



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10941 - Highway 13 and Nicollet Avenue Grade Separated Pedestrian Crossing

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/13/2018 10:00 AM

Primary Contact

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City State/Province Postal Code/Zip

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

Organization Information

Name: BURNSVILLE, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

100 CIVIC CTR PKY

*

BURNSVILLE

Minnesota

55337

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:*

952-895-4400

Ext.

Fax:

PeopleSoft Vendor Number

0000020927A1

Project Information

Project Name

Highway 13 and Nicollet Avenue Grade Separated Pedestrian Crossing

Primary County where the Project is Located

Dakota

Cities or Townships where the Project is Located:

Burnsville

Jurisdictional Agency (If Different than the Applicant):

The City of Burnsville is proposing a grade separated crossing for pedestrians and bicyclists at Trunk Highway (TH) 13 and Nicollet Avenue to eliminate a major regional bikeway barrier. With speeds over 50 mph, TH 13 is a four-lane expressway Principal Arterial with 35,500 daily vehicles along the corridor. Nicollet Avenue, a north-south four-lane A-Minor Arterial, intersects TH 13 and has 16,000 vehicles per day. There is one crosswalk on the east leg of this busy intersection to cross TH 13. Using this crosswalk requires crossing seven lanes of traffic (four through and three turn lanes) and interacting with a large volume of high-speed traffic and turning vehicles that do not anticipate bicyclist or pedestrian activity.

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

The grade separated pedestrian crossing of TH 13 will provide a safe alternative to the existing at-grade crosswalk to provide a non-motorized connection to the Burnsville Transit Station located at the northeast corner of the intersection. This is a major hub for both local and express bus services in the south metro connecting to the rest of the regional system. The crossing will link residential uses on the south side of TH 13 (in the mixed use Heart of the City district) with the Transit Station and employment opportunities to the north. In addition, the project will provide access to the planned Orange Line BRT station located at the southwest corner of this intersection. With the large mix of uses and the presence of multimodal facilities, there is a need to improve pedestrian and bicycle access across TH 13. The project will serve this need and encourage more walking and biking trips in the area.

The proposed crossing will also connect to an existing regional trail along the north side of TH 13 which provides access to Burnsville High School

(less than one mile to the east). The project will serve an alignment for a Regional Bicycle Transportation Network (RBTN) Tier 1 corridor that runs north-south along Nicollet Avenue and is planned to connect to a Tier 2 alignment along Cliff Road and the Black Dog Trail along the Minnesota River.

The City is evaluating two alternatives for the proposed grade separated pedestrian crossing: an overpass and an underpass. Both alternatives would be located on the east leg of the intersection and would provide similar benefits to pedestrians and bicyclists for safely crossing TH 13 free from vehicle traffic and linking to transit and mixed use destinations on both sides of the highway. The alternatives are supported by the City of Burnsville and MnDOT.

(Limit 2,800 characters; approximately 400 words)

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

Construction of a grade separated pedestrian crossing at the TH 13 and Nicollet Avenue intersection in the City of Burnsville.

Project Length (Miles)

0.1

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

\$2,224,000.00

Match Amount

\$556,000.00

Minimum of 20% of project total

Project Total

\$2,780,000.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

Local

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:

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

Project Information

County, City, or Lead Agency City of Burnsville

Zip Code where Majority of Work is Being Performed 55337

(Approximate) Begin Construction Date 04/15/2023

(Approximate) End Construction Date 11/15/2023

Name of Trail/Ped Facility: TH 13 Grade Separated Crossing

(i.e., CEDAR LAKE TRAIL)

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

From: Nicollet Avenue
(Intersection or Address)

To: Approximately 800 feet east of Nicollet Avenue
(Intersection or Address)

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

Or At:

Primary Types of Work EARTHWORK, GRADING, BRIDGE STRUCTURE, AGG
BASE, BIT SURF, CONCRETE SURF, PED RAMPS,
SIDEWALK, LIGHTING, RETAINING WALL

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.: N/A

New Bridge/Culvert No.: TBD

Structure is Over/Under Trunk Highway 13
(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.

Goal: The regional transportation system is safe and secure for all users

Objective: A

Strategy B1 page 2.20; Strategy B6 2.23

Goal: People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond

Objective: A (D and E)

Strategy: C2 page 2.25; C15 page 2.36; C16 page 2.36; C17 page 2.37

Goal: The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Objectives: A, B, C, D

Strategy: E3 page 2.42; E5 page 2.25; E7 page 2.47

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

(Limit 2500 characters; approximately 750 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

City of Burnsville Comprehensive Plan, Page 7-356; 7-357; 7-362; 7-380; 7-386; 7-404

<http://www.burnsville.org/DocumentCenter/View/6859>

City of Burnsville 2018-2022 Capital Improvement Plan: Page 29

List the applicable documents and pages:

<http://www.ci.burnsville.mn.us/DocumentCenter/Home/View/567>

Dakota County Capital Improvement Program 2018-2022: Page Sales Tax 6

<https://www.co.dakota.mn.us/Government/BudgetFinance/2018Budget/Documents/2018-2022CIPFinal.pdf>

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

6. Applicants must not submit an application for the same project in more than one funding sub-category.

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

Multituse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$150,000 to \$1,000,000

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

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

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

12/01/2016

Date plan adopted by governing body

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

Date process started

Date of anticipated plan completion/adoption

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

Date self-evaluation completed

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

Date process started

Date of anticipated plan completion/adoption

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

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

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

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

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

Upload Agreement PDF

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

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$140,000.00
Removals (approx. 5% of total cost)	\$140,000.00
Roadway (grading, borrow, etc.)	\$100,000.00
Roadway (aggregates and paving)	\$50,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$10,000.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$900,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00

Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$1,340,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,130,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$30,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$30,000.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$250,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,440,000.00

Specific Transit and TDM Elements

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

Transit Operating Costs

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

Totals

Total Cost	\$2,780,000.00
Construction Cost Total	\$2,780,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 1, RBTN Alignment

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

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

Existing Employment Within One Mile (Integer Only)

Upload the "Population Summary" map

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.

Snow and Ice Control Policy Attached (see pages 3-4). Sidewalks and trails in the Heart of the City district are prioritized due to the high density of businesses, gathering places, transit and housing.

Upload Maintenance Plan (if no link is available)

1530655412170_5.150-StreetandSidewalkSnowandIceControl2015.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:

Yes

(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:

(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 project is located in an area of concentrated poverty and within a census tract with higher levels of poverty or minorities. As the project enters the design phase, the City of Burnsville will host public meetings to provide residents the opportunity to engage in the design process. These meetings will be held at accessible locations and will give residents and multimodal users the opportunity to provide input on design considerations and how to enhance access and safety for users. The City will employ other public engagement strategies, including updating the City's website, direct mailings, posting on the City's social media sites, meetings with city officials, neighborhood meetings, and one-on-one meetings.

By utilizing both traditional meetings and technology-based engagement, the City can ensure that all persons have the opportunity to participate in the project. The City advocates for disadvantaged populations to engage in the planning process. To encourage participation, the City may host special meetings at alternate locations as well as utilize translation and interpretation services.

(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 project is located in an area of concentrated poverty and within a census tract with higher levels of poverty or minorities. The majority of the population within a mile of the project resides along the south side of TH 13, including a large number of multi-family housing units. TH 13 and Nicollet Avenue serve the regional roadway network as a Principal Arterial and A-Minor Arterial, respectively. The intersection has high-volumes with close access to I-35W. The proposed grade separated crossing of TH 13 will create a safe alternative to crossing the busy highway at-grade for disadvantaged persons.

Response:

The crossing will connect the residents south of TH 13 to the Burnsville Transit Station on the north side of TH 13. The Burnsville Transit Station is a transit hub that has several local and express routes that connect transit riders to major destinations between Savage, Burnsville, Bloomington, and downtown Minneapolis. The crossing will also provide access to the Heart of the City district as well as the planned Orange Line BRT station.

Disadvantaged populations are less likely to own a motor vehicle and rely on public transit and other modes for mobility. Within one mile of the project, the population is 17,238 and the total employment is 13,250. The proposed crossing will create a safe link for multimodal users over TH 13 to the Burnsville Transit Station. This safety enhancement will benefit the mobility of the disadvantaged populations who need to cross TH 13, including the elderly and the disabled.

This proposed crossing will create a safe connection to the regional bikeway network.

Nicollet Avenue is identified as a Tier 1 corridor in the Regional Bicycle Transportation Network (RBTN), providing a key link between Dakota and Hennepin counties. The north side of TH 13 also has a regional bikeway, serving as an east-west connection in Dakota County for the regional network.

(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

This project is not expected to create any negative externalities on disadvantaged populations or the general public. The project is intended to improve multimodal access and enhance safety for multimodal users crossing the TH 13 Principal Arterial roadway.

During project construction, there may be temporary impacts that will be mitigated, such as dust, noise and traffic disruptions. The City will work with the contractor to employ appropriate management practices for dust control, erosion control and traffic control. The City will further require the contractor to adhere to local ordinances regarding construction noise and hours of operation. Pedestrian activity during construction is not expected to be impacted.

Response:

(Limit 2,800 characters; approximately 400 words)

Upload Map

1530544735342_Burnsville-SocioEconMap.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
Burnsville	0.1	1.0	98.0	98.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.1

Affordable Housing Scoring

Total Project Length (Miles) or Population 0.1
 Total Housing Score 98.0

Affordable Housing Scoring

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

- Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;

- Improving bikeability to better serve all ability and experience levels by:

- Providing a safer, more protected on-street facility;

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

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

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

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

Improves Continuity and/or Connections Between Jurisdictions Yes

The proposed project will provide a grade separated pedestrian and bicyclist crossing of TH 13 at the Nicollet Avenue intersection in Burnsville. TH 13, and this intersection in particular, is identified as a major barrier in the Regional Bicycle Barrier Study (Point ID D050). TH 13 is a four-lane expressway with 35,500 vehicles per day and Nicollet Avenue is a four-lane divided roadway with 16,000 vehicles per day. Currently, pedestrians must push the crosswalk button and wait for the walk indicators before crossing seven lanes (four through and three turn lanes) of TH 13 traffic at the signalized intersection. This is a total distance of 180 feet to cross TH 13 in traffic. The proposed grade separated crossing will eliminate the need to wait and interact with traffic at the intersection to safely and comfortably cross TH 13. This will greatly improve mobility for pedestrians and bicyclists across this major highway.

Response:

Nicollet Avenue is a Tier 1 RBTN Corridor that provides connections to a regional trail along the north side of TH 13 and planned connections to the Cliff Road RBTN and Black Dog Trail along the Minnesota River. South of the subject intersection, Nicollet Avenue is a Tier 1 RBTN Corridor with existing bikeway facilities extending to McAndrews Road, an east-west Tier 2 RBTN Alignment. The existing bikeway facilities along Nicollet Avenue provide access to the mixed use Heart of the City district as well as Civic Center Park and several neighborhoods. The proposed project will link the regional bikeway network across TH 13 to enhance connectivity on both sides of the highway. This will improve regional connectivity between Dakota County and Hennepin County as the Tier 1 corridor will connect to the planned I-35W river crossing pedestrian bridge and the existing Black Dog Trail along the Minnesota River.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

Pedestrians and bicyclists crossing TH 13 at the TH 13 and Nicollet Ave intersection must cross the highway at an at-grade pedestrian crosswalk. At this intersection, TH 13 has seven lanes (four through and three turn lanes) and is less than 0.25 miles from the I-35W and TH 13 interchange. The current facilities discourage multimodal users of all ages and abilities who are not comfortable crossing the high-speed and high-volume highway with large amounts of turning vehicles.

Between the years 2011 and 2015, there were a total of 87 crashes at the TH 13 and Nicollet Avenue intersection. Of these crashes, two were pedestrian related. One crash resulted in serious injury to the pedestrian, the other crash had less severe injuries. The crash reports indicate that most of the crashes at the intersection occur due to congestion-related issues. The proposed grade separated crossing for pedestrians and bicyclists would provide an option to remove bicyclist and pedestrian activity from the intersection. This provides a safe dedicated space for non-motorized users to cross TH 13 without the need to interact with vehicle traffic.

Response:

The project will improve safety by eliminating a major conflict point between bicyclists/vehicles and pedestrians/vehicles. The project will reduce the potential and severity of crashes by eliminating this conflict point. According to FHWA data, grade separated pedestrian crossings are associated with a fatal/injury crash reduction factor of 90%. The existing conflict point is at the crossing of a 50 mph expressway. Crashes at this location are likely to result in severe injury or fatality for a pedestrian or bicyclist due to high vehicle speeds on TH 13.

The addition of the grade separated crossing will make it less intimidating for bicyclists and pedestrians to cross TH 13. The crossing will create a safe environment for all multimodal users, particularly children, senior citizens, and people with disabilities. This project will allow individuals to feel safe and comfortable when crossing TH 13.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The project area has several existing and planned transit services that will experience enhanced pedestrian and bicyclist connectivity due to the proposed project. The grade separated pedestrian crossing of TH 13 will provide a non-motorized connection to the Burnsville Transit Station located at the northeast corner of the intersection. The Burnsville Transit Station is a major hub for both local and express bus services in the south metro connecting to the rest of the regional system. Six routes access the Burnsville Transit Station to provide connections between Shakopee, Savage, Burnsville, Eagan, Bloomington, and Minneapolis. The crossing will link residential uses on the south side of TH 13 (in the mixed use Heart of the City district) with the Transit Station to the north. The grade separated crossing will offer the ability to access the Transit Station without interacting with cars at the major intersection, greatly improving safety and comfort for transit riders to reach the transit hub car-free.

In addition, the project will provide access to the planned Orange Line BRT station located at the southwest corner of this intersection. The Orange Line BRT service will provide high-frequency service along I-35W between Burnsville and Minneapolis. The planned BRT station will be a "kiss-and-ride," meaning parking facilities will not be provided. Thus, the ability to access the BRT station via walking or biking is key for its service. The grade separated crossing of TH 13 will provide a great benefit for BRT users to access destinations north of TH 13 for their first/last mile connections.

(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

1530653472405_Layout8.5x11.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

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

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

Yes

25%

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

0%

Anticipated date or date of acquisition

02/01/2022

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): \$2,780,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$2,780,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
1-Burnsville One-page Summary.pdf	One Page Summary	263 KB
2-Existing Condition Photos.pdf	Existing Condition Photos	284 KB
3-Project Location Map.pdf	Project Location Map	782 KB
4-Aerial Map.pdf	Aerial Map	1.8 MB
5-MnDOT letter of support.pdf	MnDOT Letter of Support	466 KB
6-MVTA Letter of Support.pdf	MVTA Letter of Support	35 KB
7-Burnsville Resolution.pdf	Resolution - City of Burnsville	58 KB
8-Dakota County Letter of Support.pdf	Dakota County Letter of Support	120 KB

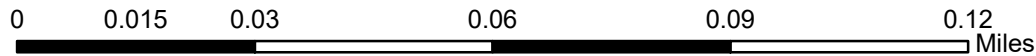
Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Highway 13 and Nicollet Ave Grade Separated Ped Crossing | Map ID: 153030088



NCompass Technologies

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



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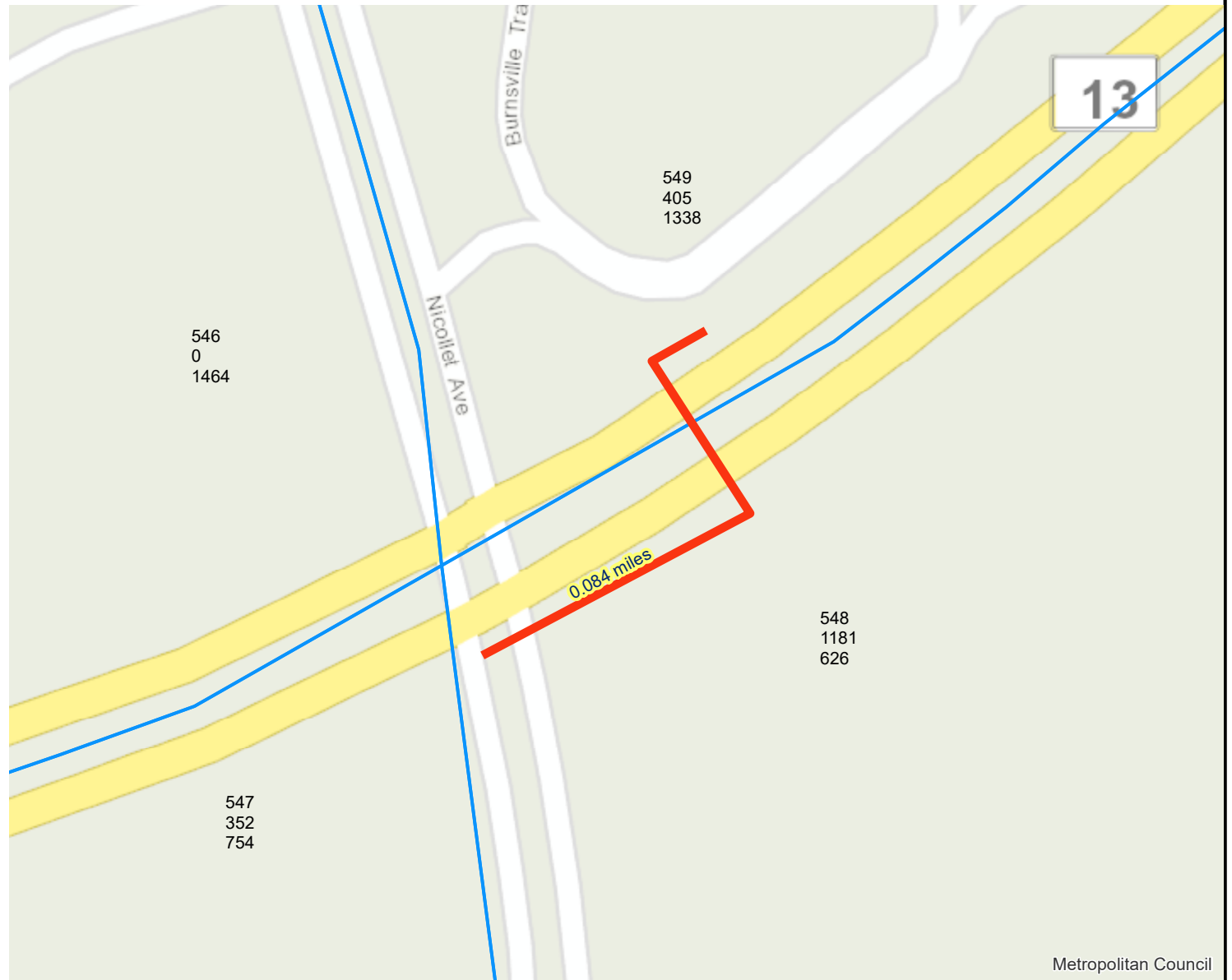
For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>



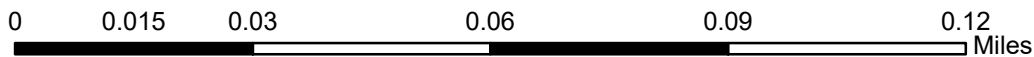
Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 17238
Total Employment: 13250



— Project
□ 2010 TAZ



Created: 6/29/2018
LandscapeRSA4



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Metropolitan Council

STREET AND SIDEWALK SNOW AND ICE CONTROL POLICY

I. PURPOSE AND NEED FOR POLICY

The City of Burnsville, Minnesota, finds that it is in the best interest of the residents of the City to assume responsibility for control of snow and ice on City streets and certain sidewalks. Reasonable snow and ice control is necessary for routine travel and emergency services. The City will attempt to provide such control in a safe and cost effective manner, keeping in mind safety, budget, personnel and environmental concerns. The City will use City employees, equipment, materials, Joint Powers Agreements and/or private contractors to provide this service. This policy does not relieve the operator of private vehicles, pedestrians, property owners, residents and all others that may be using City streets and sidewalks, of their responsibility to act in a reasonable, prudent and cautious manner, given the weather and prevailing conditions.

II. POLICY AND PROCEDURES

A. Preparation for Snow and Ice Control

Preparation for snow and ice control begins well in advance of the winter season and is required for the City to be successful in delivering the defined levels of service.

1. Prioritization of Streets and Sidewalks

City streets are prioritized based on the street function, traffic volume and importance to the overall welfare of the community. First priority streets are those high volume streets classified as arterials, thoroughfares and collectors, which connect major sections of the City and provide city-wide access for emergency police, fire and medical services. Second priority streets are those streets providing access to schools and commercial businesses, which are not located on first priority streets. Third priority streets are low volume residential streets. City sidewalks are prioritized into one of four categories based on use and access to schools, gathering places, transit, retail and commercial businesses and housing. The City has compiled snow and ice control route maps for City streets and sidewalks reflecting these priorities. Annually these maps are updated taking into account new construction, operational effectiveness and changing use. Annually these routes are checked for impediments to efficient operations.

2. Training

The City is committed to ongoing personnel training in snow and ice control practices and procedures. Annually snow and ice control operators receive improvement and/or refresher training in at least one component of safe and effective snow and ice control operations.

3. Equipment and Materials

Maintaining snow and ice control equipment is prioritized in fleet operations. Annually before the winter season all equipment is setup into its snow and ice control

configuration, exercised, inspected and maintained so beginning season operations are consistent with in season operations. During the winter season equipment is routinely inspected and maintained for safe and consistently efficient operations before, during and in-between events.

Ice control materials need to be procured and managed prior to and during the winter season so they are in place for efficient use. This includes maintaining reserve material to accommodate seasonal variability and the limited availability of these materials.

The City is accountable for the equipment and materials used for snow and ice control with the assistance of an Automated Vehicle Location (AVL) system.

4. Weather

The City maintains access to a professional meteorological service that issues detailed city level forecasts and warnings. The Street Superintendent or his/her designee continually checks these forecasts and others to plan pre-event activities and organize an event response.

B. Commencement of Snow or Ice Control Operations

The Street Superintendent or his/her designee will decide when to begin snow or ice control operations, to what extent those operations will proceed, and is charged with all Public Works Department mobilization efforts regarding this policy. The baseline criteria for that decision are:

- Snow accumulation of two (2) inches or more;
- Drifting of snow that causes problems for travel;
- Icy conditions that seriously affect travel; and
- Time of the event in relationship to heavy use of streets.

Snow and ice control operations are expensive and involve the use of limited personnel, materials and equipment. Consequently full snowplowing operations for the entire City will not generally be conducted for snowfalls of less than two (2) inches. These are baseline criteria the City may perform snow and ice control operations anytime conditions or anticipated conditions warrant it in achieving the defined levels of service.

Snow and ice control operations will be conducted only when weather conditions do not endanger the safety of the operators and equipment. Factors that may temporarily suspend snow and ice control operations include: severe cold, significant winds, and limited visibility. During these conditions the Public Works Department may only work to assist emergency police, fire and medical services.

C. Snow and Ice Control Procedures

Snow and ice control procedures are conducted using the operator's best judgment and in a manner so as to try to minimize traffic obstructions. The City recognizes that snow and ice control procedures are not always congruent with traffic flow and regulations and acknowledges that operators are exempt from Minnesota Statutes, Chapter 169; Traffic

Regulations except Chapter 169A; Driving While Impaired and Section 169.444; Safety of School Children; Duties of Other Drivers. All vehicles are equipped with flashing warning lights as defined in Section 169.59.4 to warn other drivers.

1. Street Snowplowing Procedures

Typically streets are plowed from the center, with the snow pushed from left to right and discharged onto the boulevard area. Snow on cul-de-sacs will normally be plowed to the center in an attempt to provide the largest turning radius possible for emergency vehicles. When a plow goes on a bridge, the driver will slow down so snow does not go over the bridge, if possible.

2. Snow Removal

The Street Superintendent or his/her designee will determine if and when snow will be removed from an area by truck. Such snow removal will occur in areas where there is no room on the boulevard for snow storage and in areas where accumulated piles of snow create a hazardous condition. Snow removal operations will not commence until other snow and ice control operations have been completed. Snow removal operations may also be delayed depending on weather conditions, personnel and budget availability. The snow will be removed and hauled to a snow storage area for disposal.

3. Street Ice Control Procedures

The City will use sand, salt, and other chemicals when there is or anticipated to be hazardous ice or slippery conditions on City streets. Street ice control procedures are divided into anti-icing, de-icing and sanding activities. Anti-icing is the application of materials before or in the early stages of an event to keep ice and snow from bonding with the pavement. De-icing is the application of materials during and after an event to break the bond of ice and snow with the pavement. Sanding is the application of sand or other abrasives used for vehicle traction in extreme conditions when chemicals aren't effective. The City is concerned about the effect of such materials on the environment, especially our water resources, existing and future infrastructure and is committed to using best practices to control their use. The City's goal is to use the least amount of materials in the most effective practices to control ice on City streets. Ice control procedures are very condition dependent and one event may use one or all activities in combination.

4. Sidewalk Snow and Ice Control Procedures

The City has about 120 miles of bituminous trails and concrete sidewalks which are collectively referred to as sidewalks in this policy. The sidewalk system is maintained to provide a safe location for pedestrians to travel to and from schools, gathering places, businesses, transit and residences. Because of the demand for the use of the sidewalks and because of the widely varying conditions and circumstances of the abutting property, it is in the public interest that the City provides snow and ice control on certain walks.

Sidewalks prioritized within the Heart of the City (HOC) area receive snow and limited ice control procedures similar to streets but on a smaller scale. The high density of businesses, gathering places, transit and housing make the HOC area first priority. All other sidewalk priority routes are plowed or snow blown based on conditions and prioritized based their use. It is not cost effective or environmentally justified to perform ice control procedures on any walks other than those limited ones within the HOC at this time.

D. Levels of Service

The goals of the above procedures when used effectively are the levels of service they provide for the traveling public and in what timeframe. Levels of service for snow and ice control have an expected controlled condition and timeframe to achieve that condition for each priority of street and sidewalk. The below levels of service are for a typical event. Typical events in Burnsville are clipper systems that produce four inches or less of snow in a 12 hour period, plus or minus a couple of hours.

1. Streets

The Public Works Department will attempt to bring first priority streets to a bare but possibly wet pavement condition within 8-10 hours of the end of the event if pavement temperatures are within the effective working ranges of our chemicals. This time period includes a usually acceptable amount of time for the chemicals to take effect without further disturbance from plowing. Conditions during an event will vary but these streets will most likely have some level snow and ice control throughout an event around rush hours.

Streets classified for school or business use that are not on first priority routes and all residential streets will be cleared of accumulated snow and have ice control materials applied at reduced rates within 8-10 hours of the end of the event. Ice control and pavement conditions after treatment will vary based on traction needs at hills, curves, intersections and access points. Conditions during an event can vary from some level of treatment to nothing depending on the timing of the event.

2. Sidewalks

Sidewalks classified within the HOC will be cleared of accumulated snow and limited ice control materials applied each day by 7 a.m. during and after an event. First priority general sidewalks will be cleared once of accumulated snow within 12 hours of the end of the event. Second and third priority general sidewalks will be cleared of accumulated snow and cleanup done to first priority routes based on contractor and City operator and equipment availability. No treatment during an event should be anticipated for general sidewalks.

Significant events and/or extenuating circumstances will cause service level time delays. During significant events, the Street Superintendent or his/her designee will move personnel and equipment to maintain priority routes first. Resources from lower priority streets and sidewalks will be moved to higher priorities. To get to all streets in a timely

manner resources may be shifted from sidewalks to streets, streets may not be plowed full width and cleanup may be left for subsequent days. The City will have a measured response during significant events managing resources to try to have all streets and first priority general sidewalks cleared of snow at least once within 12 hours of the end of the event.

Operators are on call all winter season and are expected to work extra hours as needed by the Street Superintendent or his/her designee to obtain these levels of service. After 12 hours operators will be replaced if additional qualified personnel are available. During severe events and with limited personnel, operators may have to work in excess of 12 hours. With discretion, at 15 hours operators will be rested for safety reasons

E. Rights of Way

Snow and ice control procedures require the use of and certain control measures over the public rights of way, which some people inadvertently consider their property and/or yard.

1. Mailboxes

Mailboxes of a certain design, limited by state statute, are allowed within the rights of way and may be impacted by snow and ice control activities. The City will compile a list of mailbox incidents with each event and conduct a review of each incident to determine whether the City will replace or provide reimbursement for the mailbox. Only mailboxes actually hit by equipment will be the responsibility of the City. The City will not be responsible for damage to mailboxes or support posts caused by the snow or ice coming off our equipment and into contact with the mailbox. If the City determines equipment physically hit a mailbox, the City will replace the mailbox with a standard size, non-decorative metal mailbox and replace the support post as necessary with a 4" x 4", decay resistance wood support post, both installed by the City. Alternatively, the City will reimburse the mailbox owner a set fee, based on the annual fees and charges schedule set by the City Council, for the replacement of the mailbox and post by others. All mailboxes constructed in the City's rights of way shall be installed per the specifications as shown on Exhibit A, which meet the requirements of state statute.

With the size of equipment used by the City it is difficult to get as close to mailboxes as the post office likes for pull up delivery without damage. Residents need to clear this area adjacent to their mailboxes to ensure mail delivery is unimpeded.

2. Turf Damage

The City or its contractors sometimes inadvertently damage turf adjacent to streets and/or sidewalks during snow and ice control operations. When the Public Works Department is notified of turf damage, they will record the location for inspection in the spring when the extent of any damage can be verified. (The damage may look more severe immediately after occurring than it does when the snow has melted in the spring.) If the turf needs repair, either sod or seed and topsoil as necessary, will

be installed as determined by the Public Works Department. The cost of the repairs is borne by the City. Damage is exacerbated by non-frozen conditions and for this reason the City may not plow streets entirely curb to curb or clear sidewalks if conditions for significant damages warrant.

3. Driveways

The City's primary concern is uniform and timely street snow clearing. Depositing of snow at the ends of driveways is inevitable. Based on the geometry of the street and snow conditions the depositing may not be consistent throughout an area or the same as in past events. Residents are responsible for clearing the ends of their driveways of deposited snow.

4. Irrigation, Lighting, Trees, Fences, Etc.

The City assumes no responsibility for damage to underground irrigation systems, private lighting systems, trees, shrubs, specialty grasses, rocks, landscaping or structural improvements around mailboxes and fences or similar landscaping installed in the City rights of way or easements.

5. Trash Containers

The City will assume no responsibility for damage to any trash and/or recycling containers that are placed on the street side of the curb. Residents are expected to clear a place behind the curb for these containers or leave them in their driveway behind the curb. These containers need to remain behind the curb to achieve curb to curb plowing and timely completion of operations consistent with the defined levels of service.

6. Snow Pushed on Rights of Way

State Statute 169.42 prohibits the placing of snow or ice in public rights of way. Private parties are therefore prohibited from dumping or pushing snow or ice into the streets and rights of way.

F. Snowbirds

The City of Burnsville Code 9-1-3 prohibits on street parking from 2 AM to 6 AM year round. City Code 8-1-2 prohibits the parking of vehicles that interfere with snow clearing operations at any time. Parked vehicles severely restrict snow and ice control from City streets. Sometimes during snow and ice control procedures, it is necessary to tow and/or issue citations to vehicles which are preventing the timely completion of snow and ice control operations. This policy outlines the procedure for towing and issuing of citations to such vehicles. The Street Superintendent or his/her designee determines the procedures for snow and ice control for each weather incident as described in previous sections of this policy. When there is a 2 inch snowfall as determined by the Public Works Department, all on street parking is prohibited.

The Police Department procedure for towing and issuing citations to clear the streets of parked vehicles is as follows:

- When plows are operating, vehicles parked on arterial, thoroughfare and collector streets will be issued citations and towed. Vehicles parked on all other streets will be issued citations only after the streets have been plowed. If a vehicle that has been issued a citation has not been removed 24 hours after receiving the citation, the vehicle may be towed.
- If any street is blocked by a vehicle so as to prohibit a snowplow from passing, the vehicle will be issued a citation and towed immediately.
- In the event of a significant snow or ice event, vehicles that, in the assessment of the officer-in-charge, are disrupting the provision of emergency services may be towed without issuing a citation. Under these circumstances, the officer-in-charge may direct vehicles to be towed to the Police Department lot or other City lots, when the impound lot becomes full.

The Police Department issues citations and arranges for towing of vehicles.

G. Complaint Procedure

Complaints or requests for service will be transferred to the Street Superintendent or his/her designee from City support and administrative staff during business hours and the Dakota Communication Center during non-business hours. Complaints and requests are pooled several times throughout an event and prioritized based on their nature. Emergency complaints will be handled in an expeditious manner as resources are available.

III. RESPONSIBILITY

The Public Works Department shall keep on file all comments and complaints received regarding this policy. The policy will be reviewed periodically. Any review will consider comments and complaints since the last review and any other factors affecting the policy or its implementation.

IV. AUTHORITY

Administrative implementation of policy. Minnesota Statute 169 provides statutory authority for several sections within this policy.

The Public Works Department may deviate from this policy when it is determined to be in the best interest of the City or is necessary because of budget needs or other circumstances.

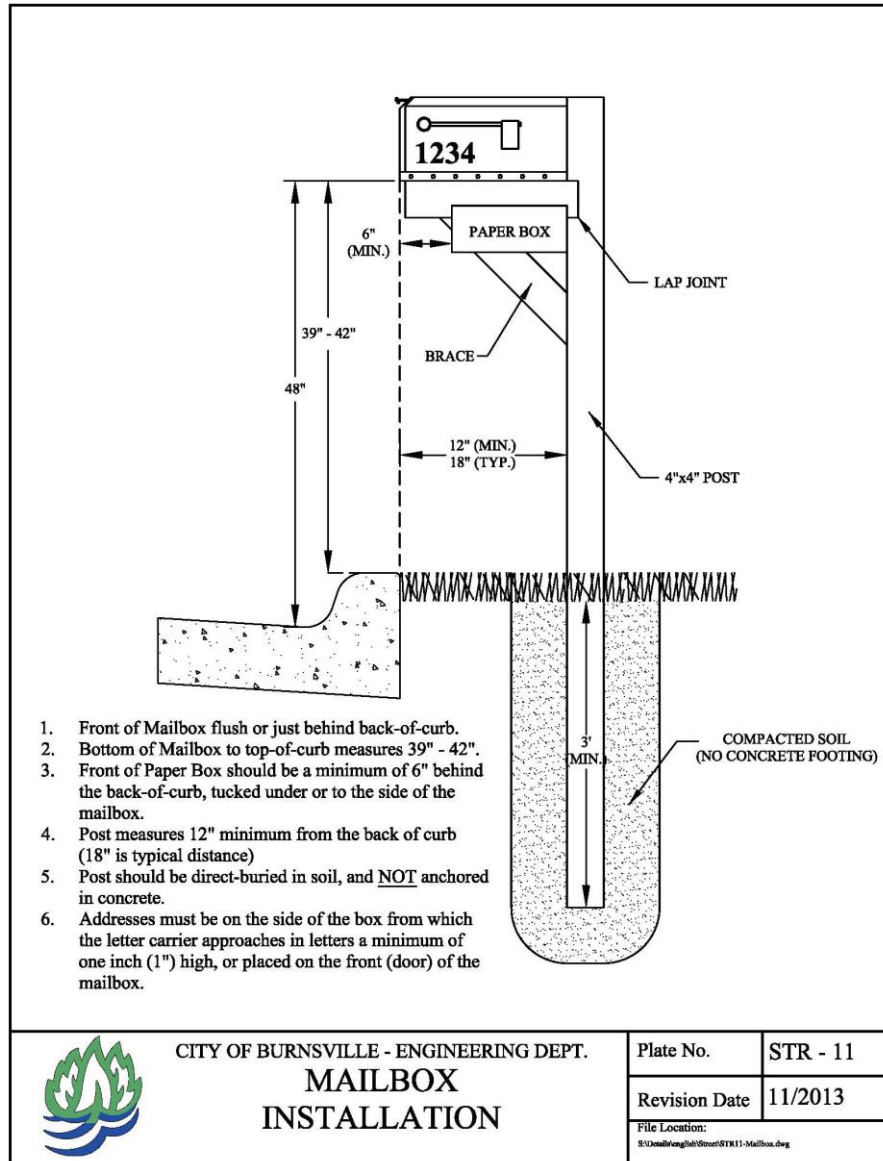
Submitted by: Jeff Radick Date: December 16, 2014

Reviewed by: Steve Albrecht Date: December 16, 2014

This policy replaces Policy 5.150 dated March 8, 2011.

EXHIBIT "A"

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CITY OF BURNSVILLE - ENGINEERING DEPT.

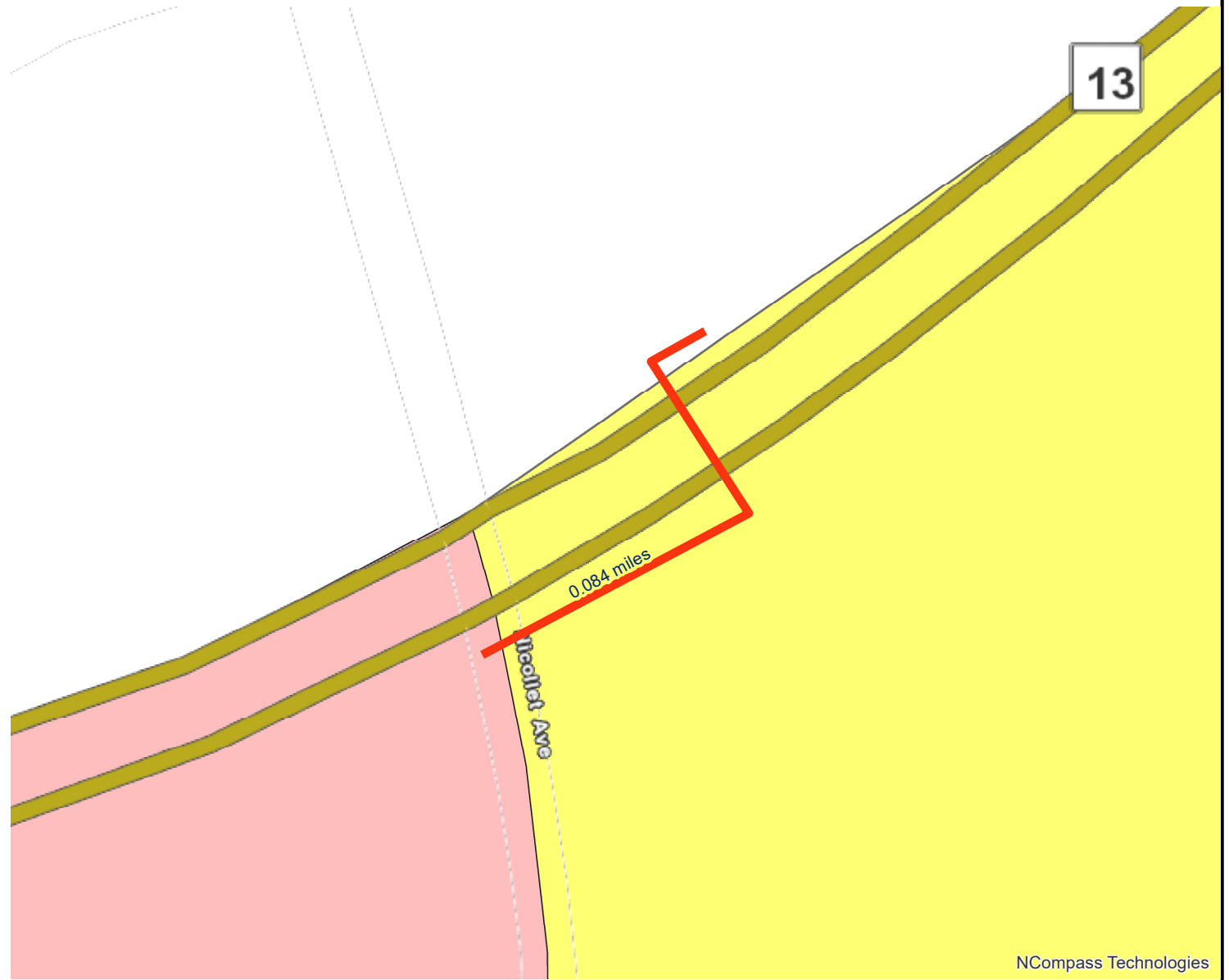
**MAILBOX
INSTALLATION**

Plate No.	STR - 11
Revision Date	11/2013
File Location: S:\Users\jengli@burns\STR11-Mailbox.dwg	

Socio-Economic Conditions

Results

Project located IN
Area of Concentrated Poverty:
(0 to 24 Points)



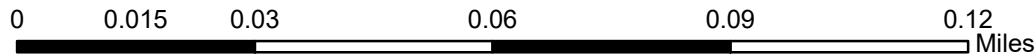
NCompass Technologies

Project

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



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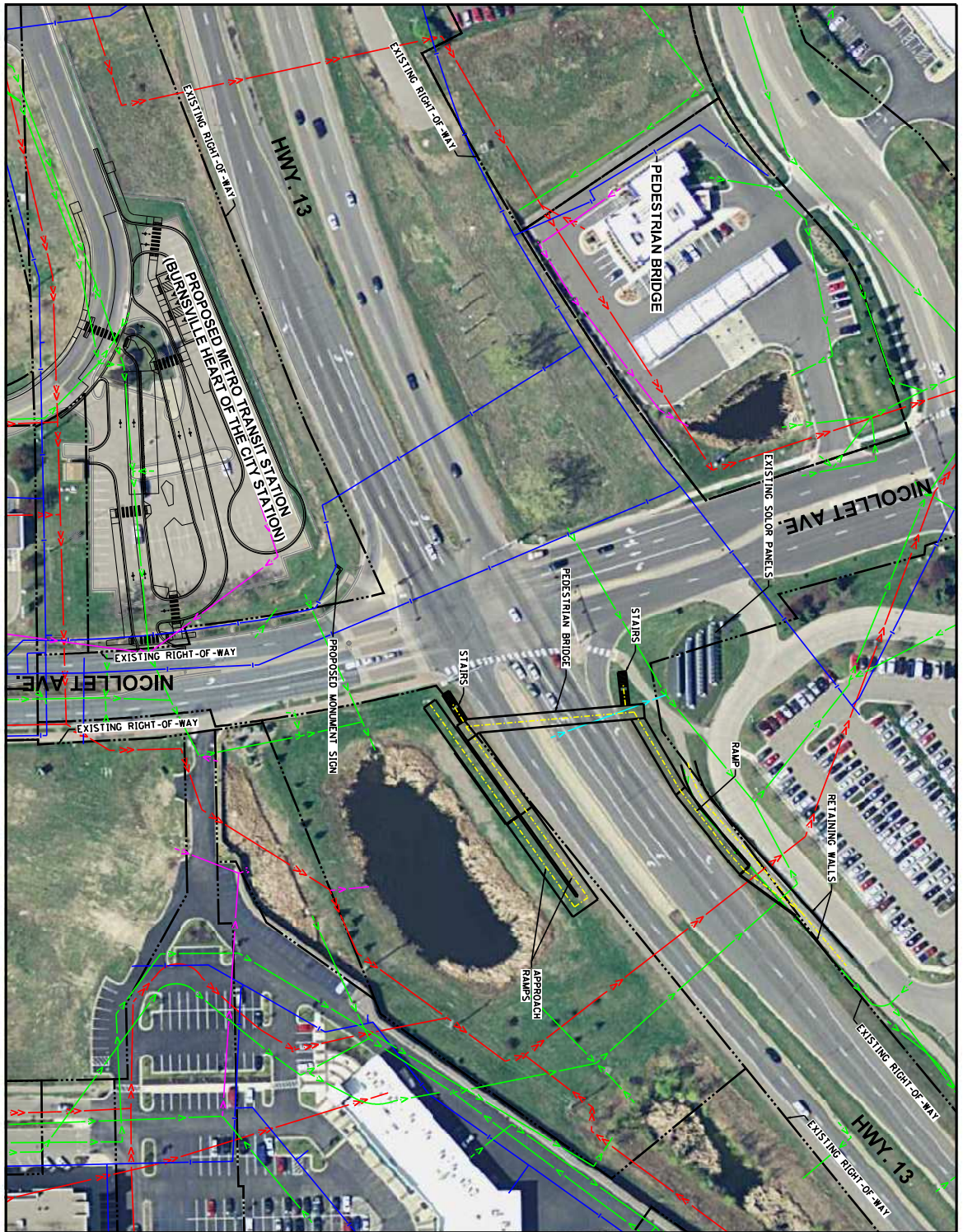
NO.	DATE	BY	CHK	EXTENSIONS

MSB
 MISSOURI SURVEYING & DESIGN
 7770 South 24th East
 Independence, MO 64050
 www.msb-surveying.com
 MISSOURI REGISTERED PROFESSIONAL ENGINEERS AND SURVEYORS

CITY OF BURNSVILLE
 DAKOTA COUNTY

TITLE:
**PEDESTRIAN BRIDGE
 OPTION NO. 1B**

DES: _____
 CHK: _____
 DRC: _____
 Sheet 1 of 1 Sheets



- KEY:**
- City, Treated Water, Active
 - City, Storm Gravity Main
 - MNDOT, Storm Gravity Main
 - Private, Storm Gravity Main
 - City, Sanitary Gravity Main
 - - - Existing Right-Of-Way



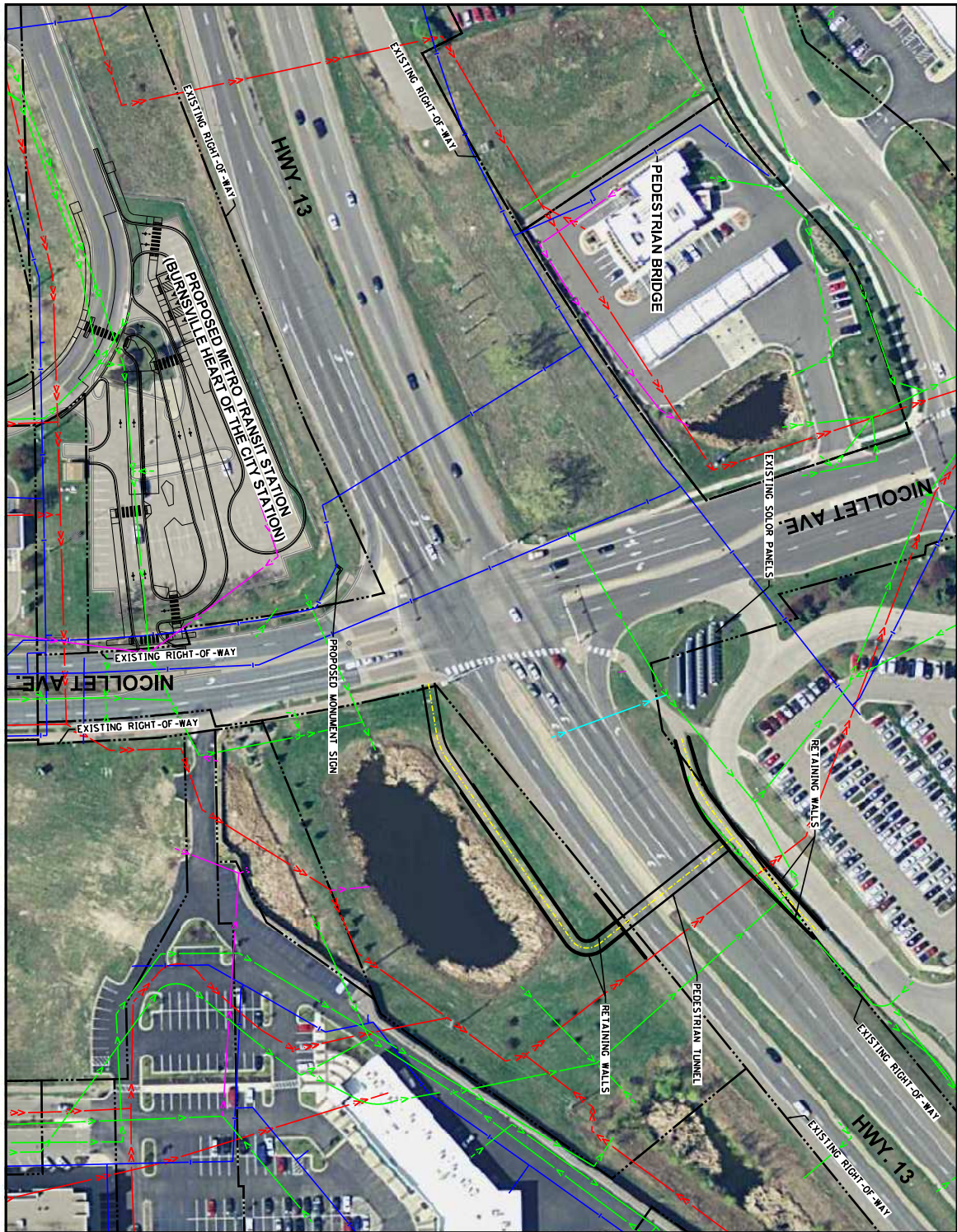
NO.	DATE	BY	CHK	EXTENSIONS

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 7777 South Brentwood
 Independence, MO 64108
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 MISSOURI REGISTERED PROFESSIONAL ENGINEERS AND SURVEYORS

CITY OF BURNSVILLE
 DAKOTA COUNTY

TITLE:
**PEDESTRIAN TUNNEL
 OPTION NO. 4B**

DES: _____
 CHK: _____
 SHEET 1 OF 1 SHEETS



- KEY:**
- City, Treated Water, Active
 - City, Storm Gravity Main
 - MNDOT, Storm Gravity Main
 - Private, Storm Gravity Main
 - City, Sanitary Gravity Main
 - Existing Right-Of-Way



**Project Name: Highway 13 and Nicollet Avenue
Grade Separated Pedestrian Crossing**



Applicant: City of Burnsville

Project Location: Intersection of Trunk Highway 13 and Nicollet Avenue

Total Project Cost: \$2,780,000

Requested Federal Amount: \$2,224,000

Local Match: \$556,000 (20% of total)

Project Description:

The City of Burnsville is proposing a grade separated pedestrian/bicyclist crossing near the intersection of Trunk Highway (TH) 13 and Nicollet Avenue. TH 13 is a Principal Arterial expressway and serves as a major barrier for the regional bikeway system. The pedestrian and bicyclist crossing of TH 13 will connect to regional trails along a Regional Bicycle Transportation Network (RBTN) Tier 1 corridor and enhance non-motorized access to the Burnsville Transit Station, the planned Orange Line BRT Station, and employment and high-density residential units within the surrounding area.

Project Benefits:

- Safe bicycle and pedestrian access over a major regional bikeway barrier (TH 13)
- Reduce risk of crashes and conflicts between bike/peds and vehicles
- Access to existing and planned transit services
- Improve multimodal access for disadvantaged populations

Key Connections:

- Burnsville Transit Station
- Planned Orange Line BRT Station
- Heart of the City District
- RBTN (Tier 1 & Tier 2 access)
- Black Dog Trail/Minnesota River Greenway

Project Area:



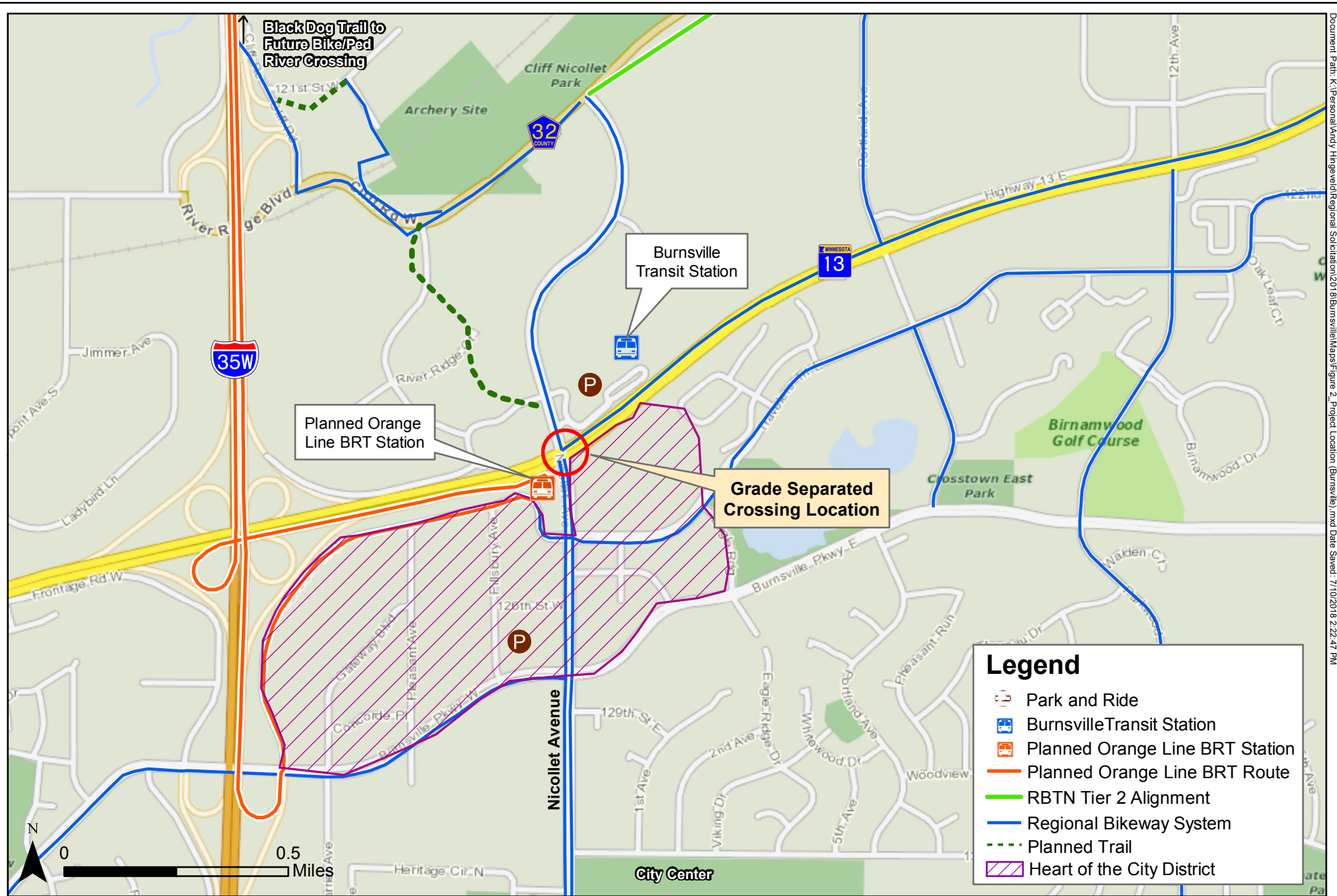
Existing Conditions



Nicollet Avenue at TH 13 - facing North



TH 13 and Nicollet Avenue Intersection



Document Path: K:\Personal\Andy Hingewald\Regional Solicitation\2018\Burnsville\Maps\Figure 2 - Project Location (Burnsville).mxd Date Saved: 7/1/2018 2:22:47 PM

Figure 1: Project Location

**Highway 13 and Nicollet Avenue Grade Separated Pedestrian Crossing
City of Burnsville, MN**





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Figure 2: Aerial Map
Highway 13 and Nicollet Avenue Grade Separated Pedestrian Crossing
City of Burnsville, MN



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

June 15, 2018

Ryan Peterson
City Engineer, City of Burnsville
100 Civic Center Parkway
Burnsville, MN 55337

Re: Letter of Support for City of Burnsville
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for a grade-separated Pedestrian Crossing at TH 13 and Nicollet Av.

Dear Mr. Peterson,

This letter documents MnDOT Metro District's support for Burnsville's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the City's proposed grade-separated pedestrian crossing at TH 13 and Nicollet Av.

As proposed, this project would impact MnDOT right-of-way on TH13. As the agency with jurisdiction over TH13, MnDOT will support Burnsville and will allow the improvements proposed in the application for its grade-separated pedestrian crossing project. Details of a future maintenance agreement with Burnsville will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

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

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

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

Sincerely,



Scott McBride
Metro District Engineer

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



July 9, 2018

Ryan Peterson, PE
Public Works Director
City of Burnsville
100 Civic Center Pkwy
Burnsville, MN 55337

RE: Letter of Support for a Grade Separated Pedestrian Crossing at Trunk Highway (TH) 13 and Nicollet Avenue 2018 Regional Solicitation Application

Dear Mr. Peterson,

Minnesota Valley Transit Authority (MVTA) extends its support for the City of Burnsville's Regional Solicitation federal funding application for a grade-separated pedestrian crossing at Trunk Highway (TH) 13 and Nicollet Avenue. The proposed grade-separated pedestrian crossing would provide a safe multi-modal connection across the busy TH 13 to serve local and regional destinations such as the Heart of the City District, Burnsville Transit Station, the planned Orange Line BRT station, and the regional bikeway system. The pedestrian crossing will provide a safe and comfortable connection for transit riders to connect to the Burnsville Transit Station.

MVTA appreciates your efforts to secure funding for a grade-separated pedestrian crossing at TH 13 and Nicollet Avenue to improve access to the Burnsville Transit Station for pedestrians and bicyclists. MVTA supports the City of Burnsville moving forward with this project.

Sincerely,

A handwritten signature in blue ink that reads "Luther Wynder". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Luther Wynder
Executive Director
Minnesota Valley Transit Authority

RESOLUTION NO. 18-6565

CITY OF BURNSVILLE, MINNESOTA

**RESOLUTION IN SUPPORT OF THE CLIFF ROAD AT I35W SOUTH RAMP
IMPROVEMENT PROJECT AND PEDESTRIAN GRADE SEPARATION OF TRUNK
HIGHWAY 13 AT NICOLLET AVENUE PROJECT FOR THE METROPOLITAN
COUNCIL TRANSPORTATION ADVISORY BOARD 2018 FEDERAL FUNDING
SOLICITATION APPLICATION**

WHEREAS, the Cliff Road W and I-35W south ramps improvement project would improve freight movement and would help meet the City of Burnsville's redevelopment goals in the Minnesota River Quadrant; and

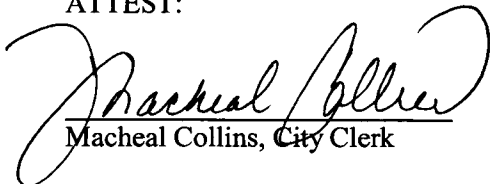
WHEREAS, the pedestrian/bicycle grade separation of Trunk Highway 13 at Nicollet Avenue will provide a much safer experience for pedestrians/bicyclists gaining access to the current and future transit and trail facilities in the immediate area.

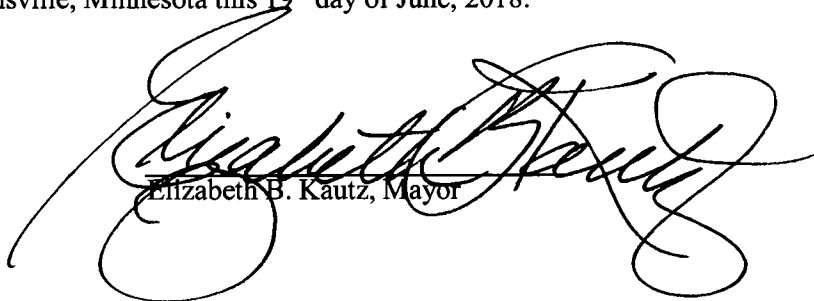
NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BURNSVILLE AS FOLLOWS; that

1. The City of Burnsville act as the legal sponsor for the projects supporting the Cliff Road at I35W South Ramp Improvement Project and the Pedestrian/Bicycle Grade Separation of Trunk Highway 13 at Nicollet Avenue and is committed to the required local match.
2. The City of Burnsville has the legal authority to apply for financial assistance, and the institutional, managerial, and financial capability to ensure matching funds and adequate construction of the proposed project.
3. Dakota County indicates financial support for the local match showing these projects in its current Capital Improvement Plan.
4. Upon approval of its application by the Metropolitan Council, the City of Burnsville may enter into an agreement for both or either of the above-referenced projects, and that it will comply with all applicable laws and regulations as stated in all contract agreements.
5. The City Council hereby supports submittal of the applications to Metropolitan Council Transportation Advisory Board federal solicitation funding application for the two projects described above.

Passed and duly adopted by the City Council of Burnsville, Minnesota this 19th day of June, 2018.

ATTEST:


Macheal Collins, City Clerk


Elizabeth B. Kautz, Mayor



Physical Development Division
Steven C. Mielke, Director

Dakota County
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Environmental Resources
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Surveyor's Office
Transit Office

July 12, 2018

Elaine Koutsoukos, Transportation Coordinator
Transportation Advisory Board
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

RE: TAB Regional Solicitation Letter of Support
Grade Separated Pedestrian Crossing at TH 13 & Nicollet Avenue

Dear Ms. Koutsoukos:

Dakota County extends its support for the Regional Solicitation federal funding application for a grade separated pedestrian crossing at TH 13 and Nicollet Avenue. The proposed grade separated pedestrian crossing would provide a safe multi-modal connection across a very busy TH 13 intersection to serve local and regional destinations such as the Heart of the City District, Burnsville Transit Station, the planned Orange Line BRT station, and the regional bikeway system.

Dakota County is aware of and understands the proposed project being submitted and has programmed a portion of the project in its Capital Improvement Program. A combination of city and county funds will be used to cover the local match.

Dakota County appreciates the City's efforts to secure funding for pedestrian improvements across TH 13 and is supportive of the City of Burnsville moving forward with this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark J. Krebsbach".

Mark J. Krebsbach, P.E.
Transportation Director/County Engineer