will improve regional connections. The underpass will address a critical gap in Dakota County's North Creek Greenway, a 14 mile route extending from Eagan to Empire Township that responds to the need for a continuous trail through central Dakota County. As a trail, the North Creek Greenway will function as an element of the intermodal surface transportation system in Dakota County and the metropolitan region, linking regional destinations such as the 2,000 acre Lebanon Hills Regional Park, the Minnesota Zoo, downtown Farmington, and the 460-acre Whitetail Woods Regional Park in Empire Township. Like other greenways being planned in Dakota County, the North Creek Greenway is envisioned to provide

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

multiple benefits to water quality, habitat, recreation and non-motorized transportation. Signage along the trail will include wayfinding and interpretative opportunities addressing the natural and cultural resources of the area.

*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 42, Apple Valley, from Flagstaff Avenue to Pilot Knob Road (CSAH 31), Construct Underpass and Off-Street Multiuse Trail

**Project Length (Miles)**

1.0

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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**

\$1,256,000.00

**Match Amount**

\$314,000.00

*Minimum of 20% of project total*

**Project Total**

\$1,570,000.00

**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 CIP

*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:**

2020

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

**Additional Program Years:**

2017, 2018, 2019

*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**

Dakota County CSAH 42 Trail Gap and Underpass

**Zip Code where Majority of Work is Being Performed**

55124

**(Approximate) Begin Construction Date**

05/31/2020

**(Approximate) End Construction Date**

11/30/2020

**Name of Trail/Ped Facility:** Dakota County CSAH 42 Trail Gap and Underpass  
*(i.e., CEDAR LAKE TRAIL)*

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

**From:** CSAH 42 and Flagstaff Ave  
**(Intersection or Address)**

**To:** CSAH 42 and Pilot Knob Road  
**(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, Aggregate Base, Bituminous Base, Bituminous Surface, Multi-use Trail, Pedestrian Ramps, Tunnel

*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.:** NA

**New Bridge/Culvert No.:** Yes

**Structure is Over/Under** Pedestrian Tunnel under CSAH 42 east of Flagstaff  
**(Bridge or culvert name):**

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## Specific Roadway Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Mobilization (approx. 5% of total cost)	\$80,000.00
Removals (approx. 5% of total cost)	\$80,000.00
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	\$20,000.00
Striping	\$0.00
Signing	\$5,000.00
Lighting	\$25,000.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$600,000.00
Retaining Walls	\$250,000.00

Noise Wall (do not include 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
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$1,060,000.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$400,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$10,000.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$100,000.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$510,000.00</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
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	\$1,570,000.00
Construction Cost Total	\$1,570,000.00
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: Healthy Environment (pg. 66)

Objectives: C) Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles. (pg. 66) D) Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations. (pg. 66)

Strategies: 1) Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel. (pg. 2.12

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

Goal: Access to Destinations (pg. 62)

Objectives: D) Increase transit ridership and the share of trips taken using transit, bicycling and walking. (pg. 62) E) Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations. (pg. 62)

Goal: Leveraging Transportation Investment to Guide Land Use (pg. 70)

Objectives: C - Encourage local land use design that integrates highways, streets, transit, walking, and bicycling. (pg. 70)

Strategies: 2) Local governments should include bicycle and pedestrian elements in local comprehensive plans. (pg. 2.15)



Goal: Competitive Economy (pg. 64)  
Objectives: B) Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies: 1) The Council and its transportation partners will identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well-maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users. (pg. 2.11)  
2) The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors. (pg. 2.11)

*(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.*

This project is supported by multiple plans, including:

2030 Regional Parks Policy Plan (2013) (pg. 3-77)  
2012 Dakota County North Creek Greenway Master Plan (p. 32-35, 7-11)

**List the applicable documents and pages:**

Apple Valley Comprehensive Plan, 2030 Update (p. 4-13)

The Dakota County 2030 Park System Plan (p. 35, 83)

(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

Tier 2, RBTN Alignment Yes

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 1468583672109\_CSAH42RBTN.pdf

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### Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 19841

Existing Employment Within One Mile (Integer Only) 9337

Upload the "Population Summary" map 1468583737109\_CSAH42Pop.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:

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

The construction of an east-west trail on the south side of CSAH 42 and an underpass leading to the north will serve disadvantaged residents in all directions from the corridor. As shown in the Socio-Econ map, the proposed trail and underpass are less than a mile away from a census tract with above-average concentrations of both poverty and diverse populations. Currently, County Road 42 acts as a large barrier, dividing that tract from Downtown Apple Valley destinations to the north. In addition, the trail gap along CSAH 42 prevents safe east-west travel along the corridor. The elimination of the proposed 1 mile gap will provide an off-street route from Burnsville to Rosemount.

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

Apple Valley's largest employment concentration is along County Road 42, which is a 4-lane divided highway with traffic volumes exceeding 30,000 AADT. County Road 42 is a significant barrier to disadvantaged populations that need to cross it for employment, shopping, or services. A grade separated crossing will allow the disadvantaged populations to easily access employment, shopping and services without a car and no longer having to undertake the safety risk of crossing 4 lanes of traffic on foot or bike.

County Road 42 is also a major barrier to school children walking to Highland Elementary School, Scott Highlands Middle School, and the Rosemount Area Learning Center. As of 2012, 47% of Highland Elementary students were eligible for free and reduced-price lunch. The proposed underpass will mitigate County Road 42 as a barrier and provide a safe walking and bicycling environment along the south side of the highway. The safe crossing will allow users of all ages and abilities to use the trails, access local and regional destinations and make active living lifestyle choices.

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

### Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Apple Valley	1.0
	1

### Total Project Length

Total Project Length (Total Population)	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
		0	0	0	0

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

Total Project Length (Miles)	1.0
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

The proposed project bridges a gap in both regional and local networks while the grade-separated crossing of CSAH 42 will serve the regional and local community by removing a large safety barrier and improving trail connectivity. Locally, the project will safely connect southern Apple Valley residents to the city's downtown, improving access to major employers, commercial destinations, and government services. The elimination of the 1.0 mile gap will also promote east-west connectivity from Burnsville to Rosemount. The grade separate crossing will directly benefit Dakota County's North Creek Greenway, 14 mile route from Eagan to rural Empire Township that connects the 2,000 acre Lebanon Hills Regional Park, Minnesota Zoo, White Tale Woods Regional Park, Vermillion River, and downtown Farmington. The implementation of the grade separated crossing will improve the safety of the trail system and allow recreational and novice trail users to feel comfortable navigating local and regional trails.

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

The nearest parallel crossing of CSAH 42 is about a quarter-mile away at Flagstaff Ave. At this intersection, CSAH 42 has 4 traffic lanes and 2 turn lanes, a posted speed limit of 50 mph, and traffic volumes around 30,000 cars daily. The current crossing includes a button-activated walk signal, and bike trails leading to the East, South, and West. However, as detailed in response 4B, these facilities have not been sufficient to prevent 2 crashes involving cyclists since 2011. The proposed grade-separated crossing under CSAH 42 would allow pedestrians of all ages and abilities to safely cross the highway without interrupting traffic or waiting for a crossing signal.

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## Measure B: Project Improvements

The proposed project will significantly improve safety along and across CSAH 42. The project will include an underpass under CSAH 42, located between Flagstaff Ave and Johnny Cake Ridge Rd. CSAH 42 is a very busy highway with an annual average daily traffic of about 295,000 in 2013. Such a large volume of traffic makes crossing CSAH 42 intimidating and a safety risk. According to MNDOT, there were 2 crashes involving bicycles on this segment between 2011 and 2015, both of which were severe enough for possible injury.

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

The proposed project would reduce crash potential by routing all bicycle and pedestrian traffic off of CSAH 42 and allowing trail users to cross CSAH 42 through the underpass. The underpass would eliminate the significant risk of collisions with bicycles, and has the potential to reduce automobile crashes as well. 62% of the crashes on this segment were rear-end collisions. An unexpected pedestrian crossing can cause a driver to stop suddenly and get rear-ended, but the underpass would reduce this type of conflict and allow traffic to flow at a more consistent speed.

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## Measure A: Multimodal Elements



The project will improve travel experience and safety for users of all modes by removing pedestrians and cyclists from CSAH 42 to a designated trail. First, this trail will create a continuous east west connection from Pilot Knob Road to Cedar Avenue. Second, the grade-separated crossing of CSAH 42 will allow trail users to cross safely, while reducing conflict and wait time for motorized vehicles. The planned 10-foot width will provide the space necessary for trail users of varying skill levels to safely share the trail.

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

This segment will function contribute to Apple Valley's intermodal transportation system. The connection to Metro Transit Route 420, linking users to Rosemount, with stops at retail centers, parks, an elementary school, and middle school. The CSAH 42 trail will also connect with a trail on Pilot Knob Road that leads to the Pilot Knob Transit Station  $\frac{3}{4}$  mile south, which allows riders to access routes 477 and 479.

The proposed underpass is also a critical component of Dakota County's North Creek Greenway, the Dakota County Trail System and the larger regional trail system. Safe crossing spaces will allow trail users of all ages and abilities to feel safe and comfortable using the trail system.

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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** 11/01/2019

**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:** 11/01/2019

**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** 02/28/2020

### **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

50%

Construction plans have not been started

Yes

0%

Anticipated date or date of completion

11/01/2019

### 10) Letting

Anticipated Letting Date

06/01/2020

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## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):

\$1,570,000.00

Enter Amount of the Noise Walls:

\$0.00

Total Project Cost subtract the amount of the noise walls:

\$1,570,000.00

Points Awarded in Previous Criteria

Cost Effectiveness

\$0.00

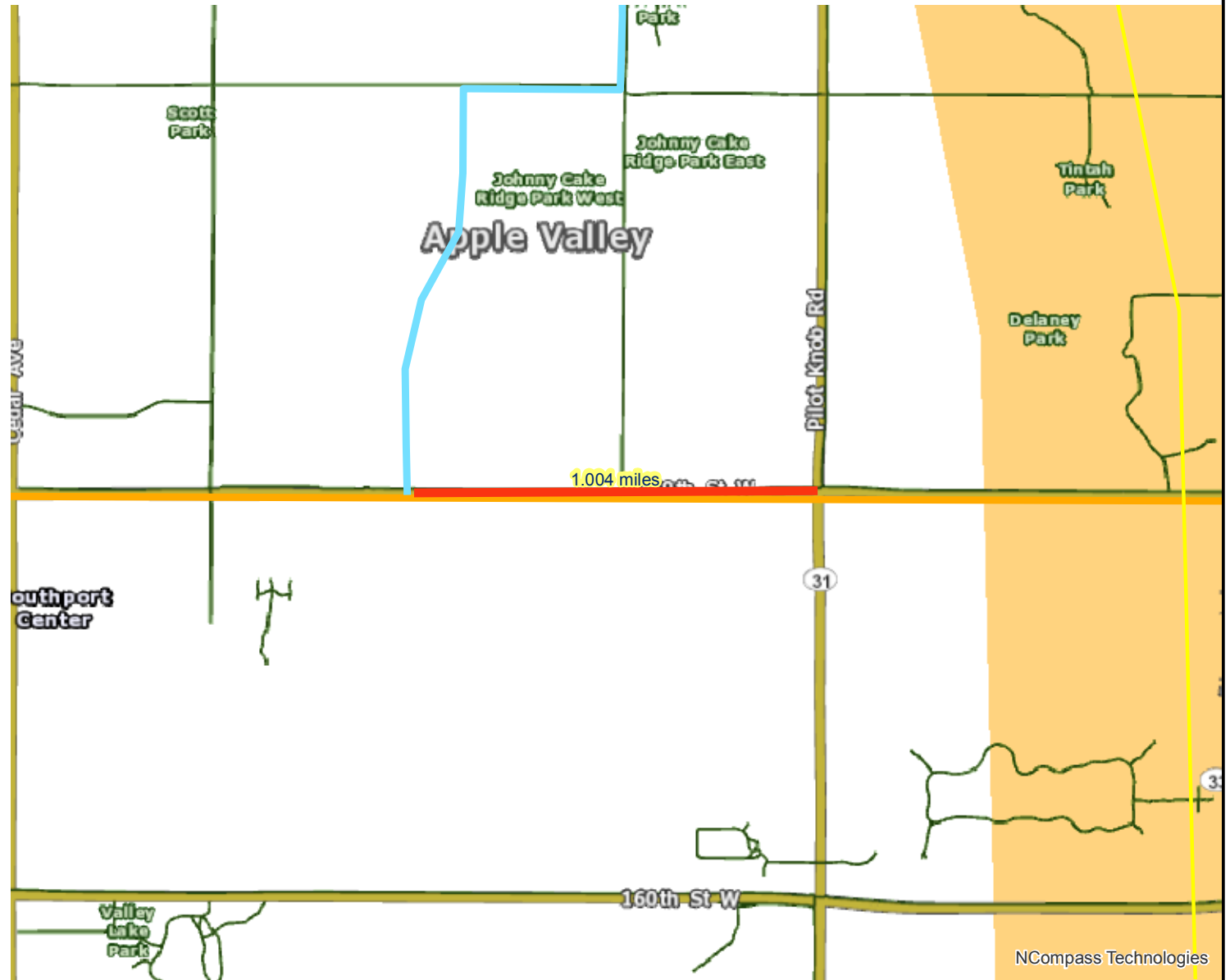
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## Other Attachments

File Name	Description	File Size
Dakota County CSAH 42 Trail Gap and Underpass SMALL.pdf	1) Project Map 2-3) Google Street View 4) Dakota County Resolution	2.6 MB

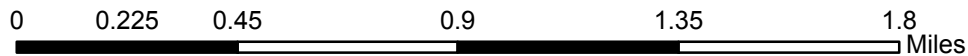
# Project to RBTN Orientation

Multise Trails and Bicycle Facilities Project: Dakota County CSAH 42 Trail Gap and Underpass | Map ID: 1468340134053



NCompass Technologies

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



Created: 7/12/2016  
LandscapeRSA1

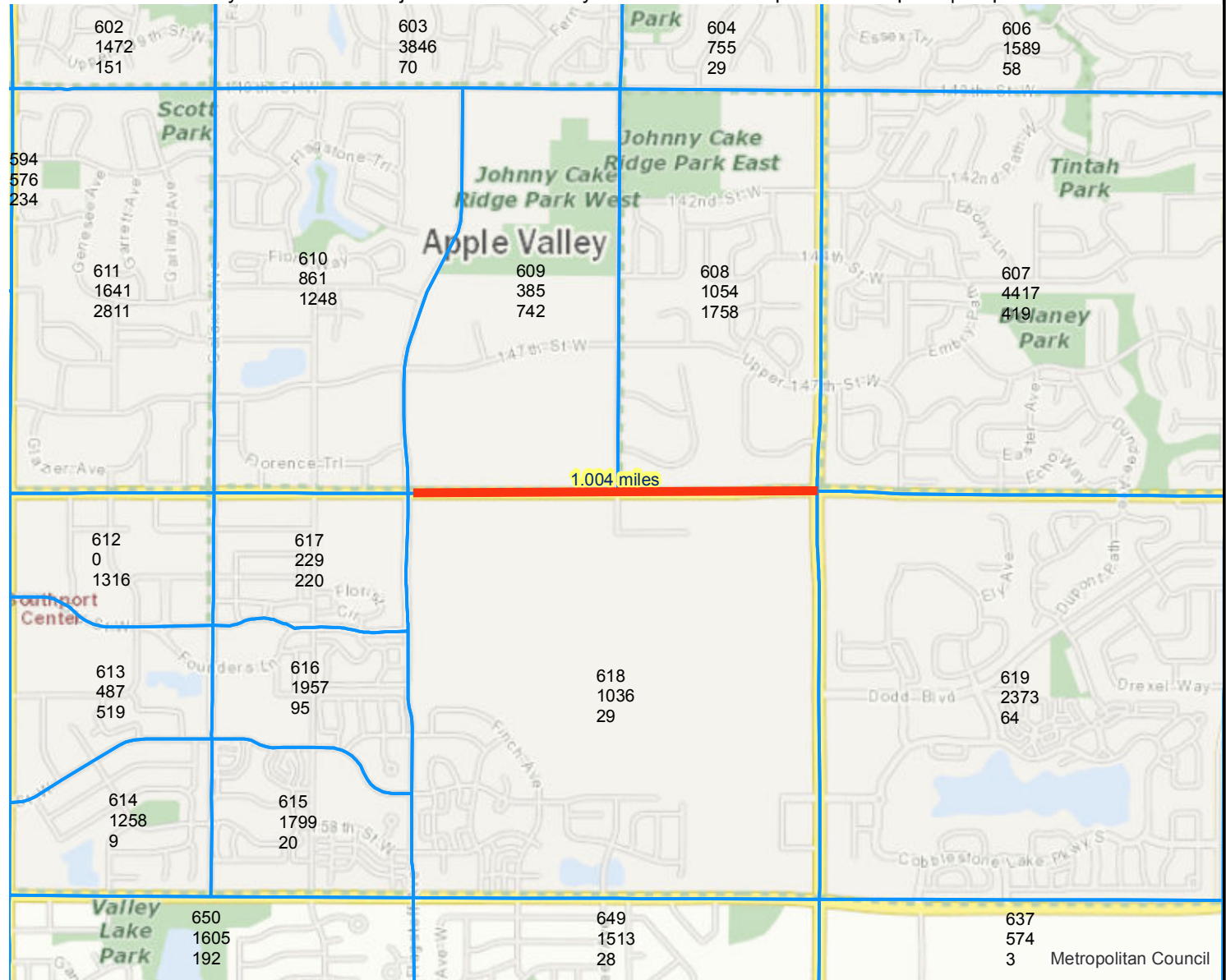


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



# Population Summary

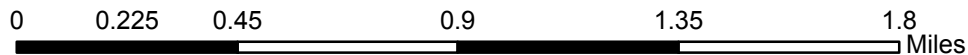
Multiuse Trails and Bicycle Facilities Project: Dakota County CSAH 42 Trail Gap and Underpass | Map ID: 1468340134053



## Results

Within ONE Mile of project:  
 Total Population: 19841  
 Total Employment: 9337

- Project
- 2010 TAZ



Created: 7/12/2016  
 LandscapeRSA4

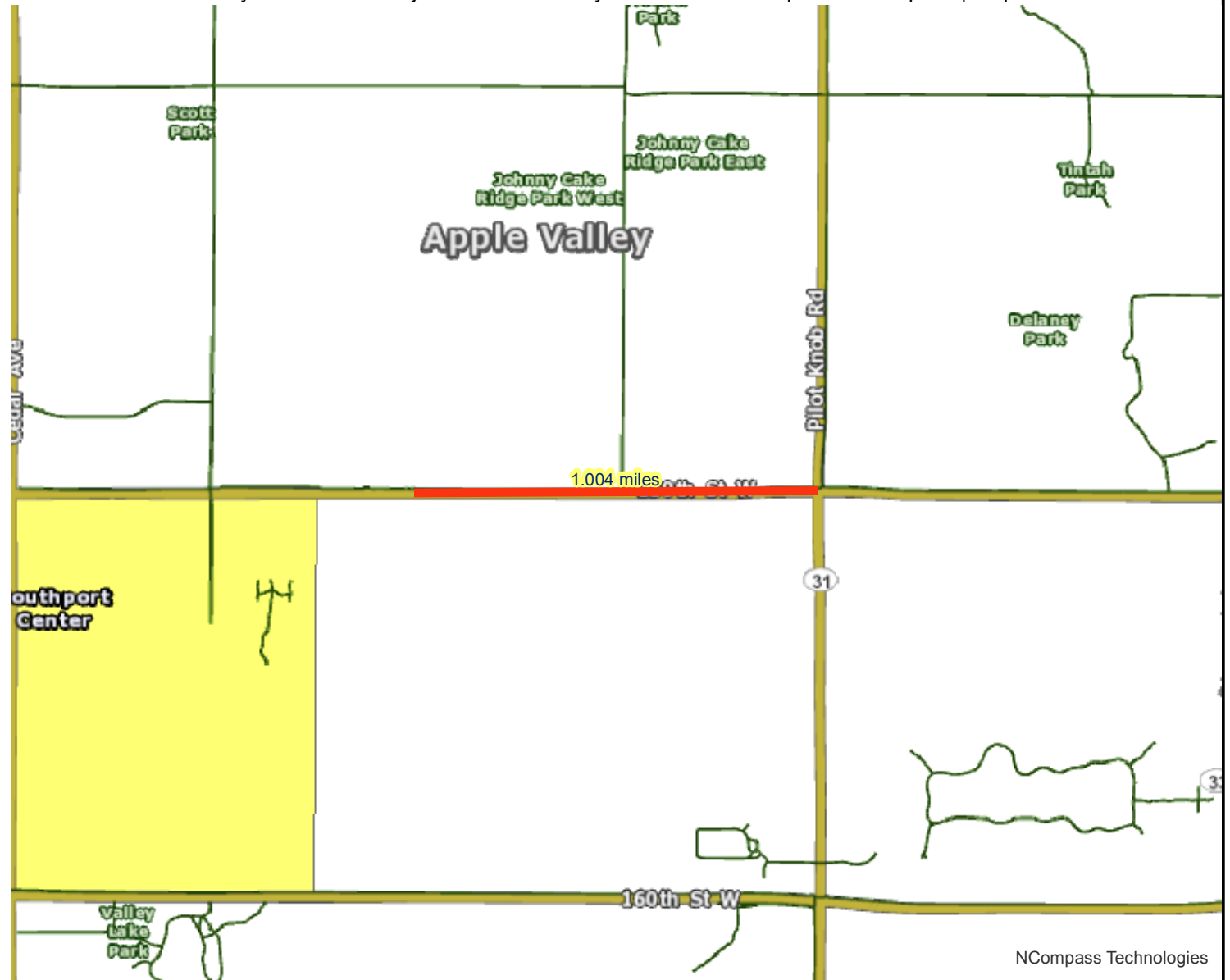


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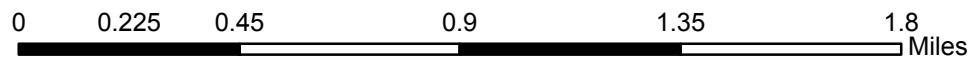


Results

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:  
(0 to 12 Points)



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



Created: 7/12/2016  
LandscapeRSA2



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

NCompass Technologies

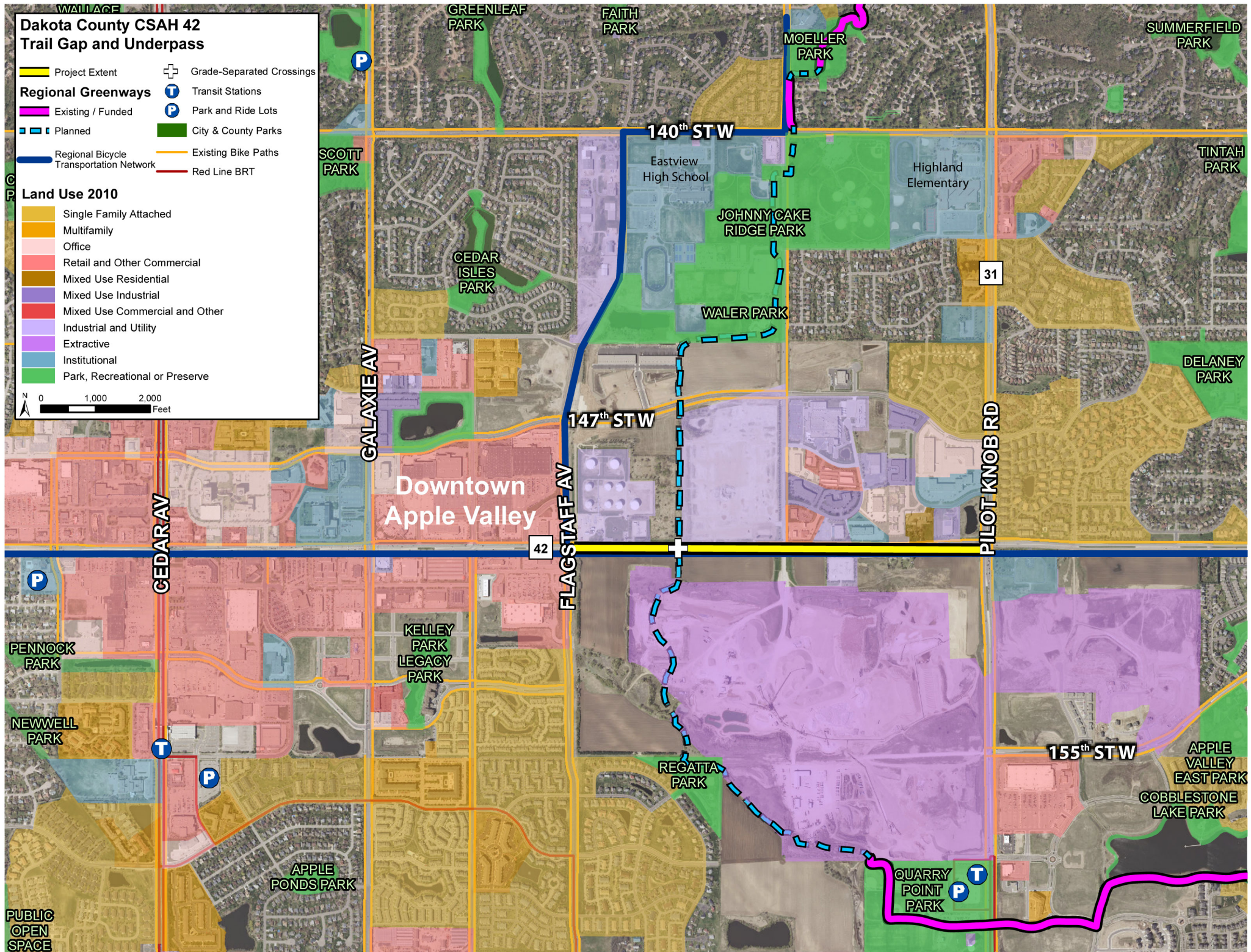
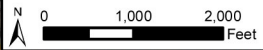




# Dakota County CSAH 42 Trail Gap and Underpass

- Project Extent
- Existing / Funded
- Planned
- Regional Bicycle Transportation Network
- Existing Bike Paths
- Red Line BRT
- Grade-Separated Crossings
- Transit Stations
- Park and Ride Lots
- City & County Parks

- ### Land Use 2010
- Single Family Attached
  - Multifamily
  - Office
  - Retail and Other Commercial
  - Mixed Use Residential
  - Mixed Use Industrial
  - Mixed Use Commercial and Other
  - Industrial and Utility
  - Extractive
  - Institutional
  - Park, Recreational or Preserve



PUBLIC  
OPEN  
SPACE



CSAH 42 facing East at Flagstaff Ave



CSAH 42 facing east at proposed underpass location



CSAH 42 facing east at Pilot Knob Road



**BOARD OF COUNTY COMMISSIONERS  
DAKOTA COUNTY, MINNESOTA**

June 21, 2016  
Motion by Commissioner Workman

Resolution No. 16-337  
Second by Commissioner Holberg

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**Approval Of Grant Application Submittals For Transportation Advisory Board 2016 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 15, 2016; 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:

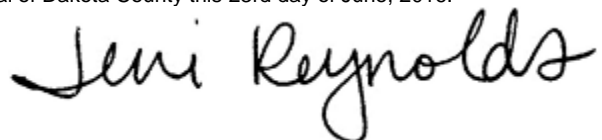
1. 179th Street Extension from ½ mile west of County State Aid Highway (CSAH) 31 to CSAH 31 and the existing 179th Street intersection with Flagstaff Avenue in Lakeville
2. CSAH 9 (Dodd Boulevard) from Heritage Way to CSAH 50 in Lakeville
3. CSAH 26 (Lone Oak Road/70th Street) from Trunk Highway (TH) 55 to TH 3 (Robert Street) in Eagan and Inver Grove Heights
4. CSAH 32 (Cliff Road) at its intersection with CSAH 31 (Pilot Knob Road) in Eagan
5. CSAH 23 (Foliage Avenue) from CSAH 86 (280th Street) to County Road 96 (320th Street) in Greenvale Township
6. CSAH 50 (202nd Street) from Holyoke Avenue to CSAH 23 (Cedar Avenue) in Lakeville
7. CSAH 86 (280th Street) from CSAH 23 (Galaxie Avenue) to TH 3 in Eureka, Greenvale, Castle Rock, and Waterford Townships
8. Minnesota River Greenway – Eagan Gap Segment in Eagan
9. River to River Greenway – TH 149 Underpass in Mendota Heights
10. River to River Greenway – Robert Street Crossing Connections in West St Paul
11. North Creek Greenway – CSAH 42 Underpass east of Flagstaff in Apple Valley; and

**STATE OF MINNESOTA  
County of Dakota**

	<b>VOTE</b>
<b>Slavik</b>	Yes
<b>Gaylord</b>	Yes
<b>Egan</b>	Yes
<b>Schouweiler</b>	Yes
<b>Workman</b>	Yes
<b>Holberg</b>	Yes
<b>Gerlach</b>	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 21st day of June, 2016, 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 23rd day of June, 2016.



Clerk to the Board

- 12. CSAH 14 - Southview Boulevard from 20th Avenue to 3rd Avenue and 3rd Avenue from Southview Boulevard to Marie Avenue in South St. Paul; and

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

- 13. 117th Street from CSAH 71 (Rich Valley Boulevard) to TH 52 – Lead Agency: Inver Grove Heights
- 14. Orange Line Extension – Lead Agency: Metro Transit
- 15. CSAH 73 (Oakdale Avenue) from CSAH 14 (Mendota Road) to CSAH 8 (Wentworth Avenue) – Lead Agency: West St. Paul
- 16. TH 149 (Dodd Road) from Mendota Heights Road to Decorah Lane and from Maple Street to Smith Avenue – Lead Agency: Mendota Heights
- 17. North Creek Greenway – Farmington Gap – Lead Agency: Farmington
- 18. CSAH 8 (Wentworth Avenue) from CSAH 63 (Delaware Avenue) to Humboldt Avenue – Lead Agency: West St. Paul
- 19. CSAH 8 (Wentworth Avenue) from TH 52 to 15th Avenue – Lead Agency: South St Paul; and

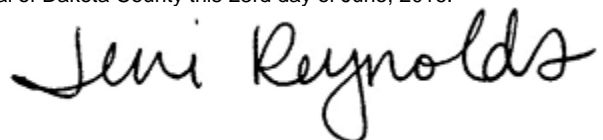
BE IT FURTHER RESOLVED, That, subject to federal funding award of the city led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County’s share of the matching funds consistent with Dakota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

**STATE OF MINNESOTA**  
**County of Dakota**

	<b>VOTE</b>
<b>Slavik</b>	Yes
<b>Gaylord</b>	Yes
<b>Egan</b>	Yes
<b>Schouweiler</b>	Yes
<b>Workman</b>	Yes
<b>Holberg</b>	Yes
<b>Gerlach</b>	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 21st day of June, 2016, 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 23rd day of June, 2016.



Clerk to the Board