



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

11033 - Rosemount Greenway Downtown Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 07/12/2018 8:15 AM

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## Primary Contact

**Name:\*** Dan Schultz  
Salutation First Name Middle Name Last Name

**Title:** Parks and Recreation Director

**Department:**

**Email:** dan.schultz@ci.rosemount.mn.us

**Address:** 13885 South Robert Trail

**\*** Rosemount Minnesota 55068  
City State/Province Postal Code/Zip

**Phone:\*** 651-322-6012  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** ROSEMOUNT, CITY OF

**Jurisdictional Agency (if different):**

Organization Type:

City

Organization Website:

Address:

2875 145TH ST W

\*

ROSEMOUNT

Minnesota

55068-4997

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:\*

651-423-4411

Ext.

Fax:

PeopleSoft Vendor Number

0000020988A1

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## Project Information

Project Name

Rosemount Greenway Downtown Trail

Primary County where the Project is Located

Dakota

Cities or Townships where the Project is Located:

Rosemount

Jurisdictional Agency (If Different than the Applicant):

The City of Rosemount is seeking funding for a 2.2 mile gap in the Rosemount Regional Greenway, a critical transportation link for northwestern Rosemount. The segment will begin at the southern boundary of Lebanon Hills Regional Park on 120th Street West at the Eagan and Rosemount border. The trail travels south along Dodd Boulevard to connect to the existing Rosemount Greenway at Connemara Trail. The project includes a grade separated crossing of McAndrews Road (CSAH 38), a county highway with an AADT of more than 6,000 vehicles.

This missing segment of the Rosemount Greenway is an important transportation link as it is the only local road in northwest Rosemount that currently extends to the City's northern boundary and Lebanon Hills Regional Park. In addition, the Rosemount Greenway is the appropriate location for the Tier 2 Bicycle Route in this area as it parallels State Highway 3 just a quarter mile to the east. State Highway 3 (S. Robert Trail) is a two-lane highway with AADTs of nearly 14,000 and no multi-use trail. The Rosemount Greenway along Dodd Boulevard is a good alternative as it too connects from the City of Eagan border to Downtown Rosemount. In addition, the Greenway provides an added benefit as users are able to access an underpass of Highway 3 just north of Downtown Rosemount that allows them to travel safely and conveniently towards the east.

This trail project will provide a much needed pedestrian and bicycle connection to Rosemount's civic, business, and recreation heart. This includes the Rosemount Community Center, Rosemount high, middle, and elementary schools; Robert Trail Library, Rosemount Transit Center, Steeple Center, Downtown Rosemount, and four local parks. In addition, the direct connection to Lebanon Hills will

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

connect Rosemount residents to Dakota County's largest park. With 2,000 acres, Lebanon Hills offers miles of trails, a visitor's center, five trailheads, beach, and campground.

The Rosemount Greenway is one of the county-wide network of regional greenway trails identified in the Dakota County Park System Plan. Planned for more than 200 miles, the greenway system will connect parks, schools, libraries, local trails, and other community destinations. When complete, the 13 miles of the Rosemount Greenway will connect Eagan, Rosemount, and Empire Township, extending from Lebanon Hills Regional Park to the Mississippi, including the Mississippi River Regional Trail.

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

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

Dodd Road, Rosemount, from 120th Street W to Connemera Trail ? Construct Multi-Use Trail

**Project Length (Miles)**

2.2

*to the nearest one-tenth of a mile*

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## Project Funding

**Are you applying for competitive funds from another source(s) to implement this project?** No

**If yes, please identify the source(s)**

**Federal Amount** \$1,360,000.00

**Match Amount** \$340,000.00

*Minimum of 20% of project total*

**Project Total** \$1,700,000.00

**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: 2019, 2020, 2021

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

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## Project Information

County, City, or Lead Agency City of Rosemount

Zip Code where Majority of Work is Being Performed 55068

(Approximate) Begin Construction Date 05/02/2022

(Approximate) End Construction Date 09/30/2022

Name of Trail/Ped Facility: Rosemount Greenway

(i.e., CEDAR LAKE TRAIL)

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

From:  
(Intersection or Address) Intersection of Dodd Boulevard and 120th Street W

To:  
(Intersection or Address) Intersection of Dodd Boulevard and Connemara Trail

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, Aggregate Base, Bituminous Base, Bituminous  
Surface, Bike Path, Underpass, Pedestrian Ramps

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

### BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

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## Requirements - All Projects

### All Projects

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

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

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

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

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

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

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

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

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

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

*(Limit 2500 characters; approximately 750 words)*

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

The Rosemount Pedestrian and Bicycle Master Plan was adopted by the City of Rosemount in 2010. The Master Plan calls for more convenient regional connections from Downtown Rosemount to regional destinations, such as the Lebanon Hills Regional Park (pg. 20). Throughout the Master Plan, Dodd Boulevard is highlighted as an important local route for bicycle users as an alternative to Highway 3, which is considered a barrier.

The Rosemount Greenway Master Plan was adopted by Dakota County in 2012. The Master Plan calls for a greenway trail along Dodd Boulevard as an important link to the County's greenway system, and as a way to connect the Lebanon Hills Regional Park to Rosemount's downtown and further to the natural resources of the Mississippi River Trail system. The Rosemount Greenway Downtown Connection trail is specifically referenced and planned on pages 28-31, with CIP estimates on pages 60-61 of the Rosemount Greenway Master Plan.

List the applicable documents and pages:

Both of the above Master Plans have support of the City of Rosemount 2030 Comprehensive Land Use Plan, adopted in 2009, which includes the 2008 Rosemount Parks, Trails and Open Space System Plan as an appendix. The trail plan for the city is designed to connect neighborhoods, parks, schools and commercial areas (pg. 17).

The Dakota County 2030 Park System Plan highlights the Rosemount River Access Regional Trail as an essential connection to the County's trail system (page 2.15).

The Dakota County and Rosemount 2040 Comprehensive Plan updates (Draft) will integrate findings from the plans mentioned above and recognize this project's importance to the overall

## trail network in Dakota County and the City of Rosemount.

(Limit 2500 characters; approximately 750 words)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Date plan adopted by governing body

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

01/31/2019

07/01/2020

Date process started

Date of anticipated plan completion/adoption

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

Date self-evaluation completed

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

Date process started

Date of anticipated plan completion/adoption

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

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

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

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



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

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

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

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

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

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

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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

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

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

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

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

[Upload Agreement PDF](#)

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

### Safe Routes to School projects only:

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

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

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES****Cost**

Mobilization (approx. 5% of total cost)	\$74,000.00
Removals (approx. 5% of total cost)	\$74,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$127,000.00
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	\$600,000.00
<b>Totals</b>	<b>\$875,000.00</b>

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**Specific Bicycle and Pedestrian Elements****CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES****Cost**

Path/Trail Construction	\$575,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$15,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00

Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$25,000.00
Bicycle and Pedestrian Contingencies	\$155,000.00
Other Bicycle and Pedestrian Elements	\$55,000.00
<b>Totals</b>	<b>\$825,000.00</b>

## Specific Transit and TDM Elements

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

## Transit Operating Costs

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

## Totals

Total Cost	\$1,700,000.00
Construction Cost Total	\$1,700,000.00
Transit Operating Cost Total	\$0.00

## Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment Yes

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1531339340578\_Bike.pdf

Please upload attachment in PDF form.

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## Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 20885

Existing Employment Within One Mile (Integer Only) 2437

Upload the "Population Summary" map 1531339403062\_PopEmpl.pdf

Please upload attachment in PDF form.

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## Measure 2B: Snow and ice control

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

(50 Points)

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

A policy was approved by City Council on October 15, 1996 (Policy Number P.2). The policy identifies roads, sidewalks and trails to be plowed and maintained by the City during snow and ice events.

<https://ci.rosemount.mn.us/278/Snowplowing>

Upload Maintenance Plan (if no link is available)

Please upload attachment in PDF form.

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

Select one:

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

*(up to 100% of maximum score)*

**Project located in Area of Concentrated Poverty:**

*(up to 80% of maximum score )*

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

*(up to 60% of maximum score )*

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

*(up to 40% of maximum score )*

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

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

The City has embraced various public engagement techniques to involve all members of the community. Recent engagement activities have been associated with the City's 2040 Comprehensive Plan Update, which included discussions on the community's pedestrian and bicycle network. A large part of these discussions focused on better connections to Downtown Rosemount through a larger master planning effort. Public engagement activities have included online comment tools, open houses and various workshops.

**Response:**

As part of these efforts, the City formed several Task Forces to focus on various parts of the community. The Task Forces included representation from the City Council, Planning Commission, downtown businesses, and residents from various neighborhoods (i.e., Southeast and North Central area). Each Task Force was open to all members of the community who wanted to participate. The City will continue to engage all members of the community as this project progresses through the planning, engineering and construction phases.

*(Limit 1,400 characters; approximately 200 words)*

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

The Rosemount Greenway Downtown Connection project is adjacent to areas within Rosemount that are above the regional average in terms of low-income populations and/or concentrations of people of color, as seen in the "Socio-Econ" map. The proposed trail will fill an important gap in the regional trail network, connecting residential areas to the amenities of Downtown Rosemount as well as the Lebanon Hills Regional Park. Underserved populations, such as low-income households, children, the elderly, and disabled populations will have greater access to the civic facilities of Downtown Rosemount, including the Rosemount Community Center; high, middle, and elementary schools; and Robert Trail Library. In addition to serving as a transportation route, this trail will provide a free and convenient recreational amenity for low-income populations in Rosemount and adjacent communities. The paved trail and all access points are located and planned for universal accessibility to provide all visitors, including people with disabilities, with a safe and enjoyable experience.

**Response:**

This trail addresses a local and regional gap along the Rosemount Regional Greenway and addresses a safety concern crossing County Road 38 (McAndrews Road), particularly for children, elderly, and the disabled. Currently there are limited options for those who want to travel north-south in northwest Rosemount. In this area there are only two roads that connect Downtown Rosemount to the City's boundary with Eagan to the north, both have only two lanes and neither have off-road pedestrian or bicycle facilities. The proposed trail will eliminate the 2.2 mile gap and provide an underpass at CSAH 38 (McAndrews Road), the only underpass in the area that will enable barrier free north-south travel.

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

- Populations above the regional average of race or poverty.

- A community growing in diversity. Since 2010, Rosemount's Hispanic population has increased from 2.1 percent to 4.0 percent, and the Black/African American population has increased from 4.0 percent to 5.6 percent.

- An aging demographic. Since 2010, the Rosemount's population over the age of 65 has increased from 7.1 percent to 9.6 percent. Three senior housing complexes are also located within close proximity to the proposed project.

- A large student population is located in the area and will have better access to Shannon Park Elementary School, Red Pine Elementary School, Rosemount Elementary School, Rosemount Middle School, Rosemont High School, and St. Joseph Catholic School.

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

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

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

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

*Increased noise.*

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

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

*Increased speed and/or cut-through traffic.*

*Removed or diminished safe bicycle access.*

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

*Displacement of residents and businesses.*

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

*Other*



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

**Response:**

Construction impacts will be minimal, if any, from a dust and noise perspective. Construction will not result in the closure of any access points or removal of existing pathways. The appropriate construction mitigation measures will be put in place to address any potential issues that could disrupt local businesses and residents during construction.

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

**Upload Map**

1531339608796\_Socio.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
Rosemount	2.2	1.0	90.0	90.0

**Total Project Length**

Total Project Length (as entered in the "Project Information" form) 2.2

**Affordable Housing Scoring**

Total Project Length (Miles) or Population	2.2
Total Housing Score	90.0

# Affordable Housing Scoring

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## Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

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

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

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

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

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

- *Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.*

*Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).*

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

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

**Improves Continuity and/or Connections Between Jurisdictions**      Yes

**Response:**

The Rosemount Greenway Downtown Connection Project provides a critical bicycle transportation link addressing system gaps identified in the 2040 Transportation Policy Plan. This project will complete a priority gap in the Rosemount Greenway as it provides a multi-use trail that connects users to commercial, civic, housing, and educational uses in and around Downtown Rosemount, as well as the more than 2,000 acre Lebanon Hills Regional Park in Eagan. The multi-purpose trail will help fulfill a north-south Tier 2 Regional Bicycle Transportation Network (RBTN) identified along State Highway 3 (Robert Street), while providing connections (via the underpass) to an east-west Tier 2 route along County Road 38 (McAndrews). Highway 3 is a two-lane state highway with an average daily traffic of more than 13,500 vehicles. The proposed route along Dodd Boulevard has sufficient right-of-way to accommodate all modes of transportation and offers an improved experience with an AADT of less than 2,500 vehicles and a direct connection to the underpass of Highway 3 that allows additional safe east-west movement through the community.

Segments of road within the project limits (i.e., Highway 3 from Cliff Road to 150th Street) have experienced two bicycle and vehicle crashes over the last three years (2013 - 2015). Both crashes resulted possible injuries. These figures emphasize the importance in building an off-street trail between Lebanon Hills and Downtown Rosemount. Until this route is constructed, the nearest alternative transportation route is located a half-mile to the west and does not extend fully to the City's northern boundary.

The proposed underpass will address these safety concerns and eliminate a physical barrier in crossing CSAH 38 (McAndrews Road). CSAH 38 is a two-lane Minor Arterial road with an average daily

traffic amount between 7,200 to 9,800 vehicles. The trail project also improves connections between jurisdictions as this project begins at the City's boundary with Eagan and provides connectivity for residents of both communities.

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

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## **Measure B: Project Improvements**

Currently, there are no bicycle or pedestrian facilities that connect 120th street to Connemara Trail on State Highway 3, nor existing facilities along Dodd Road. This lack of pedestrian and bicycle facilities creates a major deterrent to pedestrian and bicycle use. Attempting to bike or walk along State Highway 3 would be a large risk to cyclist and pedestrian safety. On the segment of Highway 3 between Cliff Road and 150th Street, there were two crashes involving a bicyclist reported between 2013 and 2015. Even though Highway 3 has been designated as the RBTN Tier 2 Alignment, there is little right-of-way and difficult access for bicycling facilities. This project proposes a multi-use trail on a parallel corridor, which will accomplish the same goals as the RBTN Tier 2 Alignment.

**Response:**

The 2.2 mile proposed trail corrects a large deficiency in the Dakota County Regional trail system as well as the transportation system of Rosemount. The proposed trail does not cross any roadways and will likely eliminate the potential for any pedestrian and cyclist conflict with vehicles. An underpass is proposed at the crossing with County Road 38 (McAndrews Road), which will eliminate conflicts between vehicles and bicyclists/pedestrians. The construction of this trail will improve regional connectivity and accessibility. The separation provided by the trail will allow users of all ages and abilities to safely travel without having to worry about navigating vehicular traffic.

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

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## **Measure A: Multimodal Elements**

Eliminating the gap in Rosemount's trail network will provide a direct connection to the Rosemount Transit Station, located just south of Connemara Trail. Minnesota Valley Transit Authority operates three routes (420, 476 and 478) from the Rosemount Transit Station, including an express bus to Downtown Minneapolis, a fixed route through Apple Valley to Downtown Minneapolis, and a flex route to Apple Valley. Bus stops are located south of the proposed trail along 145th St.

In some respect, transit service in the area is limited given Rosemount's rural/suburban nature. As a result, this provides limited opportunities for populations (e.g., above the regional average of contracted poverty or race) to have convenient access to alternative modes of transportation. The proposed project will address these barriers by providing a pedestrian/bicycle connection to the transit services that are available in the area. These links are extremely important in linking a growing community to regional job centers, health care, educational institutions, and governmental services. In fact, Rosemont's population is expected to increase by 40 percent in 2040. Implementing this project will help set the stage for a comprehensive multimodal system required to meet today and tomorrow's growing needs.

**Response:**

From a design perspective, the proposed project will elevate the trail experience from a utilitarian trail to a first-class transportation corridor and regional trail destination. The project will include many pedestrian elements, including benches, bumpouts, wayfinding, and pedestrian ramps. The proposed underpass of CSAH 38/McAndrews will provide a safe and more enjoyable way of crossing the only minor arterial along the route. Slopes will be designed to equally accommodate pedestrians and bicyclists. Conceptual design plans for this trail segment include a 20 to 40 foot ditch with native

plantings to separate the trail from the road and improve safety for pedestrians, bicyclists, and motorists. Trailhead facilities for this trail already exist at Lebanon Hills Regional Park and at Central Park in Downtown Rosemount.

*(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**

*Please upload attachment in PDF form.*

**Layout has not been started**

0%

**Anticipated date or date of completion** 01/31/2019

### 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

01/31/2020

### 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):

\$0.00



Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$0.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

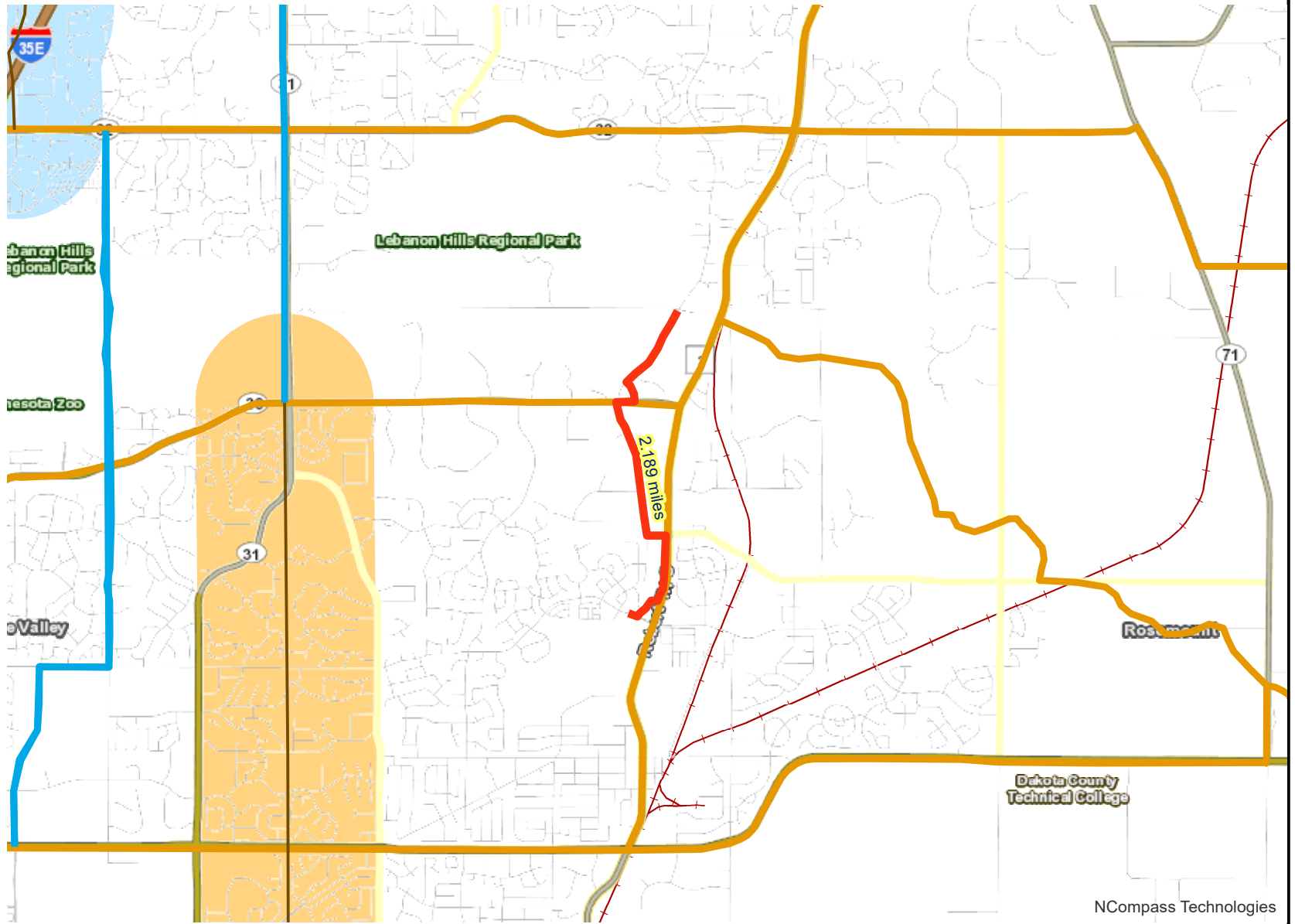
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### Other Attachments

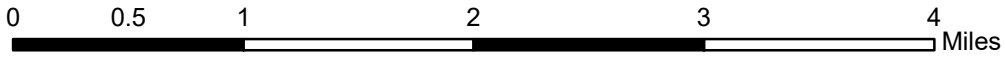
File Name	Description	File Size
Rosemount Downtown MUT Attachments.pdf	The required attachments are contained in the attached PDF.	19.5 MB

# Project to RBTN Orientation

Multituse Trails and Bicycle Facilities Project: Rosemount Greenway Downtown Connection | Map ID: 1529410905793



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



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LandscapeRSA6

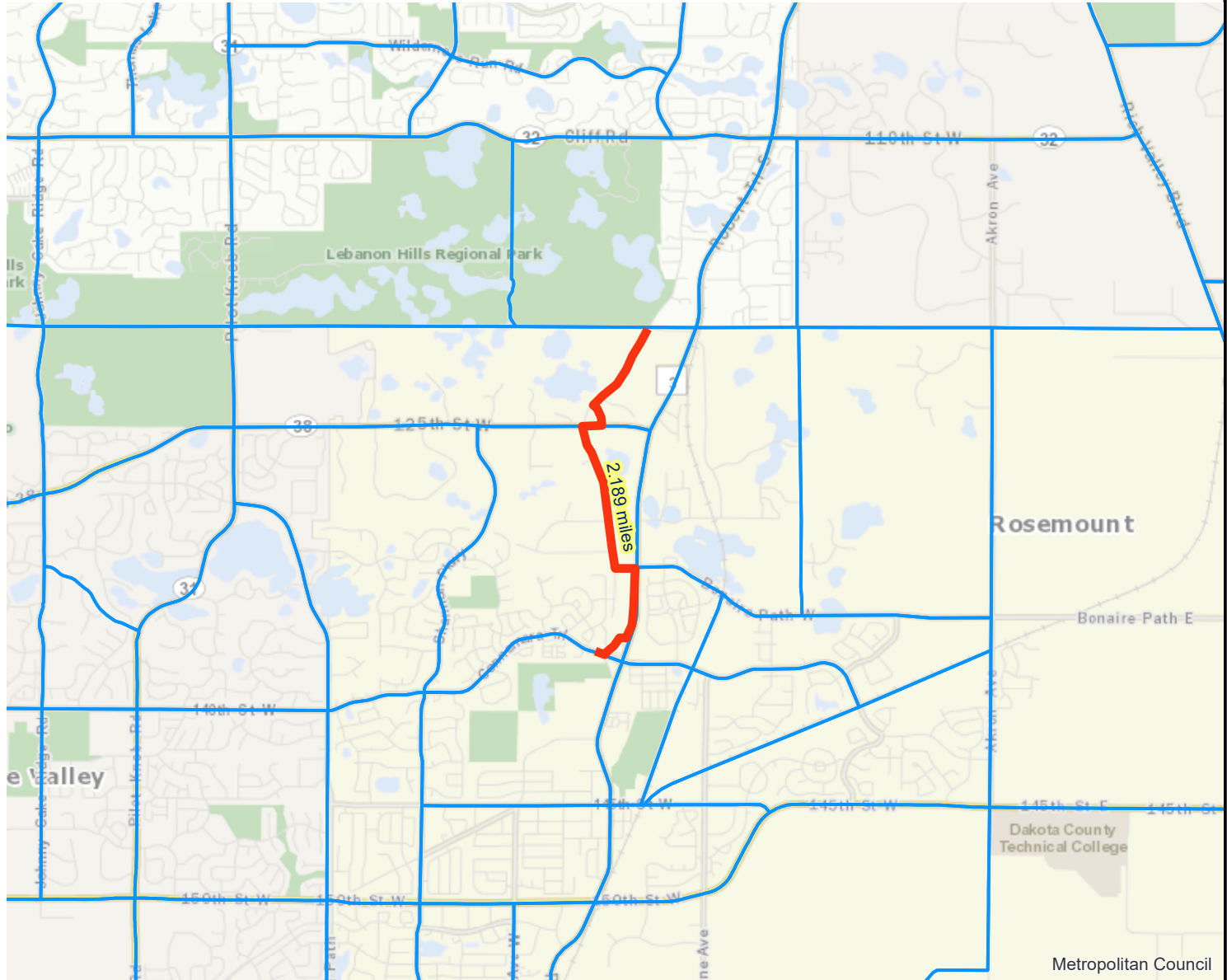


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NCompass Technologies

# Population/Employment Summary



## Results

Within ONE Mile of project:  
Total Population: 20885  
Total Employment: 2437

 Project  
 2010 TAZ



Created: 6/19/2018  
LandscapeRSA4



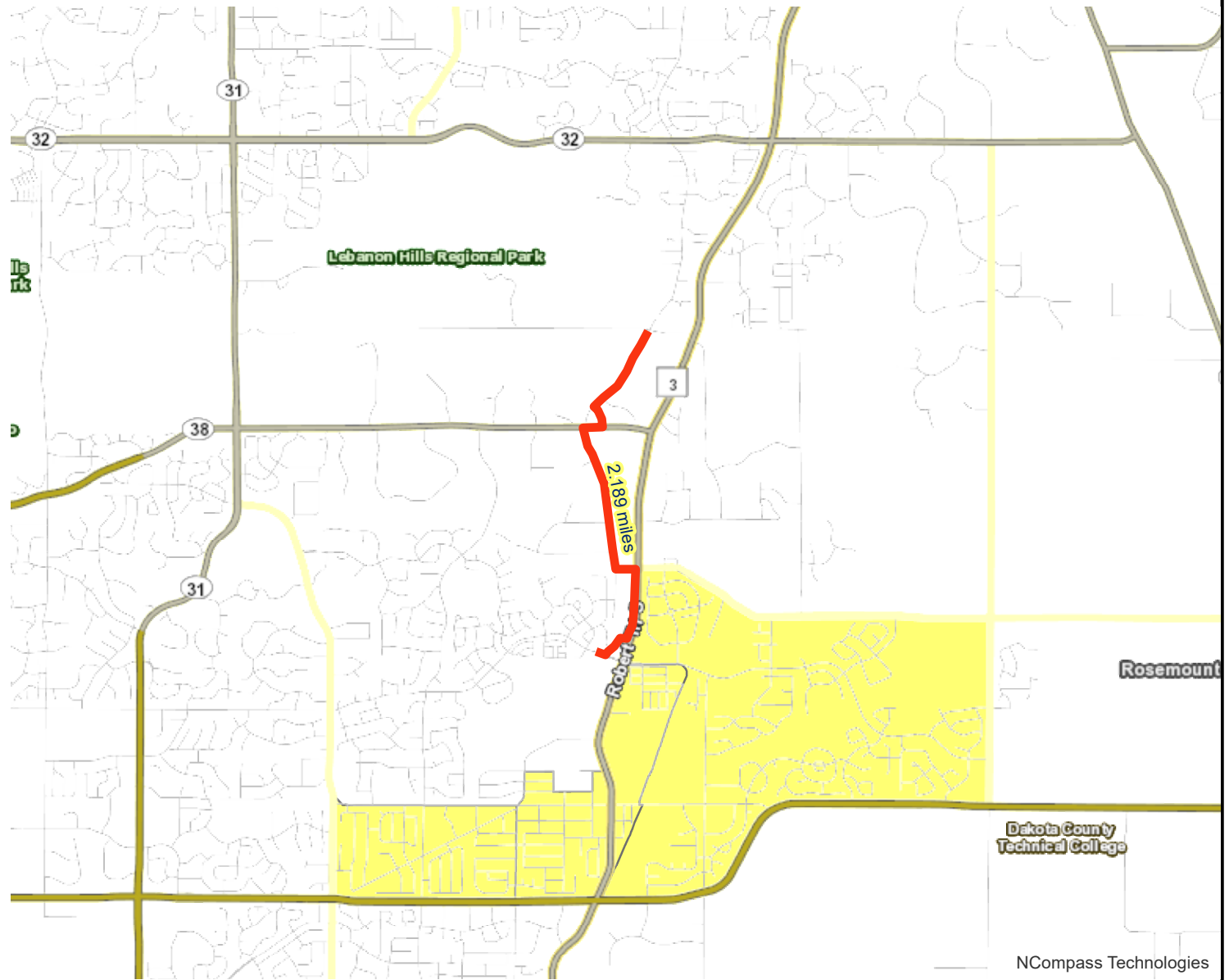
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




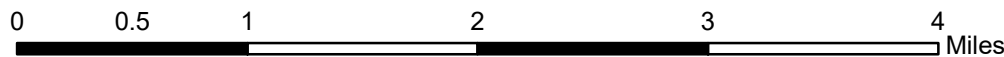
# Socio-Economic Conditions

## Results

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



-  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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LandscapeRSA2

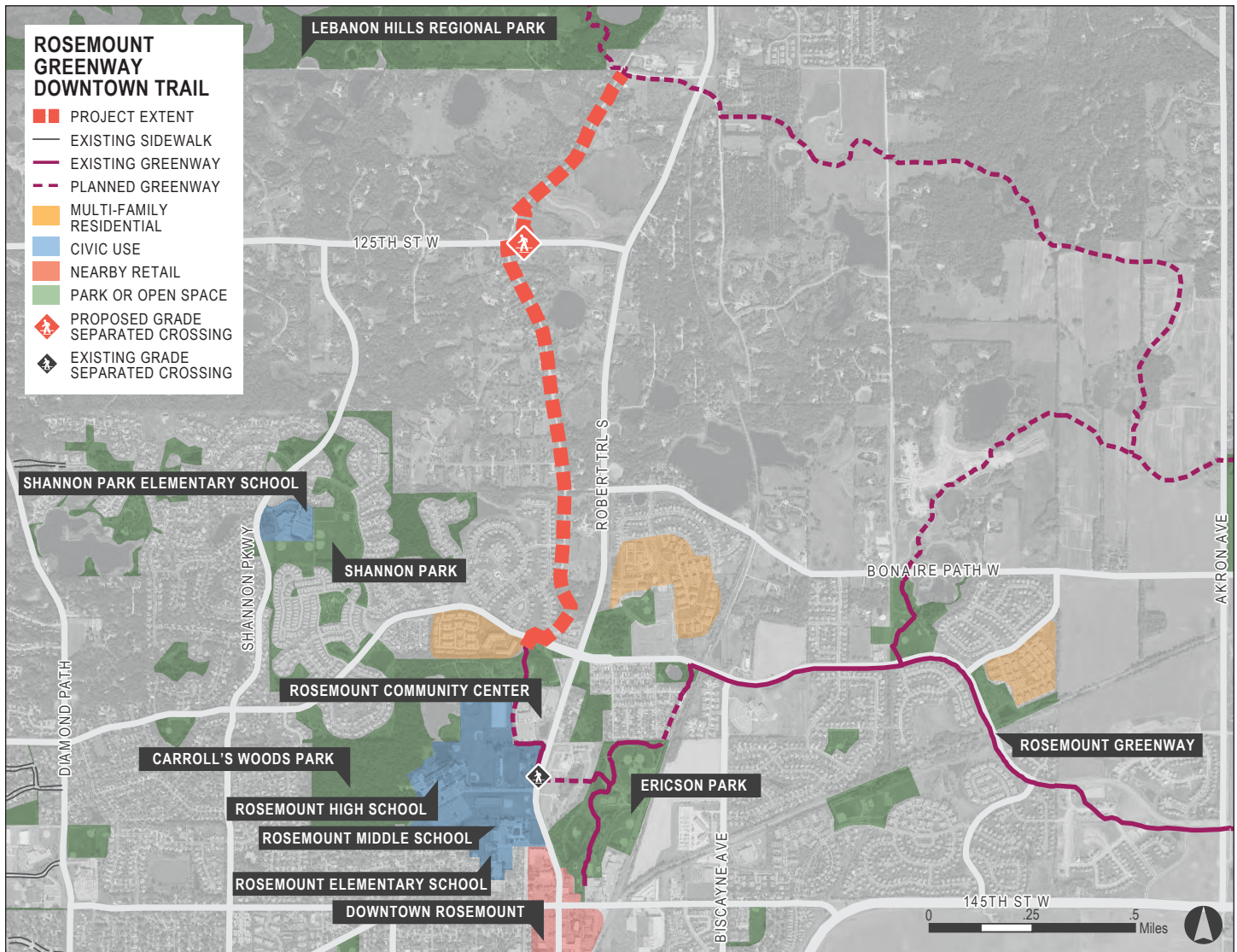


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NCompass Technologies

# Rosemount Greenway Downtown Connection



Project Location

Project Location:	Rosemount
Requested Award Amount:	\$1,360,000
Total Project Cost:	\$1,700,000



## PROJECT DESCRIPTION

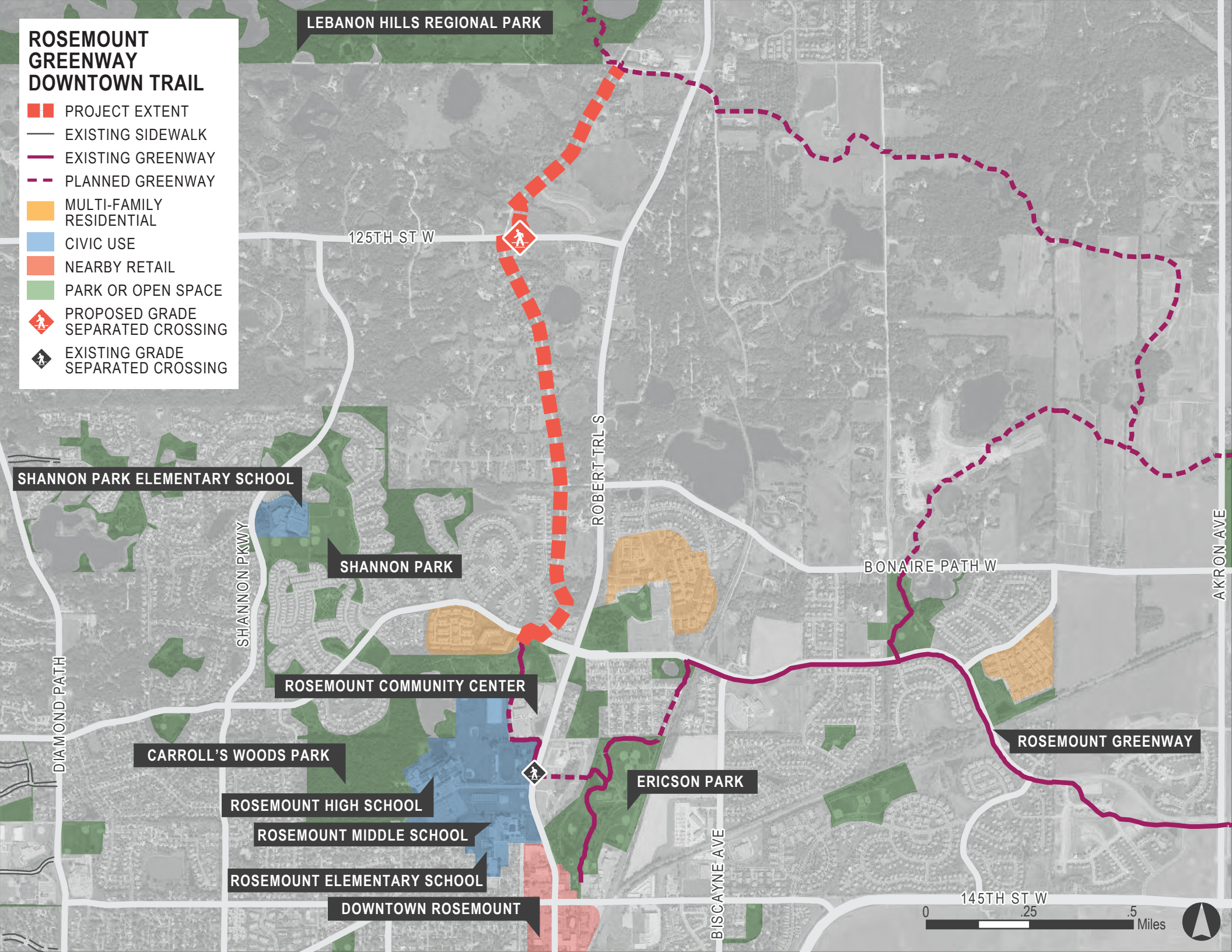
The City of Rosemount is seeking funding for a 2.2 mile gap in the Rosemount Regional Greenway, a critical transportation link for northwestern Rosemount. The segment will begin at the southern boundary of Lebanon Hills Regional Park on 120th Street West at the Eagan and Rosemount border. The trail travels south along Dodd Boulevard to connect to the existing Rosemount Greenway at Connemara Trail. The project includes a grade separated crossing of McAndrews Road (CSAH 38), a county highway with an AADT of more than 6,000 vehicles.

## PROJECT BENEFITS

- » The proposed trail will fill an important gap in the regional trail network, connecting residential areas to the amenities of Downtown Rosemount as well as the Lebanon Hills Regional Park.
- » The proposed trail provides a critical bicycle transportation link addressing system gaps identified in the 2040 Transportation Policy Plan.
- » Eliminating the gap in Rosemount's trail network will provide a direct connection to the Rosemount Transit Station, located just south of Connemara Trail.

# ROSEMOUNT GREENWAY DOWNTOWN TRAIL

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



LEBANON HILLS REGIONAL PARK

125TH ST W

ROBERT TRL S

BONAIRE PATH W

AKRON AVE

SHANNON PARK ELEMENTARY SCHOOL

SHANNON PKWY

SHANNON PARK

ROSEMOUNT COMMUNITY CENTER

CARROLL'S WOODS PARK

ROSEMOUNT HIGH SCHOOL

ROSEMOUNT MIDDLE SCHOOL

ROSEMOUNT ELEMENTARY SCHOOL

DOWNTOWN ROSEMOUNT

ERICSON PARK

ROSEMOUNT GREENWAY

145TH ST W

0 .25 .5 Miles



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

June 19, 2018  
Motion by Commissioner Egan

Resolution No. 18-326  
Second by Commissioner Slavik

---

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

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

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

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

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

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

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

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

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

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

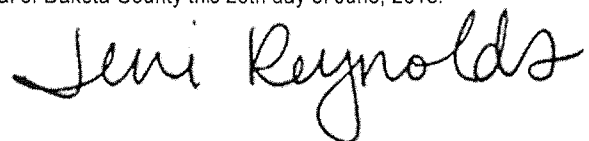
; and

**STATE OF MINNESOTA**  
County of Dakota

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

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

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



Clerk to the Board

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

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

; and

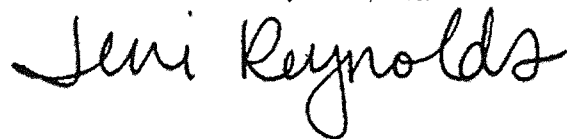
BE IT FURTHER RESOLVED, That, subject to federal funding award of the city-led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County's share of the matching funds consistent with Dakota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

STATE OF MINNESOTA  
County of Dakota

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

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



Clerk to the Board



# Rosemount Greenway Downtown Connection

## Site Photos – Existing Conditions



120<sup>th</sup> Street (westbound) at Dodd Road



McAndrews Road (CR 38) (westbound) at Dodd Road



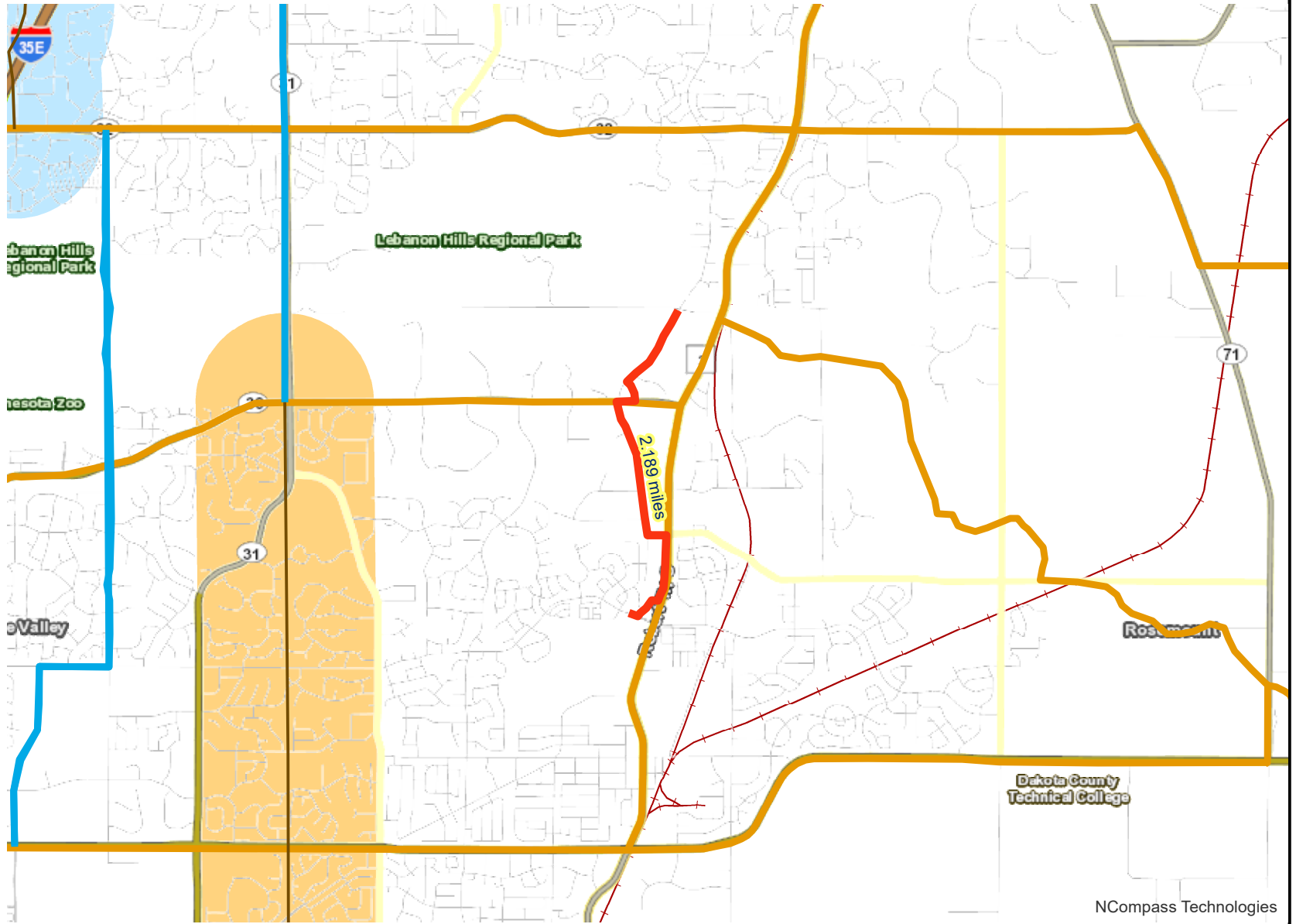
134<sup>th</sup> Street (westbound) at Dodd Road



Dodd Road (Northbound) at Carbury Way

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Rosemount Greenway Downtown Connection | Map ID: 1529410905793



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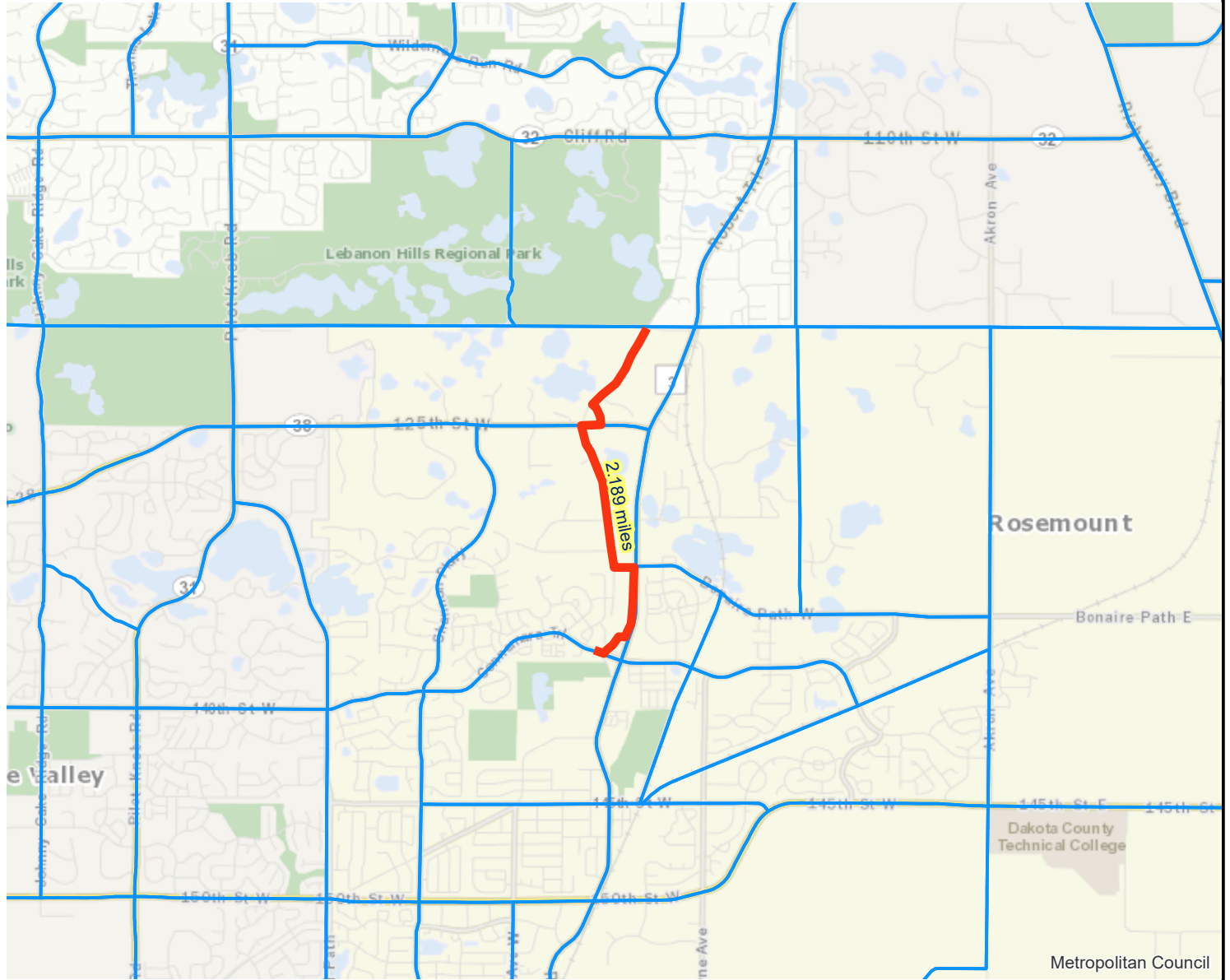


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NCompass Technologies



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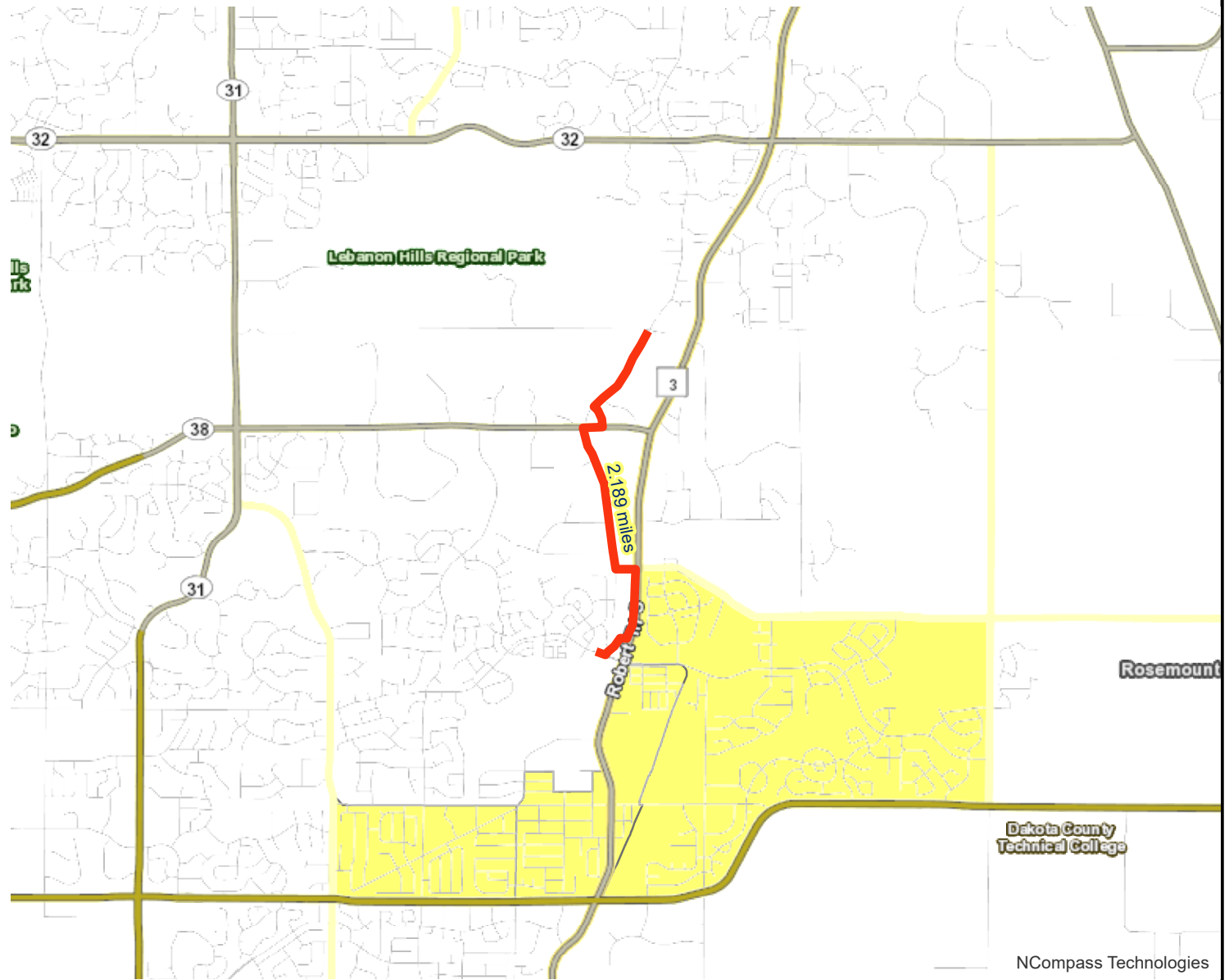
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




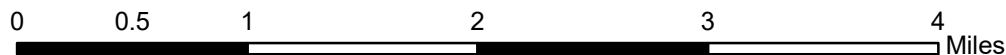
# Socio-Economic Conditions

## Results

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