Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10917 - Apple Valley Johnny Cake Ridge Road Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:	Submitted
Submitted Date:	07/13/2018 2:11 PM

Primary Contact

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	Salutation	First Name	Middle Name	Last Name
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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			

Organization Information

Name:	APPLE VALLEY, CITY OF
Jurisdictional Agency (if different):	

Organization Type:	City
Organization Website:	
Address:	7100 147TH ST W
*	APPLE VALLEY (City) Minnesota (State/Province) 55124 (Postal Code/Zip)
County:	Dakota
Phone:*	952-953-2500 Ext.
Fax:	
PeopleSoft Vendor Number	0000020921A2

Project Information

Project Name	Apple Valley Johnny Cake Ridge Road 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):	
Brief Project Description (Include location, road name/functional class, type of improvement, etc.)	The Johnny Cake Ridge Road Trail project will construct a 10 foot wide trail for 1.4 miles on the west side of Johnny Cake Ridge Road from CSAH 38 in the north to 140th Street in the south. The project will also include landscaping, signage, stormwater features and ADA-compliant crossing improvements. This trail is a Tier 1 Alignment in the RBTN and a crucial link in the North Creek Greenway, a 14-mile multi-use trail reaching from Lebanon Hills Regional Park in Eagan to the Vermillion River in rural Empire Township. As part of the North Creek Greenway, the proposed trail segment will not only reach local destinations such as parks and schools, but will also connect to regional destinations including the Minnesota Zoo, Apple Valley Aquatic Center, downtown Farmington, and Whitetail Woods Regional Park. The proposed trail directly connects to the Minnesota Zoo via a pedestrian bridge over CSAH 38 that was constructed in 2016.

(Limit 2,800 characters; approximately 400 words)

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

Johnny Cake Ridge Road, Apple Valley, from McAndrews Road (CSAH 38) to 140th Street W ? Construct Multi-Use Trail

Project Length (Miles)

1.4

to the nearest one-tenth of a mile

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

$515,484.00

Match Amount

$128,871.00

Minimum of 20% of project total

Project Total

$644,355.00

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 and 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:

2022

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

Additional Program Years:

2019, 2020, 2021

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

Project Information

County, City, or Lead Agency

City of Apple Valley

Zip Code where Majority of Work is Being Performed

55124

(Approximate) Begin Construction Date

04/01/2022

(Approximate) End Construction Date

10/31/2022

Name of Trail/Ped Facility:

Apple Valley Johnny Cake Ridge Road Trail

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address)

NW Intersection of Johnny Cake Ridge Road and 140th Street W

To:
(Intersection or Address)

SW Intersection of Johnny Cake Ridge Road and McAndrews Road (CSAH 38)

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

Or At:

Primary Types of Work

Grade, Agg Base, Bit Base, Bit Surf, Ped Ramps, Turf, Stormwater, Bike Path, Ped Ramps, Lighting, Sidewalk

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Requirements - All Projects

All Projects

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

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

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

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

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

(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.

List the applicable documents and pages:

- BikeWalk Apple Valley: A Trail and Sidewalk Plan for Apple Valley, Minnesota (September 2010) identifies Johnny Cake Ridge Road as the location for a proposed regional trail (pg. 9).

- Imagine Apple Valley, the 2040 Apple Valley Comprehensive Plan update (in progress), designates Johnny Cake Ridge Road as part of the North Creek Greenway (pg. 7-5).

- The North Creek Greenway Master Plan (October 2011) identifies this stretch of Johnny Cake Ridge Road from McAndrews Road to 140th Street as a 2nd priority segment of the North Creek Greenway (pg. 50). As part of the North Creek Greenway, trails should be 10 to 12 feet wide (pg. 22).

- The Dakota County 2030 Park System Plan (April 2008) identifies the North Creek Greenway in its vision plan and identifies the corridor as a first priority-level greenway (pg. 4.7).

- The Dakota County Comprehensive Plan, DC2040 (in progress), identifies Johnny Cake Ridge Road as a planned Dakota County Greenway, with some existing trails (pg. 41).

- The Dakota County Pedestrian Bicycle Study (in progress) identifies Johnny Cake Ridge Road as part of the Northern Apple Valley segment of the North Creek Greenway (pg. 2-10).

(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	05/02/2018 Date process started	12/21/2018 Date of anticipated plan completion/adoption
The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.		Date self-evaluation completed	
The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.		Date process started	Date of anticipated plan completion/adoption
(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.			

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

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

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

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

12.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.
Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

Upload Agreement PDF

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

Safe Routes to School projects only:

3.All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

4.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$0.00
Removals (approx. 5% of total cost)	$0.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$0.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$100,000.00
Ponds	$100,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$0.00

Striping	$0.00
Signing	$0.00
Lighting	$50,000.00
Turf - Erosion & Landscaping	$50,000.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$0.00
Other Roadway Elements	$0.00
Totals	**$300,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$109,450.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$24,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$95,900.00
Wayfinding	$13,700.00
Bicycle and Pedestrian Contingencies	$31,305.00
Other Bicycle and Pedestrian Elements	$70,000.00
Totals	**$344,355.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00

Stations, Stops, and Terminals	$0.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

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

Totals

Total Cost	$644,355.00
Construction Cost Total	$644,355.00
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	Yes
Tier 2, RBTN Corridor	
Tier 2, RBTN Alignment	
Direct connection to an RBTN Tier 1 corridor or alignment	
Direct connection to an RBTN Tier 2 corridor or alignment	

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.	
Upload Map	1531501224437_RBTN Orientation.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	27252
Existing Employment Within One Mile (Integer Only)	5398
Upload the "Population Summary" map	1531501278625_Population Employment.pdf

Please upload attachment in PDF form.

Measure 2B: Snow and ice control

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

(50 Points)

Response: If yes, please include a link to and/or description of maintenance plan.	The 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)	1531501612578_Section 1 - Street Policies renumbered.pdf

Please upload attachment in PDF form.

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

Select one:

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

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

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

(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.

Response:

The North Creek Greenway Master Plan identified Johnny Cake Ridge Road as a segment of the North Creek Greenway after engaging with the community and receiving feedback. This feedback was mainly received through two open houses targeting property owners near the trail. In addition, in the bicycle and pedestrian plans for both Apple Valley and Dakota County, specific efforts were undertaken to target specific populations for community engagement regarding the need for and locations of off-road trails, including older adults, students, children, and minority populations. These are groups that will likely utilize the proposed trail mostly due to its location near several schools, parks, and residential neighborhoods. Techniques used for gathering data included open houses, interviews with key community stakeholders, and a booth at the Apple Valley Home and Garden Expo. Every effort will be made to involve Dakota County and Apple Valley residents and property owners in the design and delivery of the North Creek Greenway - Johnny Cake Ridge Road segment.

(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 1.4 mile north-south trail on the west side of Johnny Cake Ridge Road serves disadvantaged residents in all directions from the corridor. The proposed trail segment connects to the Minnesota Zoo, which hosts more than 1.3 million visitors per year, via a pedestrian bridge across CSAH 38 just a quarter-mile from the project. In addition, as part of the 14-mile greenway, the trail provides opportunities for Dakota County residents to safely travel around the County using alternative modes of transportation, including to destinations such as Lebanon Hills Regional Park, the Apple Valley Aquatic Center, downtown Farmington, and Whitetail Woods Regional Park. This improved mobility supports public health by encouraging increased recreation and active living, as well as economic health through improved access to employment.

Response:

The trail travels through several residential neighborhoods. The residents of those neighborhoods, including children and older adults, can utilize this trail to directly connect to several community destinations including Findlay, Hagemeister, and Moeller parks, the School of Environmental Studies, Falcon Ridge Middle School, and Eastview High School. Providing a safe opportunity for Apple Valley residents, particularly children, to travel to frequently-visited destinations is one of the many benefits that the proposed trail will provide.

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.

- Visitors to the Minnesota Zoo.

(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

Response:

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

Construction impacts will be minimal, if any, in the short-term. Impacts such as increased noise and dust during construction will be mitigated through the implementation of standard construction mitigation measures, such as limiting hours of construction and using materials which minimize dust, in compliance with the City of Apple Valley and Dakota County's standards.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531501729765_Socio Economic Conditions.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Apple Valley	1.4	1.0	94.0	94.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 1.4

Affordable Housing Scoring

Total Project Length (Miles) or Population 1.4

Total Housing Score 94.0

Affordable Housing Scoring

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:
• Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;

•Improving bikeability to better serve all ability and experience levels by:
• Providing a safer, more protected on-street facility;

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

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

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

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

Improves Continuity and/or Connections Between Jurisdictions

Response:

The proposed project will close a gap in both local and regional non-motorized transportation networks by providing a 10 foot trail, including ADA compliant crossing improvements, from CSAH 38 to 140th Street that meets North Creek Greenway standards and needs for the RBTN network. The proposed trail is designated as a Tier 1 alignment in the RBTN, meaning that this trail segment, as part of the North Creek Greenway, provides a direct transportation connection to and between regional destinations. The northern end of the proposed project area connects to CSAH 38, which is itself a Tier 2 alignment in the RBTN.

As a segment of the North Creek Greenway, the improved connection along Johnny Cake Ridge Road will improve continuity and connections between Apple Valley and Eagan, Lakeville, and Farmington. The North Creek Greenway is a 14-mile trail that connects important regional destinations including the Minnesota Zoo, Lebanon Hills Regional Park and Apple Valley Aquatic Center in the north and downtown Farmington and the Vermillion River to the south. The proposed project will connect in the north to the recently-completed Minnesota Zoo section of the North Creek Greenway. This stretch, from Lebanon Hills Regional Park to the Minnesota Zoo, was recently constructed in 2016 and included a pedestrian bridge over CSAH 38. The City of Apple Valley and Dakota County are committed to working collaboratively to construct, operate, and maintain this trail.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

Response:

A 10 foot trail along Johnny Cake Ridge Road will allow trail users a safe space in which to travel and allows for various users to safely pass one another. A varying width grass clear zone on either side of the trail will also provide additional separation and safety for trail users. Stormwater BMPS in the form of bioswales with numerous plantings are being proposed to create an additional feeling of separation from the roadway.

Johnny Cake Ridge Road is a 4-lane major collector roadway. Toward the northern end of the project area, from CSAH 38 to 132nd Street, Johnny Cake Ridge Road had an AADT of 9,000 in 2014. The roadway is projected to have more than 17,000 AADT in 20 years. The southern end of the project area, from 132nd Street to 140th Street had an AADT of 7,700 in 2014. Along this corridor between 2013 and 2015, there were three bicycle crashes resulting in non-incapacitating injuries. Providing a wider trail will increase the safety of bicyclists and pedestrians who are traveling along Johnny Cake Ridge Road.

The intersection of Johnny Cake Ridge Road and 140th Street at the southern end of the project area is a particularly dangerous intersection. According to the Imagine Apple Valley 2040 Comprehensive Plan, this intersection, which is near two schools and Johnny Cake Ridge Park, saw the third most number of crashes between 2006 and 2015 (37). Providing a 10 foot wide trail to serve this intersection will increase the opportunity for pedestrians and bicyclists to avoid interaction with vehicles in this intersection.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The proposed project will increase safety in bicycle and pedestrian interactions by providing a 10 foot wide trail. The width will accommodate all modes of non-motorized transportation and leave enough room for users to safely pass one another. In addition, there will be a grass clear zone meeting minimum standards but wider where possible, such as adjacent to stormwater features. ADA-compliant crossing improvements will improve the accessibility of the trail for all types of trail users. Wayfinding signage is also proposed as part of this project to better inform trail users of their location and the nearby amenities and destinations available to them.

Response:

The Minnesota Valley Transit Authority (MVTA) runs two different routes (440 and 476) along Johnny Cake Ridge Road. Route 440 travels to the VA Hospital in Minneapolis and intersects Johnny Cake Ridge Road at 132nd Street, with 5 stops along the project corridor. Route 476 is an express bus to downtown Minneapolis that runs the length of the project corridor from CSAH 38 to 140th Street, with 7 stops along Johnny Cake Ridge Road. The proposed trail provides ample opportunity for people to reach these transit opportunities safely and for people using transit to move safely around Apple Valley.

The proposed trail provides a direct connection to the pedestrian bridge over CSAH 38 leading directly to the Minnesota Zoo.

(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 1531502266359_Layout Final.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

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

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete	Yes
50%	
Right-of-way, permanent or temporary easements required, parcels identified	
25%	
Right-of-way, permanent or temporary easements required, parcels not all identified	
0%	
Anticipated date or date of acquisition	12/31/2018

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

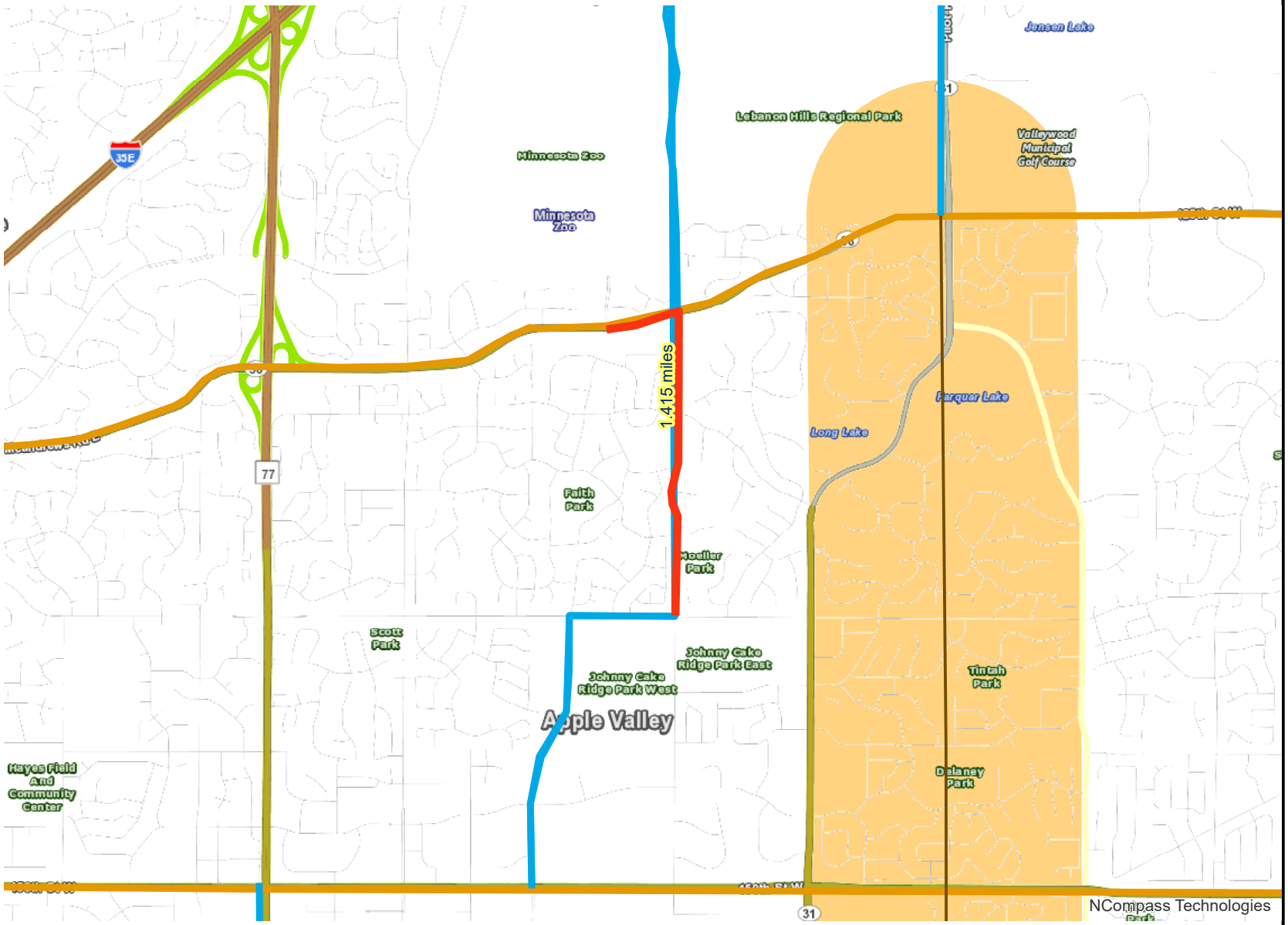
Total Project Cost (entered in Project Cost Form):	$644,355.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$644,355.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
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
Johnny Cake Ridge Road Trail.pdf	Existing Conditions Photo	754 KB
One-page Project Summary_JCRR.pdf	Johnny Cake Ridge Road Project Summary	889 KB
Project Map.pdf	Johnny Cake Ridge Road Project Map	5.6 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Apple Valley Johnny Cake Ridge Road Trail | Map ID: 1530643224848



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

0 0.325 0.65 1.3 1.95 2.6 Miles

Created: 7/3/2018
LandscapeRSA6

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

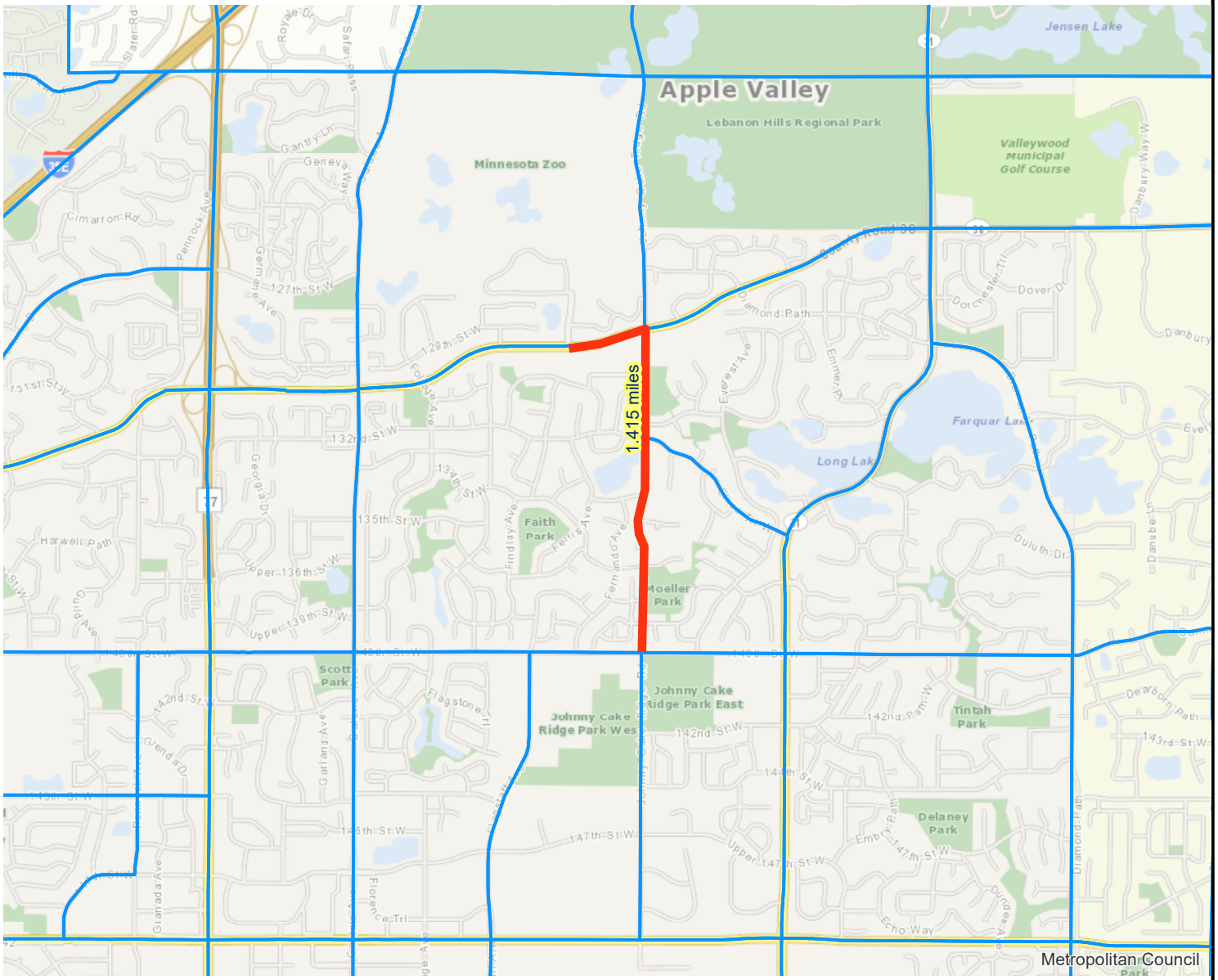
METROPOLITAN COUNCIL

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Apple Valley Johnny Cake Ridge Road Trail | Map ID: 1530643224848

Results

Within ONE Mile of project:
Total Population: 27252
Total Employment: 5398



Project

2010 TAZ

0 0.325 0.65 1.3 1.95 2.6 Miles

Created: 7/3/2018
LandscapeRSA4

METROPOLITAN COUNCIL

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

Equipment	Number
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 hydrodseeding 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.

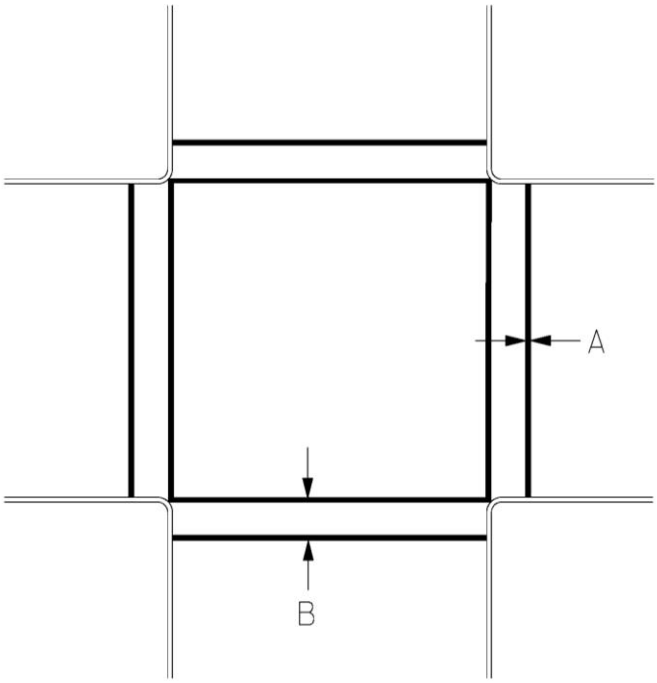
H. STREET LIGHTING

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.



Standard
A = 6 - 12”

*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.

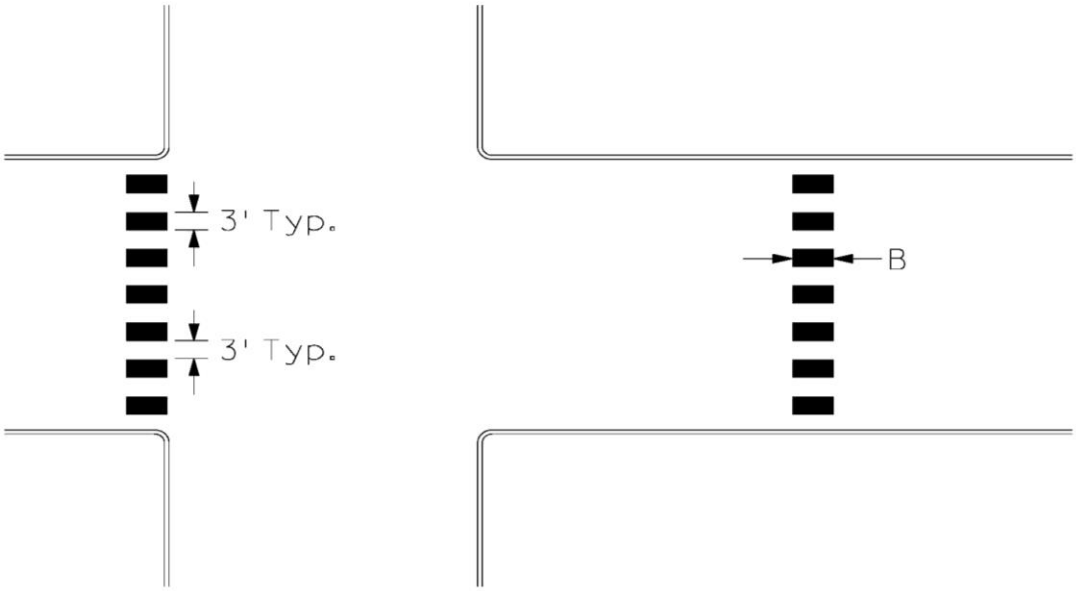


Figure 2 - Special Emphasis Crosswalk Markings

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.

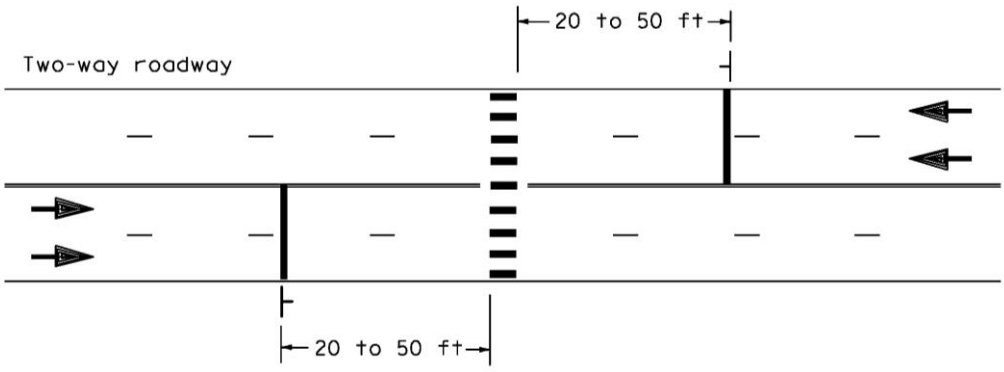


Figure 3 – Stop Line Markings

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.

Adopted by City Council - Resolution 2010-144

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 Johnny Cake Ridge Road Trail | Map ID: 1530643224848

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 Povertry > 50% residents of color

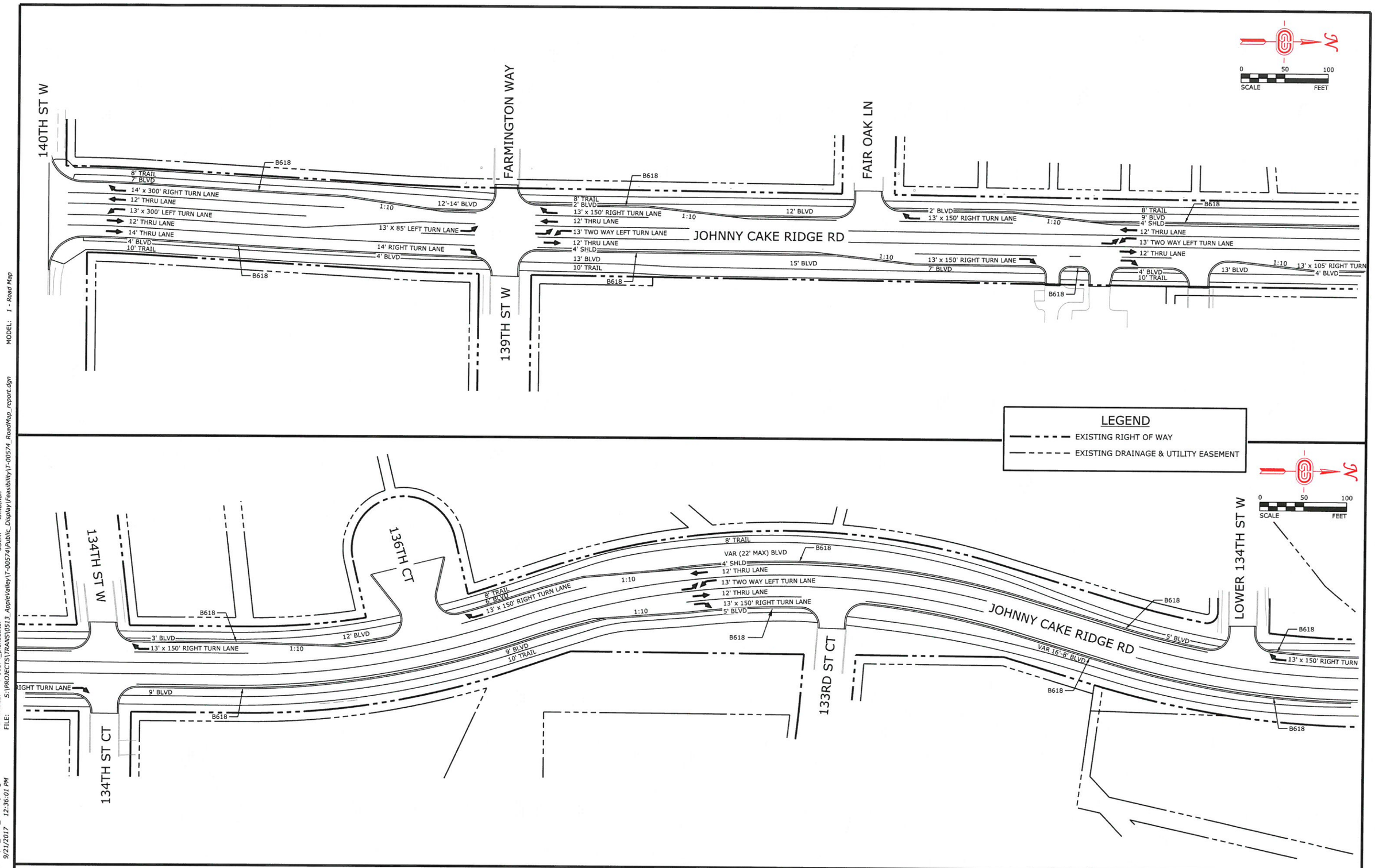
Above reg'l avg conc of race/poverty

0 0.325 0.65 1.3 1.95 2.6 Miles

Created: 7/3/2018
LandscapeRSA2

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

METROPOLITAN COUNCIL

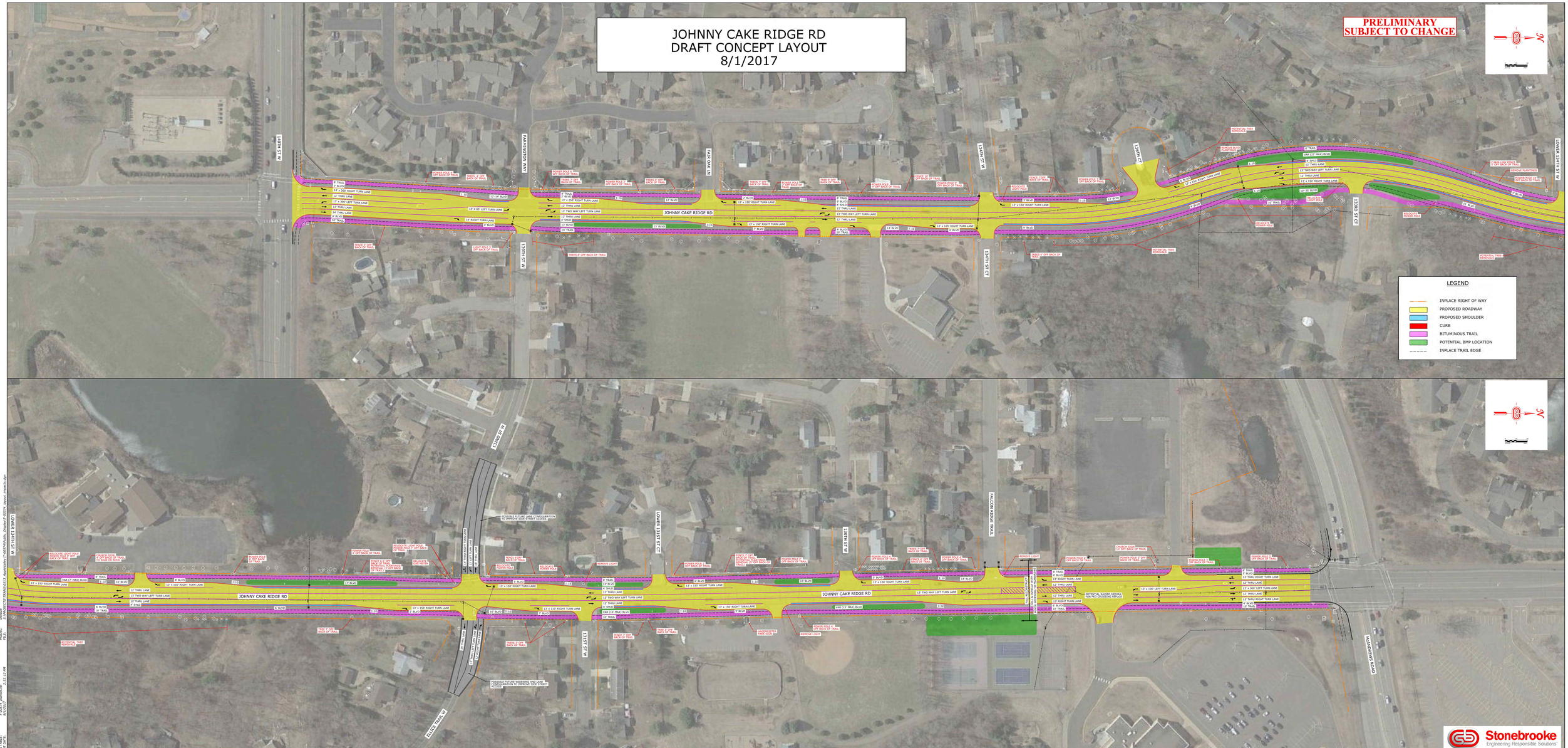


PROPOSED STREET LAYOUT
JOHNNY CAKE RIDGE ROAD
APPLE VALLEY, MN
DATE: 9/21/2017

FIGURE 2

Stonebrooke
Engineering Responsible Solutions™

PLOT DRIVER: pdf_color_11x17.pltcfg
PLOT DATE: 9/21/2017 12:36:01 PM
PEN TABLE: T-00574_planset.tbl
FILE: S:\PROJECTS\TRANS\0513_AppleValley\T-00574\Public_Display\Feasibility\T-00574_RoadMap_report.dgn
USER: kmidthun
MODEL: 1 - Road Map


JOHNNY CAKE RIDGE RD
DRAFT CONCEPT LAYOUT
8/1/2017
PRELIMINARY
SUBJECT TO CHANGE
LEGEND
INPLACE RIGHT OF WAY
PROPOSED ROADWAY
PROPOSED SHOULDER
CURB
BITUMINOUS TRAIL
POTENTIAL BMP LOCATION
INPLACE TRAIL EDGE
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W 143RD ST
W 135TH ST
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Stonebrooke
Engineering Responsible Solutions

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

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 Eagan and Inver Grove Heights
2. CSAH 32 (Cliff Road) at its intersection with CSAH 31 (Pilot Knob Road) in Eagan
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 Eagan
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.

Jeni Reynolds

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.

Jeni Reynolds

Clerk to the Board

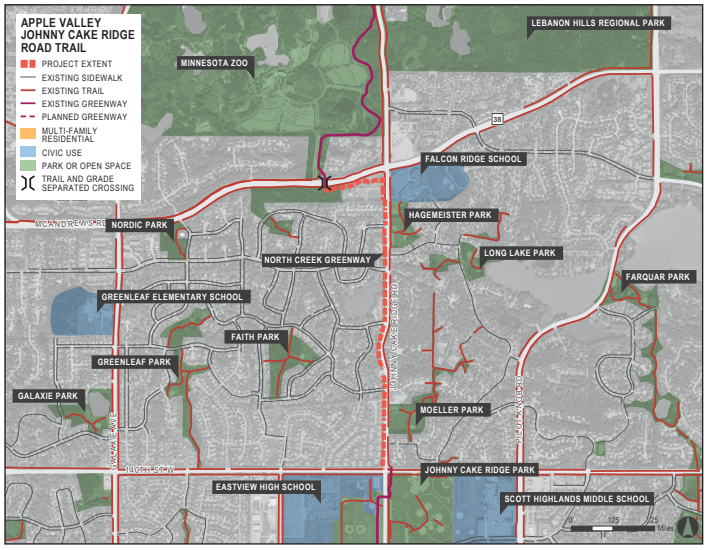
Johnny Cake Ridge Road Trail

Multi-Use Trail

Existing Conditions: Johnny Cake Ridge Road at the Farmington Way intersection looking north at the existing west side trail.

Apple Valley Johnny Cake Ridge Road Trail

DAKOTA COUNTY



Proposed trail route

Existing Conditions: Looking north at Johnny Cake Ridge Road and the existing west side trail

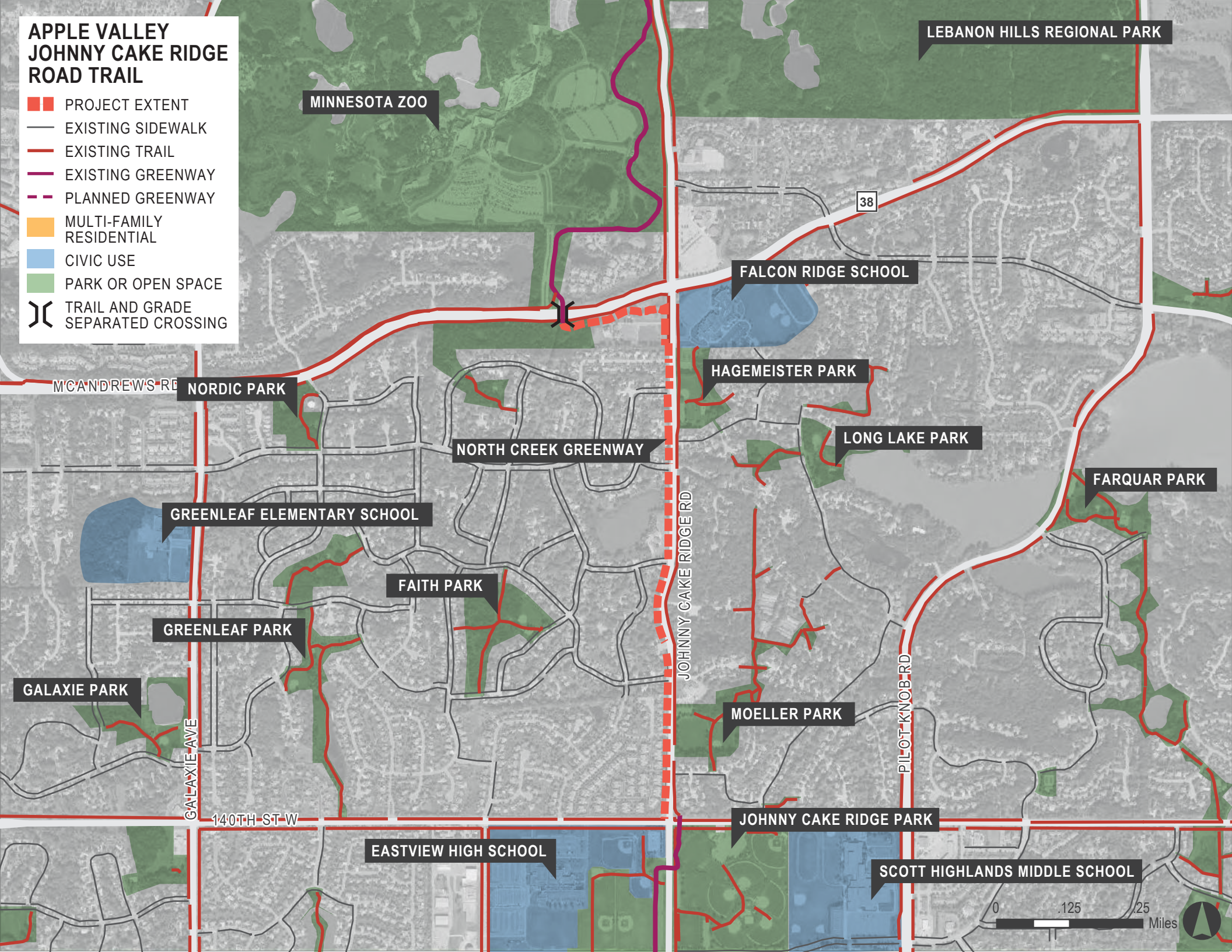
Project Location:	Apple Valley
Requested Award Amount:	$515,484
Total Project Cost:	$644,355

PROJECT DESCRIPTION

The Apple Valley Johnny Cake Ridge Road Trail fills a gap in the 4-mile North Creek Greenway Regional Trail, an important regional trail reaching from the Vermillion River to Lebanon Hills Regional Park. The project includes constructing a wider trail fitting regional standards in place of a narrower, existing trail.

PROJECT BENEFITS

- *Provides local connections to the Minnesota Zoo, Falcon Ridge School, and Eastview High School*
- *Completes a segment of the North Creek Greenway between Empire Township and Apple Valley*
- *Continued collaboration and trail development will link a major system of trails within Dakota County*
- *Connects trails in Eagan, Lakeville, and Farmington*
- *Key connections include: Lebanon Hills Regional Park, the Vermillion River, and Whitetail Woods Regional Park*
- *Commuters will gain a safer, scenic, more direct route when this project is completed*
- *Provide visitors and residents views environments that feel far removed from the urban environment*
- *Provides new opportunities for underserved populations in adjacent communities to access the outstanding natural resources atLebanon Hills Regional Park and Whitetail Woods Regional Park*


APPLE VALLEY
JOHNNY CAKE RIDGE
ROAD TRAIL
PROJECT EXTENT
EXISTING SIDEWALK
EXISTING TRAIL
EXISTING GREENWAY
PLANNED GREENWAY
MULTI-FAMILY RESIDENTIAL
CIVIC USE
PARK OR OPEN SPACE
TRAIL AND GRADE SEPARATED CROSSING
LEBANON HILLS REGIONAL PARK
MINNESOTA ZOO
38
FALCON RIDGE SCHOOL
HAGEMEISTER PARK
LONG LAKE PARK
FARQUAR PARK
MCANDREWS RD
NORDIC PARK
NORTH CREEK GREENWAY
GREENLEAF ELEMENTARY SCHOOL
FAITH PARK
GREENLEAF PARK
GALAXIE PARK
JOHNNY CAKE RIDGE RD
PILOT KNOB RD
MOELLER PARK
GALAXIE AVE
140TH ST W
JOHNNY CAKE RIDGE PARK
EASTVIEW HIGH SCHOOL
SCOTT HIGHLANDS MIDDLE SCHOOL
0
.125
.25
Miles