



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10895 - CSAH 42 Multiuse Trail and Grade Separated Crossing - Apple Valley

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/13/2018 10:48 AM

Primary Contact

Name:* John Mertens
Salutation First Name Middle Name Last Name

Title: Senior Planner

Department:

Email: john.mertens@co.dakota.mn.us

Address: 14955 Galaxie Ave

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

Phone:* 952-891-7036
Phone Ext.

Fax:

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

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 0000002621A15

Project Information

Project Name CSAH 42 Multiuse Trail and Grade Separated Crossing

Primary County where the Project is Located Dakota

Cities or Townships where the Project is Located: Apple Valley

Jurisdictional Agency (If Different than the Applicant):

The CSAH 42 Trail Crossing project will complete a "missing link" in the pedestrian and bicycle network of the City of Apple Valley. The proposed 1.0 mile trail segment has been designated as a Tier 2 RBTN alignment and will run along the south side of CSAH 42 (150th Street West) between Flagstaff Avenue in the west and Pilot Knob Road in the east. The project will include a grade-separated crossing 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.

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

The proposed grade separated crossing improves safety for all modes of transportation and eliminates the barrier of CSAH 42, a 4-lane Principal Arterial road with AADTs of more than 30,000 vehicles. With the grade separated crossing, 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 crossing 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 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.

(Limit 2,800 characters; approximately 400 words)

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

Apple Valley, CSAH 42 from Flagstaff Avenue to Pilot Knob Road, Trail for Peds and Bike

Project Length (Miles)

1.0

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

\$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:

2022

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

Additional Program Years:

2019, 2020, 2021

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

Project Information

County, City, or Lead Agency Dakota
Zip Code where Majority of Work is Being Performed 55124
(Approximate) Begin Construction Date 05/02/2022
(Approximate) End Construction Date 11/30/2022
Name of Trail/Ped Facility: Dakota County CSAH 42 Trail Gap and Crossing

(i.e., CEDAR LAKE TRAIL)

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

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

To:
(Intersection or Address) CSAH 42 and Pilot Knob Road

*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, TRAIL, PED
RAMPS, STRUCTURE

*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.:

New Bridge/Culvert No.:

Structure is Over/Under
(Bridge or culvert name):

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2015), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

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

The proposed project is consistent with the 2040 Transportation Policy Plan's (TPP) goals, objectives and strategies. More specifically, the proposed project aligns with the following TPP pedestrian and bicycle goals, objectives and strategies:

- Goal B: Safety and Security (page 2.20) - Objective A, Strategy B6

- Goal C: Access to Destinations (page 2.24) - Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C16, Strategy C17

- Goal D: Competitive Economy (page 2.38) - Objective A, Objective B, Strategy D3

- Goal E: Healthy Environment (page 2.42) - Objective A, Objective C, Objective D, Strategy E3

- Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.48) - Objective A, Objective C, Strategy F6, Strategy F7

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

(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 Apple Valley 2040 Comprehensive Plan (Draft)

- Dakota County Pedestrian and Bicycle Plan (2018 Draft)

- Dakota County East-West Transit Study (2018)

- North Creek Greenway Master Plan (Dakota County)

List the applicable documents and pages:

(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 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 (ADA).

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

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

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

Date plan adopted by governing body

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

01/01/2016

12/31/2019

Date process started

Date of anticipated plan completion/adoption

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

Date self-evaluation completed

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

Date process started

Date of anticipated plan completion/adoption

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

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

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

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

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

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

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

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

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

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

Requirements - 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.

[Upload Agreement PDF](#)

Check the box to indicate that the project is not in active railroad right-of-way. Yes

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.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST
ESTIMATES

Cost

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 (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$1,060,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
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
Totals	\$510,000.00

Specific Transit and TDM Elements

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

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

Totals

Total Cost	\$1,570,000.00
Construction Cost Total	\$1,570,000.00
Transit Operating Cost Total	\$0.00

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

1531423297312_Map_Project to RBTN Orientation_061818.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

22833

Existing Employment Within One Mile (Integer Only)

11564

Upload the "Population Summary" map

1531423337546_Map_Population Employment Summary_061818.pdf

Please upload attachment in PDF form.

Measure 2B: Snow and ice control

Maintenance plan or policy for snow-removal for year-round use: Yes

(50 Points)

Response: If yes, please include a link to and/or description of maintenance plan.

The Greenway Master Plan has been adopted by the County and approved by the Met Council: pg. 59 references "winter trail clearing" as a maintenance practice.

<https://www.co.dakota.mn.us/parks/Planning/Greenways/Documents/NorthCreekMasterPlan.pdf>

Upload Maintenance Plan (if no link is available)

Please upload attachment in PDF form.

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

Select one:

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

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

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

Yes

(up to 60% of maximum score)

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

(up to 40% of maximum score)

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

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

The North Creek Greenway Master Plan identified a grade-separated crossing at CSAH 42 as an important element of the North Creek Greenway after engaging with the community and receiving feedback. This feedback was mainly received through two open houses targeting property owners near the Greenway.

In the bicycle and pedestrian plans for both Apple Valley and Dakota County, specific efforts were undertaken to target specific populations for community engagement regarding the need for and locations of off-road trails, including older adults, students, children, and minority populations. These are groups that will likely utilize the proposed trail the most based on its location near schools, parks, and residential neighborhoods.

Techniques used for gathering public input included open houses, interviews with key community stakeholders, and a booth at the Apple Valley Home and Garden Expo. Every effort will be made to involve Dakota County and Apple Valley residents and property owners in the design and delivery of the Apple Valley CSAH 42 Crossing

Response:

(Limit 1,400 characters; approximately 200 words)

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

The construction of an east-west trail on the south side of CSAH 42 and a grade separated crossing 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:

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. In essence, this project could be viewed as a "Safe Routes to School" improvement and benefit a low-income student population. As of 2017, 65% of Highland Elementary students were eligible for free and reduced-price lunch. This is an 18% increase since 2012.

Overall, the proposed grade separated crossing 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.

(Limit 2,800 characters; approximately 400 words)

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

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

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

Increased noise.

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

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

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

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

Displacement of residents and businesses.

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

Other

No permanent negative externalities are anticipated to be created by this project.

During construction, typical temporary negative impacts of construction can be anticipated. These include construction noise, dust, blocking of existing transportation routes, etc. Dakota County and the City of Apple Valley will work to minimize these temporary impacts, meeting ordinances that address issues of noise, runoff, and dust, as these in particular can have negative impact on vulnerable populations.

Response:

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531423953859_Map_Socio-Economic
Conditions_061818.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Apple Valley	1.0	1.0	94.0	94.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 1.0

Affordable Housing Scoring

Total Project Length (Miles) or Population 1.0

Total Housing Score 94.0

Affordable Housing Scoring

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. For example, the proposed project will help close a gap in Regional Bicycle Transportation Network (RBTN). As seen in the "Project to RBTN Orientation" map, the project is an RBTN Tier 2 Alignment that connects an RBTN Tier 1 Alignment with a RBTN Tier 2 search corridor.

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, while providing a safe crossing to the Tier 1 RBTN.

Response:

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 3

crashes involving cyclists between 2013 and 2015. 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.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

The proposed project will significantly improve safety along and across CSAH 42. The project will include a grade separated crossing at 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 28,500 (year 2016) at the proposed crossing. Traffic volumes increase to 34,500 at the intersection of Cedar Avenue. Large volumes of traffic makes crossing CSAH 42 intimidating and a safety risk for pedestrians and bicyclists. This has also posed a number of safety issues as more pedestrians and bicyclists are taking chances to cross CSAH 42. According to MNDOT, there were 4 crashes involving bicycles within the project area between 2013 and 2015:

- CSAH 42 from CSAH 23 to CSAH 31: Three bicycle crashes resulting in a possible injury.

- CSAH 23 at the intersection of CSAH 42: One bicycle crash resulting in a possible injury.

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 at the grade separated crossing. The grade separated crossing would eliminate the significant risk of collisions with bicycles, and has the potential to reduce automobile crashes as well. 67% of the crashes (between 2013 and 2015) 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.

Response:

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The project will improve travel experience and safety for users of all transportation modes by removing pedestrians and cyclists from CSAH 42 to a designated trail. In that respect, the proposed project will provide the following benefits from a multimodal perspective:

Bicyclists & Pedestrians: The proposed project will help close a gap in Regional Bicycle Transportation Network (RBTN). As seen in the "Project to RBTN Orientation" map, the project is an RBTN Tier 2 Alignment that connects an RBTN Tier 1 Alignment with a RBTN Tier 2 search corridor. Thus, the grade separated crossing provides a safe crossing for the Tier 1 RBTN corridor along Flagstaff, which connects neighborhoods south of CSAH 42 to Eastview High School & Scott Highlands Middle School.

Response:

Overall, this project creates an east-west pedestrian and bicycle connection between commercial and employment destinations, as well as provides a safe, grade-separated crossing for users travelling north-south.

Bicyclists & Pedestrians: The grade-separated crossing will allow pedestrians to cross safely, without interruption, while reducing conflict and wait time for motorized vehicles. The planned 10-foot width will provide the space necessary for pedestrians and cyclists of varying skill levels to safely share the trail.

Bicyclists & Pedestrians: The proposed underpass is a critical component of Dakota County's North Creek Greenway, 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.

Transit: This segment will function as an element of Apple Valley's intermodal transportation system. The trail connects to Metro Transit Route 420, linking Apple Valley 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 ¾ mile south, which allows riders to access routes 477 and 479. Furthermore, CSAH 42 has been identified as a critical component to the regional transit system in the Dakota County East-West Transit Study. This study recognizes the corridor's importance in channeling people to transit services

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

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

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

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

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

100%

Attach Layout

1531483208031_42_Underpass_Option4sm.pdf

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

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

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

100%

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

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

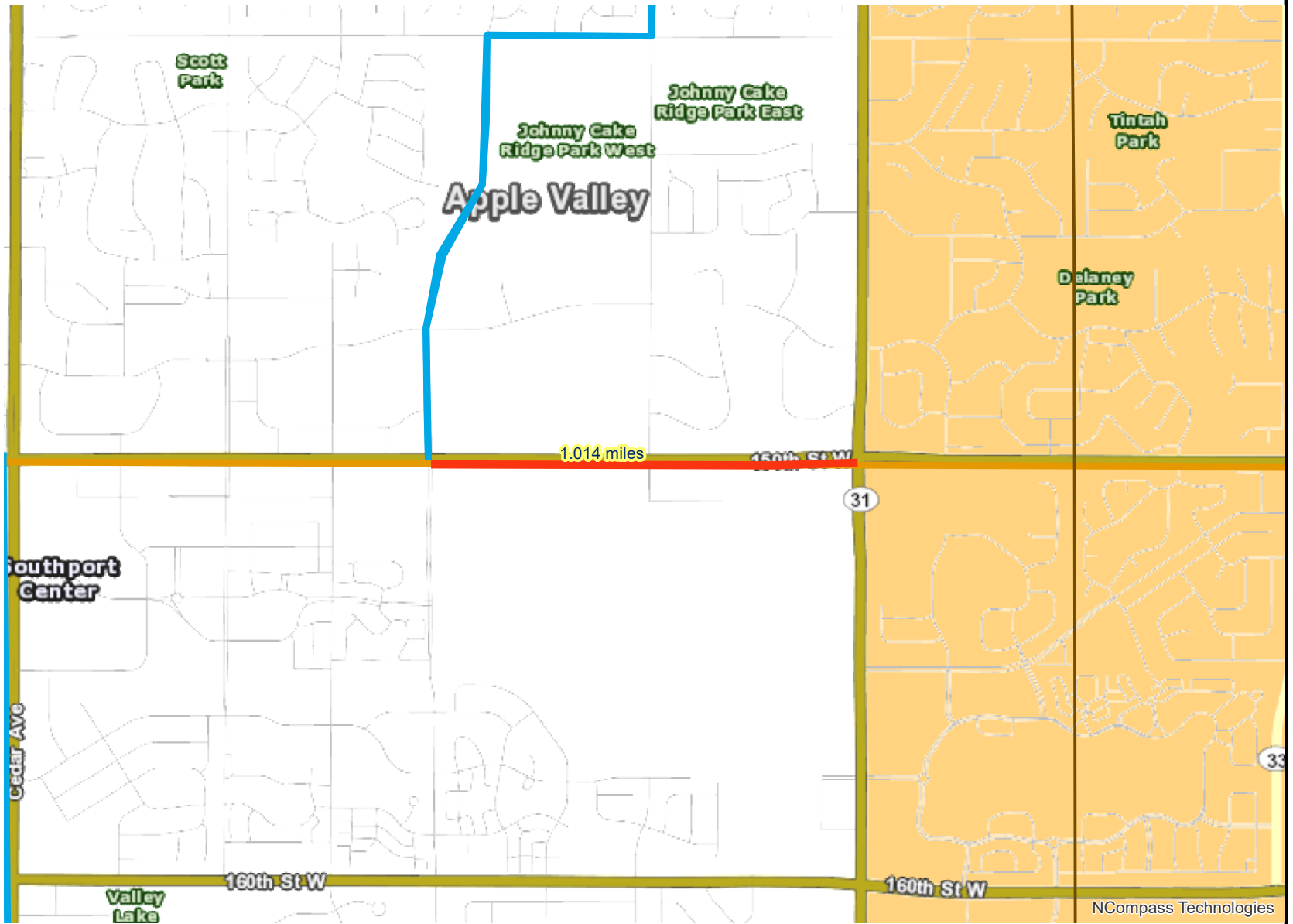
Total Project Cost (entered in Project Cost Form):	\$1,570,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,570,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

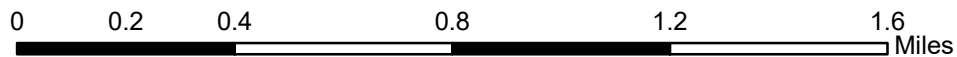
File Name	Description	File Size
CSAH 42 Attachments.pdf	The attached PDF includes all of the required attachments.	14.9 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Apple Valley CSAH 42 Trail Crossing | Map ID: 1529342147386



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



Created: 6/18/2018
LandscapeRSA6

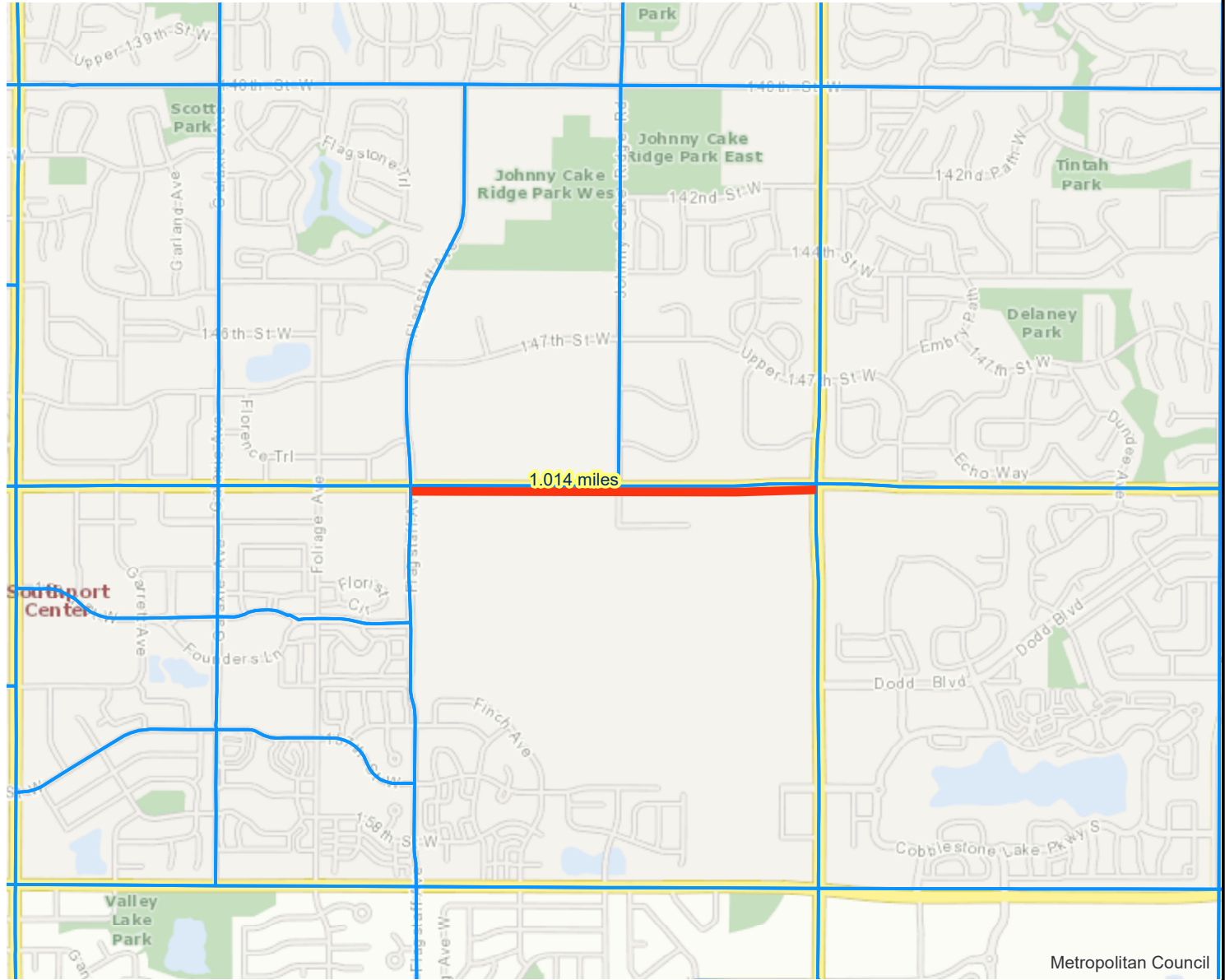


For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



NCompass Technologies

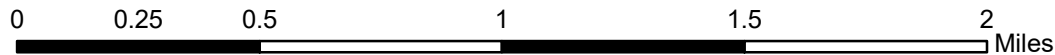
Population/Employment Summary



Results

Within ONE Mile of project:
Total Population: 22833
Total Employment: 11564

-  Project
-  2010 TAZ



Created: 6/18/2018
LandscapeRSA4



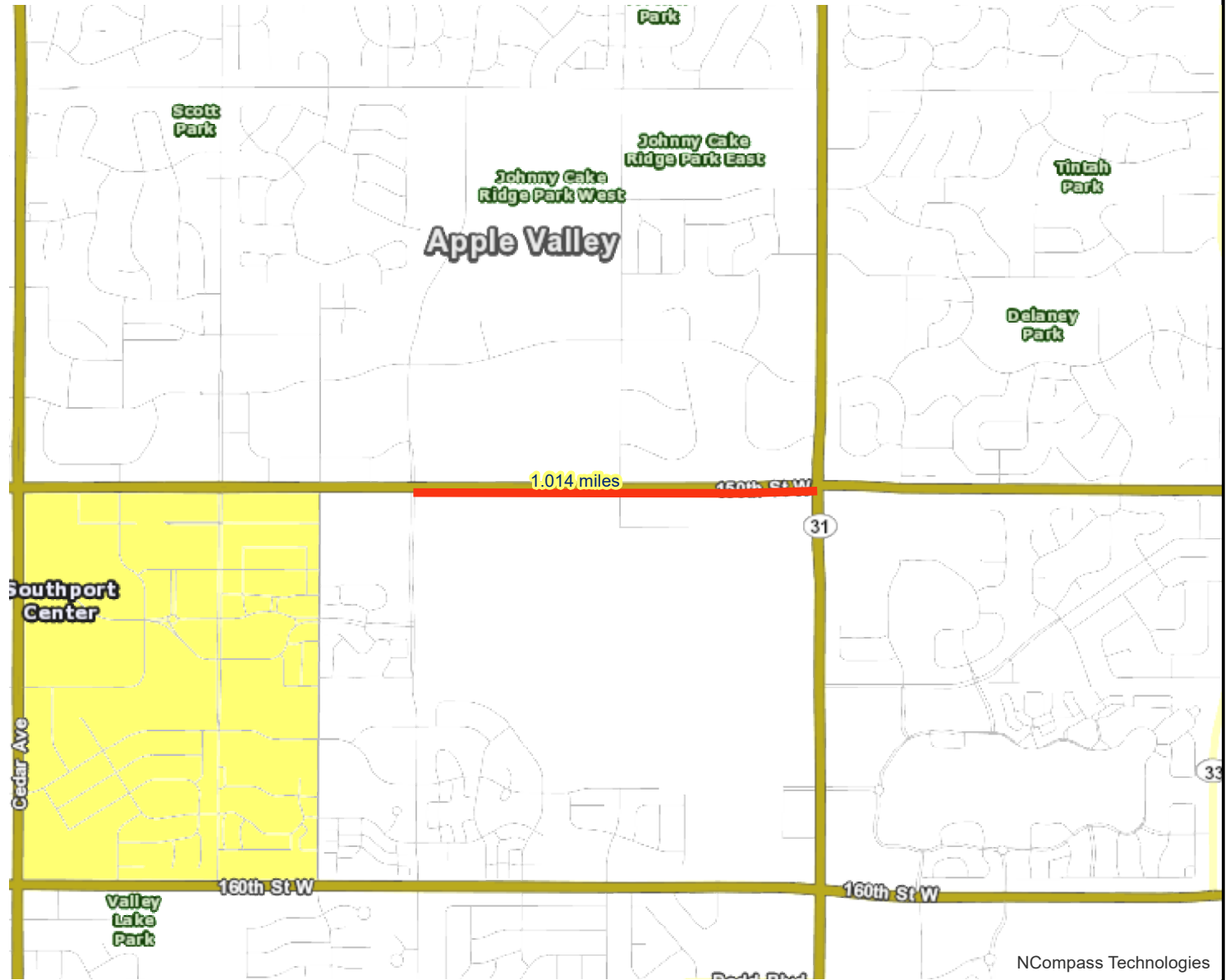
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>







Socio-Economic Conditions

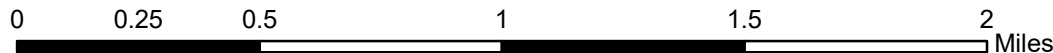
Results

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)



NCompass Technologies

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

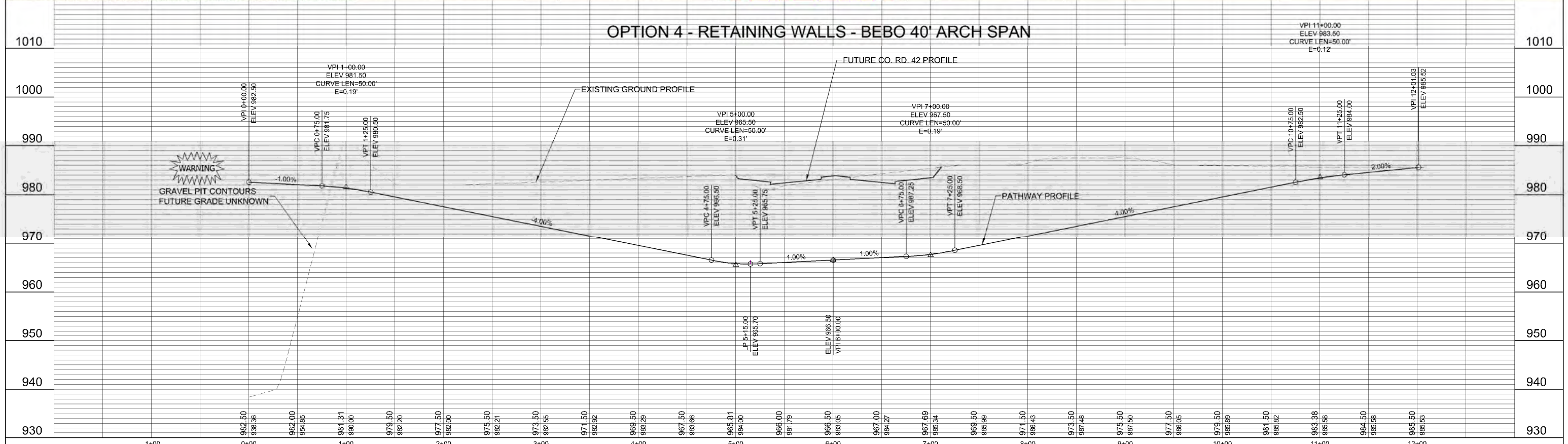
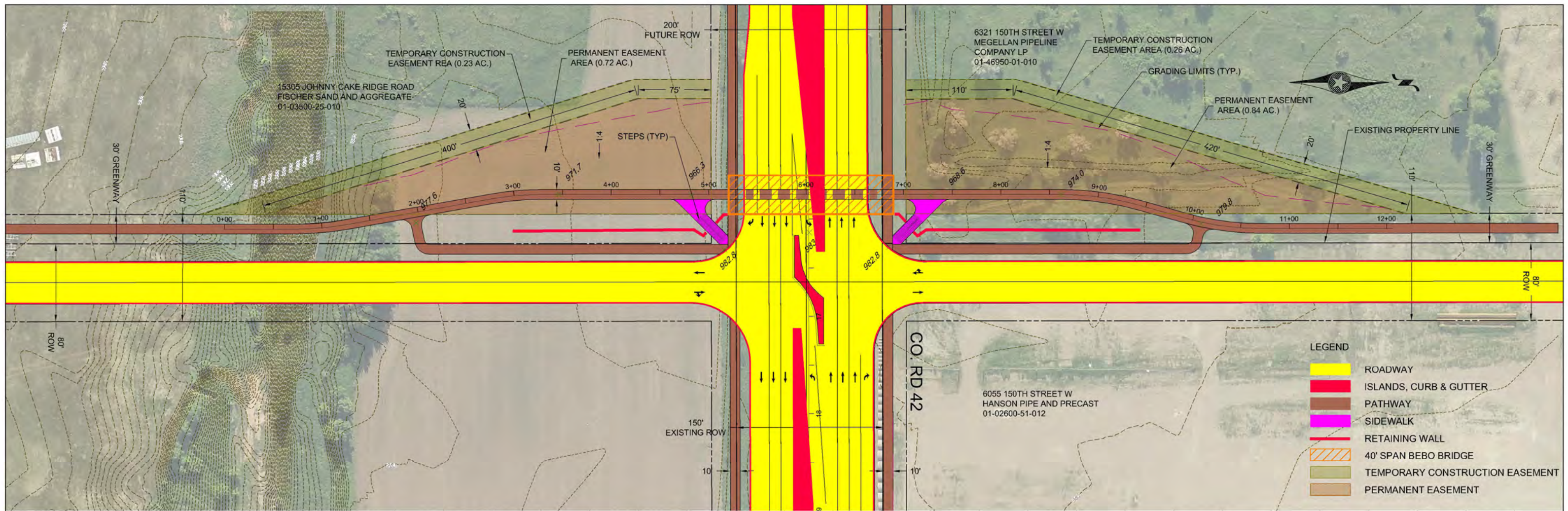


Created: 6/18/2018
LandscapeRSA2



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





0 50 100
SCALE FEET

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

ENGINEER NAME: XXXXX DATE: XXXX/XXXX

BOLTON & MENK, INC.
 Consulting Engineers & Surveyors
 MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN
 WILLMAR, MN CHASKA, MN RAMSEY, MN MAPLEWOOD, MN
 BAXTER, MN ROCHESTER, MN AMES, IA SPENCER, IA

REV.	BY	DATE

APPLE VALLEY, MINNESOTA
 C.S.A.H 42 UNDERPASS
 OPTION 4

SHEET
4

July 12, 2018

Mr. John Mertens
Senior Planner
Dakota County
14955 Galaxie Ave
Apple Valley, MN 55124

Re: Letter of Support for CSAH 42 Trail Improvements in Apple Valley

Dear Mr. Mertens,

This letter documents Apple Valley's support for Dakota County's funding request to the Metropolitan Council for the 2018 Regional Solicitation for 2022-2023 funding for the CSAH 42 trail improvements and grade separated crossing. As a local partner in this effort, we support the project and the proposed layout included in this application. Additionally, the Apple Valley City Council formally approved this request at their June 28, 2018 meeting (see attached resolution).

Apple Valley looks forward to continued cooperation with Dakota County as this project moves forward and as we work together to improve pedestrian and bicycle safety. If you have any questions, please feel free to contact me at 952-953-2412 or by e-mail at: msaam@cityofapplevalley.org.

Sincerely,

CITY OF APPLE VALLEY



Matt Saam, P.E.
Public Works Director

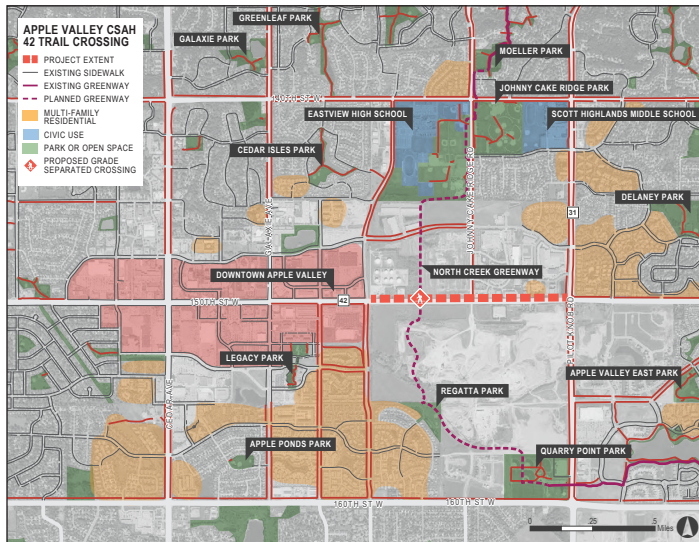
Attachment: 6/28/18 Apple Valley Council Resolution

C: Brandon Anderson, City Engineer

s:\public-works\private\administration pw\agencies & other department\met council\2018 regional solicitation\county - 42 trail & xing\city support letter.docx

Apple Valley CSAH 42 Trail Crossing

DAKOTA COUNTY



Project Location

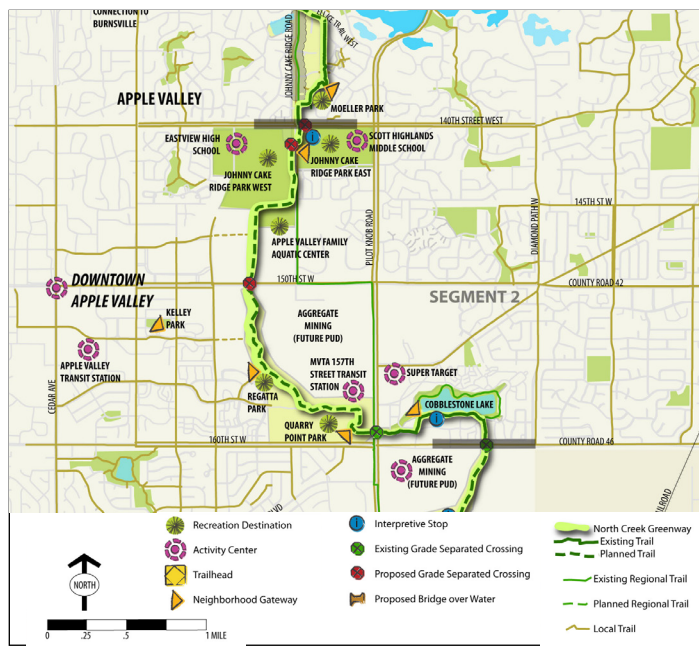
Project Location:	Apple Valley
Requested Award Amount:	\$____
Total Project Cost:	\$____

PROJECT DESCRIPTION

The CSAH 42 Trail Crossing project will complete a “missing link” in the pedestrian and bicycle network of the City of Apple Valley. The proposed 1.0 mile trail segment has been designated as a Tier 2 RBTN alignment and will run along the south side of CSAH 42 (150th Street West) between Flagstaff Avenue in the west and Pilot Knob Road in the east. The project will include a grade-separated crossing of CSAH 42 just east of Flagstaff Avenue.

PROJECT BENEFITS

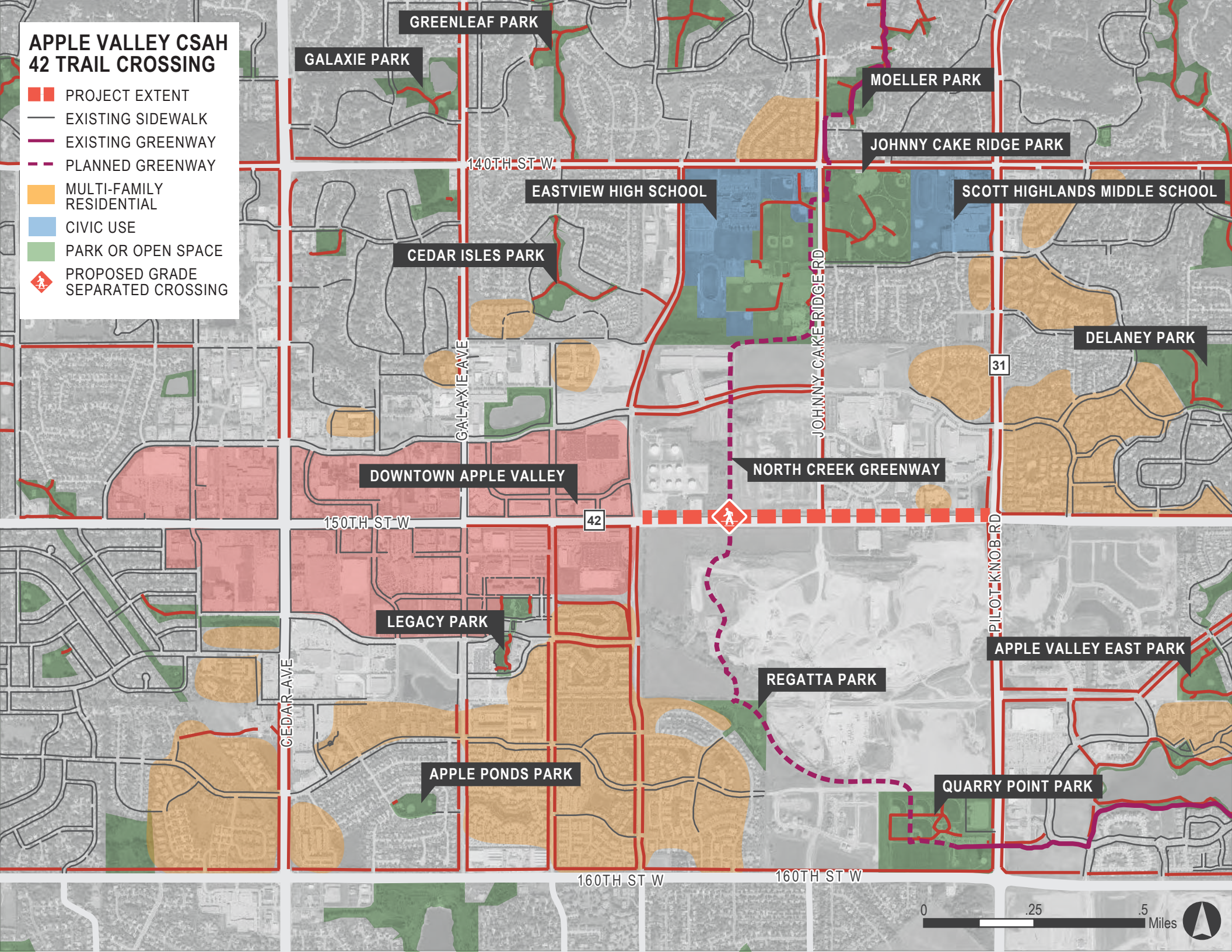
- » Provides local connections between existing trails at Flagstaff Avenue and Pilot Knob Road
- » Ensures safe, direct, and comfortable crossing of CSAH 42 for pedestrians and bicyclists that is grade-separated
- » Fills an important gap/crossing within the North Creek Greenway Regional Trail system
- » Provides key connections between transit investments of the METRO Redline, as well as future transit along CSAH 42
- » Commuters will gain a safer, more direct route when this project is completed
- » Provides new opportunities for underserved populations in surrounding areas to safely access employment centers, general services, and education



North Creek Greenway Segment 2 Concept Plan

APPLE VALLEY CSAH 42 TRAIL CROSSING

- PROJECT EXTENT
- EXISTING SIDEWALK
- EXISTING GREENWAY
- PLANNED GREENWAY
- MULTI-FAMILY RESIDENTIAL
- CIVIC USE
- PARK OR OPEN SPACE
- PROPOSED GRADE SEPARATED CROSSING



CSAH 42 facing East at Flagstaff Ave

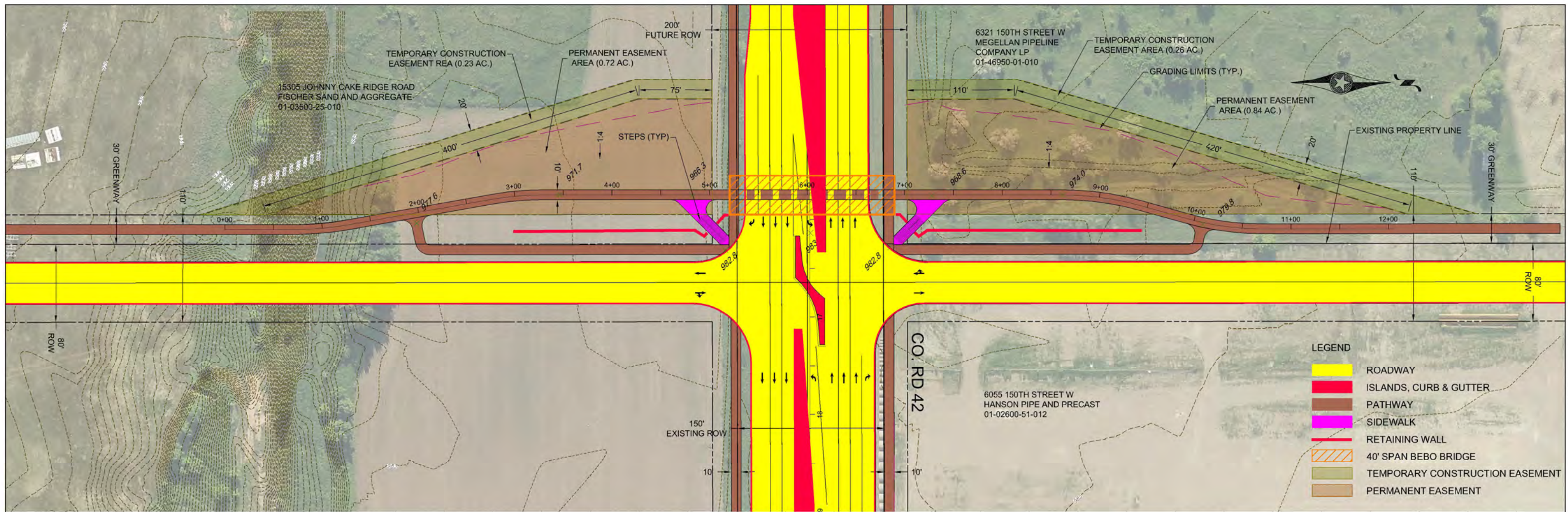


CSAH 42 facing east at proposed underpass location



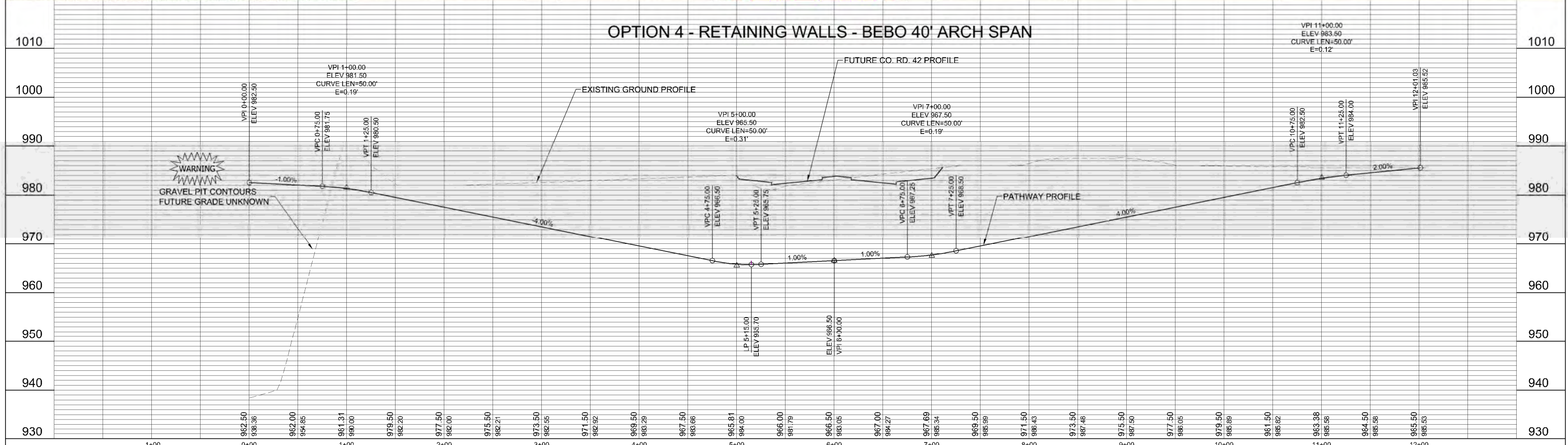
CSAH 42 facing east at Pilot Knob Road





LEGEND

	ROADWAY
	ISLANDS, CURB & GUTTER
	PATHWAY
	SIDEWALK
	RETAINING WALL
	40' SPAN BEBO BRIDGE
	TEMPORARY CONSTRUCTION EASEMENT
	PERMANENT EASEMENT



	I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA. ENGINEER NAME: XXXXX DATE: XXXX/XXXX LIC. NO.: XXXXX	BOLTON & MENK, INC. Consulting Engineers & Surveyors MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN WILLMAR, MN CHASKA, MN RAMSEY, MN MAPLEWOOD, MN BAXTER, MN ROCHESTER, MN AMES, IA SPENCER, IA	DESIGNED: XXXX DRAWN: XXXX CHECKED: XXXX	REV. BY DATE _____ _____ _____	APPLE VALLEY, MINNESOTA C.S.A.H 42 UNDERPASS OPTION 4	SHEET 4
			©Bolton & Menk, Inc. 2012. All Rights Reserved H:\AP\VA\N15105276\C3D\15105276FIG02.dwg 7/18/12 4:54 pm			

CITY OF APPLE VALLEY
RESOLUTION NO. 2018-85

APPROVE RESOLUTION OF SUPPORT FOR 2018 REGIONAL
SOLICITATION GRANT APPLICATIONS

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

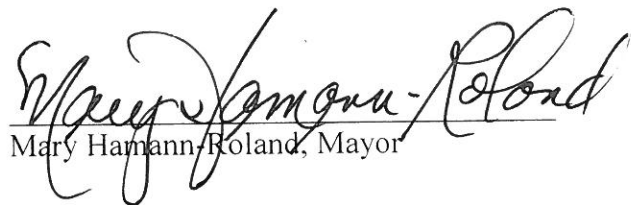
WHEREAS, City and County staff have been working closely on determining the various projects within the City of Apple Valley; and

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

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

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

ADOPTED this 28th day of June 2018.


Mary Hamann-Roland, Mayor

ATTEST:


Pamela J. Gackstetter, City Clerk

July 12, 2018

Mr. John Mertens
Senior Planner
Dakota County
14955 Galaxie Ave
Apple Valley, MN 55124

Re: Letter of Support for CSAH 42 Trail Improvements in Apple Valley

Dear Mr. Mertens,

This letter documents Apple Valley's support for Dakota County's funding request to the Metropolitan Council for the 2018 Regional Solicitation for 2022-2023 funding for the CSAH 42 trail improvements and grade separated crossing. As a local partner in this effort, we support the project and the proposed layout included in this application. Additionally, the Apple Valley City Council formally approved this request at their June 28, 2018 meeting (see attached resolution).

Apple Valley looks forward to continued cooperation with Dakota County as this project moves forward and as we work together to improve pedestrian and bicycle safety. If you have any questions, please feel free to contact me at 952-953-2412 or by e-mail at: msaam@cityofapplevalley.org.

Sincerely,

CITY OF APPLE VALLEY



Matt Saam, P.E.
Public Works Director

Attachment: 6/28/18 Apple Valley Council Resolution

C: Brandon Anderson, City Engineer

s:\public-works\private\administration pw\agencies & other department\met council\2018 regional solicitation\county - 42 trail & xing\city support letter.docx

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

June 19, 2018
Motion by Commissioner Egan

Resolution No. 18-326
Second by Commissioner Slavik

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

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

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

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

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

WHEREAS, project submittals are due on July 13, 2018; and

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

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

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

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

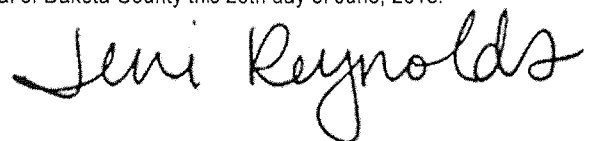
; and

**STATE OF MINNESOTA
County of Dakota**

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

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

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



Clerk to the Board

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

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

; and

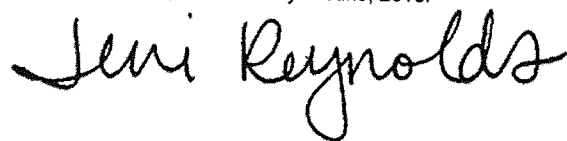
BE IT FURTHER RESOLVED, That, subject to federal funding award of the city-led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County's share of the matching funds consistent with Dakota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

STATE OF MINNESOTA
County of Dakota

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

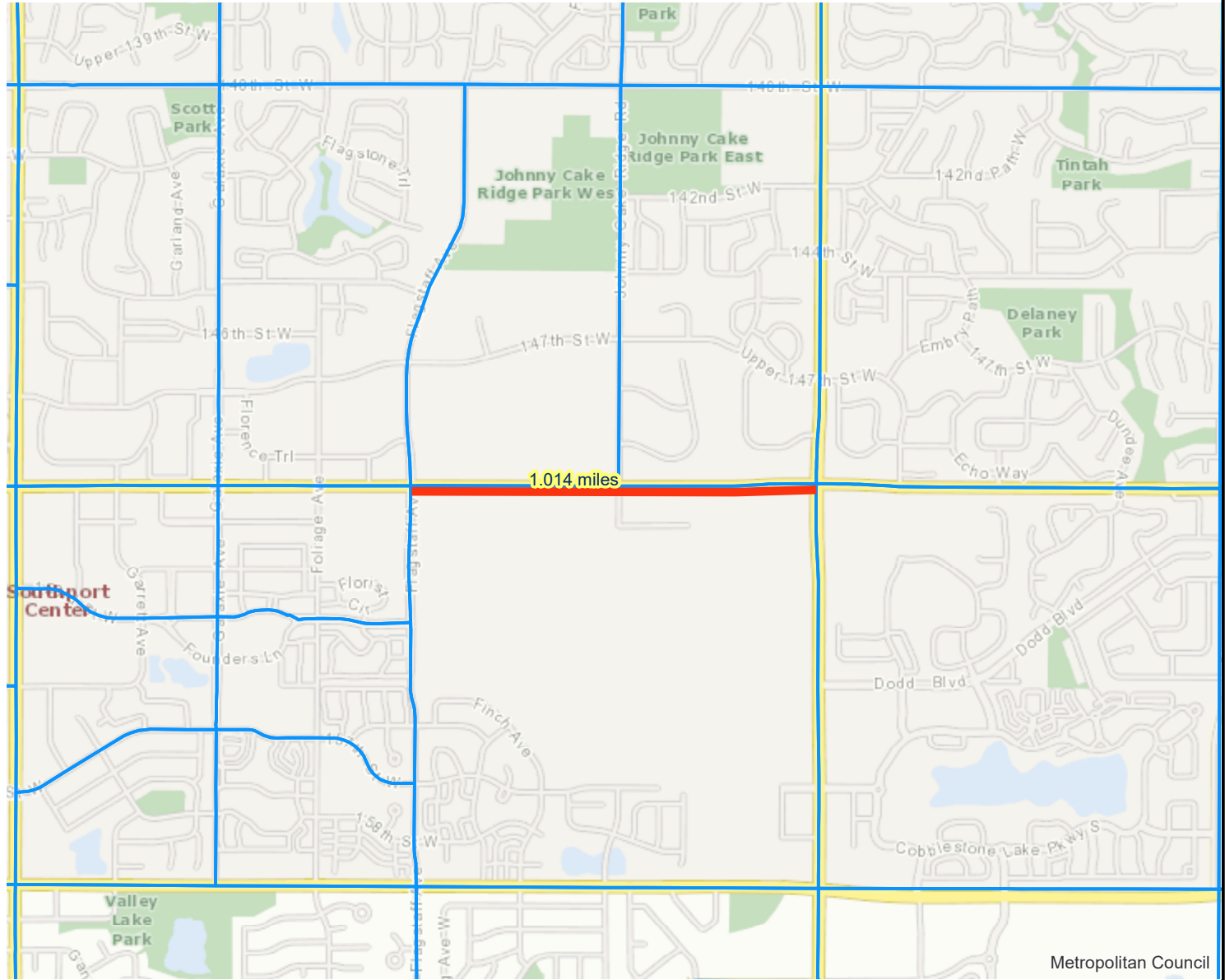
I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 19th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

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



Clerk to the Board

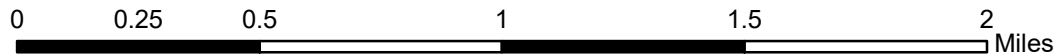
Population/Employment Summary



Results

Within ONE Mile of project:
Total Population: 22833
Total Employment: 11564

 Project
 2010 TAZ



Created: 6/18/2018
LandscapeRSA4



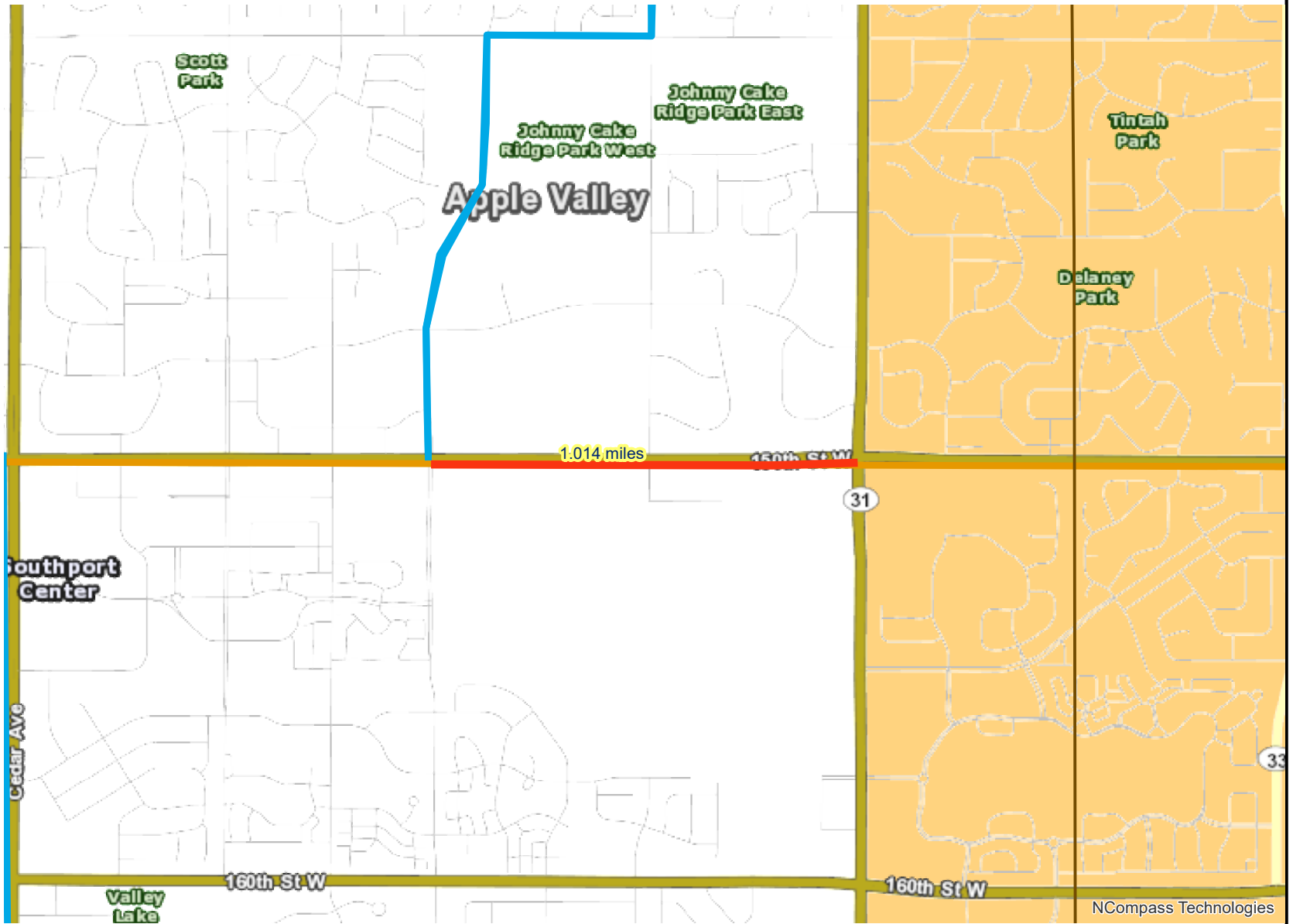
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



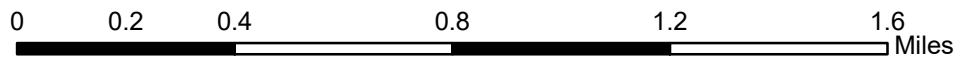
Metropolitan Council

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Apple Valley CSAH 42 Trail Crossing | Map ID: 1529342147386



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



Created: 6/18/2018
LandscapeRSA6



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

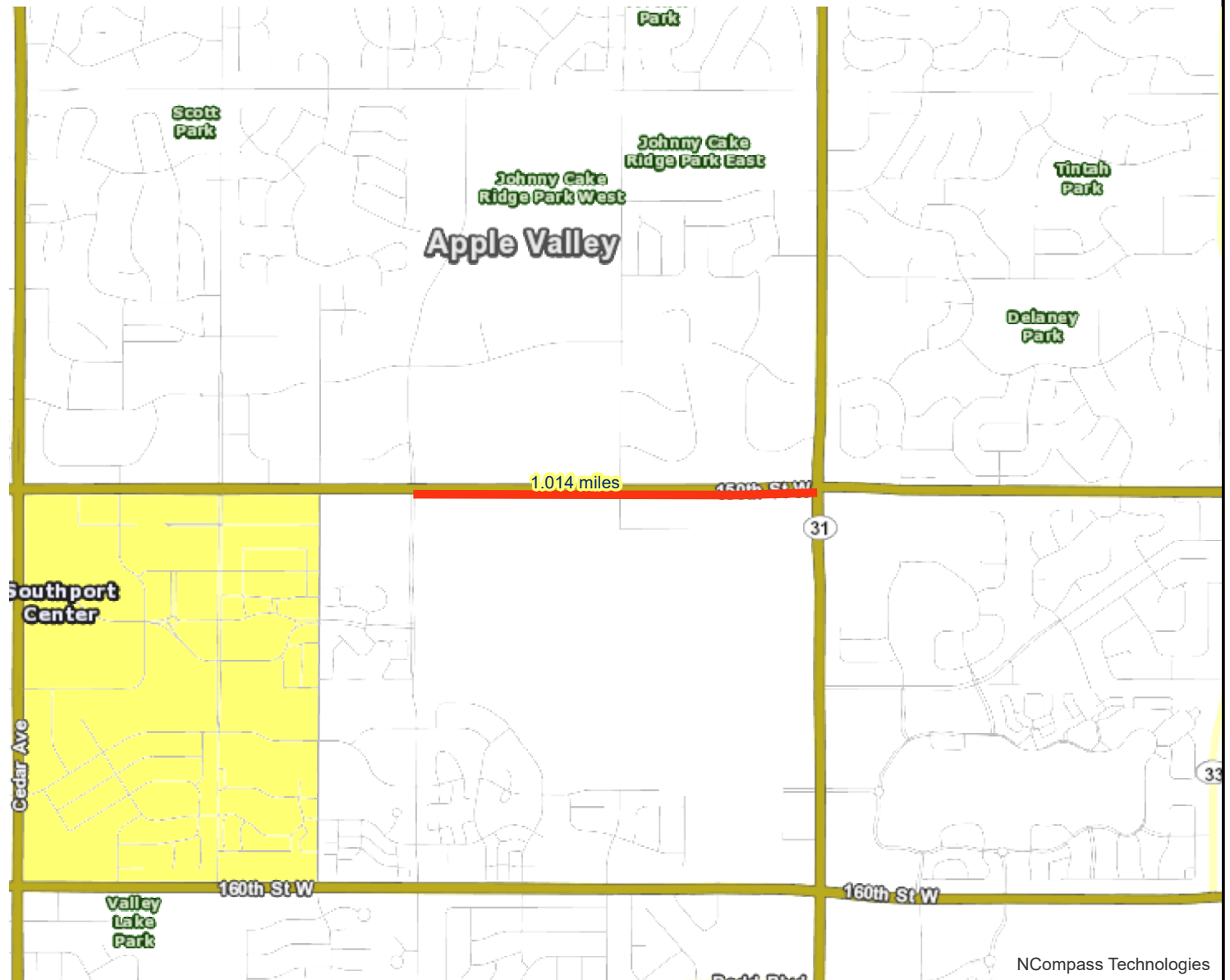


NCompass Technologies





Socio-Economic Conditions

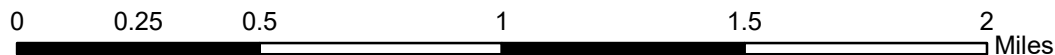
Results

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)



NCompass Technologies

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



Created: 6/18/2018
LandscapeRSA2



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

