



Application

10354 - 2018 Roadway Modernization

10969 - Cliff Road at I-35W South Ramps Improvement Project

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted

Submitted Date: 07/13/2018 2:47 PM

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## Primary Contact

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Salutation First Name Middle Name Last Name

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**\*** Burnsville Minnesota 55337  
City State/Province Postal Code/Zip

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Phone Ext.

**Fax:**

**What Grant Programs are you most interested in?** Regional Solicitation - Roadways Including Multimodal Elements

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## 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

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## Project Information

Project Name

Cliff Road at I-35W South Ramp Improvement Project

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 Cliff Road at I-35W South Ramps Improvement Project will relocate the existing Cliff Road W and I-35W south ramp intersection to a new roundabout intersection approximately 200' south. Today at this intersection entering traffic from the west on Cliff Road W is required to stop, and exiting and entering ramp traffic from the north and south are free-flowing. Currently CSAH 32 (Cliff Road) terminates at the south leg of the intersection of the I-35W South ramps. Cliff Road then continues west and is a City street. The City would like to construct an extension of Cliff Road W (CSAH 32), south of the existing intersection, west to Dupont Avenue. No railroad approval or permits are required to complete this project.

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

As proposed, relocation of the intersection will allow for the extension of Cliff Road W (CSAH 32) and squaring up of an intersection that serves 16,100 vehicles per day, of which 16% is average heavy truck traffic with up to 39% heavy truck traffic at peak hours. This project will provide significant improvements in safety and operations for all traffic, but specifically the heavy trucks accessing the surrounding Minnesota River Quadrant (MRQ), which is home to more than 10 major heavy industrial and commercial companies. Improved access will also help the city achieve redevelopment goals for the MRQ. Cliff Road and Dupont Ave S are both A Minor Arterials in this area, primarily conveying traffic to and from I-35W S as a primary gateway to the city.

The intersection of Cliff Road W (CSAH 32) and I-35W south ramps provides key access between a heavy industrial area in the City of Burnsville and the I-35W corridor. I-35W is a Principal Arterial carrying 112,000 vehicles through the project area daily. I-35W is also designated as part of the

National Truck Network as a High Priority Interregional Corridor connecting Minneapolis/St. Paul to the south metro, southern Minnesota and beyond. This project will improve safety and freight efficiency by:

- Providing a more efficient and safer intersection control that is capable of handling current and future year traffic volumes and truck movements.
- Relocating the intersection to the south will remove the currently required quick, hard right turn for vehicles exiting southbound I-35W at this location at 65+ mph, and provide more deceleration time before reaching the end of anticipated max queue

- Relocating the intersection to the south will also allow for eliminating current horizontal and vertical sightline issues between eastbound trucks turning left onto the I-35W south on ramp and those traveling from the I-35W north or south off ramps to the MRQ

- Provide for a more efficient roadway network and more convenient access to adjacent industrial properties some of which are being redeveloped

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

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

**Project Length (Miles)**

*to the nearest one-tenth of a mile*

Reconstruct I-35W South Ramp at Cliff Road in Burnsville

0.4

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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**

\$2,632,000.00

**Match Amount**

\$658,200.00

*Minimum of 20% of project total*

<b>Project Total</b>	\$3,290,200.00
<b>Match Percentage</b>	20.0%
<i>Minimum of 20%</i> <i>Compute the match percentage by dividing the match amount by the project total</i>	
<b>Source of Match Funds</b>	City of Burnsville Capital Improvement Program Funds and Dakota County contribution
<i>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</i>	
<b>Preferred Program Year</b>	
<b>Select one:</b>	2022
<i>Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.</i>	
<b>Additional Program Years:</b>	2019, 2020, 2021
<i>Select all years that are feasible if funding in an earlier year becomes available.</i>	

## Project Information-Roadways

<b>County, City, or Lead Agency</b>	City of Burnsville, Minnesota
<b>Functional Class of Road</b>	A Minor Arterial
<b>Road System</b>	Co. Rd.
<i>TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET</i>	
<b>Road/Route No.</b>	
<i>i.e., 53 for CSAH 53</i>	
<b>Name of Road</b>	Cliff Road
<i>Example; 1st ST., MAIN AVE</i>	
<b>Zip Code where Majority of Work is Being Performed</b>	55337
<b>(Approximate) Begin Construction Date</b>	06/01/2020
<b>(Approximate) End Construction Date</b>	10/30/2020
<b>TERMINI:(Termini listed must be within 0.3 miles of any work)</b>	
<b>From:</b> <b>(Intersection or Address)</b>	Cliff Road and I-35W South Ramp
<b>To:</b> <b>(Intersection or Address)</b>	Cliff Road and Dupont Avenue Intersection
<i>DO NOT INCLUDE LEGAL DESCRIPTION</i>	
<b>Or At</b>	
<b>Primary Types of Work</b>	Bit surf, agg base, lighting, trail, curb and gutter, storm sewer
<i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i>	
<b>BRIDGE/CULVERT PROJECTS (IF APPLICABLE)</b>	

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.*

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

This project is consistent with goals set forth by the Metropolitan Council's 2040 Transportation Policy Plan that include; 1) Safety and security - the regional transportation system is safe and secure for all users. This project will reduce crashes and improve safety for passenger and freight vehicles that use this intersection. 2) Access to destinations - people and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations through the region and beyond. This project will increase travel time reliability and increase access to a heavy industrial area directly adjacent to I-35W. 3) Competitive Economy - the regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state. This project increases attraction for new businesses and business redevelopment by providing increased and safer access to an industrial area directly adjacent a major highway.

*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 Plans:

2030 Comprehensive Plan: Kenwood Trail extension project linking the TH 13/CSAH 5/Kenwood Trail interchange with the I-35W/Cliff Road interchange on a new alignment. The Cliff Road at I-35W South Ramps Improvement Project shows a relocation of the intersection of Cliff Road W (CSAH 32) & I-35W South ramps to the south to connect to the future Cliff Road extension & provide an efficient, functional roadway system.

City leaders have been seeking opportunities to redevelop the MRQ. A number of initiatives, partnerships, legislative action & other efforts have increased the potential for redeveloping this area including:

- Use of Dakota County CDA and Host Community Grants to help reconstruct internal street systems in this area: 126th St/Dupont Ave/Lady Bird Lane/Cliff Road
- MRQ Soil Remediation Program used public & private partnerships for soil remediation on several properties in the area
- TH13/CSAH 5 Interchange Improvements completed by City, County & MnDOT
- Tax Increment Financing Assistance for soil correction of area properties

## Dakota County's 2030 Transportation Plan Goals

1) Management to increase transportation system efficiently, improve safety & maximize existing highway capacity. This project will increase transportation system efficiency by improving access between the MRQ & the I-35W southbound

List the applicable documents and pages:

corridor. This project is also addressing an intersection with current safety concerns like crashes, sight lines, and horizontal & vertical curvature issues. 2) Replace deficient elements of the system. The proposed roundabout will improve levels of service for both existing (2014) & future (2035) AM & PM service from failing to acceptable levels. 3) Improvement & expansion of transportation corridors. This project moves the existing I-35W southbound access ramps intersection south to provide for adequate stopping distance (640') from where the max queue ends, otherwise not currently provided.

#### State Plans:

The future vision on I-35W is to close the existing Black Dog Road & Cliff Road interchanges and construct a new interchange north of Cliff Road. This project is a 'current need' improvement that does not preclude this future vision from occurring and will be preserved and tie into the frontage road system that will need to be constructed as part of the interchange closures & new construction. No funding is currently available for MnDOT to close the existing interchanges & construct new. It is unknown when funding will become available

*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 elements in more than one funding application 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.

**Roadway Expansion:** \$1,000,000 to \$7,000,000

**Roadway Reconstruction/ Modernization Modernization and Spot Mobility:** \$1,000,000 to \$7,000,000

**Traffic Management Technologies (Roadway System Management):** \$250,000 to \$7,000,000

**Bridges Rehabilitation/ Replacement:** \$1,000,000 to \$7,000,000

**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**

12/30/2016

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**

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## Roadways Including Multimodal Elements

1. All roadway and bridge projects must be identified as a principal arterial (non-freeway facilities only) or A-minor arterial as shown on the latest TAB approved roadway functional classification map.

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

### Roadway Expansion and Reconstruction/Modernization and Spot Mobility projects only:

2. The project must be designed to meet 10-ton load limit standards.

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

### Bridge Rehabilitation/Replacement projects only:

3. Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

4. The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

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

5. The length of the bridge must equal or exceed 20 feet.

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

6. The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

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

### Roadway Expansion, Reconstruction/Modernization and Spot Mobility, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process.

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

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## Requirements - Roadways Including Multimodal Elements

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### Specific Roadway Elements

#### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$225,000.00
Removals (approx. 5% of total cost)	\$360,000.00
Roadway (grading, borrow, etc.)	\$303,000.00



Roadway (aggregates and paving)	\$900,000.00
Subgrade Correction (muck)	\$41,000.00
Storm Sewer	\$200,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$230,000.00
Traffic Control	\$85,000.00
Striping	\$50,000.00
Signing	\$30,000.00
Lighting	\$150,000.00
Turf - Erosion & Landscaping	\$92,000.00
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	\$400,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$3,066,000.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$40,000.00
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)	\$70,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$100,000.00
Other Bicycle and Pedestrian Elements	\$0.00

Totals

\$225,000.00

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## 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
<b>Totals</b>	<b>\$0.00</b>

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## 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

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## Totals

Total Cost	\$3,291,000.00
Construction Cost Total	\$3,291,000.00
Transit Operating Cost Total	\$0.00

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## Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	Highway 13
Adjacent Parallel Corridor Start and End Points:	
Start Point:	Washburn Avenue S
End Point:	Highway 13
Free-Flow Travel Speed:	50

The Free-Flow Travel Speed is black number.

Peak Hour Travel Speed: 37

The Peak-Hour Travel Speed is red number.

Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation): 26.0%

Upload the "Level of Congestion" map: 1531455631437\_Level of Congestion Map.pdf

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## Principal Arterial Intersection Conversion Study:

Proposed at-grade project that reduces delay at a High Priority Intersection:

(65 Points)

Proposed at-grade project that reduces delay at a Medium Priority Intersection:

(55 Points)

Proposed at-grade project that reduces delay at a Low Priority Intersection:

(45 Points)

Not listed as a priority in the study: Yes

(0 Points)

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## Congestion Management and Safety Plan IV:

Proposed at-grade project that reduces delay at a CMSP opportunity area:

(65 Points)

Not listed as a CMSP priority location: Yes

(0 Points)

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## Measure B: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1 Mile: 11834

Existing Manufacturing/Distribution-Related Employment within 1 Mile: 2807

Existing Post-Secondary Students within 1 Mile: 145

Upload Map 1531257400545\_Cliff\_I35WS\_Econ\_Map.pdf

Please upload attachment in PDF form.

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## Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the Regional Truck Corridor Study:

Along Tier 1:

Along Tier 2:

Along Tier 3:

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: Yes

None of the tiers:

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## Measure A: Current Daily Person Throughput

Location	Cliff Road (CSAH 32)
Current AADT Volume	16100
Existing Transit Routes on the Project	460, 464, 465, 467, 491
<i>For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).</i>	
Upload Transit Connections Map	1531257776670_Cliff_I35WS_Transit_Map.pdf
<i>Please upload attachment in PDF form.</i>	

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## Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	20930.0

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## Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume

If checked, METC Staff will provide Forecast (2040) ADT volume

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume	2040 Dakota County Comprehensive Plan
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Forecast (2040) ADT volume	21100
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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:**

Yes

(up to 60% of maximum score )

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

(up to 40% of maximum score )

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

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

This project addresses immediate safety and operation issues but also serves a long-term goal of the City's to redevelop the MRQ. This project has been extensively discussed with the public, property owners, and agencies during development of the MRQ vision. This project specifically, and the MRQ vision has been given much attention at public input sessions for the last two comprehensive plan updates. In addition, the city has been successful working with property owners to establish end use plans and identify right-of-way as part of platting associated with the implementation.

**Response:**

A number of initiatives, partnerships, legislative actions have increased potential for redeveloping this area including; Use of Dakota County CDA and Host Community Grants to help reconstruct internal streets, MRQ Soil Remediation Program, TH13/CSAH 5 Interchange Improvements completed by the City, County and MnDOT, TIF Assistance for soil correction of area properties.

This project has MnDOT support and ties into their future vision of I-35W for this area which is to close the Black Dog Road and Cliff Road interchanges and construct a new interchange north of Cliff Road. This project is a "current need" improvement that would be preserved and tie into a future frontage road system as part of future interchange closures and new interchange construction.

*(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.*

This project is located in a census tract above the regional average for population in poverty or population of color. Benefits to all populations will be seen through improved safety, access to destinations, travel time reliability, and leveraging redevelopment plans.

Burnsville's business economy is strong. More people commute to work in Burnsville than live in Burnsville and work elsewhere. This is a primary reason why gateways such as the Cliff Road at I-35W South Ramp need to provide safe and efficient through routes with trip time reliability to the surrounding job concentration centers. Its estimate in 2014 was 31,500 jobs, based on the 5-year American Community Survey. This project serves connection to 12,384 jobs within a one-mile radius, accounting for 40 percent of the city's workforce.

**Response:**

Burnsville is home to the Minnesota Valley Transit Authority (MVTA) providing public transportation for seven suburbs located approximately 15 miles south of Minneapolis and St. Paul: Apple Valley, Burnsville, Eagan, and Rosemount in Dakota County, Savage, Prior Lake and Shakopee in Scott County. MVTA route 491 (reverse commute) bus route, connecting Downtown Minneapolis, Prior Lake, Shakopee, and Eagan to job concentration centers in Burnsville utilizes this exit and will therefor benefit from improved transit time reliability.

This project serves an immediate need that benefits the local economy and work force while setting the stage for future growth. The MRQ will be the largest redevelopment project in Burnsville's history and will allow for major growth in companies and employment. The vision is to create a unique

waterfront-oriented mixed-use area that provides a major employment center, attracts business campus and office/showroom uses, offers waterfront living opportunities (riverfront and lakefront), creates unique recreation opportunities, and reestablishes the natural resource link between the Minnesota River Valley and the rest of the Burnsville community. A new public riverfront park, public trails (connecting regional trail systems), natural open space areas, and a golf course will be provided along the Minnesota River with public beach and recreation facilities to be developed adjoining the quarry lake.

Fundamental characteristics of the area that support high quality redevelopment are market strengths that include:

- Ease of access afforded by adjacency to Interstate 35W
- Future lake amenity
- Proximity to the Minnesota River
- Access to regional bicycle networks
- Freeway visibility » Access to rail

The inclusion of bicycle and pedestrian trails will begin to develop connectivity and access to area businesses as well as local and regional trails.

*(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

No permanent negative impacts are anticipated with this project.

Temporary impacts the city recognizes are related to accessibility during construction of the project. Access to adjacent industrial properties and I-35W will be maintained at all times. Due to the new alignment of Cliff Road (CSAH 32) much of this project can be constructed prior to removing the existing infrastructure. This will result in minimal construction under traffic and a shorter period of time in which construction disrupts traffic flow. Construction staging will be discussed the nearby industrial properties to understand and mitigate impacts to their freight routes and times.

**Response:**

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

**Upload Map**

1531257976763\_Cliff\_I35WS\_SocioEcon\_Map.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	10998.0	1.0	98.0	98.0

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## Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.4

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## Affordable Housing Scoring

Total Project Length (Miles) or Population 10998.0

Total Housing Score 98.0

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## Affordable Housing Scoring

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## Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1979	0.4	791.6	1979.0
	<b>0</b>	<b>792</b>	<b>1979</b>

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## Total Project Length

Total Project Length (as entered in "Project Information" form) 0.4

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## Average Construction Year

Weighted Year 1979

---

## Total Segment Length (Miles)

Total Segment Length 0.4

---

## Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements: Yes

**Response:**

Two crashes (2016-2018) were reported and near misses are common in field observations. Right angle crashes and near misses are occurring because left turning vehicles are forced to make movements into high levels and speeds of traffic with sightline constraints. These conditions are challenging for freight trucks. When exiting I-35W southbound, the existing intersection comes up quickly. Approximately 800 feet of stopping distance for vehicle speeds of 65+ mph. Trucks southbound have to take an abrupt right-turn to access the MRQ. A roundabout will remove these challenges and increase safety and trip time reliability for freight.

*(Limit 700 characters; approximately 100 words)*

**Improved clear zones or sight lines:**

Yes

The exit ramp is higher elevation at the gore of the freeway and dips down and comes back up before the intersection, making sight lines challenging for eastbound vehicles. It is hard to tell if a vehicle is exiting the freeway until they are already part way on the off ramp. It has been observed that eastbound left turning vehicles are having a hard time judging proper gaps in traffic and making risky behavior to cross the intersection causing near misses. The south leg of the intersection which falls on a horizontal curve of Cliff Road W (CSAH 32) under the I-35W south bridge. It is hard for eastbound vehicles to see northbound approaching vehicles because of the horizontal curvature.

**Response:**

*(Limit 700 characters; approximately 100 words)*

**Improved roadway geometrics:**

Yes

**Response:**

The intersection is currently a thru-stop control. Entering ramp traffic from the west on Cliff Road is required to stop, and exiting and entering ramp traffic from the north and south are free-flowing. It is unconventional to have an intersection so close to a freeway exit point. Relocation of the intersection will allow for the extension of Cliff Road W (CSAH 32) and squaring up of the intersection for safer access between the industrial area and I-35W. The roundabout control operates at acceptable levels for the existing year (2014) and future year (2035). Queue lengths for both the existing year (2014) and future year (2035) are acceptable and do not impact operations on mainline I-35W.

*(Limit 700 characters; approximately 100 words)*

**Access management enhancements:**

Yes

The extension of CSAH 32 will include a median restricting full access to adjacent properties. This will force primary access to occur from the north off Cliff Road W as it is today. Restricted access along the CSAH 32 extension will avoid allowing the problematic left turns, that are occurring today, at this location. A northbound free right turn off Dupont Ave to the Cliff Road W extension will provide for continuous and ease of movement for high volume truck traffic accessing I-35W from south of the railroad tracks. This will also address the current issue of trucks attempting to access or exit industrial properties along Cliff Road W during peak hour backups extending to Dupont Ave.

**Response:**

*(Limit 700 characters; approximately 100 words)*

**Vertical/horizontal alignment improvements:**

Yes

**Response:**

The project will construction a new alignment of Cliff Road W (CSAH 32) from the I-35W bridge to Dupont Avenue. The new alignment allows for relocation of the Cliff Road W (CSAH 32) and I-35W south ramp intersection to the south of its existing location, which will eliminate existing vertical and horizontal curve deficiencies at the existing intersection. There have been several crashes and near misses occurring over the past several years due to the horizontal and vertical curvature of the north and south legs of the intersection. The eastbound vehicles also have decreased sight lines due to curvature of the north and south legs.

*(Limit 700 characters; approximately 100 words)*

**Improved stormwater mitigation:**

Yes

This project will include curb and gutter for stormwater control and tie into the existing system at each extent of the project. This project is in the City's wellhead protection area and infiltration is prohibited here.

**Response:**

*(Limit 700 characters; approximately 100 words)*

**Signals/lighting upgrades:**

Yes

Currently, there is only intersection lighting at the Cliff Road and I-35W south ramp intersection. The proposed project would include incorporating a continuous roadway lighting system along the new alignment of Cliff Road and Dupont Ave S.

**Response:**

This project will install a Rectangular Rapid Flashing Beacon (RRFB) to make vehicles aware of the trail crossing on the north leg of the roundabout.

*(Limit 700 characters; approximately 100 words)*

**Other Improvements**

Yes

Response:

The project will extend pedestrian facilities in the project area. Currently, there is a city trail that ends at the thru-stop intersection. Project improvements will construct a sidewalk/trail along the new alignment of Cliff Road. This will extend the City of Burnsville's existing trail system and ensure connection to area businesses and local and regional trail facilities. Extension of the pedestrian and bicycle system and providing safe and efficient traffic operations supports the city's long-term goal of redeveloping the MRQ.

(Limit 700 characters; approximately 100 words)

### Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/Vehicle)	Total Peak Hour Delay Reduced by Project (Seconds/Vehicle)	Volume (Vehicles per hour)	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
6.0	19.0	-13	1520	-19760		15313680648 28_Combined Reports.pdf

### Vehicle Delay Reduced

Total Peak Hour Delay Reduced -19760

### Measure B: Roadway projects that do not include new roadway segments or railroad grade-separation elements

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
1.49	1.6	-0.11
1	2	0

---

## Total

Total Emissions Reduced: -0.11

Upload Synchro Report 1531368693500\_Combined Synchro Reports.pdf

*Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)*

---

## Measure B: Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements (for Roadway Expansion applications only):

Total (CO, NOX, and VOC)  
Peak Hour Emissions  
without the Project  
(Kilograms):

0

Total (CO, NOX, and VOC)  
Peak Hour Emissions with  
the Project (Kilograms):

0

Total (CO, NOX, and VOC)  
Peak Hour Emissions  
Reduced by the Project  
(Kilograms):

0

---

## Total Parallel Roadway

Emissions Reduced on Parallel Roadways 0

Upload Synchro Report

*Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)*

---

## New Roadway Portion:

Cruise speed in miles per hour with the project: 0

Vehicle miles traveled with the project: 0

Total delay in hours with the project: 0

Total stops in vehicles per hour with the project: 0

Fuel consumption in gallons: 0

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or  
Produced on New Roadway (Kilograms): 0

EXPLANATION of methodology and assumptions used:(Limit  
1,400 characters; approximately 200 words)

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the  
Project (Kilograms): 0.0

---

## Measure B: Roadway projects that include railroad grade-separation elements

Cruise speed in miles per hour without the project: 0

Vehicle miles traveled without the project: 0

Total delay in hours without the project:	0
Total stops in vehicles per hour without the project:	0
Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	0
Fuel consumption in gallons (F2)	0
Fuel consumption in gallons (F3)	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	

## Measure A: Roadway Projects that do not Include Railroad Grade-Separation Elements

### Crash Modification Factor Used:

Crash modification factors used include; conversion of intersection into single-lane roundabout.

*(Limit 700 Characters; approximately 100 words)*

### Rationale for Crash Modification Selected:

The crash modification factors selected for the proposed improvement are reflective upon the improvements to be made. The existing sidestreet stop-controlled intersection is proposed to be realigned and converted to a single-lane, three-legged intersection.

*(Limit 1400 Characters; approximately 200 words)*

### Project Benefit (\$) from B/C Ratio

\$0.11

### Worksheet Attachment

1531368814515\_benefitcost2015.pdf

*Please upload attachment in PDF form.*

## Roadway projects that include railroad grade-separation elements:

Current AADT volume:	0
Average daily trains:	0
Crash Risk Exposure eliminated:	0

## Measure A: Multimodal Elements and Existing Connections



The project will extend existing pedestrian facilities into the project area. Currently, there is a city trail that ends on the east side of the thru-stop intersection with no marked pedestrian crossings. This project will move the trail crossing to the roundabout intersection, with a marked crosswalk and intersection lighting, and build an extension along the new alignment of Cliff Road. This will connect the adjacent industrial sites, under I-35W, to a MVTA Transit stop just over a quarter mile east of the roundabout intersection. This transit stop serves route 421, which is a local route between the Burnsville MVTA station and Savage. Amenities within a half-mile walking distance of the transit stop include Cliff Fen Park, Holiday Gas Station, and the MVTA Transit Station. The trail connection as part of this project makes a direct connection for the surrounding 12,384 jobs (within one mile) to access the MVTA transit service.

**Response:**

This project has a direct connection to the I-35W S regional transitway, which is utilized by several transit routes facilitating the 460, 464, 465, and 467 Orange Line routes connecting the south metro area to Minneapolis and St. Paul. As development occurs, so will the need to extend transit connections into this northwest quadrant of the I-35W and Highway 13 interchange. Cliff Road W (CSAH 32) is one of few access points into the largest redeveloping sites within the City of Burnsville. The proposed roundabout intersection will be able to safely and efficiently accommodate transit connections with future demand.

The new trail extension will fill a gap in a Tier 1 RBTN Priority Corridor. Planned improvements assist in filling gaps within this high priority corridor ultimately providing access to jobs, services, and existing local and regional trail facilities, including

the Minnesota River Greenway. Future development plans for the MRQ include a comprehensive pedestrian and bicycle system that provides for a walkable and healthy community that connects into the recreational opportunities offered by the Minnesota River corridor.

(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. Yes

100%

**Attach Layout**

1531454573421\_Layout-(7-10-2018) w LOS.pdf.pdf

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.

50%

**Attach Layout**

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

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

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

25%

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

0%

Anticipated date or date of acquisition

**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): \$3,291,000.00

<b>Enter Amount of the Noise Walls:</b>	\$0.00
<b>Total Project Cost subtract the amount of the noise walls:</b>	\$3,291,000.00
<b>Points Awarded in Previous Criteria</b>	
<b>Cost Effectiveness</b>	\$0.00

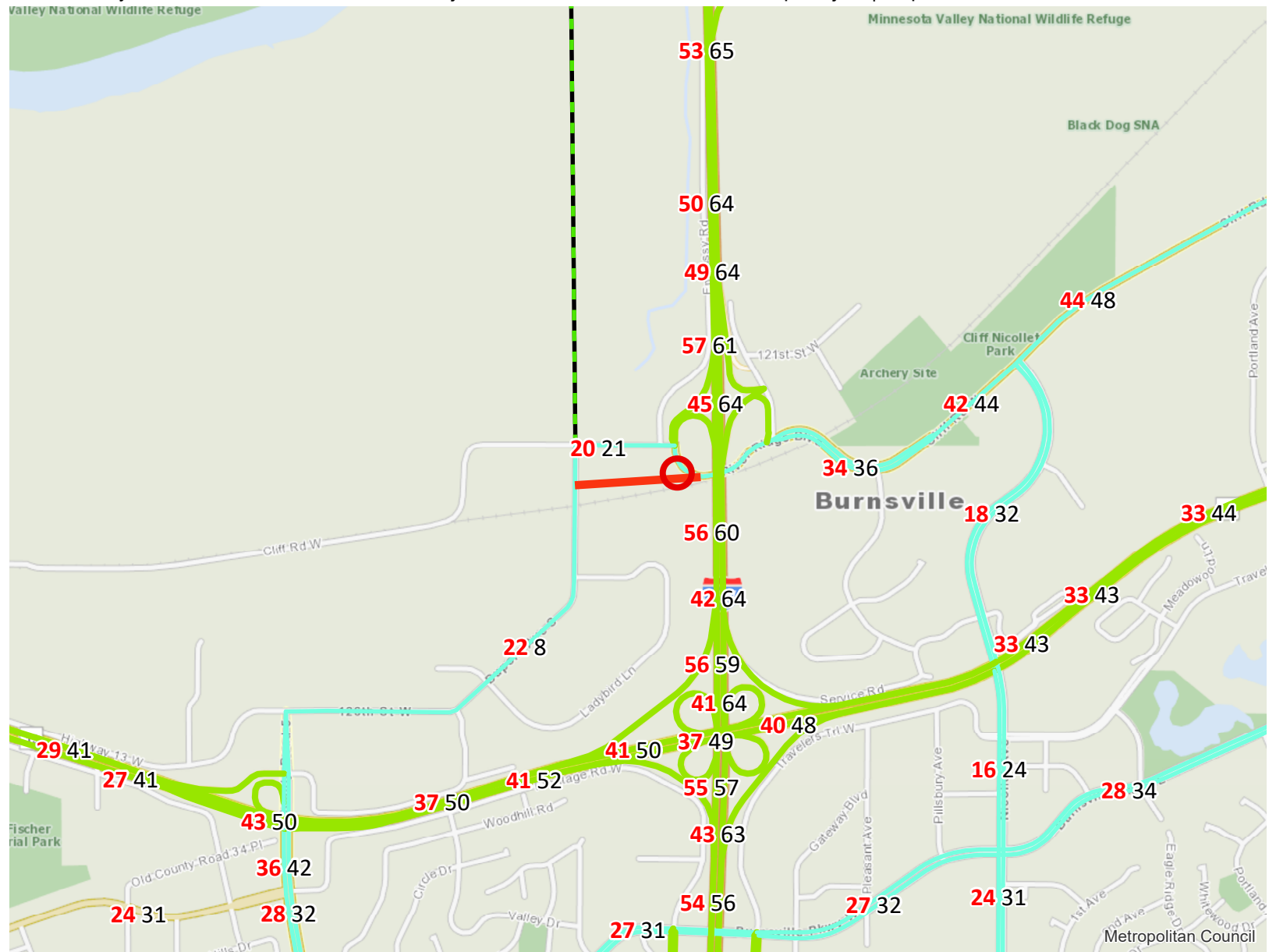
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## Other Attachments

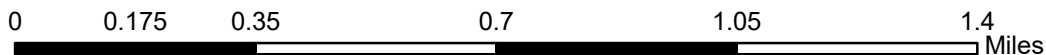
<b>File Name</b>	<b>Description</b>	<b>File Size</b>
2_Layout-(7-10-2018).pdf.pdf	Project Layout	3.2 MB
3_existing conditions.pdf	Existing Conditions Aerial	3.1 MB
4_Existing Conditions Photos.pdf	Existing Conditions Photos	4.6 MB
5_Freight Generating Facilities_8.5x11.pdf	Freight generating facilities in the MRQ	374 KB
6_Potential Redevelopment Area.pdf	Potential redevelopment areas in the MRQ	3.1 MB
7_MRQ map.pdf	MRQ Master Plan	1.4 MB
8_Official ROW map 8.5x11.pdf	Official ROW Map	809 KB
9_Combined Letters of Support.pdf	Combined Letters of Support	977 KB
Cliff_I35WS_Combined Project Information Maps Generated.pdf	Combined Project Information Maps Generated	5.6 MB
Resolution 2018-6565.pdf	City Supporting Resolution	58 KB

# Level of Congestion

Roadway Reconstruction/Modernization Project: Cliff Road at I-35W South Ramp Project | Map ID: 1531189873222



- Project Points
- Principal Arterials
- Principal Arterials Planned
- Project
- A Minor Arterials
- A Minor Arterials Planned



Created: 7/9/2018  
LandscapeRSA1



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

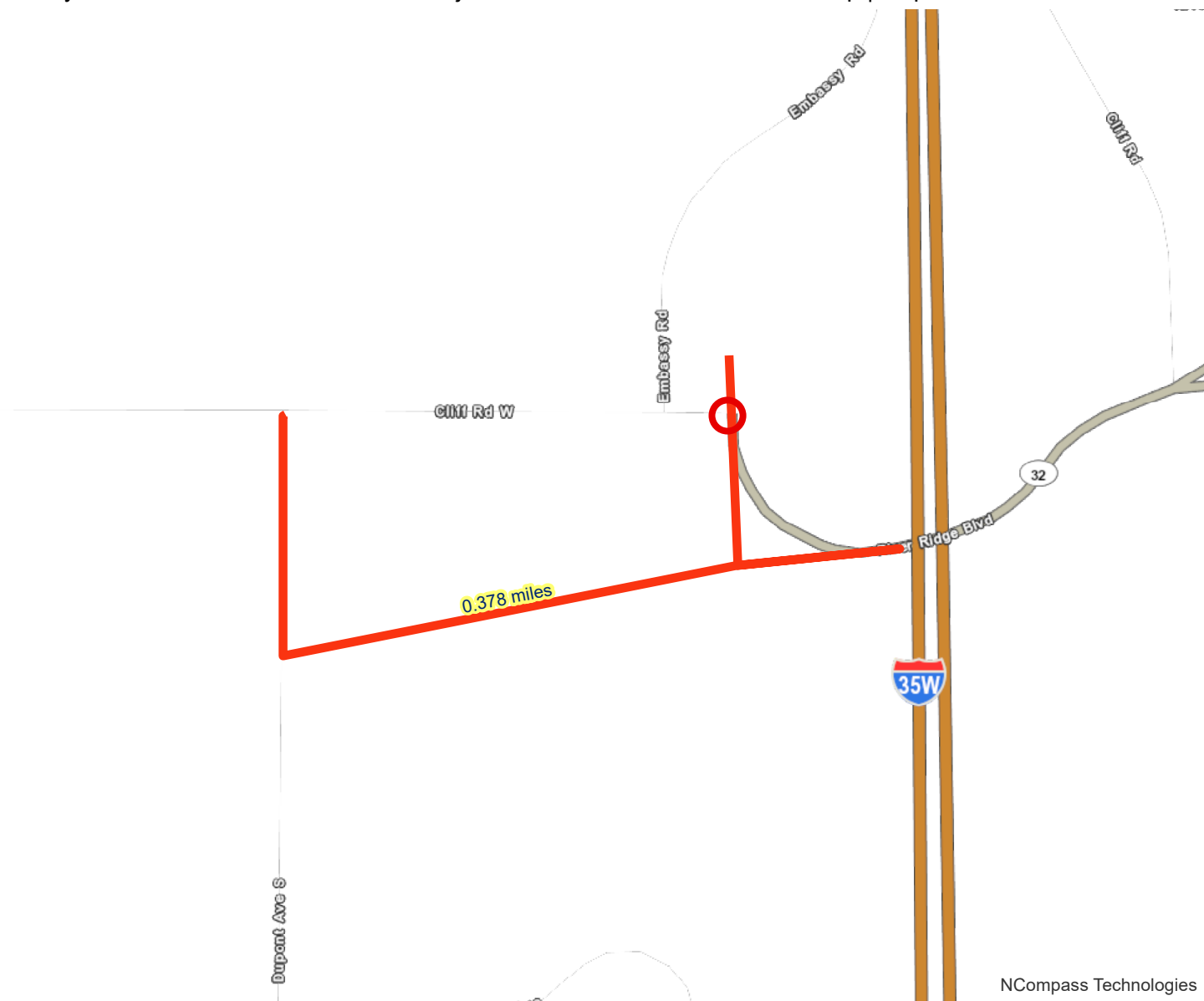






# Regional Economy

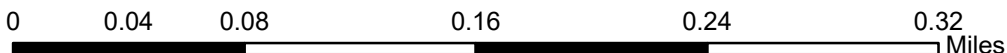
## Results

**WITHIN ONE MI** of project:  
Postsecondary Students: 145

Totals by City:  
**Burnsville**  
Population: 10998  
Employment: 11834  
Mfg and Dist Employment: 2807



-  Project Points
-  Project
-  Manufacturing/Distribution Centers
-  Job Concentration Centers



Created: 6/12/2018  
LandscapeRSA5



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



# Transit Connections

Roadway Reconstruction/Modernization Project: Cliff Road at I-35W South Ramp | Map ID: 1528829764746

## Results

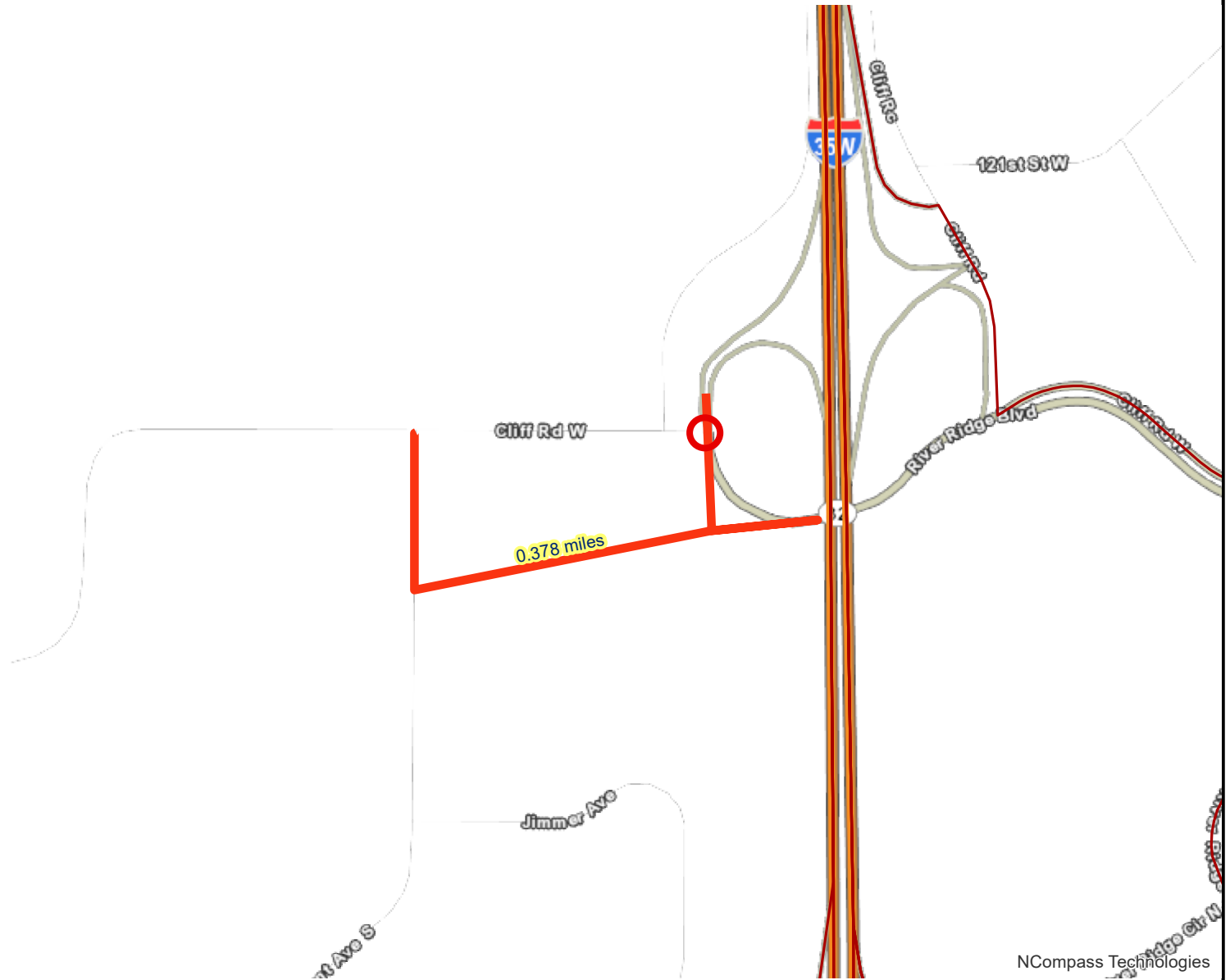
Transit with a Direct Connection to project:

460 464 465 467 491

\*Orange Line

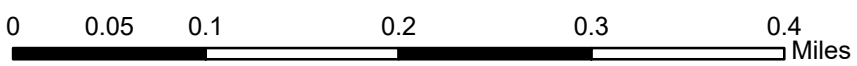
\*Orange Line

*\*indicates Planned Alignments*



NCompass Technologies

- Project Points
  - Active Stop
  - Project
  - Transit Routes
  - Orange Line
- ### Planned Transitway Alignments



Created: 6/12/2018  
LandscapeRSA3



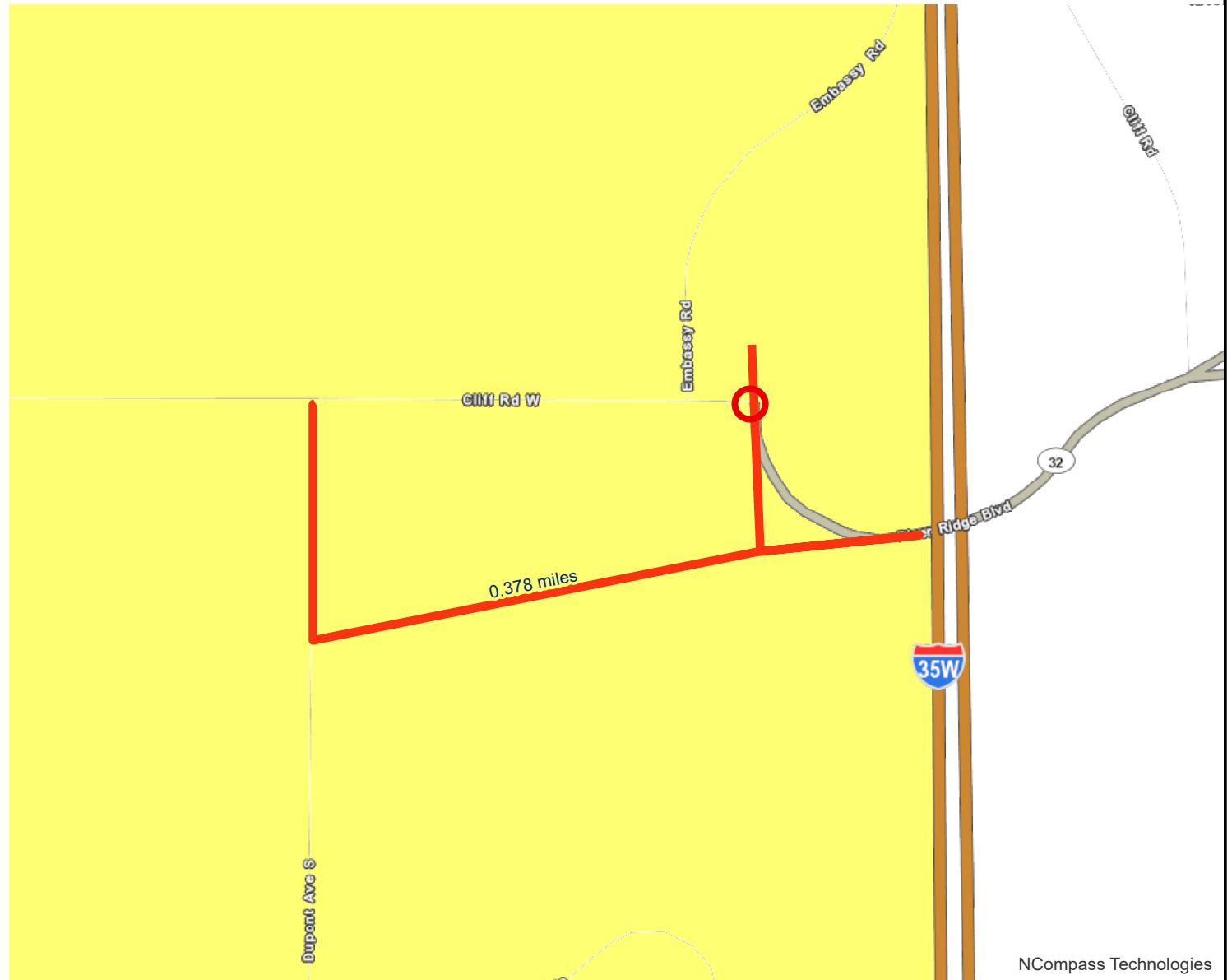
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



# Socio-Economic Conditions

## Results

Project census tracts are above the regional average for population in poverty or population of color:  
(0 to 18 Points)



NCompass Technologies

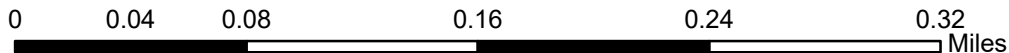
Project Points

Project

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty




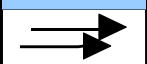



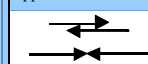
Created: 6/12/2018  
LandscapeRSA2



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





HSIP worksheet		Control Section	T.H. / Roadway	Location			Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
			I-35W	SB On/Off Ramp at Cliff Rd					Dakota Co.	1/1/2013	12/31/2015
		Description of Proposed Work		Move existing intersection south, construct single lane roundabout							
Accident Diagram Codes		1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction		6, 90, 99		
									Pedestrian	Other	Total
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A									
		B									
		C			1						1
Property Damage	PD				1					1	
% Change in Crashes <small>*Use Desktop Reference for Crash Reduction Factors</small>	Fatal	F									
	PI	A									
		B									
		C			-100%						
Property Damage	PD				-100%						
Change in Crashes <small>= No. of crashes X % change in crashes</small>	Fatal	F									
	PI	A									
		B									
		C			-1.00						-1.00
Property Damage	PD				-1.00					-1.00	
Year (Safety Improvement Construction)		2022									
Project Cost (exclude Right of Way)		\$ 4,600,000		Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit			
Right of Way Costs (optional)				F			\$ 1,140,000				
Traffic Growth Factor		3.0%		A			\$ 570,000				
Capital Recovery				B			\$ 170,000				
1. Discount Rate		5%		C	-1.00	-0.33	\$ 83,000	\$ 27,692			
2. Project Service Life (n)		20		PD	-1.00	-0.33	\$ 7,600	\$ 2,536			
				Total			\$ 30,228				

**B/C= 0.11**

Using present worth values,

**B= \$ 528,799**

**C= \$ 4,600,000**

See "Calculations" sheet for amortization.

Office of Traffic, Safety and Technology  
August 2015

# HCM 6th Roundabout

6:

07/03/2018

Intersection			
Intersection Delay, s/veh	18.6		
Intersection LOS	C		
Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	256	484	912
Demand Flow Rate, veh/h	262	493	930
Vehicles Circulating, veh/h	737	27	266
Vehicles Exiting, veh/h	459	972	254
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	11.4	6.1	27.3
Approach LOS	B	A	D
Lane	Left	Left	Left
Designated Moves	LT	LTR	LR
Assumed Moves	LT	LTR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	262	493	930
Cap Entry Lane, veh/h	651	1342	1052
Entry HV Adj Factor	0.979	0.981	0.981
Flow Entry, veh/h	256	484	912
Cap Entry, veh/h	637	1317	1032
V/C Ratio	0.403	0.367	0.884
Control Delay, s/veh	11.4	6.1	27.3
LOS	B	A	D
95th %tile Queue, veh	2	2	12

---

6:

---

Direction	All
Future Volume (vph)	1520
Total Delay / Veh (s/v)	0
CO Emissions (kg)	1.12
NOx Emissions (kg)	0.22
VOC Emissions (kg)	0.26

---

6:

---

Direction	All
Future Volume (vph)	1520
Total Delay / Veh (s/v)	6
CO Emissions (kg)	1.05
NOx Emissions (kg)	0.20
VOC Emissions (kg)	0.24



## CMF / CRF Details

**CMF ID: 4924**

**Conversion of intersection into single-lane roundabout**

**Description: Conversion of intersection into single-lane roundabout**

**Prior Condition: The intersection was operating under no control, yield, TWSC, AWSC, or signal control.**

**Category: Intersection geometry**

**Study: [Evaluation of Roundabout Safety, Qin et al., 2013](#)**

**Star Quality Rating:**



[\[View score details\]](#)

### Crash Modification Factor (CMF)

**Value:** 0.64

**Adjusted Standard Error:**

**Unadjusted Standard Error:** 0.123

### Crash Reduction Factor (CRF)

**Value:** 35.98 (This value indicates a **decrease** in crashes)

**Adjusted Standard Error:**

<b>Unadjusted Standard Error:</b>	12.3
-----------------------------------	------

<b>Applicability</b>	
----------------------	--

<b>Crash Type:</b>	All
<b>Crash Severity:</b>	All
<b>Roadway Types:</b>	Not specified
<b>Number of Lanes:</b>	2
<b>Road Division Type:</b>	All
<b>Speed Limit:</b>	
<b>Area Type:</b>	All
<b>Traffic Volume:</b>	
<b>Time of Day:</b>	All

<b><i>If countermeasure is intersection-based</i></b>	
---	--

<b>Intersection Type:</b>	Roadway/roadway (not interchange related)
<b>Intersection Geometry:</b>	3-leg,4-leg
<b>Traffic Control:</b>	Other
<b>Major Road Traffic Volume:</b>	6000 (Total) to 21900 (Total) Annual Average Daily Traffic (AADT)
<b>Minor Road Traffic Volume:</b>	

<b>Development Details</b>	
----------------------------	--

<b>Date Range of Data Used:</b>	1994 to 2010
<b>Municipality:</b>	Statewide
<b>State:</b>	WI

<b>Country:</b>	USA
<b>Type of Methodology Used:</b>	Before/after using empirical Bayes or full Bayes
<b>Sample Size Used:</b>	Crashes
<b>Before Sample Size Used:</b>	88 Crashes
<b>After Sample Size Used:</b>	67 Crashes

<b>Other Details</b>	
<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	Aug-01-2013
<b>Comments:</b>	- Study included three-year before and after crash data for each site. - "Traffic Control" included intersections with yield control, two-way stop-control, all-way stop-control, and signal control. - Min, max, avg AADTs are for both major and minor roads.

---

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

*The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.*

# HCM 6th Roundabout

6:

07/03/2018

Intersection			
Intersection Delay, s/veh	18.6		
Intersection LOS	C		
Approach	EB	WB	SB
Entry Lanes	1	1	1
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Approach LOS	B	A	D
Lane	Left	Left	Left
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Assumed Moves	LT	LTR	LR
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Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
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Entry HV Adj Factor	0.979	0.981	0.981
Flow Entry, veh/h	256	484	912
Cap Entry, veh/h	637	1317	1032
V/C Ratio	0.403	0.367	0.884
Control Delay, s/veh	11.4	6.1	27.3
LOS	B	A	D
95th %tile Queue, veh	2	2	12



---

6:

---

Direction	All
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Total Delay / Veh (s/v)	0
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NOx Emissions (kg)	0.22
VOC Emissions (kg)	0.26

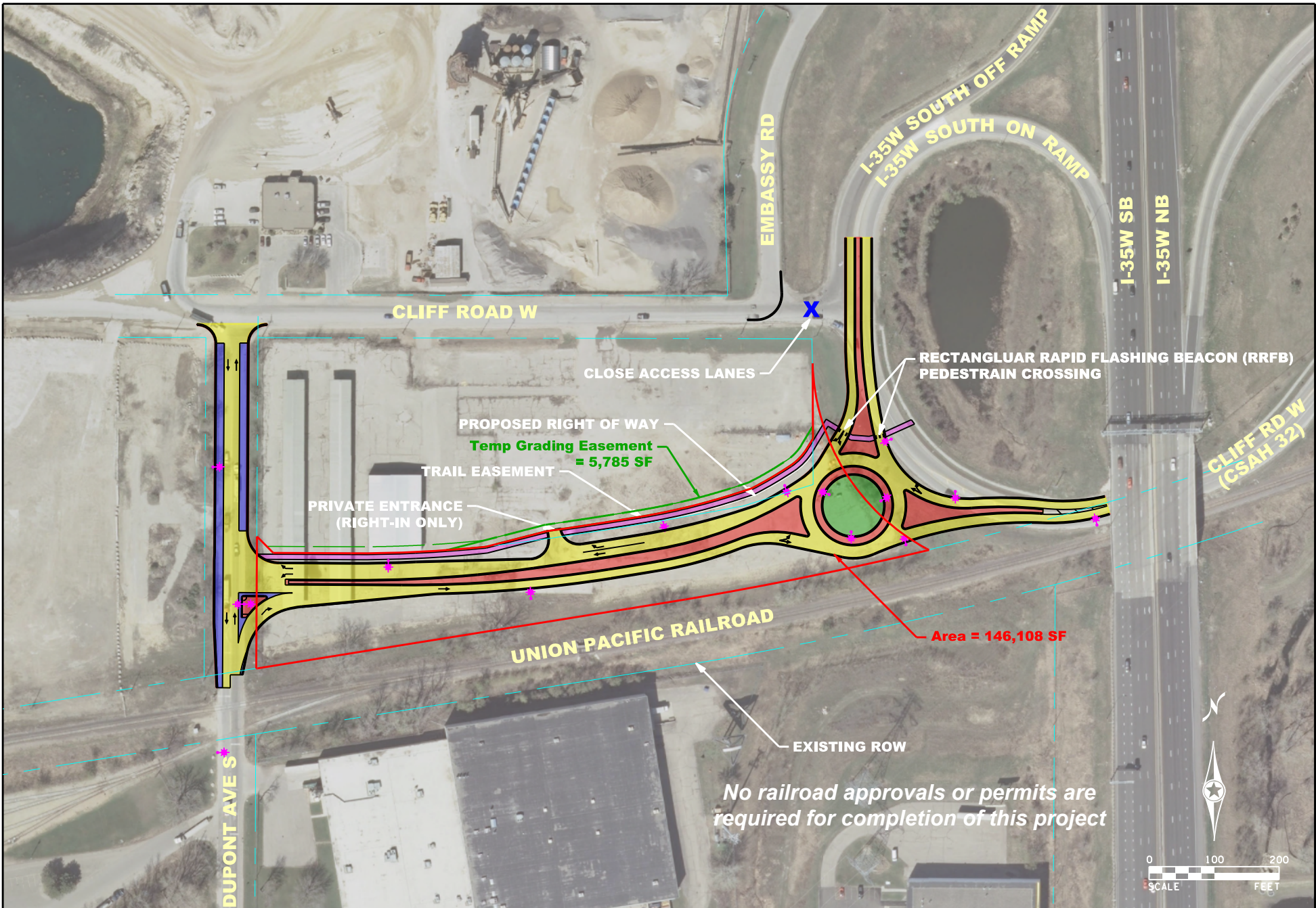
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6:

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Direction	All
Future Volume (vph)	1520
Total Delay / Veh (s/v)	6
CO Emissions (kg)	1.05
NOx Emissions (kg)	0.20
VOC Emissions (kg)	0.24

HSIP worksheet		Control Section	T.H. / Roadway	Location			Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
			I-35W	SB On/Off Ramp at Cliff Rd					Dakota Co.	1/1/2013	12/31/2015
		Description of Proposed Work		Move existing intersection south, construct single lane roundabout							
Accident Diagram Codes		1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction		6, 90, 99		
									Pedestrian	Other	Total
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A									
		B									
		C			1						1
Property Damage	PD				1					1	
% Change in Crashes <small>*Use Desktop Reference for Crash Reduction Factors</small>	Fatal	F									
	PI	A									
		B									
		C			-100%						
Property Damage	PD				-100%						
Change in Crashes <small>= No. of crashes X % change in crashes</small>	Fatal	F									
	PI	A									
		B									
		C			-1.00						-1.00
Property Damage	PD				-1.00					-1.00	
Year (Safety Improvement Construction)		2022									
Project Cost (exclude Right of Way)		\$ 4,600,000		Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit	<div style="border: 1px solid black; padding: 5px; display: inline-block;">B/C= 0.11</div> <i>Using present worth values,</i> <b>B= \$ 528,799</b> <b>C= \$ 4,600,000</b> <i>See "Calculations" sheet for amortization.</i>		
Right of Way Costs (optional)				F			\$ 1,140,000				
Traffic Growth Factor		3.0%		A			\$ 570,000				
Capital Recovery				B			\$ 170,000				
1. Discount Rate		5%		C	-1.00	-0.33	\$ 83,000	\$ 27,692			
2. Project Service Life (n)		20		PD	-1.00	-0.33	\$ 7,600	\$ 2,536			
				Total			\$ 30,228		Office of Traffic, Safety and Technology August 2015		



**FUTURE CSAH 5 EXTENSION WITH ROUNDABOUT (WITH RIGHT TURN LANE)**  
**CLIFF ROAD W (CSAH 32) AT I-35W SOUTH RAMPS**  
**BURNSVILLE, MN**



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

June 8, 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 Cliff**  
**Road/I-35W Ramps Project**

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 Cliff Road/I-35W Ramps project.

As proposed, this project would impact MnDOT right-of-way on I-35W. As the agency with jurisdiction over I-35W, MnDOT will support Burnsville and will allow the improvements proposed in the application for its Cliff Road/I-35W Ramps 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](mailto:Jon.Solberg@state.mn.us) or 651-234-7729.

Sincerely,

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

Scott McBride  
Metro District Engineer

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





Physical Development Division  
Steven C. Mielke, Director

Dakota County  
Western Service Center  
14955 Galaxie Avenue  
Apple Valley, Mn 55124-8579

952.891.7000  
Fax 952.891.7031  
[www.dakotacounty.us](http://www.dakotacounty.us)

Environmental Resources  
*Land Conservation*  
*Groundwater Protection*  
*Surface Water*  
*Waste Regulation*  
*Environmental Initiatives*

Office of Planning

Operations Management  
*Facilities Management*  
*Fleet Management*  
*Parks*

Transportation  
*Highways*  
*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  
Cliff Road (CSAH 32)/I-35W Intersection Project

Dear Ms. Koutsoukos:

Dakota County is aware of and understands the City of Burnsville is submitting a proposed project that includes improvements to the CSAH 32 & I-35W west ramp intersection for federal funding through the Transportation Advisory Board (TAB) Regional Solicitation. The County Board of Commissioners has committed to contribute to the local share of the proposed project, consistent with the County's cost participation policy.

We understand the proposed project includes shifting Cliff Road to the south and constructing a roundabout at the intersection of the I-35W South ramp and Cliff Road. These improvements would be a benefit to Dakota County and daily users of CSAH 32, including for trucks that utilize the intersection daily to move freight.

Dakota County has jurisdiction over CSAH 32 and is committed to operate and maintain this roadway for its useful design life.

Dakota County appreciates efforts to secure funding for the improvements that include CSAH 32, 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

**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

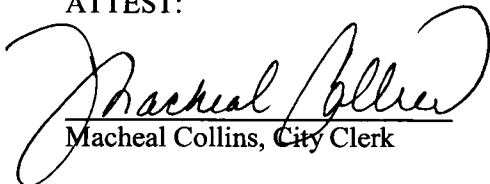
**WHEREAS**, the pedestrian/bicycle grade separation of Trunk Highway 13 at Nicollet Avenue will provide a much safer experience for pedestrians/bicyclists gaining access to the current and future transit and trail facilities in the immediate area.

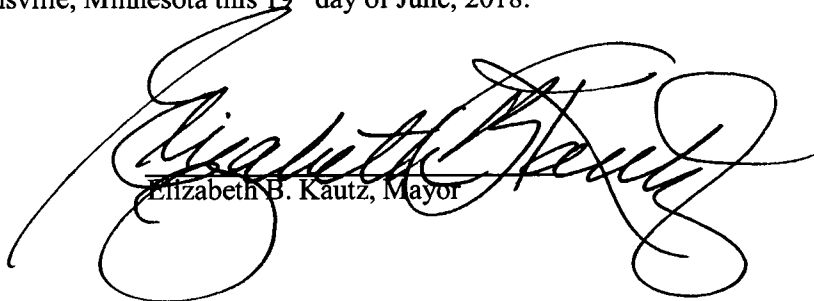
**NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BURNSVILLE AS FOLLOWS; that**

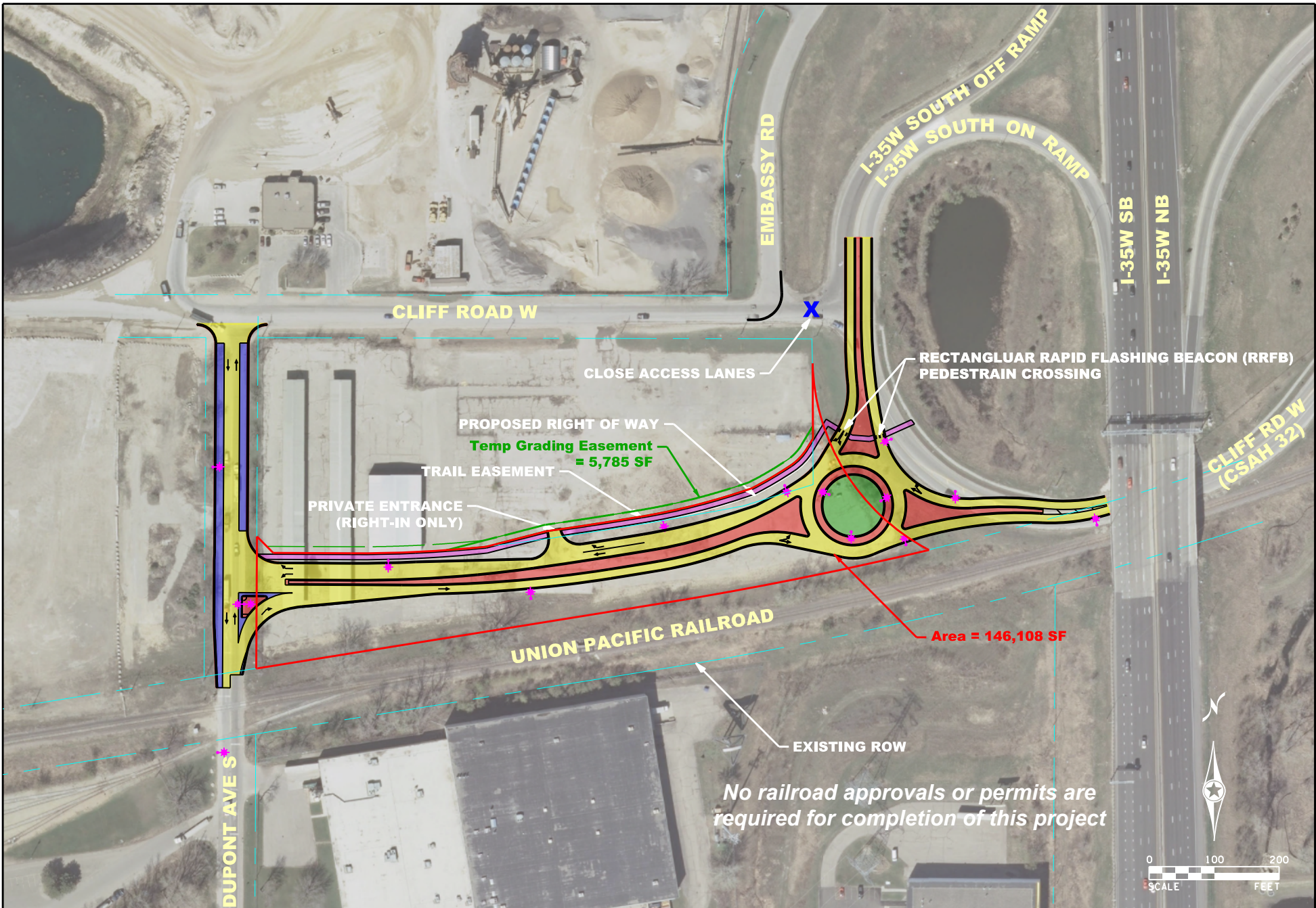
1. The City of Burnsville act as the legal sponsor for the projects supporting the Cliff Road at I35W South Ramp Improvement Project and the Pedestrian/Bicycle Grade Separation of Trunk Highway 13 at Nicollet Avenue and is committed to the required local match.
2. The City of Burnsville has the legal 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 19<sup>th</sup> day of June, 2018.

ATTEST:

  
Macheal Collins, City Clerk

  
Elizabeth B. Kautz, Mayor



**FUTURE CSAH 5 EXTENSION WITH ROUNDABOUT (WITH RIGHT TURN LANE)**  
**CLIFF ROAD W (CSAH 32) AT I-35W SOUTH RAMPS**  
**BURNSVILLE, MN**





**EXISTING CONDITIONS**  
**CLIFF ROAD W (CSAH 32) AT I-35W SOUTH RAMPS**  
**BURNSVILLE, MN**



## Existing Conditions Photos



<https://www.google.com/maps/@44.7826166,-93.2921836,179a,35y,78.38h,44.98t/data=!3m1!1e3>





<https://www.google.com/maps/@44.7830449,-93.2906035,3a,75y,68.17h,79.83t/data=!3m6!1e1!3m4!1syWWh1ZXyCKWqTQVyxnliw!2e0!7i13312!8i6656>




<https://www.google.com/maps/@44.7828333,-93.2901558,3a,60y,321.26h,90t/data=!3m6!1e1!3m4!1s1WxNLyREzDQSRaNwXs8A!2e0!7i13312!8i6656>





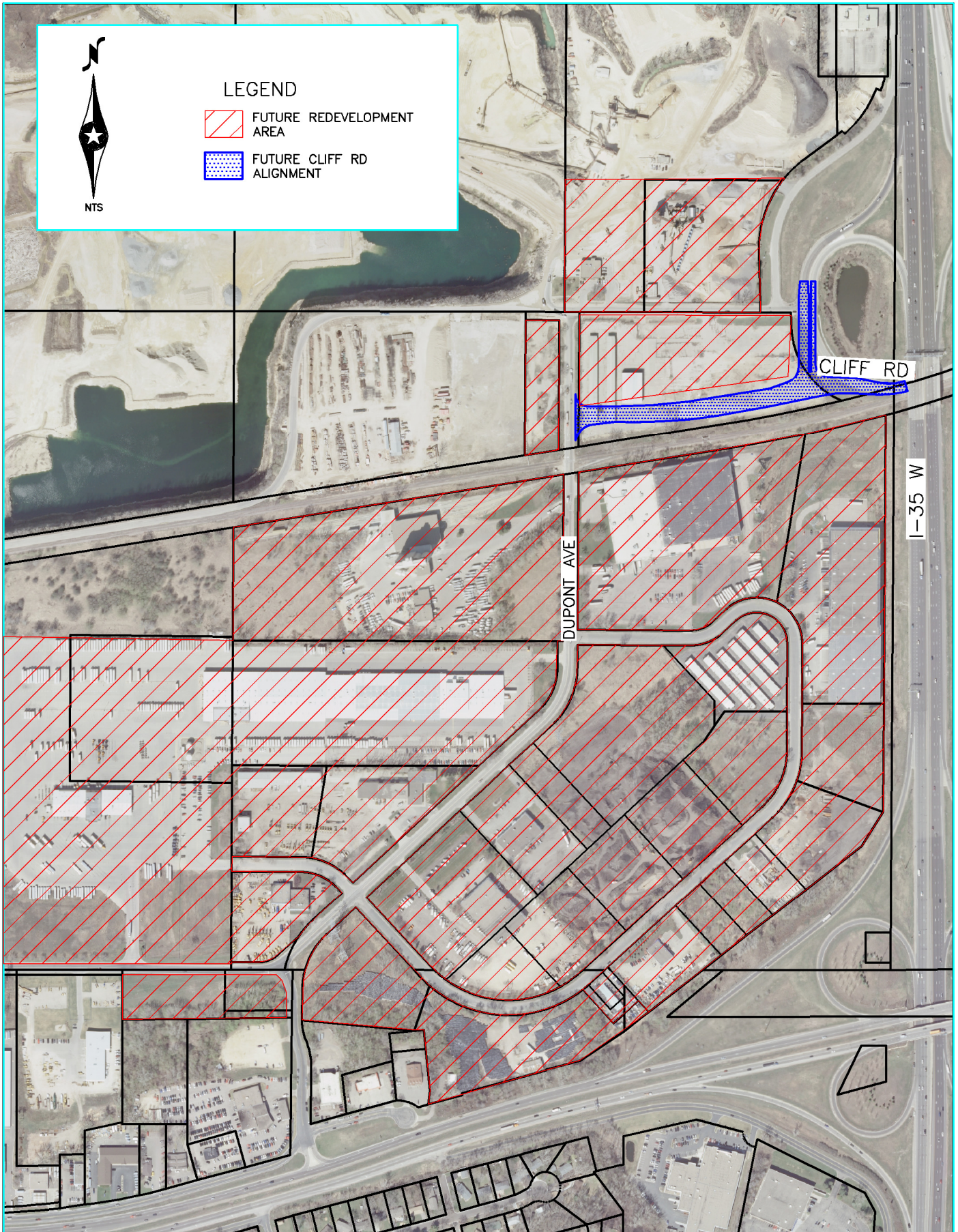






**LEGEND**

-  FUTURE REDEVELOPMENT AREA
-  FUTURE CLIFF RD ALIGNMENT



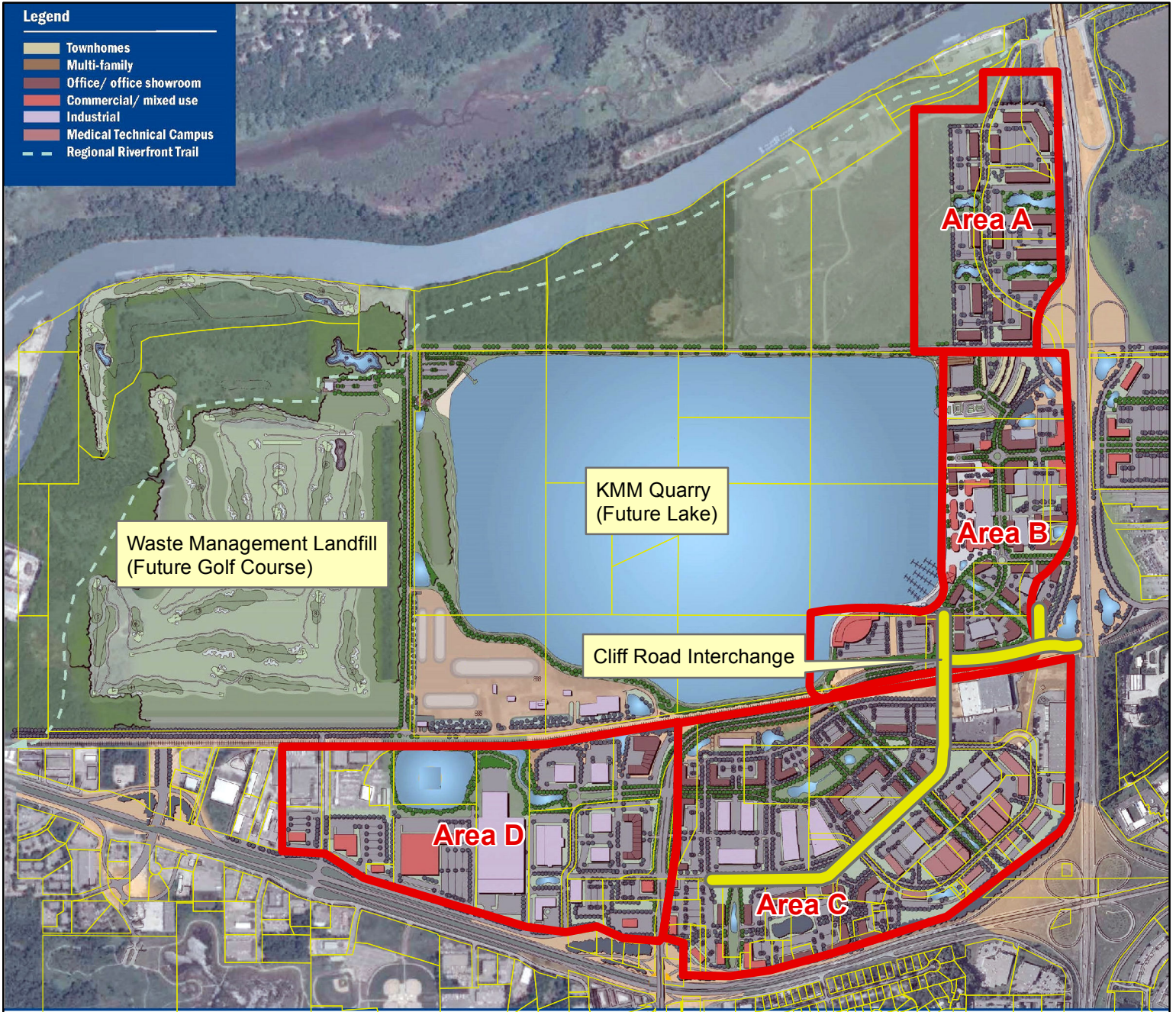
**BOLTON & MENK, INC.**  
 Consulting Engineers & Surveyors  
 MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN WILLMAR, MN  
 CHASKA, MN RAMSEY, MN MAPLEWOOD, MN BAXTER, MN ROCHESTER, MN  
 AMES, IA SPENCER, IA DES MOINES, IA FARGO, ND

**CITY OF BURNSVILLE, MINNESOTA**  
 CLIFF ROAD / I-35 W SOUTH INTERSECTION IMPROVEMENTS  
 POTENTIAL REDEVELOPMENT AREA  
 FEBRUARY, 2015

FIGURE NO. 1

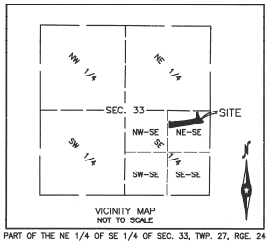


# MINNESOTA RIVER QUADRANT AREA



**MRQ, Uses by District Summary** (in square feet)

	Office/Office Showroom	Commercial/ Mixed-Use	Industrial	Medical Technical Campus	Town homes	Multi-family	Hotel
Area A	-	901,000	160,000	-	160 units	730 units	-
Area B	1,419,642	128,850	-	-	88 units	390 units	775 rooms-suites; 117,600sf
Area C	945,048	82,473	322,932	1,012,937	-	-	-
Area D	247,286	254,936	183,965	-	-	-	-
<b>Total</b>	<b>2,611,976</b>	<b>1,367,259</b>	<b>666,897</b>	<b>1,012,937</b>	<b>248 units</b>	<b>1,120 units</b>	<b>117,600</b>



VICINITY MAP  
NOT TO SCALE  
PART OF THE NE 1/4 OF SE 1/4 OF SEC. 33, TWP. 27, RGE. 24



Bearing system is the Dakota  
County Coordinate System,  
NAD 83, (1986) Adjustment.

All distances shown on map  
are measured in feet.

Doc# 2870363  
State of Minnesota  
County of Dakota  
OFFICE OF THE COUNTY RECORDER  
This is to certify that the within instrument was filed for  
record in this office on this date, and the County of  
Dakota, Minnesota, A.C. 8274  
FILED IN BOOK 19, PAGE 100  
AND THAT THE INSTRUMENT  
WAS FILED IN ACCORDANCE WITH  
MINN. STAT. § 369.01  
COUNTY RECORDER  
BY *[Signature]*  
CLERK

CITY OF BURNSVILLE OFFICIAL MAP NO. 2  
CLIFF ROAD WEST  
FUTURE RIGHT-OF-WAY

PARCEL	OWNER	LOCATION	EXISTING EASEMENT	FUTURE RIGHT-OF-WAY	TFMP CONSTRUCTION EASEMENT
1	BURNSVILLE LEASING, LLC	PART OF NE 1/4 OF SE 1/4, SEC. 33, TWP. 27, RGE. 24	0	136,863 S.F.	0
2	UNKNOWN	PART OF NE 1/4 OF SE 1/4, SEC. 33, TWP. 27, RGE. 24	0	433 S.F.	0

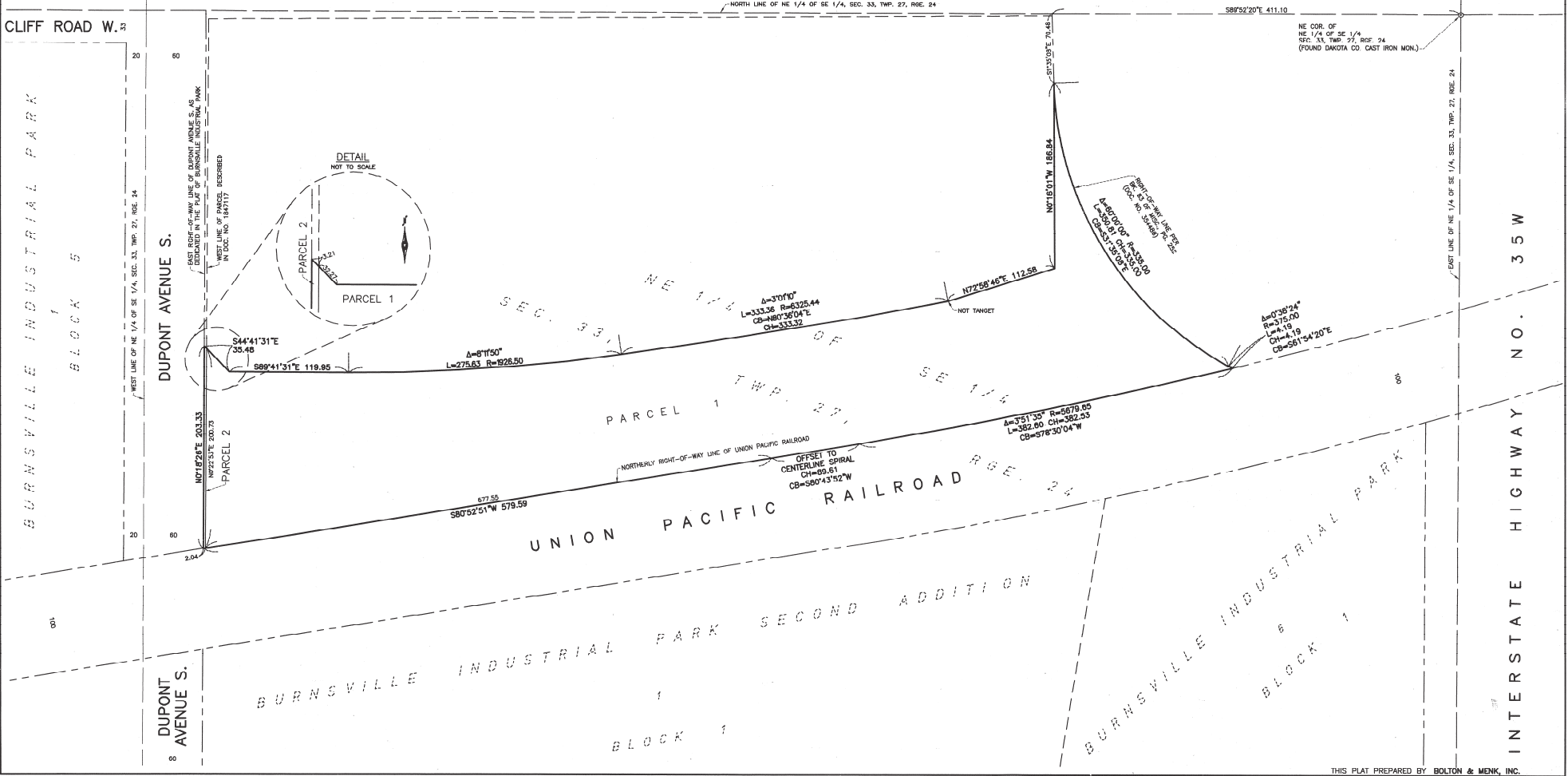
Part of the Northeast Quarter of the Southeast Quarter of Section 33, Township 27, Range 24, Dakota County, Minnesota.

Approved by *[Signature]* 5-22 2012  
Dakota County Surveyor Date

Approved by the City of Burnsville *[Signature]* 5-22 2012  
City Council: Mayor, City of Burnsville Date

I hereby certify that this map is a correct representation of the boundary as shown. This survey, plan or report was prepared by me or under my direct supervision, and I am a duly licensed Land Surveyor under the laws of the State of Minnesota. This Official Map is prepared in accordance to and for the purposes described in Minnesota State Statutes, Section 462.359.

*[Signature]* 5-11 2012  
Richard J. Williams, Jr. Date  
Minnesota License No. 19840







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

June 8, 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 Cliff  
Road/I-35W Ramps Project**

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 Cliff Road/I-35W Ramps project.

As proposed, this project would impact MnDOT right-of-way on I-35W. As the agency with jurisdiction over I-35W, MnDOT will support Burnsville and will allow the improvements proposed in the application for its Cliff Road/I-35W Ramps 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](mailto:Jon.Solberg@state.mn.us) or 651-234-7729.

Sincerely,

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

Scott McBride  
Metro District Engineer

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



Physical Development Division  
Steven C. Mielke, Director

Dakota County  
Western Service Center  
14955 Galaxie Avenue  
Apple Valley, Mn 55124-8579

952.891.7000  
Fax 952.891.7031  
[www.dakotacounty.us](http://www.dakotacounty.us)

Environmental Resources  
*Land Conservation*  
*Groundwater Protection*  
*Surface Water*  
*Waste Regulation*  
*Environmental Initiatives*

Office of Planning

Operations Management  
*Facilities Management*  
*Fleet Management*  
*Parks*

Transportation  
*Highways*  
*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  
Cliff Road (CSAH 32)/I-35W Intersection Project

Dear Ms. Koutsoukos:

Dakota County is aware of and understands the City of Burnsville is submitting a proposed project that includes improvements to the CSAH 32 & I-35W west ramp intersection for federal funding through the Transportation Advisory Board (TAB) Regional Solicitation. The County Board of Commissioners has committed to contribute to the local share of the proposed project, consistent with the County's cost participation policy.

We understand the proposed project includes shifting Cliff Road to the south and constructing a roundabout at the intersection of the I-35W South ramp and Cliff Road. These improvements would be a benefit to Dakota County and daily users of CSAH 32, including for trucks that utilize the intersection daily to move freight.

Dakota County has jurisdiction over CSAH 32 and is committed to operate and maintain this roadway for its useful design life.

Dakota County appreciates efforts to secure funding for the improvements that include CSAH 32, 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

August 15, 2017

Mr. Charles A. Zelle  
Commissioner  
Minnesota Department of Transportation  
395 John Ireland Boulevard  
Saint Paul, Minnesota 55155-1800

Subject: Letter of Support – Minnesota Highway Freight Program Application

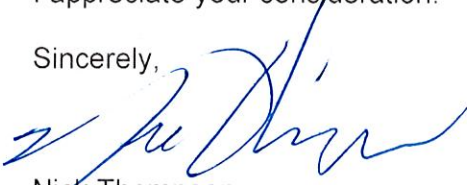
Dear Commissioner Zelle:

I am pleased to write this letter of support on behalf of the Metropolitan Council for the City of Burnsville submission of the CSAH 5 Extension project for consideration under the 2018 Minnesota Highway Freight Program application. CSAH 5 is a Tier One corridor in the Council's Truck Freight Corridor Study.

As the region's MPO, the Metropolitan Council is committed to amending the TIP and long range transportation plan to include this project if the project is fully funded.

I appreciate your consideration.

Sincerely,



Nick Thompson  
Director of Metropolitan Transportation Services



# KRAEMER MINING & MATERIALS, INC.

8/9/2017

Mr. David Tomporowski, MHFP Grant Coordinator  
MnDOT Office of Freight and Commercial Vehicle Operations  
[David.tomporowski@state.mn.us](mailto:David.tomporowski@state.mn.us)

RE: City of Burnsville MN Highway Freight Program Grant Application

Dear Mr. Tomporowski & Grant Reviewers:

I wish to submit this letter of support for the grant application being submitted by the City of Burnsville for improvements to the intersection of Cliff Road at the Interstate 35W South Ramps. The new intersection being proposed is seen as a benefit to Kraemer Mining & Materials. The current T-intersection, currently operating as a thru-stop controlled intersection, is not efficient or safe especially given the high truck traffic volumes utilizing the intersection on a daily basis. The proposed improvements, including round-about at the intersection and shifting Cliff Road south, will improve the safety and mobility of the freight trucks today and into the future.

Thank you for considering this grant application.

John Rivisto  
Vice President/General Manager  
Kraemer Mining & Materials, Inc.



8/14/2017

Mr. David Tomporowski, MHFP Grant Coordinator  
MnDOT Office of Freight and Commercial Vehicle Operations  
[David.tomporowski@state.mn.us](mailto:David.tomporowski@state.mn.us)

RE: City of Burnsville MN Highway Freight Program Grant Application

Dear Mr. Tomporowski & Grant Reviewers:

I wish to submit this letter of support for the grant application being submitted by the City of Burnsville for improvements to the intersection of Cliff Road at the Interstate 35W South Ramps. The new intersection being proposed is seen as a benefit to YRC Freight. The current T-intersection, currently operating as a thru-stop controlled intersection, is not efficient or safe especially given the high truck traffic volumes utilizing the intersection on a daily basis. The proposed improvements, including round-about at the intersection and shifting Cliff Road south, will improve the safety and mobility of the freight trucks today and into the future.

Thank you for considering this grant application.

A handwritten signature in black ink, appearing to read "Steve Rhodus". The signature is fluid and cursive, with a large initial "S" and "R".

Steve Rhodus  
Distribution Center Manager  
YRC Freight



**WASTE MANAGEMENT  
BURNSVILLE LANDFILL**

2650 West Cliff Road  
Burnsville, MN 55337  
(952) 890-3248  
(952) 890-8556 Fax

August 30, 2017

Mr. David Tomporowski, MHFP Grant Coordinator  
MnDOT Office of Freight and Commercial Vehicle Operations  
[David.tomporowski@state.mn.us](mailto:David.tomporowski@state.mn.us)

RE: City of Burnsville MN Highway Freight Program Grant Application

Dear Mr. Tomporowski & Grant Reviewers:

I wish to submit this letter of support for the grant application being submitted by the City of Burnsville for improvements to the intersection of Cliff Road at the Interstate 35W South Ramps. The new intersection being proposed is seen as a benefit to Waste Management. The current T-intersection, currently operating as a thru-stop controlled intersection, is not efficient or safe especially given the high truck traffic volumes utilizing the intersection on a daily basis. The proposed improvements, including round-about at the intersection and shifting Cliff Road south, will improve the safety and mobility of the garbage & freight trucks today and into the future.

Thank you for considering this grant application

Michael Miller

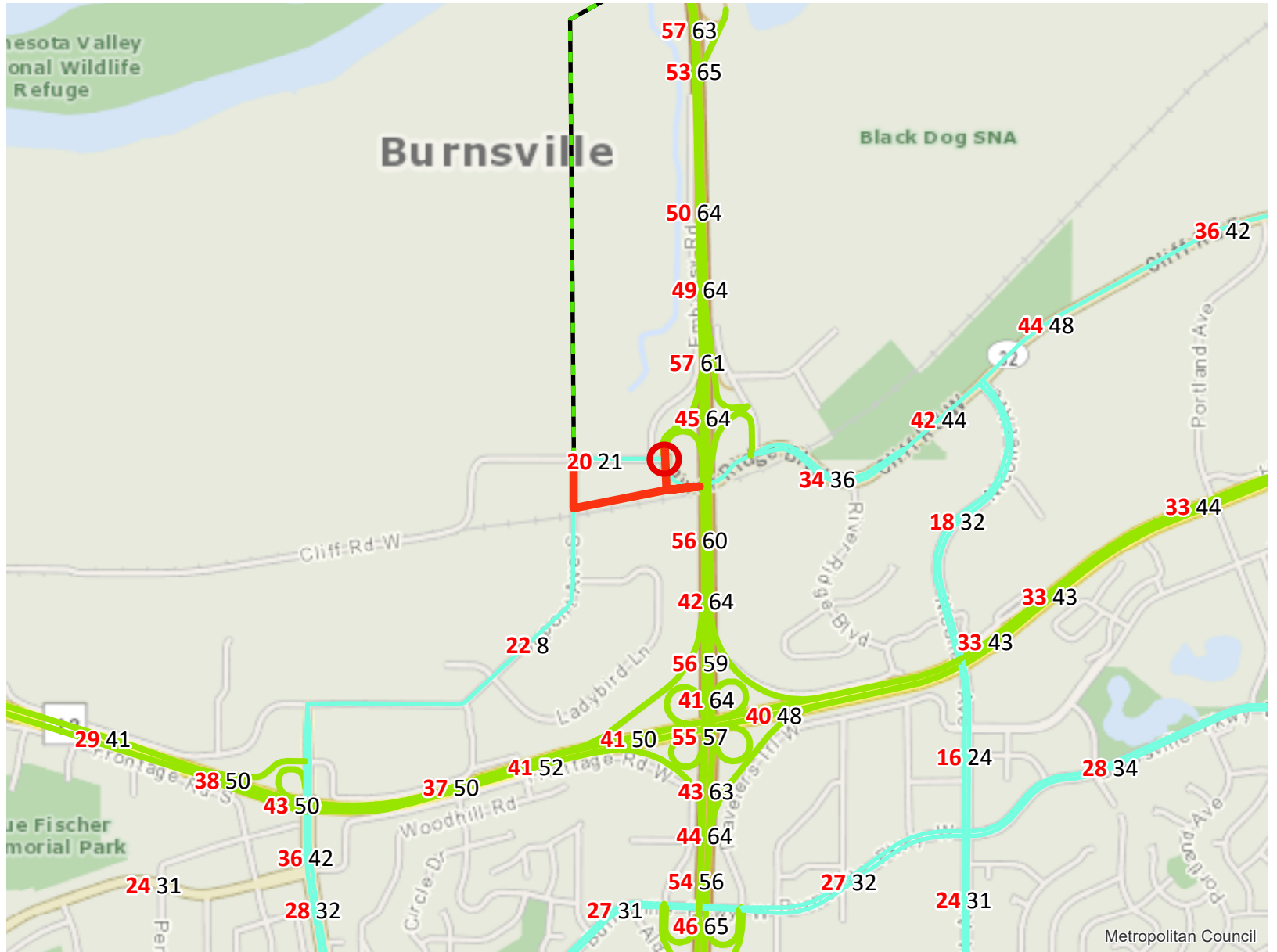
A handwritten signature in black ink that reads 'Michael Miller'. The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Senior District Manager  
Burnsville Sanitary Landfill  
2650 West Cliff Road  
Burnsville MN 55372

*From everyday collection to environmental protection, Think Green® Think Waste Management.*

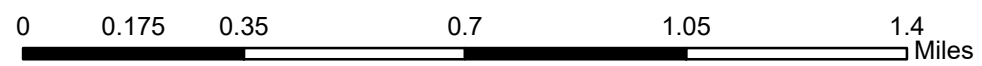
# Level of Congestion

Roadway Reconstruction/Modernization Project: Cliff Road at I-35W South Ramp | Map ID: 1528829764746



Metropolitan Council

- Project Points
- Project
- Principal Arterials
- A Minor Arterials
- Principal Arterials Planned
- A Minor Arterials Planned



Created: 6/12/2018  
LandscapeRSA1



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

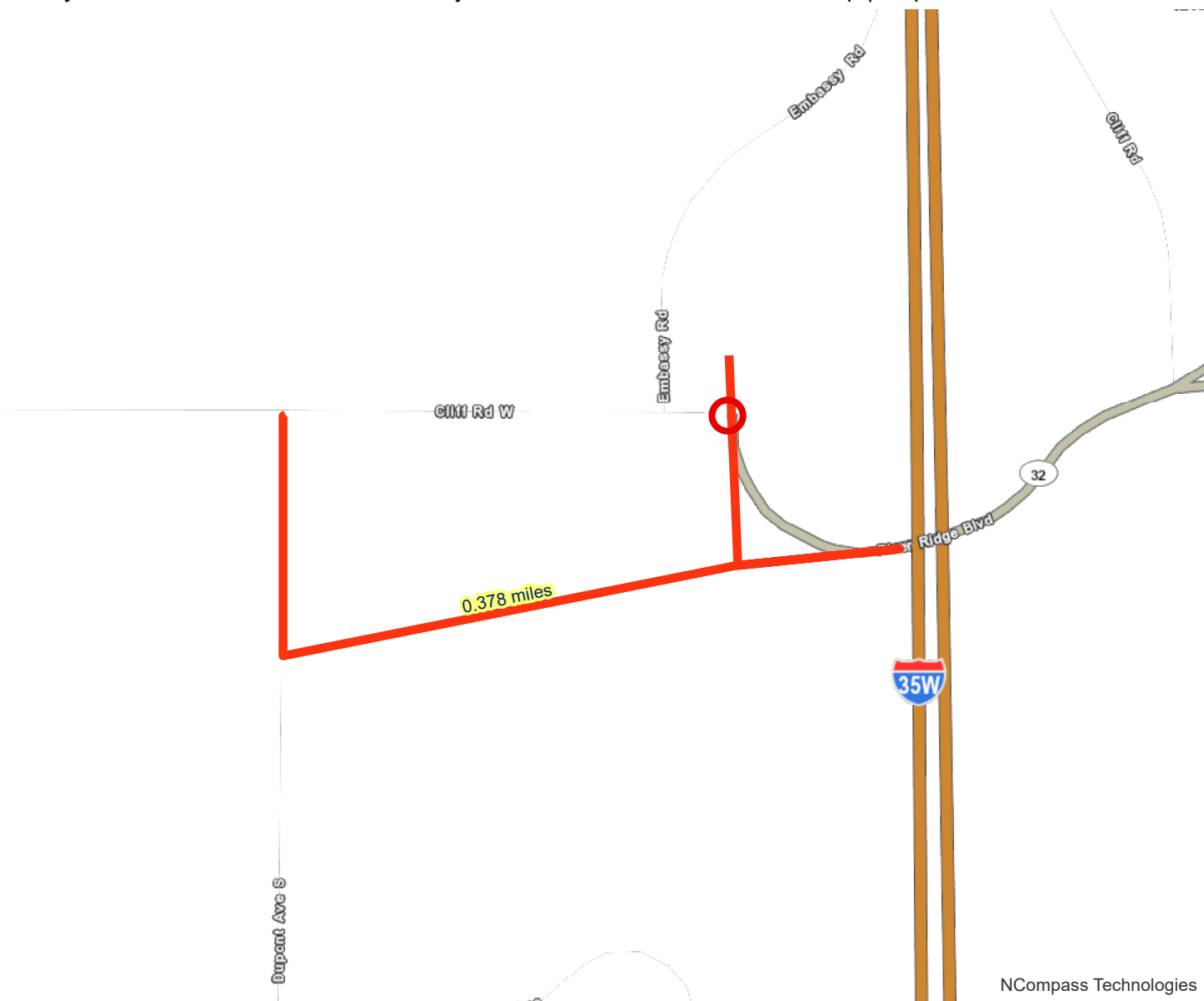


# Regional Economy





## Results

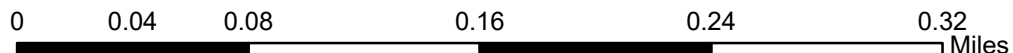
**WITHIN ONE MI** of project:  
Postsecondary Students: 145

Totals by City:  
**Burnsville**  
Population: 10998  
Employment: 11834  
Mfg and Dist Employment: 2807



NCompass Technologies

-  Project Points
-  Project
-  Manufacturing/Distribution Centers
-  Job Concentration Centers



Created: 6/12/2018  
LandscapeRSA5



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



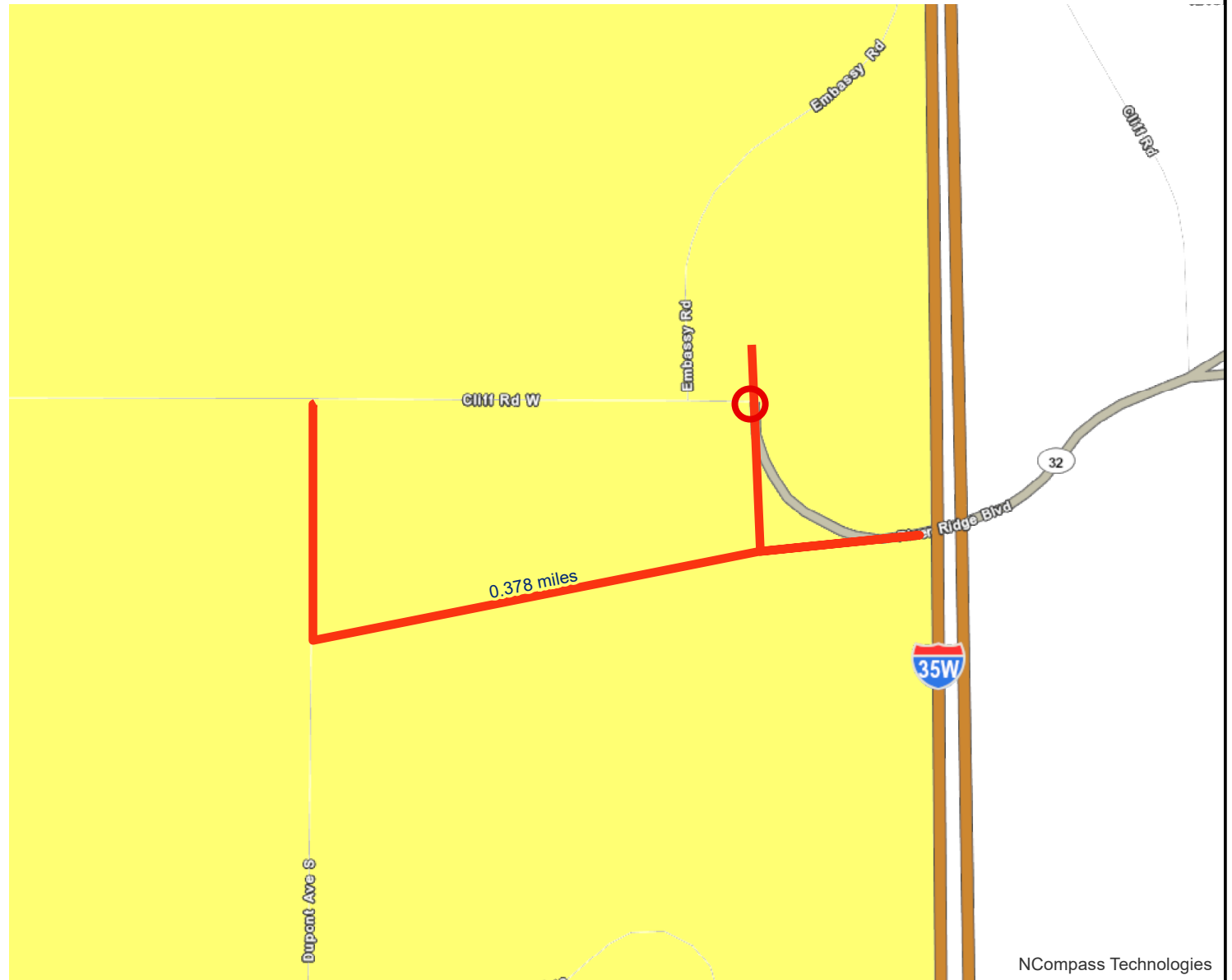


# Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: Cliff Road at I-35W South Ramp | Map ID: 1528829764746

## Results

Project census tracts are above the regional average for population in poverty or population of color:  
(0 to 18 Points)





NCompass Technologies

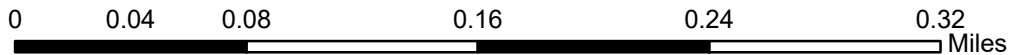
 Project Points

 Project

 Area of Concentrated Poverty > 50% residents of color

 Area of Concentrated Poverty

 Above reg'l avg conc of race/poverty



Created: 6/12/2018  
LandscapeRSA2



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



# Transit Connections

Roadway Reconstruction/Modernization Project: Cliff Road at I-35W South Ramp | Map ID: 1528829764746

## Results

Transit with a Direct Connection to project:

460 464 465 467 491

\*Orange Line

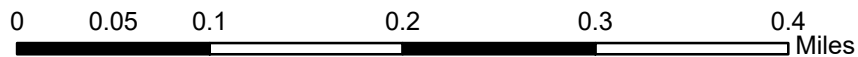
\*Orange Line

*\*indicates Planned Alignments*



 Project Points     Active Stop    **Planned Transitway Alignments**

 Project     Transit Routes     Orange Line



Created: 6/12/2018  
LandscapeRSA3



For complete disclaimer of accuracy, please visit  
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**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

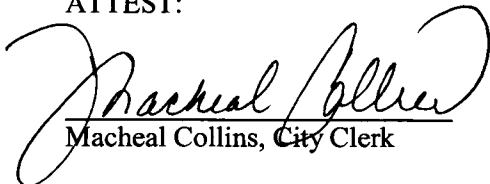
**WHEREAS**, the pedestrian/bicycle grade separation of Trunk Highway 13 at Nicollet Avenue will provide a much safer experience for pedestrians/bicyclists gaining access to the current and future transit and trail facilities in the immediate area.

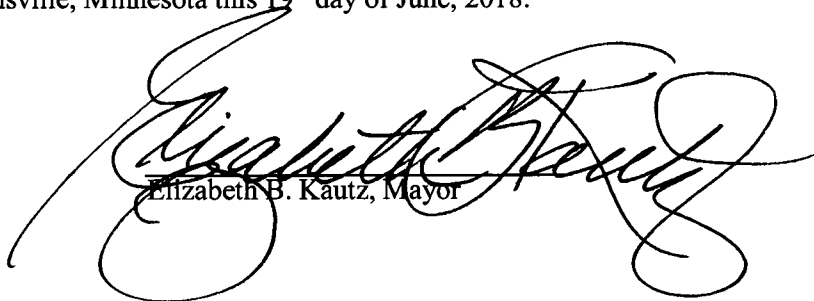
**NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BURNSVILLE AS FOLLOWS; that**

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 19<sup>th</sup> day of June, 2018.

ATTEST:

  
Macheal Collins, City Clerk

  
Elizabeth B. Kautz, Mayor