



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10915 - Apple Valley CSAH 38 Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
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## Primary Contact

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

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**Fax:**

**What Grant Programs are you most interested in?** Regional Solicitation - Transit and TDM Projects

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## Organization Information

**Name:** APPLE VALLEY, CITY OF

**Jurisdictional Agency (if different):**

Organization Type:

City

Organization Website:

Address:

7100 147TH ST W

\*

APPLE VALLEY

Minnesota

55124

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:\*

952-953-2500

Ext.

Fax:

PeopleSoft Vendor Number

0000020921A2

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## Project Information

Project Name

Apple Valley CSAH 38 Trail

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 Apple Valley CSAH 38 Trail project will complete a "missing link" in the pedestrian and bicycle network of the City of Apple Valley. The proposed 1.6 mile trail segment has been designated as a Tier 2 RBTN alignment and will run along the south side of CSAH 38 (McAndrews Road) between Garden View Drive in the west and Galaxie Avenue in the east. It will connect with existing trails running west from Garden View Drive and east from Galaxie Avenue to complete a 7 mile trail network from County Road 5 in Burnsville to CSAH 31 (Pilot Knob Road).

The City of Apple Valley's comprehensive plan requires all county roads to have 8' bituminous street trails along both sides of the road for bicyclists and pedestrians. While there is an existing trail on the north side of CSAH 38, there is not a trail on the south side. On the south side of the roadway, pedestrians and bicyclists are forced to travel on the shoulder of the road, and encounter a barrier when trying to cross Cedar Avenue, where the existing shoulder ceases to exist. The proposed trail will remove this barrier, increasing the safety of all modes of transportation by removing bicyclists and pedestrians from the road onto a separated pathway.

The proposed project will also include the realignment of the off-ramp from Cedar Avenue for eastbound CSAH 38, changing it from a circular merging lane to a T intersection. This realignment will both create space for an off-road trail where there currently is none, and will improve trail user and vehicle safety by providing a controlled intersection where trail users can cross.

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

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

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

CSAH 38, Apple Valley, from Galaxie Avenue to Garden View Drive - Construct Multi-Use Trail

**Project Length (Miles)** 1.6

*to the nearest one-tenth of a mile*

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## 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** \$4,160,288.00

**Match Amount** \$1,040,072.00

*Minimum of 20% of project total*

**Project Total** \$5,200,360.00

**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 Apple Valley & Dakota County

*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:** 2023

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

## Additional Program Years:

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

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## Project Information

**County, City, or Lead Agency** City of Apple Valley

**Zip Code where Majority of Work is Being Performed** 55124

**(Approximate) Begin Construction Date** 04/03/2023

**(Approximate) End Construction Date** 10/31/2023

**Name of Trail/Ped Facility:** Apple Valley CSAH 38 Trail

*(i.e., CEDAR LAKE TRAIL)*

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

**From:**  
**(Intersection or Address)** Intersection of CSAH 38 and Galaxie Avenue

**To:**  
**(Intersection or Address)** Intersection of CSAH 38 and Garden View Drive

*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, Bituminous Base, Bituminous Surface, Pedestrian Ramps, Turf

*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):**

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**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.*

- Imagine Apple Valley 2040, Apple Valley's 2040 Comprehensive Plan update (in progress), states a goal of continuing to connect gaps in its sidewalk and trail networks (pg. 9-38). The Plan explicitly states that "trail construction along the south side of CSAH 38 from Galaxie Avenue to Garden View Drive" is one of the recommended strategies for achieving that goal (pg. 9-38).

- BikeWalk Apple Valley: A Trail and Sidewalk Plan for Apple Valley, MN (September 2010) states that it is city policy to create 8-foot bituminous street trails along both sides of county and collector streets with a minimum 5-foot separation from the roadway (pg. 7). This Plan also identified the proposed trail area as a moderate trail gap (pg. 12).

- The 2030 Apple Valley Comprehensive Plan - Future Parks and Trails section (May 2009) identified the south side of CSAH 38 from Galaxie Avenue to Garden View Drive as a conceptual future city trail (pg. 7-15).

- The Dakota County Pedestrian Bicycle Study (in progress) identifies the proposed trail on the south side of CSAH 38 as a planned shared use trail/sidewalk (pg. 2-18, 2-19). This Plan designated the proposed trail from Garden View Drive to Cedar Avenue S as a low priority and the proposed trail from Cedar Avenue S to Galaxie Avenue as a medium priority (pg. 2-16, 2-17). This plan also identified the proposed trail area as a bikeway gap in the RBTN system (pg. 2-13).

- The Dakota County 2040 Comprehensive Plan, DC2040 (in progress), identifies the proposed trail area as a medium/low pedestrian and bicycle route priority (pg. 38-39).

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

05/01/2018

12/31/2018

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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

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

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

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

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

[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.**

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST  
ESTIMATES

Cost

Mobilization (approx. 5% of total cost)	\$164,360.00
Removals (approx. 5% of total cost)	\$155,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$200,000.00
Ponds	\$250,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$32,367.00
Striping	\$32,872.00
Signing	\$32,872.00
Lighting	\$65,744.00
Turf - Erosion & Landscaping	\$65,744.00
Bridge	\$0.00
Retaining Walls	\$2,514,051.00
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	\$745,000.00
Other Roadway Elements	\$301,000.00
<b>Totals</b>	<b>\$4,559,010.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$206,350.00
Sidewalk Construction	\$50,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$60,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00

Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$125,000.00
Other Bicycle and Pedestrian Elements	\$200,000.00
<b>Totals</b>	<b>\$641,350.00</b>

## Specific Transit and TDM Elements

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

## Transit Operating Costs

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

## Totals

Total Cost	\$5,200,360.00
Construction Cost Total	\$5,200,360.00
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

1531496972578\_RBTN Orientation.pdf

*Please upload attachment in PDF form.*

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## Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

31896

Existing Employment Within One Mile (Integer Only)

7629

Upload the "Population Summary" map

1531497011906\_Population Employment.pdf

*Please upload attachment in PDF form.*

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## 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 Apple Valley City Council approved Public Works Department Policy 1.01, I. which states that the City plows asphalt surfaced public trails.

Upload Maintenance Plan (if no link is available)

1531500538843\_Section 1 - Street Policies renumbered.pdf

*Please upload attachment in PDF form.*

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## 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:

(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:**

Yes

(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 City of Apple Valley and Dakota County identified the proposed trail segment as a "missing link" in their pedestrian and bicycle networks in their respective comprehensive plans after engaging with the community and receiving feedback as part of the process to update the comprehensive plans. Community engagement opportunities included open houses, pop-up sessions, online residential surveys, intercept booths at County and City events, and listening sessions. Through this effort, over 750 community responses were gathered. Both the City and the County held events aimed at targeting specific populations including older adults, students, children, and minority populations. This is especially important because these are the groups most likely to utilize the trail due to its location along several multi-family residential neighborhoods. Every effort will be made to involve Apple Valley residents and property owners in the design and delivery of this trail segment.

**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 trail will serve the large residential population in the area and provide opportunities for them to reach their destinations using modes of transportation other than vehicles. Eight multi-family residential developments, several community parks, and Greenleaf Elementary School are all located within one half mile of the proposed trail. 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, Apple Valley's population over the age of 65 has increased from 9.3 percent to 12.8 percent.

- A community growing in diversity. Since 2010, Apple Valley's Hispanic population has increased from 3.7 percent to 4.4 percent while the Black/African American population has increased from 5.1 percent to 5.9 percent.

**Response:**

Currently, those traveling east-west along the south side of CSAH 38 must travel along the shoulder because there are no existing facilities for bicyclists or pedestrians. This is a safety concern. The Cedar Avenue overpass serves as a barrier to those using non-motorized transportation, as there is no area provided along the south side of the overpass for non-vehicle travel. The proposed project includes changing the alignment of the CSAH 38 eastbound on-ramp to create a T-intersection with a stop sign, mirroring the CSAH 38 westbound on-ramp. The intersection realignment will provide space for a trail with a curb and 5' separation from the roadway. With the addition of the trail, Apple Valley residents will be able to travel east-west along CSAH 38 from Burnsville to Pilot Knob Road (CSAH 31), a distance of 7.4 miles. The removal of

this gap will facilitate access for the adjacent residential neighborhoods to employment along CSAH 38, transit along CSAH 38 and Cedar Avenue, and regional recreational amenities at the Minnesota Zoo and Lebanon Hills Regional Park.

*(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 Apple Valley and Dakota County's standards. These measures will help to mitigate any short-term impacts from construction activities such as increased noise and dust.

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

**Upload Map**

1531497295625\_Socio-Economic Conditions.pdf

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**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	1.6	1.0	94.0	94.0

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## Total Project Length

Total Project Length (as entered in the "Project Information" form) 1.6

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## Affordable Housing Scoring

Total Project Length (Miles) or Population	1.6
Total Housing Score	94.0

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## Affordable Housing Scoring

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## 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 gap in the City of Apple Valley's bicycle and pedestrian network. The proposed trail segment will connect to existing trails running west from Garden View Drive and east from Galaxie Avenue. This segment will complete an east-west trail network spanning 7 miles from County Road 5 in Burnsville to CSAH 31 (Pilot Knob Road) and the North Creek Greenway in the east. Connection to this trail network offers access to the regional trail network throughout Dakota County. In recognition of the importance of this east-west connection, this trail segment along CSAH 38 has been designated as a Tier 2 alignment for the RBTN.

### Response:

The proposed trail will enhance the safety of trail users. Bicyclists and pedestrians will no longer be forced to travel on the shoulder of the roadway; instead, their trail will be separated from the roadway by a buffer 5 to 10 feet in width. The proposed project will also include ADA-compliant intersections and painted crosswalks where needed.

The proposed trail segment will also remove a barrier to travel at the Cedar Avenue/CSAH 38 interchange where there is no existing trail or shoulder for pedestrians and bicyclists to utilize. The only way to travel across Cedar Avenue using CSAH 38 is to utilize the trail on the north side of CSAH 38. Pedestrians and bicyclists traveling along the south side of CSAH 38 become stranded and are forced to cross the 4 lane A Minor Expander that has more than 12,000 AADT in that area. By providing a trail along the south side of CSAH 38, this trail segment will remove this barrier to travel, making it easier for pedestrians and bicyclists to navigate east-west along the corridor.

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

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## **Measure B: Project Improvements**

The proposed trail segment will eliminate the need for people to travel along the shoulder of CSAH 38, a 4 lane, A Minor Expander roadway. CSAH 38 is a busy road, with AADT counts ranging from 10,800 between Garden View Drive and Pennock Avenue, to 11,400 between Pennock Avenue and Cedar Avenue, to 17,900 between Cedar Avenue and Galaxie Avenue. Between 2013 and 2015, there was one bicycle crash on CSAH 38 east of Cedar Avenue resulting in a non-incapacitating injury. Removing pedestrians and bicyclists from the shoulder of CSAH 38 will decrease the potential for crashes between vehicles and non-motorized transportation users.

**Response:**

As part of the proposed project, the on-ramp for eastbound CSAH 38 at TH 77 will be redesigned to become a T intersection with a stop sign. This will improve safety for trail users in several ways. First, this redesign will create space on the Cedar Avenue overpass to build an 8-foot bituminous trail with a curb that pedestrians and bicyclists can use so that they can avoid traveling in the roadway itself. Second, this T intersection will slow cars down and allow pedestrians and bicyclists the opportunity to cross the on-ramp at a controlled intersection.

The proposed trail will provide pedestrians and bicyclists on the south side of CSAH 38 an opportunity to travel east-west on CSAH 38 without having to cross to the north side to use the existing trail, allowing a greater number of pedestrians and bicyclists to avoid interaction with vehicles along this corridor. By decreasing the number of users attempting to cross CSAH 38, the potential for crashes between vehicles and trail users will also decrease. These features will not only increase the safety of pedestrians and bicyclists but also the safety of vehicles since pedestrians will no longer

be forced to travel in the roadway.

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

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## Measure A: Multimodal Elements

The proposed trail segment is connected to several different modes of transportation, which make the development of this trail segment all the more important. The MVTA runs two different bus routes along CSAH 38. Route 440 stops at the intersection of Galaxie Avenue and CSAH 38 before making its way south to the park and ride at Cedar Avenue and 155th Street or north to the VA hospital in Minneapolis. Route 476 also stops at the intersection of Galaxie Avenue and CSAH 38 and connects Apple Valley with downtown Minneapolis. By opening up an east-west corridor for bicycle and pedestrian traffic, more residents may be able to access the Metro transit line into Minneapolis.

### Response:

The proposed trail increases the safety of all types of transportation users. By creating a trail that is separated from the roadway, bicyclists and pedestrians traveling along the south side of CSAH 38 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. The redesigned T intersection for the on-ramp of eastbound CSAH 38 will also increase safety by slowing cars down and allowing trail users a controlled opportunity to navigate the intersection. The new intersection of the on-ramp for eastbound CSAH 38 will include a painted crosswalk and ADA-compliant crossing improvements. 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.

[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.

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

1531497708828\_McAndrews Trail Exhibit.pdf

Please upload attachment in PDF form.

##### Layout has not been started

0%

Anticipated date or date of completion 10/31/2021

#### 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 12/31/2021

### 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): \$5,200,360.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$5,200,360.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

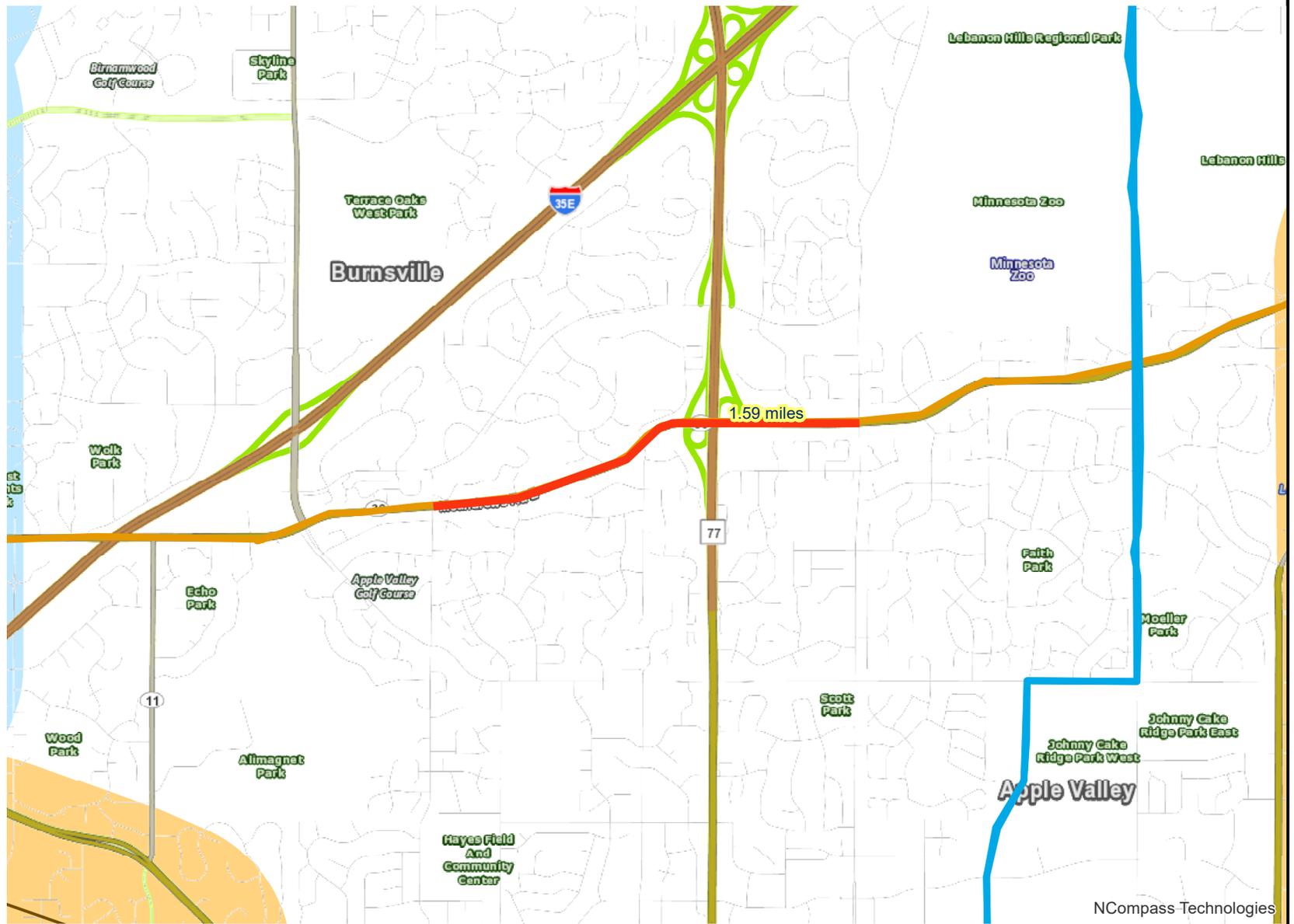
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## Other Attachments

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
Apple Valley CSAH 38 Trail Existing Conditions.pdf	CSAH 38 Existing Conditions Photos	947 KB
AV Council Resolution.pdf	Apple Valley City Council Resolution of Support	288 KB
DC Resolution of Support.pdf	Dakota County Resolution of Support	126 KB
One-page Project Summary_CSAH38.pdf	Apple Valley CSAH 38 Project Summary	375 KB
Project Map.pdf	CSAH 38 Project Map	137 KB
Support ltr Apple Valley CSAH 38 Trail 2018.pdf	MnDOT Letter of Support	472 KB

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Apple Valley CSAH 38 Trail | Map ID: 1530643139988



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



Created: 7/3/2018  
LandscapeRSA6



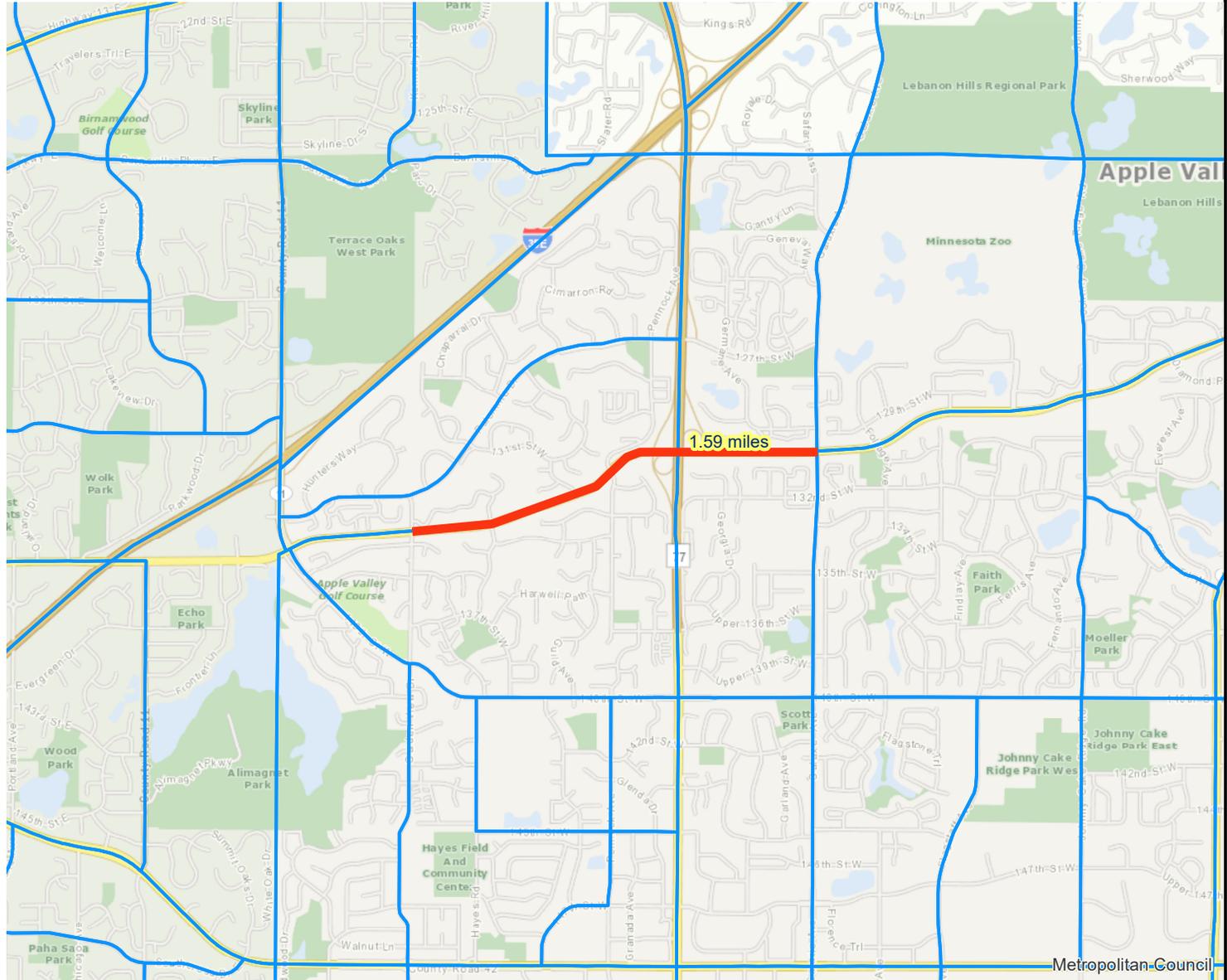
For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

NCompass Technologies



# Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Apple Valley CSAH 38 Trail | Map ID: 1530643139988



## Results

Within ONE Mile of project:  
Total Population: 31896  
Total Employment: 7629

-  Project
-  2010 TAZ



Created: 7/3/2018  
LandscapeRSA4



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



## **1.01 SNOW AND ICE CONTROL POLICY**

### **A. Purpose**

The purpose of the Snow and Ice Control Policy is to establish and maintain uniform definitions and procedures concerning snow and ice control operations for the City of Apple Valley. The City will provide such control in a safe and cost-effective manner, keeping in mind safety, budget, personnel, and environmental concerns. The City may use both City employees and private contractors to provide this service. It is in the City's best interest to have a snow and ice control policy, but because of variability in the weather and conditions, the policy must remain flexible.

### **B. Process and Routes**

Each year the Public Works Department prepares maps of the City clearly delineating major roads, collector and commercial streets, residential streets, cul-de-sacs, parking lots, and Ring Route and designated Central Village sidewalks. These maps are carried aboard snow removal equipment to guide operations in accordance with a prearranged plan to remove snow and ice in a safe and efficient manner.

The removal of snow and ice from public streets, public parking lots, and other areas identified by the Public Works Director takes precedence over other tasks of the Public Works Department except for emergency situations.

### **C. Commencing Snow Plowing, Anti-Icing, and Deicing Operations**

The Public Works Director or his designee shall decide when snow and ice control operations shall begin. Snowfalls of approximately two inches or more are plowed. Lesser amounts may require plowing or only the application of deicing chemicals or a sand/salt mixture depending upon weather conditions and snow accumulation. Weather conditions shall be monitored by the Police and Public Works Departments. Conditions are evaluated using information provided by weather forecasts, the National Weather Service, the Apple Valley Police Department, and visual verification.

### **D. Snow Plowing and Ice Control Priorities**

Snow and ice control operations are prioritized based on street classification as indicated below. This system is established based on general demand criteria such as traffic volume, traffic speed, maintenance of emergency access and other relevant factors.

- First Priority -- Arterial and Collector Streets
- Second Priority -- Commercial Streets
- Third Priority -- Residential Streets
- Fourth Priority -- Cul-de-sacs and Parking Lots
- Fifth Priority -- Ring Route and Designated Central Village Sidewalks

Priority ranking may be interrupted in order to respond to emergency requests for assistance or at the direction of the Public Works Director or his designee.

**E. Spreading Sand and Deicing Materials**

Sand and deicing chemicals are used for snow and ice control. Deicing operations use salt or a mixture of three parts salt to one part treated salt for temperatures down to approximately 15 degrees F., and treated salt for temperatures down to approximately 0 degrees F. During periods of extreme cold, salt or treated salt may be mixed with sand. When sand and salt are mixed, ratios vary according to the temperature.

Chemicals applied for snow and ice control operations shall be applied at rates determined appropriate by the Public Works Department and generally based upon recommendations by the Salt Institute and Cargill's Sensible Salting Guide with consideration given to past experience and weather forecasting for the following 24 hours.

**F. Regulating Parking**

Apple Valley City Code of Ordinances Section 71.18 prohibits parking on any street in the City during any time that snowplowing or snow removal operations are in progress. Section 71.17 of Apple Valley City Code of Ordinances prohibits parking on public streets during the hours from 3:00 a.m. to 6:00 a.m. except as specified under Section 71.17, items 1, 2, and 3. City Code Enforcement personnel shall assist the Public Works Department to address on-street parking during plowing operations.

Police, Community Service Officers, and Code Enforcement Officers may issue parking violations during snow plowing or snow removal operations. Vehicles which impede or prevent snow or ice control equipment from proceeding or which are deemed a public safety hazard shall be reported to the Police Department and may be tagged and towed.

**G. Allowing for Variable Weather Conditions**

During extraordinary snow and ice events, additional personnel and equipment may be utilized to supplement operations. During periods of extended continuous snowfall or freezing rain, operations may be focused on arterial and collector routes and emergency service delivery locations and may be performed on a limited scale.

Snow and ice control operations should be conducted when weather conditions do not endanger the safety of employees or equipment, and when operations are effective. Factors that may delay snow and ice control operations include, but are not limited to, severe cold, significant winds, limited visibility, and rapid accumulation of snow and/or ice.

**H. Responsibilities and Concerns of Residents**

Minnesota Statute 169.42 prohibits depositing snow upon public streets and upon any public or privately owned land adjacent thereto without the owner's consent. Therefore, the practice of depositing snow from driveways and walkways in the public street is prohibited within the City. Except for City, County and State public works personnel, no person shall plow snow from City streets unless specifically authorized through contract or written agreement by the City Council.

Snow deposited in driveways and walkways is a result of normal and necessary plowing operations. Most of the City's mainline plowing vehicles are equipped with a front plow and side wing for two-pass plowing of residential streets. Plows are angled to the right for plowing from the centerline of the street to the curb. For this reason, a certain amount of snow will be deposited in driveways. The cost of maintaining adequate personnel and equipment to clear walkways and driveways of snow deposited during plowing operations is prohibitive.

The City will not plow private streets, driveways, or walkways. Snow from public streets will be plowed onto boulevards. Boulevard obstructions ultimately increases costs to taxpayers because of equipment breakage and additional time required to complete snow removal operations. In order to keep added expenses to a minimum and maximize safety, the City requires a clear zone behind the curb for snow storage.

Residents are allowed a mail/media box within the boulevard area. All mail/media boxes must be located behind the curb line and/or shoulder of the road. It is the responsibility of the resident to maintain their mail/media box in a state of good repair. Mail/media boxes should be of sufficient strength to withstand normal maintenance operations.

**I. Snow and Ice Removal from Sidewalks**

Apple Valley City Code of Ordinances Section 96.03 requires owners or occupants of real property to remove snow and ice from public sidewalks within 48 hours of deposit to prevent a public nuisance affecting the safety of the general public. Two exceptions are outlined in this ordinance section. The City conducts sidewalk plowing along portions of the Ring Route and the Central Village area due to snow storage challenges, access challenges and public infrastructure that substantially obstructs normal plowing operations. The specific locations of sidewalk plowed by the City are delineated in Figure 1.01A within Appendix A of this policy. All other sidewalks are the responsibility of the adjoining property owner. The City plows asphalt surfaced public trails.

**J. Repair of Damaged Property**

Snow and ice control operations may cause property damage even under the best of circumstances and care on the part of the operators. Items located within the street right-of-way, which extends approximately 13 feet beyond the curb location, are most vulnerable to damage during plowing operation. The intent of the right-of-way is to provide room for snow storage, utilities, sidewalks, and other City and Public uses.

The City will repair/replace sod damaged by its snowplows during snow removal operations if reported to the Public Works Department prior to May 1 of the current year. The City does not repair/replace sod damaged due to the application of sand, salt, or other deicing chemicals. Other damage within the public right-of-way is the responsibility of the property owner including, but not limited to, trees, shrubs, bushes, landscaping materials, decorative rock, and lawn/landscaping irrigation systems.

Mailboxes that comply with MN Statute 169.072, MN Rule 8818 and US Postal specifications which are damaged as a result of direct contact by City snow removal equipment will be temporarily repaired within 48 hours of receiving notification of such damage. If the mailbox and post cannot be temporarily repaired, a portable mailbox will be set in place so mail service may be continued. The City will replace the damaged mailbox structure the following spring with a standard No. 1 black, white, or silver mailbox mounted on a 4 x 4-inch treated post.

Residents whose mailboxes are knocked down as a result of direct contact by City snow removal equipment may request reimbursement to replace the mailbox structures themselves, relieving the City of any further obligation. Expenses of up to \$75 for a single mailbox on a single structure; up to \$150 for 2-3 mailboxes grouped on a single structure; up to \$225 for 4 or more grouped on a single structure may be requested, if the resident so chooses. In such cases, the City will provide portable, temporary mailboxes until the following spring.

Mailbox damage must be reported to the Public Works Department prior to May 1 of the current year to qualify for repair or reimbursement. Mailboxes which do not comply with MN Statute 169.072, MN Rule 8818 and US Postal specifications or are damaged due to snow deposited from plows (versus being hit by City snow removal equipment) will not be replaced. The City does not take responsibility for damage to media or paper boxes and does not repair them.

**K. Managing Complaints and Request for Service**

During snow and ice control operations, numerous inquiries, complaints, and requests for service are received by the Public Works Department clerical staff. The Streets Division will take measures to keep clerical staff informed and updated regarding snow and ice removal operations (e.g., schedules and breakdowns).

The Public Works Department clerical staff shall answer questions and concerns from citizens and record pertinent information related to the inquiry. If the caller requires action which clerical staff is unable to perform, clerical staff shall notify appropriate personnel of inquiries, complaints, and requests for service based on the following.

1. Safety issues affecting the public or City staff shall be forwarded immediately by radio or telephone, or hand delivered to appropriate personnel.
2. Non safety-related issues shall be forwarded to the appropriate personnel in a timely manner.
3. Property damage (e.g., mailboxes and sod) shall be recorded and turned over to the Streets Superintendent through normal channels.

**L. Snow and Ice Control Procedures**

The implementation of snow and ice control operations shall be further guided by procedures as outlined in Appendix A, Snow and Ice Control Procedures.

**M. Limitations**

While the City fully intends to meet the guidelines established in this policy, there may be times when this is not feasible. Issues including, but not limited to, budget constraints, critical equipment failure, or weather and other emergencies may prevent the City from meeting the guidelines established herein. The Public Works Director may override provisions established within this policy.

Adopted by City Council - Resolution 2010-144

Revision adopted by City Council - Resolution 2011-175

**APPENDIX A****SNOW AND ICE CONTROL PROCEDURES**

This document provides a general summary of procedures used to conduct snow and ice control operations within the City of Apple Valley. It is the intention of the Public Works Department to review the following procedures on an annual basis in order to make the changes necessary to maximize safety and efficiency.

**A. Route Delineation and Planning**

The City street network is divided into fourteen plow routes. The boundaries of plow routes are delineated on the Street Snow and Ice Control Route Map on file in the office of the Public Works Superintendent - Streets. The map is updated annually based on new street construction, refinement in plowing operations, changes in available equipment and other relevant factors.

In preparation for the winter season, the Public Works Department conducts a training session with personnel involved in snow and ice control operations. Supervisors review the Snow and Ice Control Policy and plow route maps with staff. Maintenance personnel drive each plow route to inspect road conditions and identify critical areas.

**B. Available Equipment**

The City maintains a fleet of equipment to conduct snow and ice control operations. The list of available equipment (as of June 2010) is summarized in Table 1 below. The fleet of equipment available for winter operations may vary depending on mechanical failures, break-downs, availability of staff, budget and other factors.

Table 1: Equipment

<u>Equipment</u>	<u>Number</u>
Single Axel Dump Truck	10
Tandem Axel Dump Truck	2
Large Cat Loader	4
Load-All Loader	2
4WD Plow Pickup Truck	12
1-Ton Dump Trucks	3
Skid Steer Loaders	4

**C. Deployment**

The Public Works Director typically designates a Public Works Superintendent to manage and coordinate routine snow and ice control operations. These superintendents develop a pre-determined rotating schedule for on-call duty during evenings and weekends. This schedule may be adjusted based on availability and other factors.

Outside of normal business hours, the on-duty superintendent will determine if and when crews will be deployed for snow and ice control operations. This decision is based on up to date field conditions obtained through a combination of communication with the on-duty Police Sergeant, visual observation of field conditions, and weather forecasts. The Public Works Department maintains a list of home telephone numbers to contact personnel for initiating an after-hours deployment of snow and ice control operations.

**D. Snow Plowing**

Operations are conducted based on the street priority list as outlined in Section 1.01D of the Snow and Ice Control Policy. Major arterial and collector roads (4-lane) and collector streets (2-lane) may be plowed using multiple staggered plow trucks. An additional plow route may be added to continue clearing of major roads while the other thirteen are working on residential streets. Loaders and 4-wheel drives are generally sent out at the same time as the snowplows. Loaders and some of the 4-wheel drives may not be used during certain snow removal operations based on weather conditions and snow accumulation. When dispatched, loaders will typically begin snow removal in cul-de-sacs, and the 4-wheel drives remove snow from City parking lots with Police and Fire lots as priorities. After parking lots have been cleaned, seven of the 4-wheel drives will assist loaders. The operators of the remaining 4-wheel drives may be reassigned to other vehicles or return to their divisions.

Once arterial and collector roads have been plowed, the plow trucks move to commercial and residential streets. Upon completion of snow removal from residential streets, the Public Works Director or his designee determines whether the arterial and collector roads should be re-plowed. The decision to plow will be made according to residual snow fall, weather forecasts, temperature and/or other existing conditions.

Cul-de-sacs will be plowed to the center whenever possible with the intention of bulk snow storage in this area. Exceptions will be defined by the Public Works Director or designee after identifying a special need or circumstance.

City crews perform snow plowing on the 127th Street/Palomino Drive bridge deck over State Trunk Highway 77. Plow truck operators are trained to operate equipment at slow speeds along this bridge deck to avoid casting snow over the bridge rails when possible. Snow stockpiles and windrows will form along the side of the traveled bridge decks as a result of snow plowing operations. The City will endeavor to remove snow windrows along the vehicular traveled section of bridge decks within 72 hours of snow accumulations reaching the height of the bridge barrier. During times of excessive snow fall, removal of snow windrows from this bridge may be delayed due to limited resources.

**E. Anti-Icing Operations**

The Public Works Department is in the process of developing an anti-icing program and equipment as of June 2010. This development process will be initiated along limited segments of roadway as procedures and equipment are refined for broader implementation throughout the City.

**F. Deicing Operations**

The City's equipment is deployed for de-icing operations generally under the same priority criteria as plowing procedures as defined in Section 1.01D of the Snow and Ice Control Policy. Hilly areas are often given higher priority than flatter areas. The following procedures are followed in order to maintain safe road conditions, establish uniformity, conserve deicing materials, and minimize environmental impacts.

1. SANDER ADJUSTMENTS

The auger speed shall be calibrated and adjusted to supply deicing material to the spinner plate in the amount necessary for the required anti-icing or deicing operation. The size of the hole in the auger box shall be adjusted so as to not overfeed the spreader. The auger shall be calibrated and speed adjusted to provide material to the spinner at rates of 125, 250, 375, and 500 pounds per minute for manually operated controllers. The auger shall be calibrated to provide material to the spinner at a minimum of 100 pounds and a maximum of 1,000 pounds material per lane mile for ground speed automated controllers.

2. GROUND SPEED

To achieve desired placement of deicing material on the road surface, ground speed should typically not exceed 30 miles per hour. Conditions may require a slower ground speed.

3. PLACEMENT OF DEICING MATERIAL ON ROAD SURFACE

a. Sand and Salt Mixture for extreme cold conditions: Spinners should be set for 8-foot wide coverage. During plowing, operations material should generally not be applied to residential streets until the final pass with the exception of intersections, hills, curves, and school zones. Other exceptions may apply based on weather conditions. In residential areas, application of material should begin approximately 100 feet prior to an intersection. Distances may increase depending on circumstances.

b. Salt/Treated Salt Application

- Material shall be placed on the crown of the road surface allowing traffic to carry it to curbside.
- Arterial and collector roads (4-lane): Spread salt continuously on inside lane and spot salt as necessary on outside lane (e.g., 250- to 300-foot intervals) based on weather conditions.
- Collector streets (2-lane): Spread salt continuously based on weather conditions.

- Residential streets: Spread salt continuously on hills, curves, and intersections. Spread salt intermittently on sloped streets unless otherwise directed.
  - Cul-de-sacs: Spot salt on sloped cul-de-sacs as necessary. Minimal salt is applied to cul-de-sacs in most circumstances.
  - Application of material should begin approximately 100 feet prior to an intersection. Distances may increase depending on circumstances.
4. Deicing Material Applied Relative to Topography, Type of Precipitation, Road Surface Conditions, and Temperature
- a. Areas with hills and sharp curves will require more deicing materials than flatter areas.
  - b. Application rates of deicing materials increase as temperatures drop.
  - c. Chemicals applied during anti-icing operations shall be applied at rates recommended by The Salt Institute and Cargill’s Sensible Salting Guide with consideration given to past experience and weather forecasting for the following 24 hours.

**G. Sidewalk Plowing**

The City conducts sidewalk plowing along portions of the Ring Route and the Central Village area due to snow storage challenges, access challenges and public infrastructure that substantially obstructs normal plowing operations. The specific locations of sidewalk that is plowed by the City are delineated in Figure 1.01A. Sidewalk plowing is the fifth priority as established in Section 1.01D of the Snow and Ice Control Policy.

**H. Records**

The Public Works Superintendent – Streets is responsible for preparing and maintaining records that document each snow and ice control deployment. These records are stored in the front office at the Central Maintenance Facility. Snow and ice control records include weather conditions prior to and during deployments, start and end times for deployments, type and quantity of deicing materials used, unusual conditions, major equipment break-downs, reported hazards or property damage, and other relevant data deemed necessary by the Public Works Superintendent – Streets.

FIGURE 1.01A

Sheet 1 of 2

FIGURE 1.01A

Sheet 1 of 2

**1.02 STREET SWEEPING POLICY**

**A. Purpose**

The purpose of this policy is to establish and maintain uniform definitions and procedures concerning street sweeping operations for the City of Apple Valley. The Public Works Department shall assume basic responsibility for sweeping public streets. Reasonable sweeping is necessary for vehicle and pedestrian safety, water quality, and environmental concerns. The City shall provide such service in a cost-effective manner keeping in mind safety; limited equipment, budget, and personnel; and environmental concerns.

**B. Equipment and Routes**

The City may use City equipment and employees and/or private contractors to provide this service. The City maintains a fleet of two mechanical sweepers and one vacuum sweeper. The City maintains one backup mechanical sweeper to the extent that operation of this unit is cost effective.

The City conducts first, second, and third round street sweeping operations in the order depicted on the Street Sweeping Map attached hereto as Exhibit A and incorporated herein by reference. This map is used as guidance for efficient sweeping operations throughout the street system. The Public Works Director may modify this schedule based on weather, equipment limitations, or specific conditions encountered in the field.

**C. Street Sweeping Operations**

The Public Works Superintendent – Streets is responsible for coordinating street sweeping operations for the City’s street system. A summary of the process used to guide efficient operation of street sweeping is provided below.

1. First round sweeping consists of removing sand, aggregate, and debris from the winter season. First round sweeping usually begins between mid March and early May when streets are generally clear of ice, and weather forecasts do not include significant snow and ice events. First round sweeping is typically completed by mid may.
2. Second round sweeping picks up the aggregate missed during the first round. Second round sweeping normally requires less equipment than the first round. Second round sweeping is typically scheduled to begin upon completion of first round sweeping.
3. Third round sweeping, or fall sweeping, is typically scheduled to begin the third week of October and be completed by the last week in November, weather permitting. Areas with extensive foliage shall be swept after most leaves have fallen.
4. Additional sweeping operations are conducted throughout the year at isolated locations based on available equipment and personnel. Additional sweeping operations focus on watershed areas which drain directly to lakes under total maximum daily load mandates, along major roads, and in the downtown area. Additional sweeping may also be conducted to assisting with cleanup at vehicle crash locations on City streets. Citizen requests for sweeping shall be evaluated by the Public Works Superintendent based on available equipment and personnel.

5. Street sweeping of county roads is the responsibility of the Dakota County Transportation Department. State highways are the responsibility of the Minnesota Department of Transportation. The City may assist in sweeping operations on these roadways by request, by maintenance agreement, or under emergency conditions.
6. Sweeping operations are performed in conjunction with other maintenance operations. Sweeping operations are normally to be conducted Monday through Friday, from 6:30 a.m. to 3:00 p.m. Sweeping may be restricted due to hazardous weather conditions. Extended workdays may be expected for spring cleanup or emergency sweeping operations.

**D. Sidewalk and Pathway Sweeping**

The City may conduct sweeping operations along isolated sections of sidewalk and pathways adjacent to the City street system. This work is focused on sidewalk and pathways along the downtown Ring Route and Central Village areas, the portion of Cedar Avenue between 145th Street and 155th Street commencing after the year 2012, and high pedestrian traffic segments adjacent to public streets. This work is typically completed using a front-mounted, rotating broom sweeper to transfer material to the street where it is collected by a street sweeper.

**E. Limitations**

Street sweeping is a slow process with gutter line speeds that can be as low as two to three miles per hour. Some factors that may prohibit or delay sweeping operations include temperatures below 32 degrees Fahrenheit, wind, rain, snow, and ice within gutter lines. While the City fully intends to meet the guidelines established in this policy, there may be times when this is not feasible. Issues including, but not limited to, budget constraints, equipment failure, or weather and other emergencies may prevent the City from meeting the guidelines established herein.

Adopted by City Council - Resolution 2010-144

EXHIBIT A to 1.02

### **1.03 STREET PAVEMENT REPAIR (POTHOLE) POLICY**

#### **A. Purpose**

The purpose of this policy is to establish and maintain uniform definitions and procedures concerning isolated pavement repairs for the City of Apple Valley. The Public Works Department shall assume basic responsibility for pavement repairs. Reasonable paving repair is necessary for vehicle and pedestrian safety, water quality, and environmental concerns. The City shall provide such service in a cost-effective manner keeping in mind safety; limited equipment, budget, and personnel; and environmental concerns.

This policy applies to public streets under the jurisdiction of the City. It does not apply to private streets, private driveways, private parking lots, or other roads which are not under the direct jurisdiction of the City of Apple Valley.

#### **B. Inspection and Repair**

1. Routine Maintenance: The City has a goal to inspect each City street at a minimum of once a year during routine maintenance activities. Crews are assigned specific street segments to inspect and repair. Repairs will be made depending on available resources and factors such as weather and other high priority street maintenance work. The Public Works Superintendent - Streets will determine the schedule for pavement repair work.
2. Response to Complaint or Accident: Staff will inspect any street when the City receives a complaint, or notice of an accident or damage involving a pothole. When appropriate, the location and outcome of this investigation will be placed on the pothole repair list. This list will be retained for one year.
3. Repair Materials: During cold weather, potholes are repaired with a cold asphalt mix, hot mix asphalt (when readily available) or spray injection patching. Due to the temporary nature of cold asphalt mix and limited availability of hot mix asphalt and spray injection oil during the winter, cold weather repairs are limited to those determined to be hazardous to motor vehicles. In warmer weather and when hot asphalt mix is available, potholes are filled with hot asphalt mix or spray injection patching for a more permanent repair.
4. If a pothole of substantial size is identified and staff is unable to repair it, installation of a temporary warning device may be considered. Factors to be examined are the location of the pothole, size of the pothole, potential hazard, and whether a warning sign or device would be effective.
5. General Safety: Pothole repairs are conducted only when weather conditions do not limit the ability to perform the work or when such work does not endanger the safety of maintenance employees and equipment. Factors that may delay repairs include, but are not limited to, cold temperatures, rain, snow, and ice conditions.

**C. General Criteria for Repair**

Not every imperfection in a street surface is necessarily considered to be a pothole in need of repair. The general criteria for repair will be a hole that is 2½ inches or more deep and over 6 inches in diameter. The Public Works Superintendent, or a designated employee, will exercise discretion in deciding if a condition is a pothole in need of repair.

**D. Priority**

The City has classified City streets based on the street function, traffic volume, and importance to the welfare of the community. The City repairs those streets first that are high volume and high speed routes connecting major sections of the City and providing access for emergency fire, police, and medical services. The second priority streets are those streets providing access to schools and commercial businesses. The third priority streets are low volume residential streets. The fourth priority areas are alleys and City parking lots.

**E. Documentation and Records**

The Public Works Department documents street pothole repairs made under this policy. Records do not necessarily identify each individual pothole but may show the general street location where repairs were made. The Public Works Superintendent - Streets will supervise documentation of pothole repairs. Records are stored at the Central Maintenance Facility.

Adopted by City Council - Resolution 2010-144

## **1.04 SIDEWALK AND PATHWAY MAINTENANCE POLICY**

### **A. Purpose**

The purpose of this policy is to establish and maintain uniform definitions and procedures concerning maintenance of sidewalks and pathways within the street right-of-way for the City of Apple Valley. The City has over 120 miles of public sidewalks and over 45 miles of public pathways within street right-of-way. Public sidewalks vary in age and in quality of condition with varying degrees of irregularity in the pavement surface. The City recognizes it is important that sidewalks be repaired in a safe and cost-effective manner keeping in mind safety, budget, personnel, and environmental and seasonal factors.

Accordingly, the City and its Public Works Department must exercise both discretion and professional judgment in determining the schedule and extent of sidewalk repairs. The City will inspect its public sidewalk system, identify conditions requiring replacement and repair, schedule replacement and repair, and establish priorities for replacement and repair using City staff and equipment and/or private contractors to perform the service.

This policy applies to public mainline sidewalks and pathways within the street right-of-way under the jurisdiction of the City. It does not apply to private sidewalk connections, unpaved walks or trails, or other governments' pathways which go through the City unless there is a specific agreement between the City and the other government unit.

### **B. Inspection Process**

The Public Works Department maintains established procedures for regular sidewalk and pathway inspection. The goals of these procedures include:

1. Maintaining City-wide map of the public sidewalk system.
2. Conducting annual inspection of thirty-three (33) percent of the City public sidewalk and pathway system within the public right-of-way by Public Works Department staff.
3. Establishing criteria for determining whether a particular sidewalk condition is in need of replacement or repair. Those criteria will include, but are not necessarily limited to, a deviation or differential in adjoining panel elevation greater than one (1) inch, as determined at the time of inspection.

Notwithstanding the above criteria, sidewalks may heave and shift due to unpredictable ground frost conditions at various locations and at various times throughout the winter season. Direct control of sidewalk conditions at all locations, especially during the winter season, cannot be directly controlled by the City.

### **C. Repairs and Replacement**

Upon completion of the annual public sidewalk inspection, the City's Public Works Superintendent - Streets shall establish a sidewalk replacement and repair schedule. This schedule is subject to modification based both on sidewalk conditions and the availability of resources for sidewalk replacement and repair.

The sidewalk replacement and repair schedule is comprised of the designated section of the public sidewalk system from the current annual inspection, prioritizing the sidewalks identified as needing replacement or repair and setting a completion date. The sidewalk replacement and repair schedule takes into consideration the following factors:

1. Public safety.
2. The nature and severity of the condition needing replacement or repair.
3. The City's budget for replacement or repair of sidewalks.
4. Availability of employees, equipment, and other resources for sidewalk replacement or repair.
5. Citizen complaints or accidents.
6. Schedules of independent contractors and work necessary to prepare bids and bid specifications if work is to be performed by independent contractors.

The Public Works Department completes routine maintenance repairs for the public pathway system located within the public right-of-way with City crews and equipment.

**D. Repair of Property Damage**

The City uses seed and mulch or hydroseeding to repair grass turf damaged by sidewalk maintenance. Other damage within the public right-of-way is the responsibility of the property owner including, but not limited to, shrubs, landscaping materials, decorative rock, and lawn/landscaping irrigation system.

**E. Documentation**

The City's Public Works Superintendent - Streets will keep on file documents of inspections and repairs, comments and complaints received regarding this policy. These documents are stored at the Central Maintenance Facility.

Adopted by City Council - Resolution 2010-144

**1.05 BOULEVARD TREE MAINTENANCE POLICY**

**A. Purpose**

The purpose of this policy is to establish and maintain uniform criteria for tree removal, replacement, and maintenance operations for the City of Apple Valley. City Code, Chapter 20, Natural Resources Management Regulation, Article III, Forestry, provides authority and direction for tree removal, replacement, and maintenance conducted by the City.

This policy applies to trees within public street right-of-way under the jurisdiction of the City (hereinafter “boulevard trees”). It does not apply to trees entirely on private property or within right-of-way under the jurisdiction of another government agency.

**B. Schedule and Notification**

The Public Works Department maintains a goal to trim boulevard trees within various work areas on a rotating basis throughout the City. The City will provide written notice to adjacent property owners that may be impacted by City tree maintenance work in accordance with City Ordinance 152.42. Routine trimming of boulevard trees will typically occur from July 15 through September 30 and from November 1 through April 15, or upon bud break each spring. From April 16 through July 14 and during the month of October when leaf drop occurs, trimming will generally be limited to the removal of hazardous, broken, or dead limbs to avoid damaging trees. The Public Works Director may modify tree maintenance schedules as necessary based on weather, available resources, field conditions, tree disease outbreak, hazardous or emergency conditions, or other factors.

**C. Tree Maintenance**

The Public Works Department will remove boulevard trees which are dead, diseased, or present a hazard or a public nuisance. Removal of a boulevard tree shall include grinding the stump and restoring the boulevard using seed and mulch or hydroseeding. The City does not typically use sod for restoration of boulevard tree removal areas.

The City shall trim boulevard trees in accordance with City Ordinance 152.44, which states: All limbs of trees or portions of limbs which overhang public streets, sidewalks or paths and are less than ten feet above the surface of any public sidewalk or path or are less than 13 feet above the surface of any public street constitute a nuisance and are prohibited. When limbs of a tree overhang both a public sidewalk and a public street, they shall be trimmed to a height of 13 feet above the surface of the street. This section shall not apply to any tree to which pruning or trimming would endanger the tree’s health as determined by the City, unless a public nuisance exists.

Tree maintenance standards as stated above are critical to minimize damage to the tree and maintenance vehicles such as snowplows, sweepers, garbage and delivery trucks. These standards are also intended to provide adequate head room for pedestrians and bicyclists.

**D. Tree Replacement**

The City will replace boulevard trees, to the extent of available budget, which the City removed as a result of maintenance duties. Maintenance duties shall include, but not be limited to, sidewalk, path, utility, and street maintenance. Replacement of boulevard trees shall be consistent with City of Apple Valley boulevard shade tree guidelines.

In general, the City will not replace boulevard trees which are removed at the request of the abutting property owner for aesthetic reasons, have been damaged by severe weather, have been removed for traffic sight-line issues, or where replacement is inconsistent with City of Apple Valley boulevard shade tree guidelines. This provision does not preclude the City from implementing a reforestation program or maintenance of public streetscape elements.

**E. Managing Requests for Service**

During boulevard tree removal, replacement, and maintenance procedures, it is inevitable that residents will have inquiries, concerns, and requests for service. Public inquiries shall be initially directed to the Public Works Department clerical staff. The Public Works Superintendent - Streets will take measures to keep clerical staff informed and updated of tree maintenance operations.

The Public Works Department clerical staff will answer questions and concerns from citizens and record pertinent information related to the inquiry. If the caller requires action which clerical staff is unable to perform, clerical staff will notify appropriate personnel of inquiries, complaints, and requests for service as indicated below.

1. Public Works clerical staff shall promptly notify the Public Works Superintendent - Streets of reported safety issues affecting the public or public concerns regarding work which is in progress (e.g., tree being trimmed). In the absence of the Public Works Superintendent - Streets, clerical staff shall promptly notify the Public Works Director or Street Division Foreman.
2. Reports of non safety-related tree maintenance issues shall be forwarded to the Public Works Superintendent - Streets.
3. Alleged property damage related to tree maintenance work shall be recorded by clerical staff and reported to the Public Works Superintendent - Streets.

**F. Documentation and Records**

The Public Works Department documents tree maintenance and removal work conducted under this policy. Records do not necessarily identify each individual tree, but may show the general street location where City crews performed tree maintenance work. The Public Works Superintendent - Streets will supervise documentation of boulevard tree maintenance. Records are stored at the Central Maintenance Facility.

Adopted by City Council - Resolution 2010-144

**1.06 PEDESTRIAN CROSSWALK POLICY**

**A. Purpose**

Pedestrian crosswalks are an integral part of our transportation infrastructure. To be effective and promote safety, marked crosswalks must be installed after careful consideration and review. The review shall be done with adherence to accepted guidelines and good engineering practice. This policy establishes the guidelines and considerations for the installation of marked crosswalks from the date of the adoption of this policy.

**B. Policy**

The City of Apple Valley may consider the installation of marked crosswalks where there is substantial conflict between vehicular and pedestrian movements as an enhancement for pedestrian crossings of roadways under the City’s jurisdiction. Crosswalk installation shall be in accordance with State Law and the guidelines contained herein.

**C. Authority**

This policy is based on administrative implementation of policy and Minnesota State Statute 169. The policy is administered under the direction of the Director of Public Works and applies to roadways under the City’s jurisdiction.

**D. Background**

Minnesota State Statute defines that crosswalks exist at intersections, whether marked or unmarked, and provides for pedestrian and motorist responsibilities.

MN Statute 169.011 DEFINITIONS.

Subdivision 20. Crosswalk. “Crosswalk” means (1) that portion of a roadway ordinarily included with the prolongation or connection of the lateral lines of sidewalks at intersections; (2) any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

MN Statute 169.21 PEDESTRIAN.

Subdivision 2. Rights in absence of signal. (a) Where traffic-control signals are not in place or in operation, the driver of a vehicle shall stop to yield the right-of-way to a pedestrian crossing the roadway within a marked crosswalk or at an intersection with no marked crosswalk. The driver must remain stopped until the pedestrian has passed the lane in which the vehicle is stopped. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield. This provision shall not apply under the conditions as otherwise provided in this subdivision.

**E. Evaluation Process and Engineering Study**

An engineering study should be performed under the direction of the Public Works Director to determine if criteria are met for a marked crosswalk and to determine the level of marking to be used. The level of detail required for an engineering study will vary with the location under consideration. The engineering study may include:

1. Speed and traffic volume data on streets being crossed.
2. Pedestrian volume, age, and level of mobility.
3. Location of pedestrian origin, destination point, and crossing patterns.
4. Designated school walking routes.
5. Existing sidewalk network and sidewalk ramps.
6. Sight distances and sight obstructions.
7. Street characteristics including grades, curvature, pavement widths, and number of vehicle and bicycle lanes.
8. Location of adjacent driveways.
9. On-street parking.
10. Street lighting.
11. Location of drainage structures.
12. Distance to nearest protected (traffic signal or stop sign controlled, or grade separated) or marked crossing.
13. Traffic signal progression.
14. Potential for rear end accidents.

**F. Criteria**

General criteria to be satisfied when considering installation of marked crosswalks includes the following:

1. The installation of marked crosswalks should be based on engineering study.
2. Marked crosswalks should connect to established sidewalks/trails at both ends.
3. ADA accessible ramps shall be included at both ends of marked crosswalk installations unless there are engineering reasons they cannot be provided.
4. Adequate street lighting should be provided for the safety of pedestrians.
5. Street parking must be restricted adjacent to marked crosswalks to allow for adequate sight lines for both the motorists and the pedestrians. The length of the parking restriction shall be based on an engineering study (judgment).
6. The provisions of the Minnesota Manual on Uniform Traffic Control Devices (MN MUTCD) shall be followed.

**G. Guidelines**

The following guidelines shall be considered when evaluating a request for installation of a cross walk.

1. Minimum Traffic Volume: Marked crosswalks should generally not be considered for roadways with less than 1,000 vehicles per day unless as part of a school walking route.

2. **Street Type and Speed:** Marked crosswalks may be considered at locations that are not protected by a Stop Sign or a Traffic Signal, subject to recommendations provided in Table 1.05A.
3. **Pedestrian Volumes:** Consideration can be given to marking a crosswalk if there is a minimum of 20 pedestrian crossings during the peak hour. A lower pedestrian traffic volume may be used if the proposed location is part of a school walking route.
4. **Traffic Gaps:** Consideration can be given to marking a crosswalk if there is less than one adequate crossing gap in traffic per minute during the peak hour. A crossing gap is measured as the time (in seconds) between vehicles crossing (regardless of direction of travel) the proposed crosswalk location. An adequate gap is determined by dividing the roadway width (in feet) by a walking rate of 3.5 feet per second (may be slower for a crossing location serving elderly pedestrians) and adding 3 seconds of perception/reaction time.
5. **Crosswalk Spacing:** Marked crosswalks should be spaced a minimum of 500 feet from a protected or marked crossing.
6. **Mid-Block Crosswalks:** The use of mid-block crosswalks is generally discouraged unless an engineering study determines a specific need for this type of crosswalk. Installation of new mid-block crosswalks shall include provisions for adequate street lighting and supplemental signage as determined appropriate by an engineering study.
7. **Crosswalk Control:** The control for a marked crosswalk, including signing, pavement marking, traffic signals, flashing beacons, etc. shall be determined by engineering study and should conform to the MN MUTCD.
8. **Traffic Signals:** Marked crosswalks should be installed at signalized intersections in accordance with the traffic signal design.
9. **Roundabouts:** Marked crosswalks should be installed at roundabouts in accordance with the roundabout engineering design.

Table 1.06A  
General Safety Recommendations from the U.S. Dept. of Transportation  
Federal Highway Administration

Roadway Type (Number of Lanes and Median Type)	Vehicle ADT < 9,000			Vehicle ADT 9,000-12,000			Vehicle ADT 12,000-15,000			Vehicle ADT >15,000		
	Speed Limit											
	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph
Two Lanes	C	C	P	C	C	P	C	C	N	C	P	N
Three Lanes	C	C	P	C	P	P	P	P	N	P	N	N
Multilane (4 or more lanes) with raised median	C	C	P	C	P	N	P	P	N	N	N	N
Multilane (4 or more lanes) without raised median	C	P	N	P	P	N	N	N	N	N	N	N

**C** = Candidate sites for marked crosswalks.

**P** = Possible increase in pedestrian crash risk may occur if crosswalk markings are added without other pedestrian facility enhancements.

**N** = Marked crosswalks alone are insufficient and pedestrian crash risk may increase by providing marked crosswalks alone. Consider using other treatments, such as traffic signals with pedestrian signals where warranted, or other substantial crossing improvements to increase crossing safety. Applies to all roadways with a speed limit greater than 40 mph.

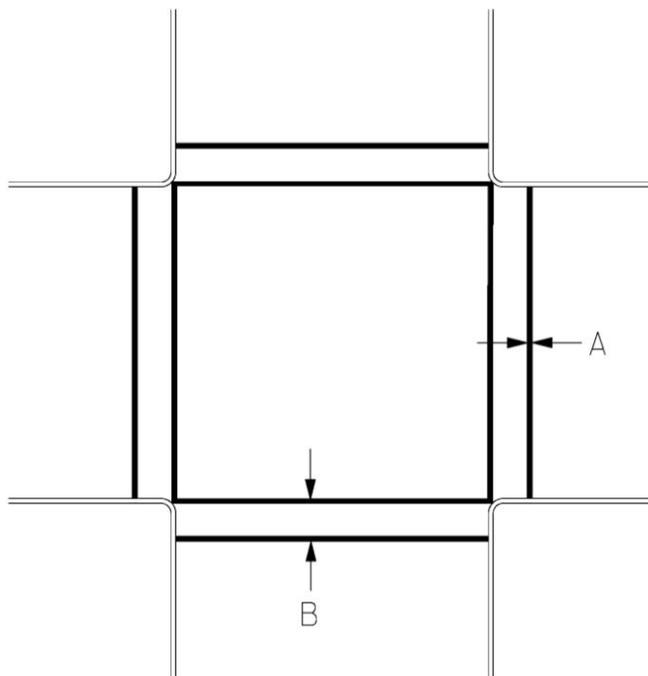
**H. STREET LIGHTING**

Street lighting should be considered at all crosswalk locations, based on engineering study and City street lighting practice.

**I. PAVEMENT MARKINGS**

1. Standard Crosswalks

Standard crosswalks shall be a minimum of 6 feet or the same width as the approach walkway if the walkway is wider than 6 feet. This marking should be considered for crosswalks at Stop Sign, Traffic Signal, and Roundabout controlled intersections and intersection crosswalks of two-lane roadways.



<p><u>Standard</u></p> <p>A = 6 - 12"</p>
---

\*Dimension B shall be 6' min., or the same width as the approach walkway.

*Figure 1 –Standard Crosswalk Markings.*

2 Special Emphasis Crosswalks

Special emphasis crosswalk markings consist of white 3 foot wide bars with a 3 foot space at 90 degrees to the crosswalk (Figure 2). This marking should be used at mid-block crosswalks and school crossings.

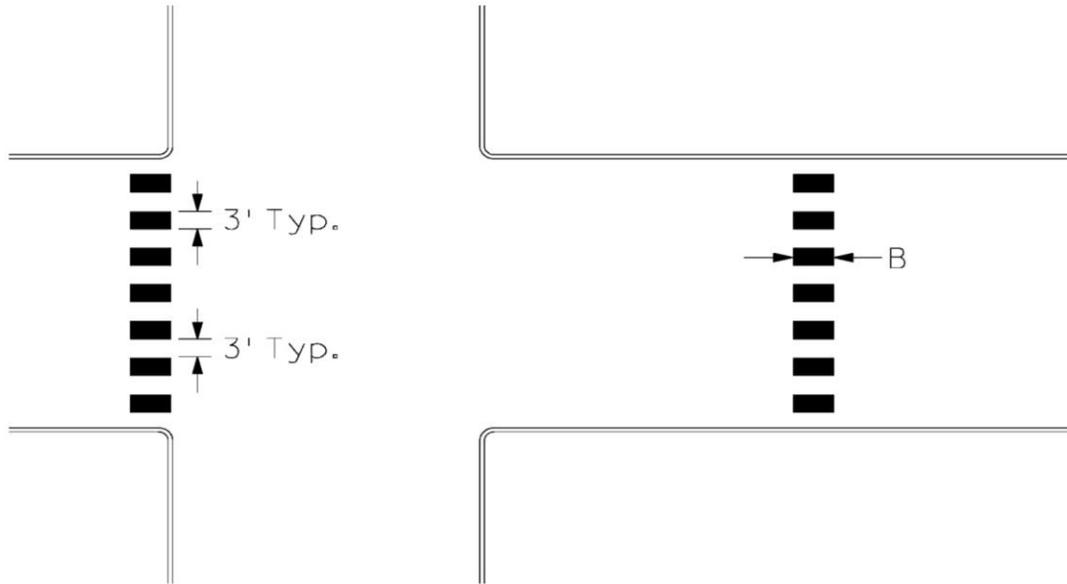


Figure 2 - Special Emphasis Crosswalk Markings

3 Stop Lines

Stop lines should be considered on multi-lane roadways in advance of mid-block crosswalks and crosswalks at intersections not controlled by a Stop Sign.

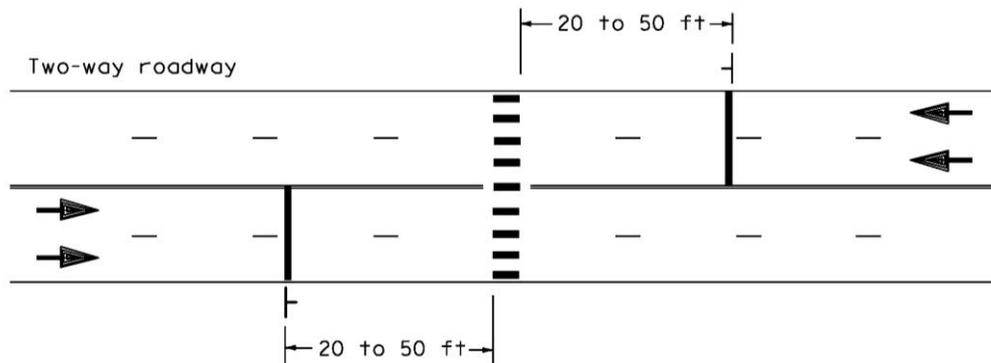


Figure 3 – Stop Line Markings

**J. TRAFFIC SIGNING**

The W11-2 Crosswalk Sign shall be used at marked mid-block crosswalks, and other crosswalks as indicated by engineering study.



**W11-2**

The S1-1 School Crossing Sign shall be used at marked school crosswalks.



**S1-1**

When a W11-2 Crosswalk Sign or a S1-1 School Crossing Sign are used, an W16-7p arrow sign shall also be used.



**W16-7p**

The W11-2 and S1-1 signs shall also be used as advance warning signs for crosswalks as established by the MN MUTCD

When a W11-2 or S1-1 sign is used as an advance warning sign, a W16-9p sign shall also be used.



**W16-9p**

The R1-X1 “Stop for Pedestrian in Crosswalk” sign should be used based on engineering study, in advance of high volume pedestrian and school crosswalks.



**R1-X1**

Other signage and/or enhancements may be considered based on engineering study and updates to the MN MUTCD.

Adopted by City Council - Resolution 2010-144

**1.07 STREET LIGHT INSTALLATION REQUEST POLICY**

**A. Purpose**

The purpose of this policy is to establish and maintain uniform criteria for the installation of a new street light as a result of a request by citizens. This policy applies to requests for new street lights along existing public streets located in City right-of-way or easement. The City of Apple Valley administers installation of street lights to illuminate public streets and pedestrian infrastructure within the street right-of-way. Any secondary benefit such as perceived personal security on private property is considered coincidental and not the intention of the street light system.

**B. Residential Requests**

The City may install a street light at the intersection of two or more public streets that convey vehicular traffic. The Public Works Department will review written requests from the public for installation of new street lights at existing street intersections. This review may include an engineering study, discussions with Dakota Electric Association regarding electric service availability, analysis of vehicle and pedestrian traffic volumes, and crash history for the intersection.

The City may install a new mid-block street light along an existing public residential street in which the centerline to centerline distance between cross streets is greater than 700 feet. A written request shall include a petition signed by a minimum of 60 percent of the property owners along the street segment within 250 feet of the proposed street light location. The petition must including the signatures of all property owners within 75 feet of the specific location where the mid-block light is requested. The petition form shall include the printed name, address, telephone number and signature of the petitioners. Before the street light can be installed, property owners located adjacent to the proposed street light must dedicate utility easements to the extent necessary for installation and connection of the proposed street light to the electric distribution system. Upon receipt of a written request and petition form meeting the above requirements, City staff shall prepare a summary of the requested street light installation for consideration by the City Council.

**C. Nonresidential Requests**

The City may install street lights along existing public street segments within nonresidential land uses based upon street light plans and budgets developed by the City's Public Works Department. Requests for street light installations in non-residential areas will be considered based on City staff discussions with residents, business owners and the public.

**D. Public Safety**

The City may install new street lights along any portion of the existing public street system upon recommendation from the Chief of Police or Public Works Director based on public safety or traffic safety issues identified at a specific location. In such cases, the Chief of Police or Public Works Director shall prepare a written summary of the recommended street light installation for consideration by the City Council.

This policy does not limit the ability of the City Council to order installation of street lights along any portion of the existing public street system.

**1.08 TRAFFIC SIGN MANAGEMENT AND RETROREFLECTIVITY POLICY**

**A. BACKGROUND AND PURPOSE**

The purpose of this policy is to establish uniform procedures for implementing a management method to meet the minimum sign retroreflectivity requirements in the Minnesota Manual on Uniform Traffic Control Devices (MN MUTCD). The City's Public Works Department is responsible for management of traffic signs located within public right-of-way and easements along roadways under the jurisdiction of the City of Apple Valley.

Substantial conformance with the MN MUTCD is achieved by having a method in place to maintain minimum retroreflectivity levels. Conformance does not require or guarantee that every individual sign in the city will meet or exceed the minimum retroreflective levels at every point in time.

The goal of this policy is to improve public safety on the city's streets and roads and prioritize the city's limited resources to replace signs.

**B. APPLICABLE SIGNS**

This policy applies to all regulatory, warning, and guide signs as set forth in the MN MUTCD. Pursuant to Section 2A.8 of the MN MUTCD the city excludes the following signs from the retroreflectivity maintenance guidelines:

1. Parking, Standing, and Stopping signs (R7 and R8 series)
2. Walking/Hitchhiking/Crossing signs (R9 series, R10-1 through R10-4b)
3. Acknowledgment signs, including Memorial signs
4. All signs with blue or brown backgrounds
5. Bikeway signs that are intended for exclusive use by bicyclists or pedestrians

**C. SIGN INVENTORY**

To meet the city's goal of maintaining sign retroreflectivity above certain levels, the city will maintain a sign inventory of all new or replacement signs installed after the effective date of this policy. The inventory shall indicate the type of sign, the location of the sign, the date of installation or replacement, the type of sheeting material used on the sign face, the expected life of the sign, and maintenance performed on the sign. As to existing signs, the city will perform an inventory of all signs covered by this policy. The city recognizes this process will occur over time subject to the city's monetary and human resources.

**D. TRAFFIC SIGN MATERIALS**

Traffic sign sheeting material is categorized in specifications established by ASTM International. Material grades of traffic sign sheeting are listed under ASTM D4956 – Standard Specifications for Retroreflective Sheeting for Traffic Control. The City typically uses 3M Diamond Grade DG3, Type XI reflective sheeting material, or approved equal, for new regulatory, warning and guide signs that are installed or replaced within the system from the adoption date of this policy forward.

**E. MANAGEMENT METHOD**

The City Public Works Department implements a Sign Management Method involving scheduled replacement of sign to maintain sign retroreflectivity standards. The Federal Highway Administration and MnDOT have stated that this method is an acceptable practice for fulfilling the retroreflectivity requirements outlined in the Manual on Uniform Traffic Control Devices.

The scheduled replacement approach is used on a spatial basis to replace all traffic signs within a specific area or corridor when the signs have reached the maximum service life. The City has established a maximum service life for Diamond Grade DG3 traffic sign sheeting at 15 years. This service life is based on informational guidelines from the Minnesota Department of Transportation, the manufacturer's product warranty and the City's available monetary and labor resources.

Replacement areas are determined based on the age of signs and proposed street maintenance work annually implemented under the pavement management program. The Public Works Superintendent - Streets schedules sign replacement areas based on the age of signs recorded within the sign database. The City will transition into this management over a seven year period to achieve the maximum service life interval for traffic signs throughout the system.

**F. MODIFICATIONS AND DEVIATION**

While the City fully intends to meet the guidelines established in this policy, there may be times when this is not feasible. Issues including, but not limited to, budget constraints, critical equipment failure, or weather and other emergencies may prevent the City from meeting the guidelines established herein. The City reserves the right to modify this policy at any time if deemed to be in the best interest of the City based on safety, social, political and economic considerations.

The Public Works Director, or his or her designee, may authorize a deviation from the implementation of this policy in regard to a particular sign when deemed to be in the best interests of the City based on safety, political and economic considerations. Such deviation shall be documented including the reason for the deviation and other information supporting the deviation.

Adopted by City Council - Resolution 2014-\_\_\_\_\_

Exhibit A

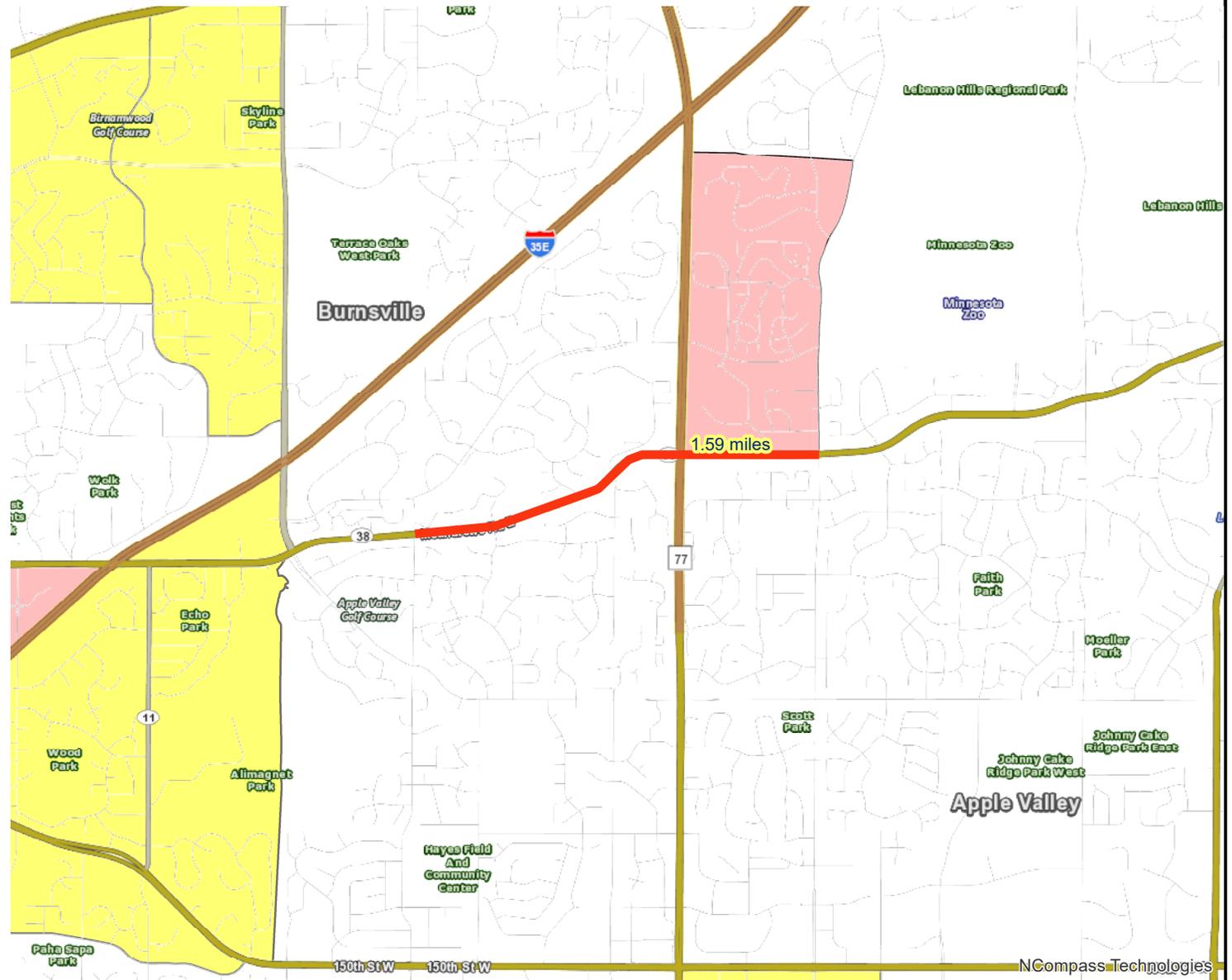
Section 1.08

# Socio-Economic Conditions

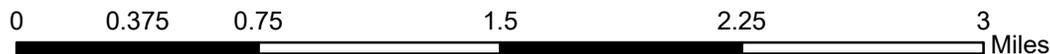
Multiuse Trails and Bicycle Facilities Project: Apple Valley CSAH 38 Trail | Map ID: 1530643139988

## Results

Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:  
(0 to 12 Points)



-  Project
-  Area of Concentrated Poverty
-  Area of Concentrated Poverty > 50% residents of color
-  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>





# Apple Valley CSAH 38 Trail

## Multi-Use Trail



*Existing Conditions: Looking South at Galaxie Avenue from McAndrews Road. The proposed trail would begin at this intersection and travel west.*



*Existing Conditions: Looking west on McAndrews Road on the Cedar Avenue overpass. There is currently no room for bicyclists and pedestrians to travel here.*



*Existing Conditions: Looking west on McAndrews Road. There is no shoulder here for bicyclists and pedestrians to use.*

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

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

June 19, 2018  
Motion by Commissioner Egan

Resolution No. 18-326  
Second by Commissioner Slavik

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**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

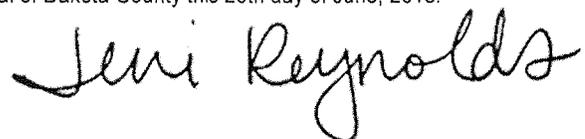
; and

**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

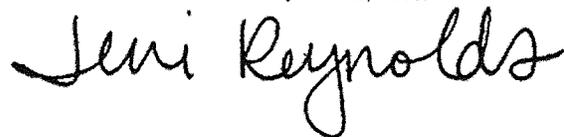
BE IT FURTHER RESOLVED, That, subject to federal funding award of the city-led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County's share of the matching funds consistent with Dakota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

# Apple Valley CSAH 38 Trail

## DAKOTA COUNTY

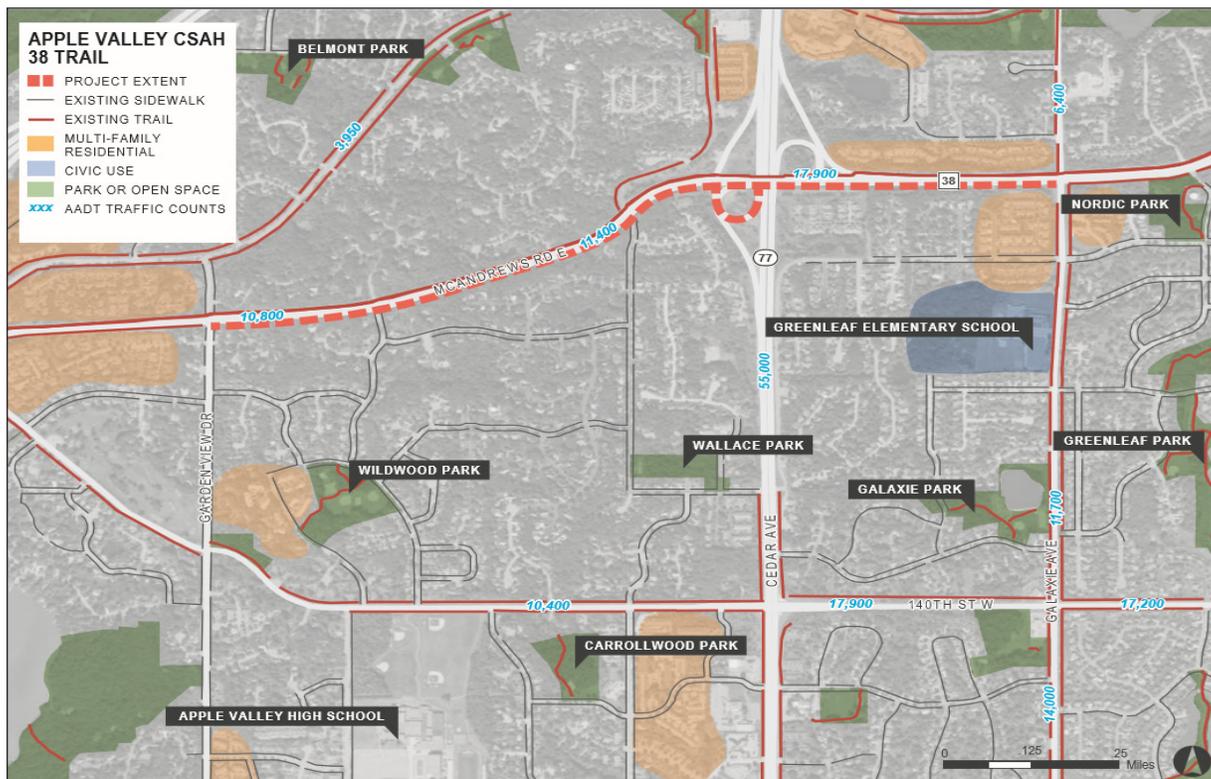
### PROJECT DESCRIPTION

The Apple Valley CSAH 38 Trail will complete a 1.6-mile “missing link” in the pedestrian and bicycle network of the City of Apple Valley, serving several nearby community parks and multi-family residential developments and connecting with existing trails running east and west including the North Creek Greenway, a 14-mile regional trail.

Project Location:	Apple Valley
Requested Award Amount:	\$3,418,688
Total Project Cost:	\$4,273,360

### PROJECT BENEFITS

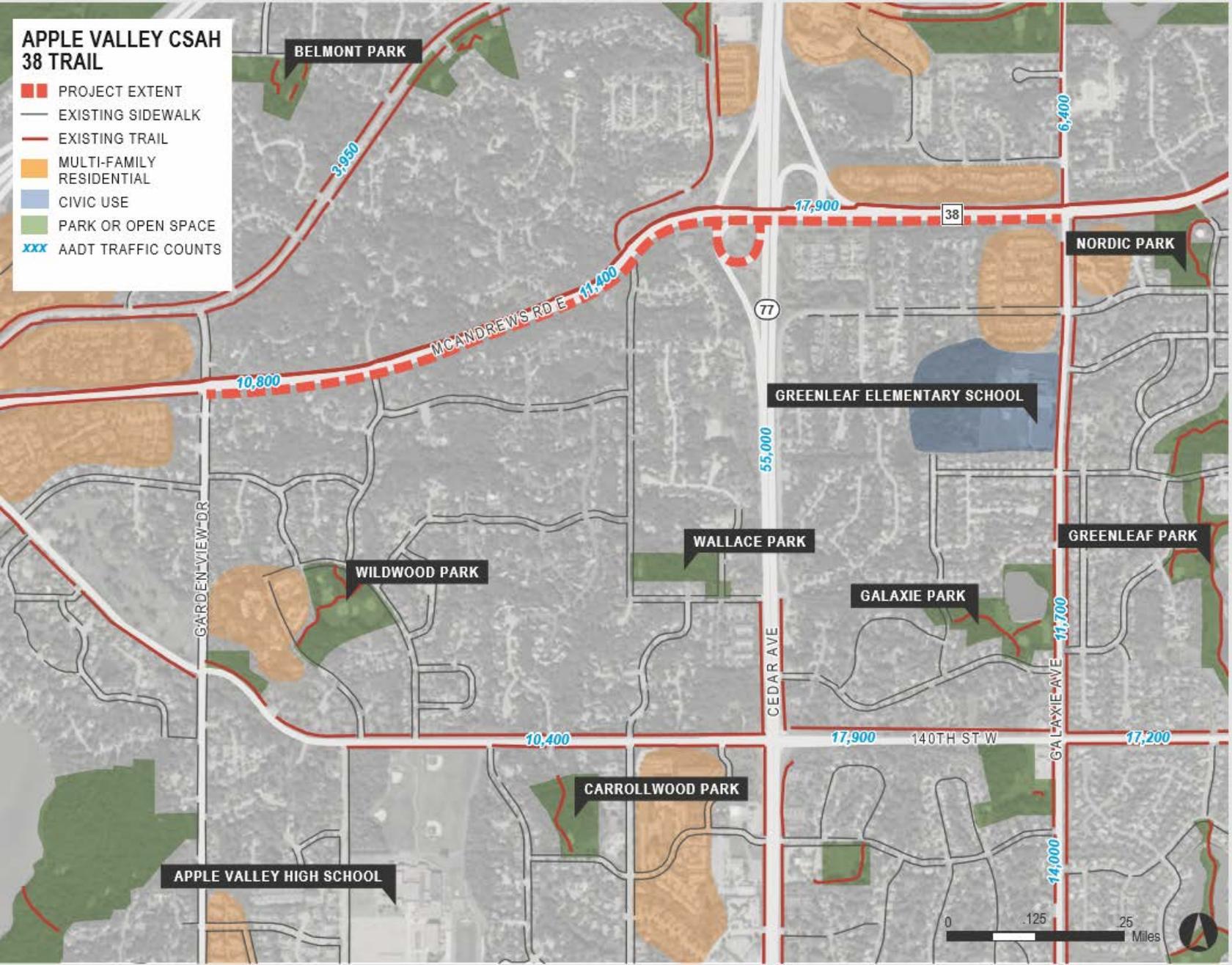
- » Completes a “missing link” in the trail network along the south side of CSAH 38
- » Provides local connections to several community parks
- » Removes the Cedar Avenue overpass as an east-west barrier to bicyclists and pedestrians by creating a trail along the south side of the overpass
- » Connects to the North Creek Greenway, a 14-mile trail reaching destinations including the Minnesota Zoo, Legbanon Hills Regional Park, and the Vermillion River.
- » Commuters will gain a more direct route when this project is completed
- » Improved safety along CSAH 38 by providing a paved trail separated from the roadway with ADA-compliant crossing improvements where currently bicyclists and pedestrians must travel along the shoulder
- » Enhanced access to transit



Proposed trail route

# APPLE VALLEY CSAH 38 TRAIL

- PROJECT EXTENT
- EXISTING SIDEWALK
- EXISTING TRAIL
- MULTI-FAMILY RESIDENTIAL
- CIVIC USE
- PARK OR OPEN SPACE
- xxx AADT TRAFFIC COUNTS





**MnDOT Metro District**  
**1500 West County Road B-2**  
**Roseville, MN 55113**

June 20, 2018

Barry Bernstein  
Parks and Recreation Director  
7100 147th St. West  
Apple Valley, MN 55124

**Re: Letter of Support for Apple Valley  
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for CSAH 38  
Trail – Garden View to Galaxie**

Dear Mr. Bernstein,

This letter documents MnDOT Metro District's support for Apple Valley's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the CSAH 38 Trail from Garden View to Galaxie Avenue.

As proposed, this project would impact MnDOT right-of-way on TH 77. As the agency with jurisdiction over TH 77, MnDOT will support Apple Valley and will allow the improvements proposed in the application for the CSAH 38 Trail project. Details of a future maintenance agreement with Apple Valley will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

No funding from MnDOT is currently programmed for this project. In addition, the Metro District currently does not anticipate any available discretionary funding in years 2022-23 that could fund project construction, nor do we have the resources to assist with construction or with MnDOT services such as the design or construction engineering of the project. However, I would request that you please continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Apple Valley as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at [Jon.Solberg@state.mn.us](mailto:Jon.Solberg@state.mn.us) or 651-234-7729.

Sincerely,

A handwritten signature in blue ink that reads 'Scott McBride'.

Scott McBride  
Metro District Engineer

CC: Jon Solberg, Metro District South Area Manager  
Lynne Bly, Metro Program Director  
Dan Erickson, Metro State Aid Engineer