



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10898 - Inver Grove Heights Babcock Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/13/2018 2:21 PM

Primary Contact

Name:* Eric Carlson
Salutation First Name Middle Name Last Name

Title: Parks & Recreation Director

Department: Parks & Recreation Department

Email: ecarlson@invergroveheights.org

Address: 8150 Barbara Ave

* Inver Grove Heights Minnesota 55077
City State/Province Postal Code/Zip

Phone:* 651-450-2587
Phone Ext.

Fax:

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

Organization Information

Name: INVER GROVE HEIGHTS, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

8150 BARBARA AVE

*

INVER GROVE
HEIGHTS

Minnesota

55077

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:*

651-450-2500

Ext.

Fax:

PeopleSoft Vendor Number

0000020955A1

Project Information

Project Name

Inver Grove Heights Babcock Trail

Primary County where the Project is Located

Dakota

Cities or Townships where the Project is Located:

Inver Grove Heights

Jurisdictional Agency (If Different than the Applicant):

Dakota County

The Inver Grove Heights Babcock Trail project will fill a gap in the pedestrian and bicycle network of the City of Apple Valley and Dakota County. The proposed 0.5 mile trail segment is located within a Tier 2 RBTN corridor and will run along the east side of Babcock Trail from the I-494 E bridge in the north to Upper 55th Street E in the south. This project is the first segment in a longer trail running north-south through Inver Grove Heights. The proposed trail will connect to the existing network of sidewalks and trails within the City of Inver Grove Heights allowing users to access destinations including local schools, commercial areas, and parks, as well as to regional trails including the River to River Greenway and the Mississippi River trail.

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

There are currently no facilities for pedestrians or bicyclists along either side of Babcock Trail. Pedestrians and bicyclists must use the shoulder of the roadway to travel. The area is experiencing high pedestrian and bicycle demand from residents in nearby multi-family housing developments and employees at the CHS Inc. headquarters. This demand is evidenced by the numerous "goat paths" that have been created along the roadway by pedestrians wishing to avoid traveling on Babcock Trail. The project will replace these goat paths with a trail that will provide enough room for bicyclists and pedestrians to travel safely out of the roadway. Painted crosswalks and ADA-compliant crossing improvements are also included as part of this project and will increase the safety of users wishing to access the trail from the residential areas located on the west side of Babcock Trail. The proposed trail will increase the safety for all modes of transportation by removing bicyclists and pedestrians from the roadway onto a separated pathway.

(Limit 2,800 characters; approximately 400 words)

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

Babcock Trail, Inver Grove Heights, from I-494 E bridge to Upper 55th Street E

Project Length (Miles)

0.5

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

\$300,160.00

Match Amount

\$75,040.00

Minimum of 20% of project total

Project Total

\$375,200.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

City of Inver Grove Heights

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

City of Inver Grove Heights

Zip Code where Majority of Work is Being Performed

55077

(Approximate) Begin Construction Date

04/01/2022

(Approximate) End Construction Date

10/31/2022

Name of Trail/Ped Facility:

Inver Grove Heights Babcock Trail

(i.e., CEDAR LAKE TRAIL)

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

From:

(Intersection or Address)

Babcock Trail bridge over I-494 E

To:

(Intersection or Address)

Intersection of Babcock Trail and Upper 55th Street E

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

Grading, Aggregate Base, Bituminous Base, Bituminous
Surface, Pedestrian Ramps

*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.

The County Road 73/Babcock Trail from I-494 Bridge to 63rd Street East Feasibility Study (December 2017) establishes the Babcock Trail corridor from the I-494 E bridge to Upper 55th Street E as the first segment in a 1.1 mile north-south trail, connecting users to trails through the City of Inver Grove Heights and Dakota County including the Mississippi River Trail and the River to River Greenway (pg. 3).

DC2040, the Dakota County 2040 Comprehensive Plan (in progress), identifies the Babcock Trail corridor as a high priority pedestrian and bicycle gap (pgs. 38-39).

List the applicable documents and pages:

The 2030 Inver Grove Heights Comprehensive Plan (March 2010) establishes the City's goals to promote safe, convenient and coordinated facilities for alternative means of transportation throughout the City of Inver Grove Heights and to establish multi-use trail facilities where possible (pg. 6-29). The Comprehensive Plan designates the Babcock Trail area as a proposed bituminous trail (pg. 6-22).

The Dakota County Pedestrian Bicycle Study (in progress) identifies the Babcock trail corridor as an area of high bicycle and pedestrian demand (pg. 2-8). The Babcock trail is also identified as a high priority pedestrian and bicycle gap in the current network and is designated as a planned shared use trail (pgs. 2-17 - 2-20).

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of 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.

Multituse 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. Yes

04/01/2017

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.

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)	\$4,400.00
Removals (approx. 5% of total cost)	\$9,600.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$23,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$2,200.00

Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$57,500.00
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	\$96,700.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$205,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$6,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$4,500.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$1,000.00
Bicycle and Pedestrian Contingencies	\$62,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$278,500.00

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	\$375,200.00
Construction Cost Total	\$375,200.00
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 Yes

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map

1531404419687_RBTN Evaluation.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	18875
Existing Employment Within One Mile (Integer Only)	6100
Upload the "Population Summary" map	1531404485359_Population Summary.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 proposed trail will be maintained by the City in the winter as part of Inver Grove Heights' Bituminous Trail Snow & Ice Removal Policy approved in July 2012. The trail will be plowed when the measured snowfall depth exceeds two (2) inches.

Upload Maintenance Plan (if no link is available)

1531417871187_Trail Snow and Ice Removal Policy.pdf

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.

Response:

This project was originally identified as a high priority in the 2011 Trail Gap Study. Much of the community engagement surrounding the Babcock Trail was gathered for the County Road 73/Babcock Trail Feasibility Study. This project worked hard to gather input from future trail user groups including school children, parents, residents in the nearby multi-family residential developments, and employees working in the surrounding area. Input was gathered through public meetings held at Cross Roads Church in the study area and online surveys. Specific stakeholder meetings included Salem Elementary School Principal and the PTSA group, as well as CHS FIT 360 wellness program manager and staff in the lunchroom. The City of Inver Grove Heights will continue to engage members of the community as this project progresses through the planning, engineering, and construction phases.

(Limit 1,400 characters; approximately 200 words)

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

Response:

The proposed trail will improve safety for area residents and employees. Several multi-family developments, including a senior housing development, are located along the proposed trail corridor, and many of the residents walk to nearby destinations including the church, convenience store, and restaurant located along Upper 55th Street E. Employees at CHS Inc., located along Babcock Trail, also regularly travel through this corridor on foot both for transportation and recreation. Because there are no existing pedestrian or bicycle facilities on either side of Babcock Trail, people wishing to utilize the corridor for non-motorized transportation must travel along the shoulder of the roadway. With the high pedestrian use that this corridor experiences, there are several "goat paths" worn alongside Babcock Trail where pedestrians have chosen to walk in the vegetation in order to travel away from the vehicles on the road. The proposed trail will follow these goat paths. Creating a multi-use trail with painted pedestrian crossings and ADA-compliant crossing improvements along Babcock Trail will meet the high pedestrian and bicycle demand in the area and provide a safer means of travel.

The proposed project would complete the first segment in a larger trail network directly connecting to Salem Hills Elementary School, providing children a safe connection through the neighborhood on their way to and from school. On a larger scale, the Babcock Trail project would provide residents and visitors to the area with connections to the existing City and regional trail network. The proposed trail would connect with areas north of I-494 including commercial areas, parks, and the River to River Greenway trail. To the south and east, the Babcock Trail connects to the City trail network which leads to amenities including Simley High School, the Inver Hills Community

College, a community center, a health care center, commercial areas, parks, the Mississippi River Trail and the Swing Bridge trailhead.

Examples of populations that will directly benefit from this project include:

- Populations above the regional average of race or poverty

- An aging demographic. Since 2010, the population in Inver Grove Heights above the age of 65 has increased from 10.8 percent to 15.2 percent.

- A community growing in diversity. This area is located in an area above the regional average for population in poverty or population of color. Since 2010, the Hispanic population in Inver Grove Heights has increased from 7.5 percent to 9.6 percent while the Asian population has increased from 3.1 percent to 5.0 percent.

(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

There are no known negative externalities associated with the project. The project will not displace residents or businesses, but merely provide positive outcomes by enhancing the local and regional trail network.

Response:

Standard construction mitigation measures such as limiting hours of construction and using materials which minimize dust will be utilized in compliance with the City of Inver Grove Heights and Dakota County's standards to mitigate any short-term impacts from construction activities such as increased noise and dust.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531418019734_Socio Economic Conditions.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
Inver Grove Heights	0.5	1.0	79.0	79.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0

Affordable Housing Scoring

Total Project Length (Miles) or Population 0
 Total Housing Score 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

The proposed project will complete a critical bicycle transportation link by closing a high priority gap in the City of Inver Grove Heights' bicycle and pedestrian network. The proposed trail is located within a Tier 2 RBTN corridor and connects areas north and south of I-494 by continuing the existing trail on the east side of Babcock Trail where it ends at the I-494 E bridge, which allows travel north into West St. Paul and Sunfish Lake. The Babcock Trail project would create connections to the existing trail and sidewalk network within the City of Inver Grove Heights, as well as connections to several regional trails including the River to River Greenway trail to the north, the Mississippi River Trail to the east, and the Swing Bridge trailhead. These regional trails offer over 85 miles of paved trails that residents and employees located around the proposed Babcock Trail would be able to access for both transportation and recreation purposes.

Response:

Currently there are goat paths along Babcock Trail which have resulted from pedestrian use of land adjacent to Babcock Trail for travel in the absence of any formal, paved trail. This area is experiencing high pedestrian and bicycle demand from nearby residents in several multi-family housing developments as well as from employees working at the CHS Inc. headquarters, all of whom would benefit from the creation of a formal off-road trail. The proposed trail will provide a safer facility for pedestrians and bicyclists than the shoulder of the road. It will be eight feet wide with a five-foot separation/buffer for additional safety. Painted crosswalks and ADA-compliant crossing improvements at intersections will increase safety and accessibility for residents in the multi-family residential developments located along the west side of Babcock Trail.

Measure B: Project Improvements

The proposed project will create a paved, off-road trail in an area of high pedestrian and bicycle demand where no facilities currently exist. Currently, residents and employees in the area wishing to travel without a motorized vehicle must do so on the shoulder of Babcock Trail. Babcock Trail is classified as a community collector road. It is a two-lane roadway with a speed limit of 40 miles per hour (mph) and an AADT of 7,300. There were no recorded bicycle and pedestrian crashes along this segment of Babcock Trail between 2013 and 2015. However, it is evident that bicyclists and pedestrians do not feel safe traveling along the shoulder of this roadway because they have created goat paths on the side of the roadway that are used for travel instead.

Response:

The paved trail itself will enhance safety for bicycle and pedestrian users by removing them from the roadway and decreasing the opportunity for interaction with vehicles. The trail will eliminate conflict points between trail users and vehicles along the length of the corridor. The trail will be eight foot wide and will include a five foot shoulder to provide even more separation from the roadway. The proposed project also includes painted crosswalks and ADA-compliant crossing improvements at intersections along the length of the trail.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The proposed project includes painted crosswalks and ADA-compliant crossing improvement at intersections to enhance the safety of pedestrians using the trail. This trail connects to the existing network of sidewalks and trails in Inver Grove Heights, and allows pedestrians living and working near Babcock Trail to access other areas of the city, including parks, schools, and commercial areas. The proposed trail also connects to regional trails including the River to River Greenway and the Mississippi River trail.

Metro Transit bus route 75 runs down Babcock Trail through the length of the proposed trail corridor. This bus route connects Inver Grove Heights with downtown St. Paul. The proposed trail will make Route 75 more accessible to users by providing a safe connection from the bus stops along Babcock Trail to CHS Inc. and the multi-family residential developments located on the west side of Babcock Trail.

The proposed trail will increase the safety of all types of transportation users. By creating a trail that is separated from the roadway, bicyclists and pedestrians traveling along the east side of Babcock Trail will no longer be forced to travel in the roadway. The proposed trail includes at least a 5-foot separation from the roadway and will be constructed with a curb, increasing the safety of those using it. By decreasing the amount of interaction between trail users and vehicles, the safety of all modes of transportation will increase.

(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.

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

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

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

100%

Attach Layout

Please upload attachment in PDF form.

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

50%

Attach Layout

1531490426750_Layout Plan v2.pdf

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

100%

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

50%

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

Yes

25%

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

0%

Anticipated date or date of acquisition

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

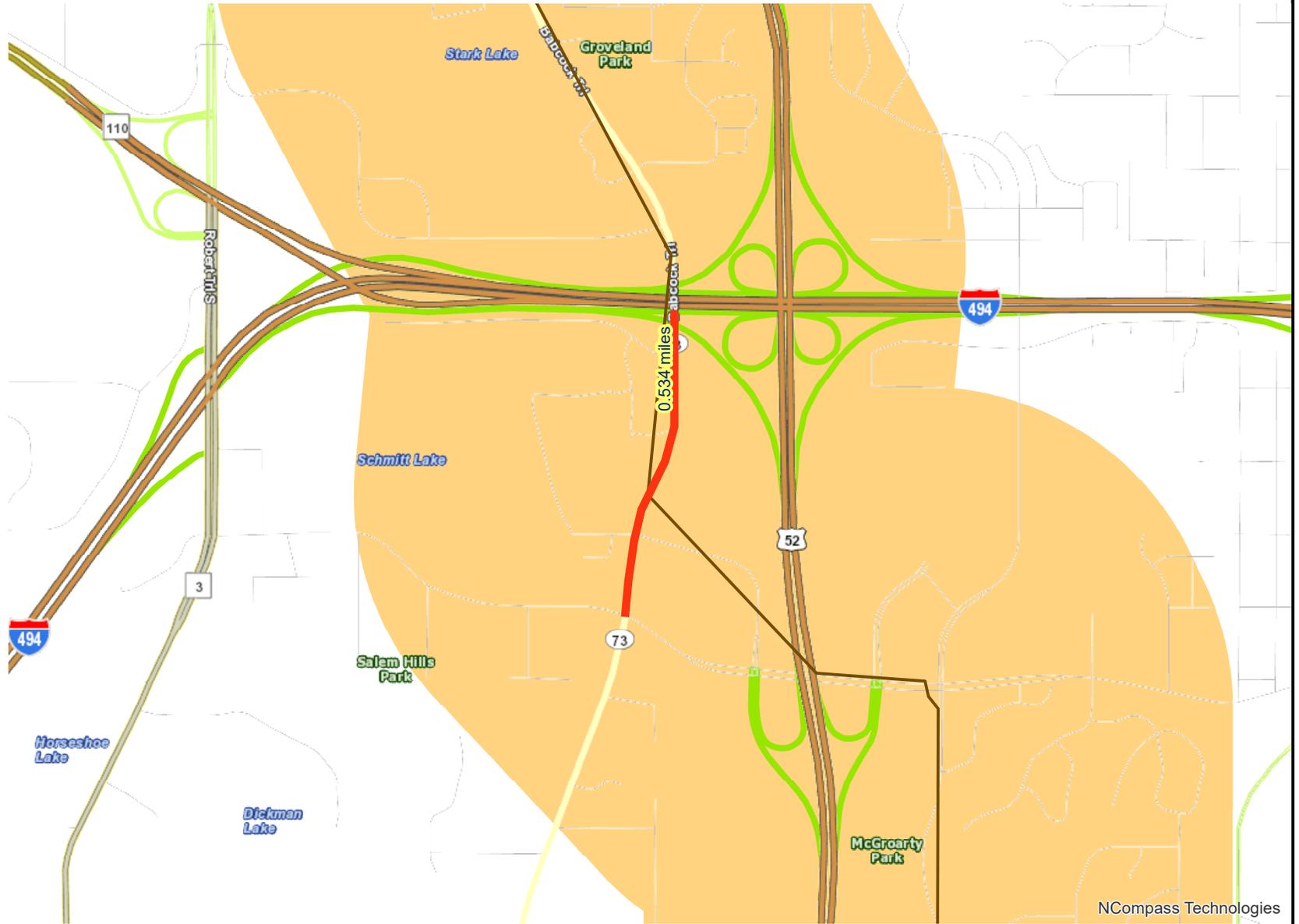
Total Project Cost (entered in Project Cost Form):	\$375,200.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$375,200.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

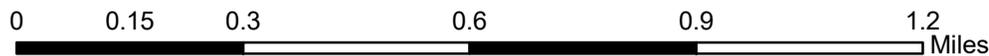
File Name	Description	File Size
DC Resolution of Support.pdf	Dakota County Resolution of Support	126 KB
Existing Photos1.pdf	Babcock Trail Existing Conditions	209 KB
IGH Project Map.pdf	Babcock Trail Project Map	1.1 MB
IGH_Resolution.pdf	City of Inver Grove Heights Resolution Authorizing Grant Application	40 KB
One-page Project Summary_Babcock.pdf	Babcock Trail Project Summary	326 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Inver Grove Heights Babcock Trail | Map ID: 1530643513973



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



Created: 7/3/2018
LandscapeRSA6



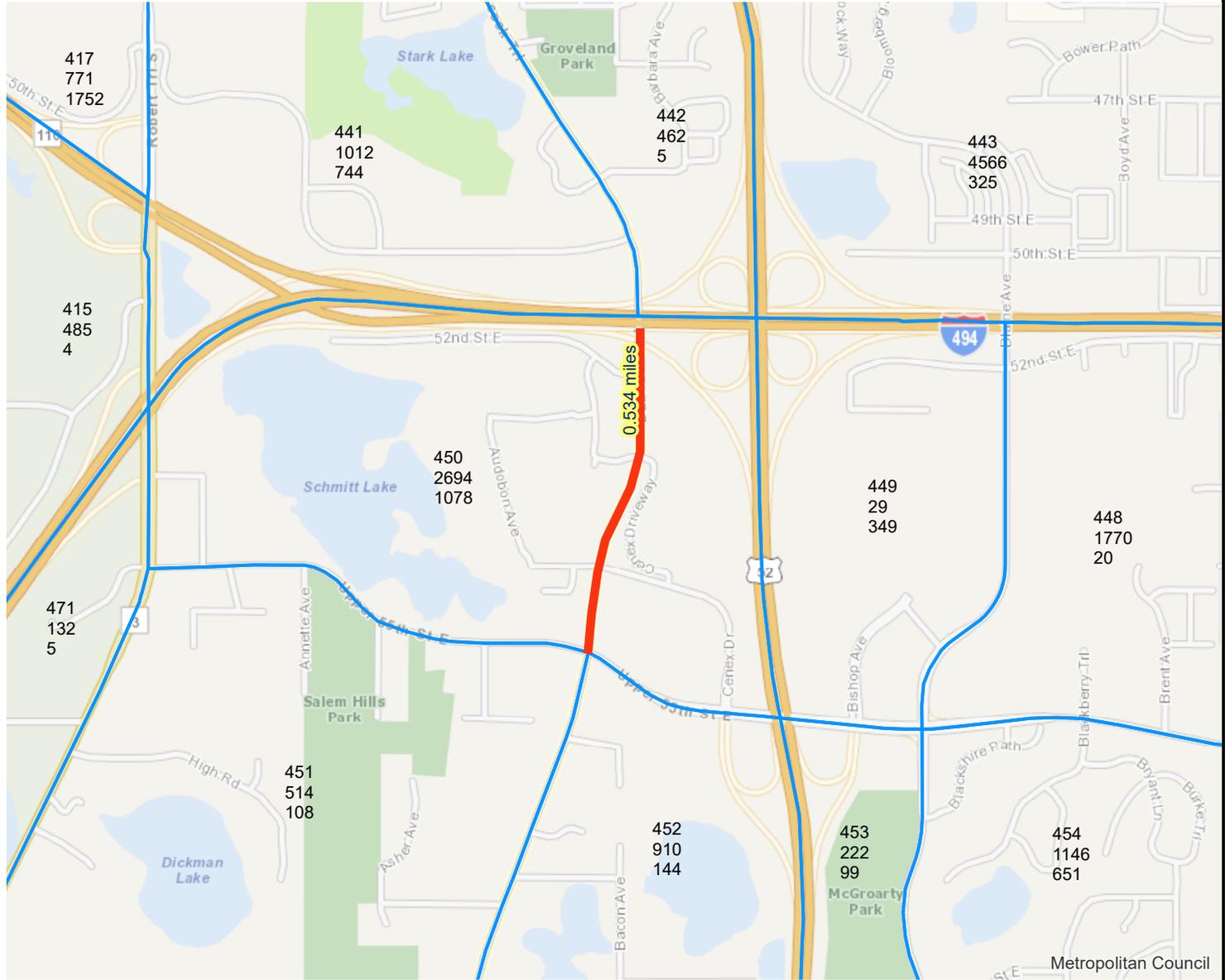
For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

NCompass Technologies



Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Inver Grove Heights Babcock Trail | Map ID: 1530643513973



Results

Within ONE Mile of project:
 Total Population: 18875
 Total Employment: 6100

 Project
 2010 TAZ

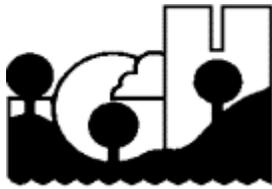


Created: 7/3/2018
 LandscapeRSA4



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





Administrative Policy & Procedure	
Department	Parks & Recreation
Specific Policy	Concrete Sidewalk/Bituminous Trail Snow & Ice Removal Policy
Approved by Council	July 23, 2012
Date Revised by Council	

The following policies have been adopted by the City of Inver Grove Heights in order to ensure a safe positive and healthy environment for the public while using facilities maintained by the City of Inver Grove Heights for recreational purposes. The City Council makes these decisions while weighing the social, political, safety, and economic factors of trail maintenance. Additional policies may be added as circumstances warrant.

Purpose:

The City annually budgets a sum of money for winter maintenance of certain City sidewalks/trails. Taking into consideration the financial and personnel resources available to the City, it is the policy of the City to remove snow from the most frequently used sidewalks/trails in accordance with the standards set forth in this policy. The designated sidewalks/trails to receive winter maintenance are depicted on the map that is attached to this policy.

The following standards are adopted for providing winter maintenance to designated sidewalks/trails:

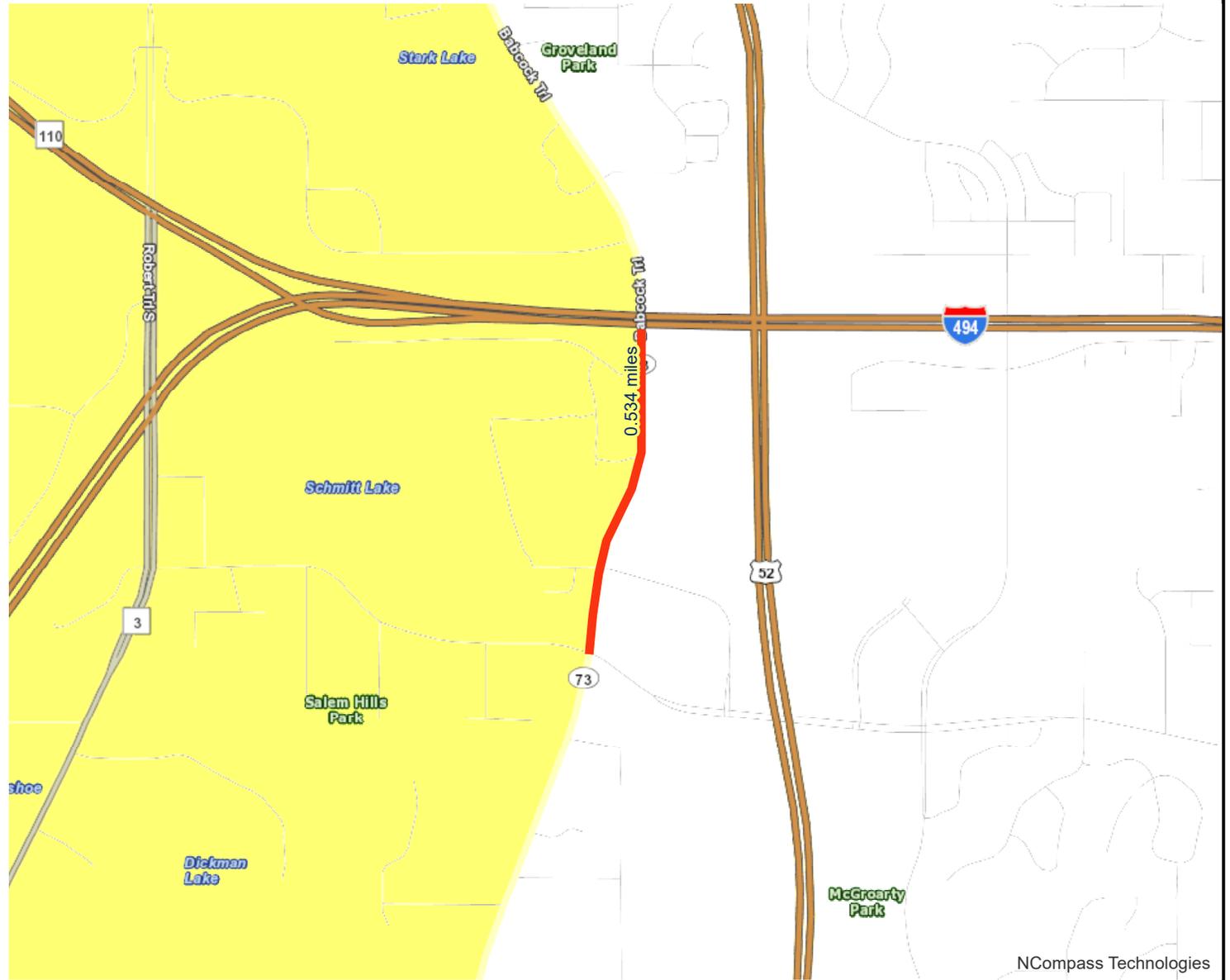
1. The designated sidewalks/trails are normally plowed when the measured snowfall depth exceeds two (2) inches.
2. Snow removal will normally commence approximately 12 hours or at the start of the next working day from the end of any snowfall with an accumulated depth exceeding two (2) inches. The designated sidewalks/trails will normally be cleared approximately 24-48 hours after the commencement of snow removal.
3. The designated sidewalks/trails will be cleared as thoroughly as possible, but need not be cleared of all ice and snow, nor need they be maintained to bare pavement.
4. Chemical agents and sand will generally not be used in the snow removal process but may be used in extreme cases if staff time and proper equipment is available.
5. Snow removal may be conducted on a 24-hour a day basis, which may result in snow removal equipment being operated in residential areas during the evening and early morning hours.

In the event of equipment failure, extreme snowfall, or other unanticipated events, deviation from these standards may occur.

Socio-Economic Conditions

Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 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: 7/3/2018
LandscapeRSA2



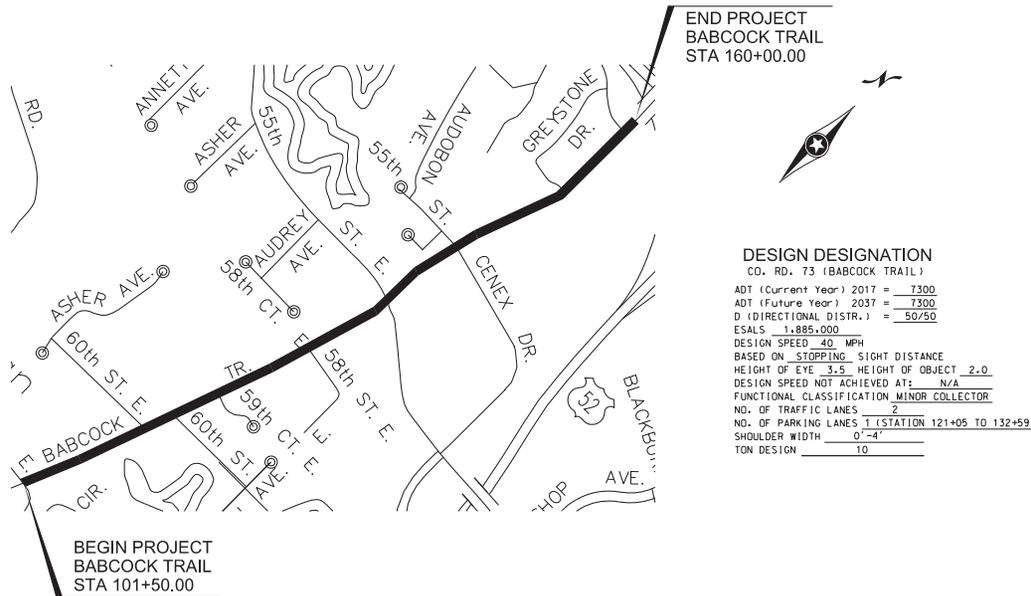
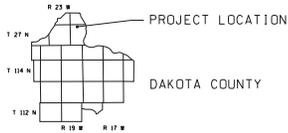
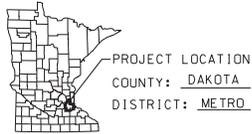
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



MINNESOTA DEPARTMENT OF TRANSPORTATION CITY OF INVER GROVE HEIGHTS

CONCRETE CURB & GUTTER, GRADING, BITUMINOUS AND CONCRETE SURFACING,
CONSTRUCTION PLAN FOR ADA IMPROVEMENTS, AND STORM SEWER
LOCATED ON CO. RD. 73 (BABCOCK TRAIL) FROM 2580' NORTH OF CO. RD. 18 (UPPER 55TH ST E)
TO 3270' SOUTH OF CO. RD. 18 (UPPER 55TH ST E)

GROSS LENGTH 5,850.00 ft 1.108 miles
BRIDGES-LENGTH _____ ft _____ miles
EXCEPTIONS-LENGTH _____ ft _____ miles
NET LENGTH 5,850.00 ft 1.108 miles



DESIGN DESIGNATION
CO. RD. 73 (BABCOCK TRAIL)
ADT (Current Year) 2017 = 7300
ADT (Future Year) 2037 = 7300
D (DIRECTIONAL DISTR.) = 50/50
ESALS 1,885,000
DESIGN SPEED 40 MPH
BASED ON STOPPING SIGHT DISTANCE
HEIGHT OF EYE 3.5 HEIGHT OF OBJECT 2.0
DESIGN SPEED NOT ACHIEVED AT: N/A
FUNCTIONAL CLASSIFICATION MINOR COLLECTOR
NO. OF TRAFFIC LANES 2
NO. OF PARKING LANES 1 (STATION 121+05 TO 132+59)
SHOULDER WIDTH 0'-4"
TON DESIGN 10

PLAN REVISIONS		
DATE	SHEET NO.	APPROVED BY

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D
THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF C1/ASCE 38-02.
ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING
SUBSURFACE UTILITY DATA."

GOVERNING SPECIFICATIONS

THE 2016 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION
"STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN
ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST
EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES,
INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONES.

INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	GENERAL LAYOUT
3	ESTIMATED QUANTITIES
4	CONSTRUCTION NOTES & STANDARD PLATES
5	QUANTITY TABULATIONS
6	EARTHWORK SUMMARY & TABULATION
7 - 11	TYPICAL SECTIONS
12 - 26	MISCELLANEOUS DETAILS
27 - 28	ALIGNMENT PLANS & TABULATIONS
29 - 31	MISCELLANEOUS REMOVAL PLAN
32 - 37	CONSTRUCTION PLAN & PROFILE
38 - 41	DRAINAGE PLAN
42 - 43	SIGNING & STRIPING PLAN
44 - 47	TURF ESTABLISHMENT & EROSION CONTROL PLAN
X1 - X13	CROSS-SECTIONS

THIS PLAN CONTAINS 60 SHEETS.

DRAFT

30%
PLAN

SHEET NO. 1 OF 47 SHEETS

DATE: 8/14/2017 10:09:53 AM
 PATH & FILENAME: K:\1702-280\Coord\Plan\01702-280_BA.dgn



LEGEND

SHEET NO.	DESCRIPTION
(XXX)	MISCELLANEOUS REMOVALS
XX	CONSTRUCTION PLAN
(XXX)	DRAINAGE AND SUPERELEVATION PLAN
(XXX)	SIGNING AND STRIPING PLAN
(XX)	TURF ESTABLISHMENT & EROSION CONTROL PLAN

NO.	DATE	BY	CHK	REVISIONS

Design By: CJB
 Plan By: ACJ
 Checked By: AJP
 Approved By: AJP

I HEREBY CERTIFY THAT THIS PLAN 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.

ANDREW PLOWMAN, PE
 DATE: 8/22/2017 LICENSE NO. 44200



CITY OF
INVER GROVE HEIGHTS

BABCOCK TRAIL IMPROVEMENTS
 CITY OF INVER GROVE HEIGHTS

CITY OF INVER GROVE HEIGHTS, MN
GENERAL LAYOUT

SHEET
2
 OF
47
 SHEETS

**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

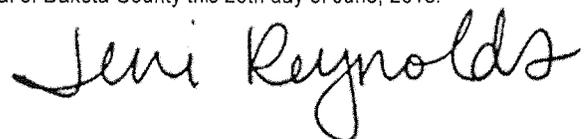
; and

**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

Babcock Trail Improvements

MULTI-USE TRAIL



Existing Site Photo: Babcock Trail showing the paths that have been worn into the roadside by pedestrian use.



Existing Site Photo: Babcock Trail showing the existing shoulder of the road where pedestrians must travel.

INVER GROVE BABCOCK TRAIL EXTENSION

- PROJECT EXTENT
- EXISTING SIDEWALK
- EXISTING TRAIL
- PROPOSED TRAIL
- MULTI-FAMILY RESIDENTIAL
- CIVIC USE
- PARK OR OPEN SPACE
- NEARBY RETAIL

494

GREYSTONE HEIGHTS APARTMENTS

LAKE COVE VILLAGE APARTMENTS

Babcock Trail

Cenex Dr

AMC INVER GROVE

55th St E

52

SALEM HILLS PARK

SALEM HILLS ELEMENTARY SCHOOL

WOODLYN HEIGHTS SENIOR LLIVING

55th St E



RESOLUTION NO. 18 - 140

CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MN

**RESOLUTION AUTHORIZING APPLICATION TO THE TRANSPORTATION ADVISORY BOARD (TAB) FOR
2018 REGIONAL SOLICITATION GRANT FUNDS TO SUPPORT CONSTRUCTION OF AN OFF-STREET TRAIL
ALONG BABCOCK TRAIL.**

WHEREAS, the Metropolitan Council and the TAB have announced a solicitation for 2022 and 2023 federal funding for motorized and non-motorized transportation projects; and

WHEREAS, the program will fund up to 80 percent of project right of way and construction costs;
and

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

WHEREAS, an application must be submitted by July 13, 2018 for consideration; and

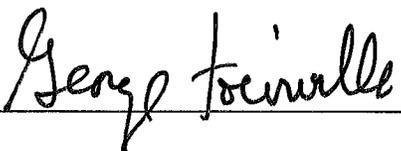
WHEREAS, the Babcock Trail corridor has been identified by the Metropolitan Council as a Regional Bicycle Transportation Network Corridor; and

WHEREAS, the City of Inver Grove Heights and Dakota County partnered together to complete a feasibility study for the Babcock Trail in 2017 and strongly support construction of the Babcock Trail.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Inver Grove Heights that the City supports seeking Regional Solicitation Grant Funding for the construction of a bicycle/pedestrian trail along Babcock Trail.

BE IT FURTHER RESOLVED, by the City Council for the City of Inver Grove Heights hereby approves the submittal of a Regional Solicitation application for the construction of an off-street bicycle/pedestrian trail along Babcock Trail from the I-494 E bridge to Upper 55th Street E.

Passed and duly adopted by the City Council of the City of Inver Grove Heights, Minnesota, this 9th day of July, 2018.



George Tourville, Mayor

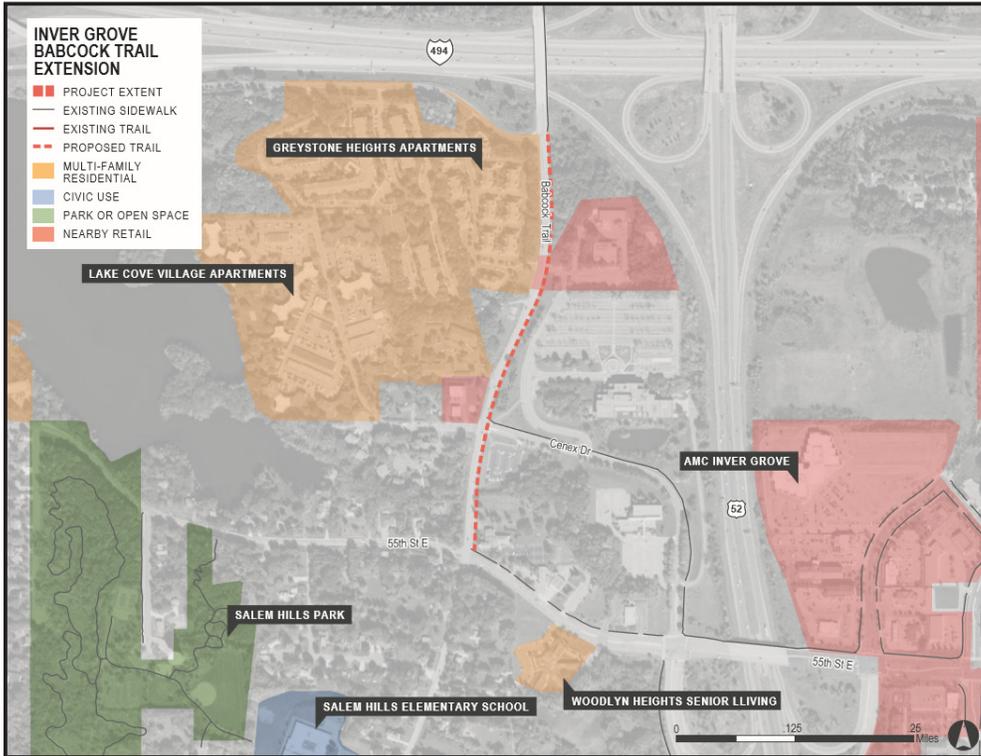
ATTEST:



Michelle Tesser, City Clerk

Inver Grove Heights Babcock Trail

MULTI-USE TRAIL



PROJECT OVERVIEW

Length: 0.5 miles

Total Cost: \$375,200

Federal Amount: \$300,160

Match Amount: \$75,040

Proposed trail route

PROJECT DESCRIPTION

The Inver Grove Heights Babcock Trail will complete a gap in the pedestrian and bicycle network of the City of Inver Grove Heights and will provide a safe transportation facility in an area of high bicycle and pedestrian demand.

PROJECT BENEFITS

- » Provides local connections to commercial areas both north and south of I-494 E
- » Connects to regional trails including the River to River Greenway and the Mississippi River Trail
- » Fills a gap between the trail along the I-494 E bridge and the existing network of City trails and sidewalks to the south and east
- » Employees at CHS Inc. will gain a safer area in which to travel and recreate
- » Direct access to neighborhood amenities including a church, convenience store, and restaurant for residents in the area
- » Improved safety for pedestrians and bicyclists
- » Access to transit



Existing Conditions