



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14072 - CSAH 42 Trail and Underpass

Regional Solicitation - Bicycle and Pedestrian Facilities

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

Organization Information

Name: DAKOTA COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: TRANSPORTATION DEPT
14955 GALAXIE AVE

* APPLE VALLEY Minnesota 55124
City State/Province Postal Code/Zip

County: Dakota

Phone:* 952-891-7100
Ext.

Fax:

PeopleSoft Vendor Number 0000002621A15

Project Information

Project Name Rosemount CSAH 42 Multiuse Trail and Underpass

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 Rosemount CSAH 42 Trail project will address a major gap in the pedestrian and bicycle network located in the City of Rosemount. More importantly, the proposed 1.8 mile trail segment will address a regional gap in an existing Tier 2 RBTN alignment which runs along CSAH 42, east of 145th Street W. This Tier 2 RBTN alignment directly intersects the Vermillion Highlands Greenway, as well as connects to a larger network of trails that link Rosemount to destinations such as Lebanon Hills Regional Park, Whitetail Woods Regional Park, and the Vermillion River. From a local perspective, this project will link residents to economic centers (e.g. downtown Rosemount), parks, schools (e.g. Dakota County Technical College), and transit routes/stations.

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

The Rosemount CSAH 42 Trail gap has been recognized as a priority in both the City's and County's Comprehensive Plans and Bicycle/Pedestrian Plans. This need is a result of an inadequate trail system that does not provide opportunities for pedestrians and bicyclist to travel along CSAH 42 safely. Pedestrians and bicyclists are forced to travel on the shoulder of the road, which is increasingly dangerous as the area is developed with larger multi-family developments. The proposed project includes a multiuse trail along the north side of CSAH 42, an underpass crossing CSAH 42 leading to the Dakota County Technical College, and additional intersection improvements which will help bicyclists and pedestrians cross and travel along CSAH 42. The proposed off-street trail and grade-separated underpass will decrease interactions between pedestrians, bicyclists, and motor vehicles, increasing the safety of all modes of transportation.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
DESCRIPTION - will be used in TIP if the project is selected for funding. [See MnDOT's TIP description guidance.](#)

CSAH 42, Rosemount, from 145th St W to the Dakota County Technical College - Construct Multiuse Trail

Project Length (Miles) 1.8

to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s)

Federal Amount \$2,480,000.00

Match Amount \$620,000.00

Minimum of 20% of project total

Project Total \$3,100,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Dakota County Transportation Funds

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: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years:

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

Project Information

County, City, or Lead Agency Dakota County

Zip Code where Majority of Work is Being Performed 55068

(Approximate) Begin Construction Date 03/01/2024

(Approximate) End Construction Date 10/31/2024

Name of Trail/Ped Facility: Rosemount CSAH 42 Multiuse Trail and Underpass

(i.e., CEDAR LAKE TRAIL)

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

From: Intersection of 145th St W and CSAH 42
(Intersection or Address)

To: Dakota County Technical College
(Intersection or Address)

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

Or At:

Miles of trail (nearest 0.1 miles): 1.8

Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles): 1.8

Is this a new trail? Yes

Primary Types of Work Grade, Bituminous Base, Bituminous Surface, Pedestrian
Ramps, Underpass, Underpass Lighting, Retaining Walls

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), 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 TPP goals, objectives and strategies. More specifically, the proposed project aligns with the following TPP pedestrian and bicycle goals, objectives and strategies. Examples include:

- Goal B: Safety and Security (page 2.5) - Objective A, Strategy B6

- Goal C: Access to Destinations (page 2.10) - Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C15, Strategy C16, Strategy C17

- Goal D: Competitive Economy (page 2.26) - Objective A, Objective B, Strategy D3

- Goal E: Healthy Environment (page 2.30) - Objective A, Objective C, Objective D, Strategy E3

- Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.35) - Objective A, Objective C, Strategy F6, Strategy F7

Briefly list the goals, objectives, strategies, and associated pages:

(Limit 2,800 characters; approximately 400 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.

- Dakota County Pedestrian and Bicycle Study ?
pgs. ES-4, ES-5, Appendix D: D-6

- Dakota County 2040 Comprehensive Plan ? pgs.
44-45, 48-49

List the applicable documents and pages:

- Rosemount 2040 Comprehensive Plan ? pgs. 10-25, 10-27, 8-43, 8-44, 8-47

- Rosemount Pedestrian & Bicycle Master Plan ?
pgs. 61, Exhibits A, C, and D

(Limit 2,800 characters; approximately 400 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 State Aid 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: \$250,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 06/01/2018

Link to plan:

<https://www.co.dakota.mn.us/Transportation/TransportationStudies/Past/Documents/ADATransitionPlan.pdf>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

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

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. [Upload PDF of Agreement in Other Attachments.](#)

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

[Upload PDF of Agreement in Other Attachments.](#)

Safe Routes to School projects only:

4. 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.

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$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	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**Cost**

Path/Trail Construction	\$1,278,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$12,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$310,000.00
Other Bicycle and Pedestrian Elements	\$1,500,000.00
Totals	\$3,100,000.00

Specific Transit and TDM Elements**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES****Cost**

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

Transit Operating Costs

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

Totals

Total Cost	\$3,100,000.00
Construction Cost Total	\$3,100,000.00
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 1589486567292_RBTN Map 1.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	10909
Existing Employment Within One Mile (Integer Only)	3347
Upload the "Population Summary" map	1589486665416_Pop-Emp Map 1.pdf

Please upload attachment in PDF form.

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

1. Sub-measure: Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

This trail segment was identified by the City of Rosemount in its Pedestrian & Bicycle Master Plan as a high- and medium-priority gap in the City's pedestrian and bicycle network. After engaging with over 875 community members through opportunities including open houses, pop-up sessions, online surveys, and listening sessions, Dakota County also identified this trail segment as a high- and medium-priority gap in its 2018 Pedestrian & Bicycle Study. Specific populations including older adults, students, low-income populations, and minority populations were targeted to provide community engagement during these planning processes. These populations are likely to use the trail due to its location along several residential neighborhoods in a census tract above the regional average for population in poverty or population of color and near the Dakota County Technical College (DCTC).

The high-priority segment of the proposed trail is located to the west and connects several residential neighborhoods to the City's existing trail network and downtown Rosemount while the medium-priority segment includes the eastern portion of the trail which will provide a connection to the Vermillion Highlands Greenway, DCTC, and the City's future community center.

Every effort will be made to involve Rosemount residents, property owners, and stakeholders in the design and delivery of this trail segment.

*2. **Sub-measure:** Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

The proposed trail is designated as a main east-west route in the City in Rosemount's Pedestrian and Bicycle Master Plan. Eventually, this trail will extend from the western boundary of the City, through downtown, and out to the Mississippi River Regional Trail and the Spring Lake Park Regional Park Reserve in the east, making several connections with the City's sidewalk and trail network along the route. The proposed trail will serve the residential population in several neighborhoods along the north side of CSAH 42. Undeveloped land south of CSAH 42 near the Dakota County Technical College is planned for future residential and business park uses, which will increase the number of potential trail users in the future as neighborhoods and employment areas grow along CSAH 42. Two affordable housing developments (County CDA), housing 8 and 12 units respectively, are located within one half mile of the proposed trail.

Response:

The proposed trail will provide access for the roughly 3,000 students attending the Dakota County Technical College and connects to several existing sidewalks and trails within the City's trail network, including a sidewalk and trail along 145th St W which directly connects bicyclists and pedestrians to Rosemount's downtown 0.7 mile away. Currently, there are no existing facilities for bicyclists or pedestrians for the majority of the route. This is a safety concern, especially because of the high traffic volume in the area. The AADT along CSAH 42 measured 15,900 in 2018. In the past two years, traffic along CSAH 42 has increased, as shown in the draft AADT data measuring 17,700. By separating the trail from the roadway and providing ADA-compliant intersection improvements, including an underpass under CSAH 42 linking the Dakota County Technical College with the proposed trail on the north side of the roadway, the project would create safer travel

opportunities for everyone by reducing the opportunity for negative interactions between the different modes of travel.

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

- Populations above the regional average of race or poverty.
- An aging community. Since 2010, Rosemount's population of adults age 65 and over has increased from 7.2% to 9.7%.
- A community growing in diversity. Since 2010, Rosemount's Hispanic population has increased from 2.1% to 3.2% while the City's Asian population has increased from 4.2% to 4.7%.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

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

Response:

Standard construction mitigation measures such as limiting hours of construction and using materials which minimize dust will be utilized in compliance with the City of Rosemount and Dakota County's standards to mitigate any short-term impacts from construction activities such as increased noise and dust.

(Limit 2,800 characters; approximately 400 words)

Select one:

3.Sub-measure: Bonus Points *Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d.10 points for all other areas

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

Project located in Area of Concentrated Poverty:

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

Yes

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)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map

1589486893537_Socioeconomic Map 1.pdf

Measure B: Part 1: Housing Performance Score

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	1.8	1.0	78.0	78.0

Total Project Length

Total Project Length 1.8

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 1.8

Total Housing Score 78.0

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

There are several affordable housing developments existing or under construction within 1/2 mile of the project area, including:

- Prestwick Place: a 40-unit workforce housing townhome development by the Dakota CDA which is currently under construction located north of CSAH 42. The unit breakdown includes 6 1-bedroom, 21 2-bedrooms (2 accessible), and 13 3-bedrooms.

- 8-unit multi-family development operated by the Dakota County CDA

- 12-unit multi-family development operated by the Dakota County CDA

- More area to the south is guided for residential use, including additional medium and high density residential, so it is likely that eventually there will be more trail users.

Response:

The proposed multiuse trail connects to the existing network of sidewalks and trails in Rosemount and allows trail users living and working near CSAH 42 to safely access other areas of the City including downtown, the Dakota County Technical College, and the City's future community center and business park areas. The proposed trail also intersects with the Vermillion Highlands Greenway regional trail, which runs from Lebanon Hills Regional Park south to Whitetail Woods Regional Park and joins with the Rosemount Greenway that connects to the Mississippi River.

While no transit routes directly connect to the proposed trail, the proposed trail connects with the existing off-road facilities on 145th St., providing a safe way for commuters using Metro Transit Bus Route 420 to reach the Dakota County Technical

College 0.7 mile away. Metro Transit Bus Route 420 runs between the Apple Valley Transit Station and the Rosemount Transit Station located along 145th St.

The intersection improvements will improve safety for all modes of transportation and will make the CSAH 42 corridor more navigable for bicyclists and pedestrians. An underpass below CSAH 42 will allow trail users to safely cross CSAH 42 to reach the Dakota County Technical College. This underpass will serve both the proposed trail and the Vermillion Highlands Greenway, which is planned to intersect the proposed trail at this crossing.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589557787385_Housing Map CSAH 42.pdf

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

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

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

- *Providing a safer, more protected on-street facility or off-road trail;*

- *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*

- *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

The proposed project will complete a critical transportation link by closing a high-priority and medium-priority gap in the City of Rosemount's bicycle and pedestrian network. The City's Pedestrian and Bicycle Master Plan designates this corridor a main east-west route through the City. In its December 2018 Pedestrian and Bicycle Study, Dakota County identified this corridor as a high-priority and medium-priority trail gap. In recognition of the importance of this east-west route, the project area has been designated as an RBTN Tier 2 alignment.

The proposed trail connects to the City's existing trail network to the north and west. Rosemount residents living in the neighborhoods north of CSAH 42 will be able to use this trail to directly reach the City's downtown less than one mile to the west. Trail users will also be able to reach the Dakota County Technical College, as well as the future site of the City's community center. The proposed trail intersects with the Vermillion Highlands Greenway, which in turn connects with the Vermillion River Greenway and the Rosemount Greenway. These greenways run throughout Dakota County and reach destinations including Lebanon Hills Regional Park and the Vermillion River.

Response:

The proposed trail is located along the north side of CSAH 42, a 4-lane divided principal arterial running east-west through the City of Rosemount, and connects to the City's existing trail network to the north. As residential development occurs along the south side of CSAH 42, it is anticipated that additional trail connections will be created.

The proposed multiuse trail corridor includes four intersections. Two Regional Bicycle Barrier Crossings (RBBCs) have been identified along this

trail corridor. A Tier 1 RBBC was identified at the intersection of the Dakota County Technical College and CSAH 42. A grade-separated underpass is proposed at this location to eliminate this barrier and increase the safety of pedestrians and bicyclists wishing to reach the campus. According to the City's trail and sidewalk map and the County's 2040 Comprehensive Plan, the proposed underpass is the only trail crossing across CSAH 42 in the vicinity. A Tier 2 RBBC was identified at the intersection of Auburn Avenue and CSAH 42. ADA-compliant intersection improvements are proposed at this location to mitigate this barrier. The trail corridor also includes the intersection of CSAH 42 and CSAH 73, a major collector roadway. A signal is planned for this intersection in 2021 to regulate the interactions between trail users and motorists and increase safety.

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Yes

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Yes

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Project Improvements

The proposed project will create a paved off-road trail and ADA-compliant intersection improvements in an area of high pedestrian and bicycle demand where no off-street facilities currently exist. East of TH 3, CSAH 42 is one of only a few 4-lane divided highways in Dakota County in an urban area which does not have a trail or sidewalk on either side. An underpass connecting the north and south sides of CSAH 42 is also proposed as part of this project. A gap in facilities exists between the intersection of 145th Street and CSAH 42 and the Dakota County Technical College roughly 1.4 miles away.

Response:

Currently, residents and employees in the area wishing to travel without a motorized vehicle must do so on the shoulder of CSAH 42. CSAH 42 in this area is classified as a principal arterial road. It is a four-lane divided roadway with a speed limit of 55 miles per hour (mph) and an AADT of 15,900 in 2018 and a more recent draft AADT of 17,700. There were no recorded bicycle and pedestrian crashes along this segment of CSAH 73 within the last 10 years. However, as this area continues to grow in residential density as the south side of CSAH 42 develops and the number of people using the road increases, the likelihood increases that there will be negative interactions between vehicles, pedestrians, and bicyclists. The planned 10-foot width will provide the space necessary for pedestrians and cyclists of varying skill levels to safely share the trail. Proactively planning for the proposed multiuse trail and ADA-compliant intersection improvements now will create a safer environment for trail users alike both now and as trail and roadway use increases in the future.

This proposed trail includes ADA-compliant intersection improvements for four intersections, including an underpass across connecting the north and south sides of CSAH 42 at the entry to the

Dakota County Technical College. The grade-separated crossing will allow pedestrians to cross safely, without interruption, while reducing conflict and wait time for motorized vehicles.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The proposed project includes a multiuse trail along the northern side of CSAH 42 and ADA-compliant intersection improvements, including an underpass, to enhance the safety of pedestrians and bicyclists using CSAH 42. This multiuse trail connects to the existing network of sidewalks and trails in Rosemount and allows trail users to reach destinations of community importance, including Rosemount's downtown, the Dakota County Technical College (DCTC), and the future community center site. The proposed trail and underpass intersect with the Vermillion Highlands Greenway which runs from Lebanon Hills Regional Park south to Whitetail Woods Regional Park and which also connects to the Vermillion River and Rosemount greenways. These connections broaden the transportation and recreational opportunities of trail users to travel farther and reach a variety of destinations throughout Dakota County.

Response:

The proposed trail will fill an important 1.5-mile bicycle and pedestrian gap between the Rosemount Transit Station and the DCTC, enabling students and staff to travel between the two destinations safely. Metro Transit Bus Route 420 currently provides transportation between the Apple Valley and Rosemount Transit Stations and ends at the Rosemount Transit Station and Park & Ride roughly 0.7 mile, or a 10 to 15 minute walk, from the westernmost point of the proposed trail. Off-road facilities currently exist between the Rosemount Station Center and the beginning of the proposed trail.

Route 420 indirectly connects riders with the larger regional transit network through transfers at the Apple Valley Transit Station. From the Apple Valley Transit Station, riders can connect indirectly to the greater regional transit network and destinations

including the Mall of America and the Minnesota Zoo. The proposed trail will make these bus routes more accessible to users by providing a safe connection from nearby residential neighborhoods, the DCTC, and the future community center site north of CSAH 42 to the Rosemount Transit Station and Park & Ride.

The proposed multiuse trail and sidewalk will increase the safety of all types of transportation users. The separated trail removes bicyclists and pedestrians from the roadway and the controlled intersections help manage interactions between different modes of transport. The proposed underpass across CSAH 42 will enable pedestrians and bicyclists safely move across the roadway, while reducing wait times for motor vehicles. By decreasing the amount of interaction and increasing the predictability between trail users and vehicles, the safety of all modes of transportation will increase.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (25 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

1589488129035_42 TRAIL LAYOUT.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

04/15/2020

2)Review of Section 106 Historic Resources (15 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 (25 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

10/01/2023

4)Railroad Involvement (15 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

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public:

Meeting with partner agencies:

Targeted online/mail outreach:

Number of respondents:

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

This trail segment was identified by the City of Rosemount in its Pedestrian & Bicycle Master Plan as a high- and medium-priority gap in the City's pedestrian and bicycle network. Dakota County also identified this trail segment as a high- and medium-priority gap in its 2018 Pedestrian & Bicycle Study as a result of its community engagement process, including open houses, pop-up sessions, online surveys, and listening sessions. Specific populations including older adults, students, low-income populations, and minority populations were targeted to provide community engagement during these planning processes. These populations are likely to use the trail due to its location along several residential neighborhoods in a census tract above the regional average for population in poverty or population of color and near the Dakota County Technical College (DCTC).

Response (Limit 2,800 characters; approximately 400 words):

The high-priority segment of the proposed trail is located to the west and connects several residential neighborhoods to the City's existing trail network and downtown Rosemount while the medium-priority segment includes the eastern portion of the trail which will provide a connection to the Vermillion Highlands Greenway, DCTC, and the City's future community center.

Every effort will be made to involve Rosemount residents, property owners, and stakeholders in the design and delivery of this trail segment. This project will be taken through Dakota County's typical final design process which involves both citizen and agency engagement. Minimal concerns are expected from the community due to the project's location primarily in the existing CSAH 42 right-of-way and on public land.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$3,100,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$3,100,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

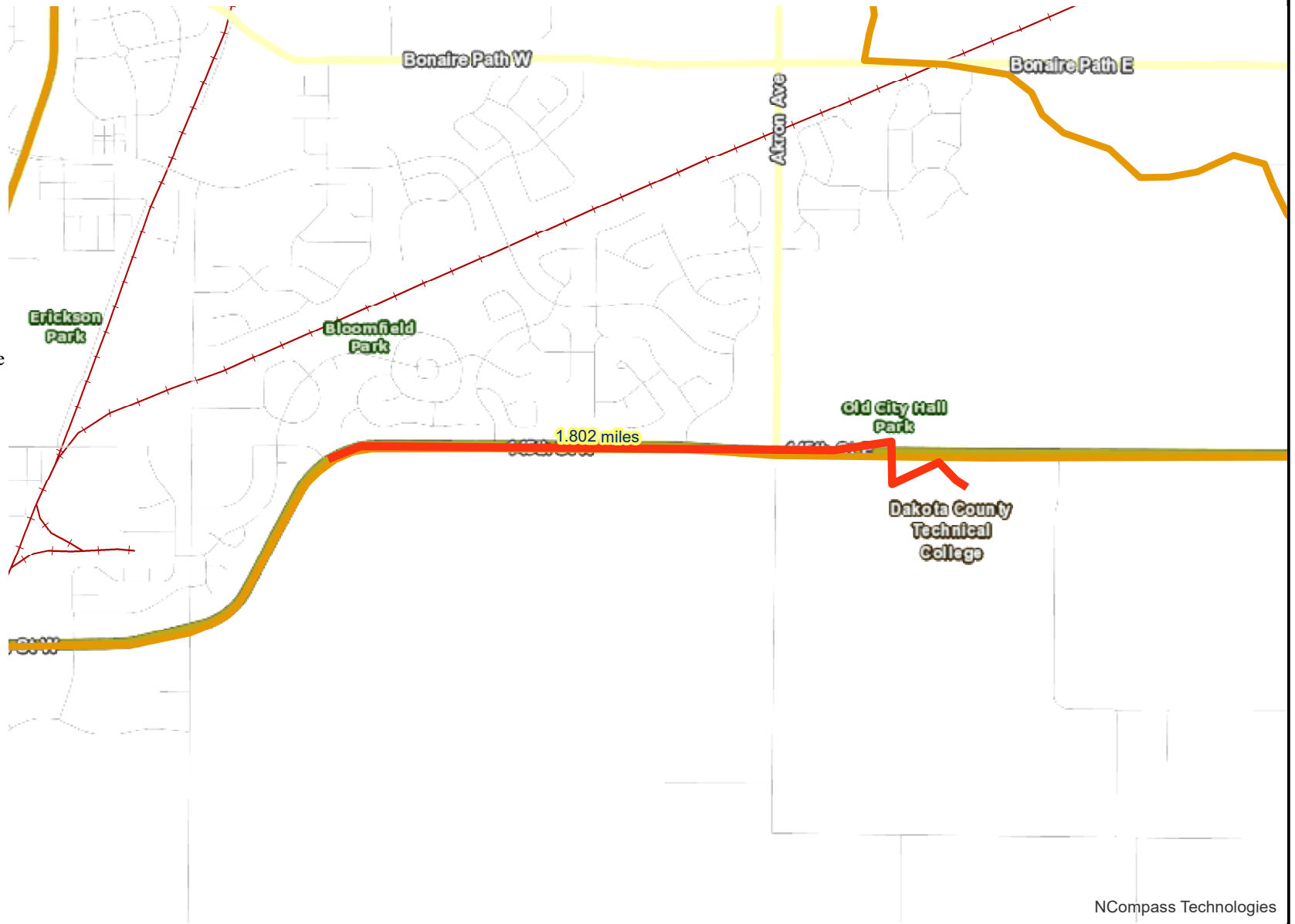
File Name	Description	File Size
2020520-DC Snow and Ice Vermillion Highlands.pdf	Dakota County Snow & Ice Letter	164 KB
42 - DCTC Underpass Rsmt ltr of support 4 30 20.pdf	City of Rosemount Letter of Support	382 KB
Existing Conditions Photos.pdf	CSAH 42 Existing Conditions Photos	469 KB
One-page Project Summary_CSAS42_final.pdf	Project Summary CSAH 42	947 KB
Project Location Map CSAH 42.pdf	Project Location Map CSAH 42	2.0 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: CSAH 42 Rosemount | Map ID: 1587224413806

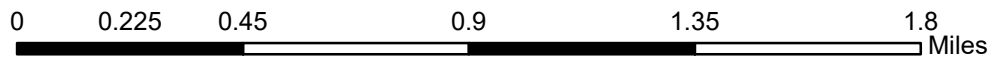
Results

Project NOT IN Regn'l Bicycle Transportation Corridor.



NCompass Technologies

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



Created: 4/18/2020
LandscapeRSA6

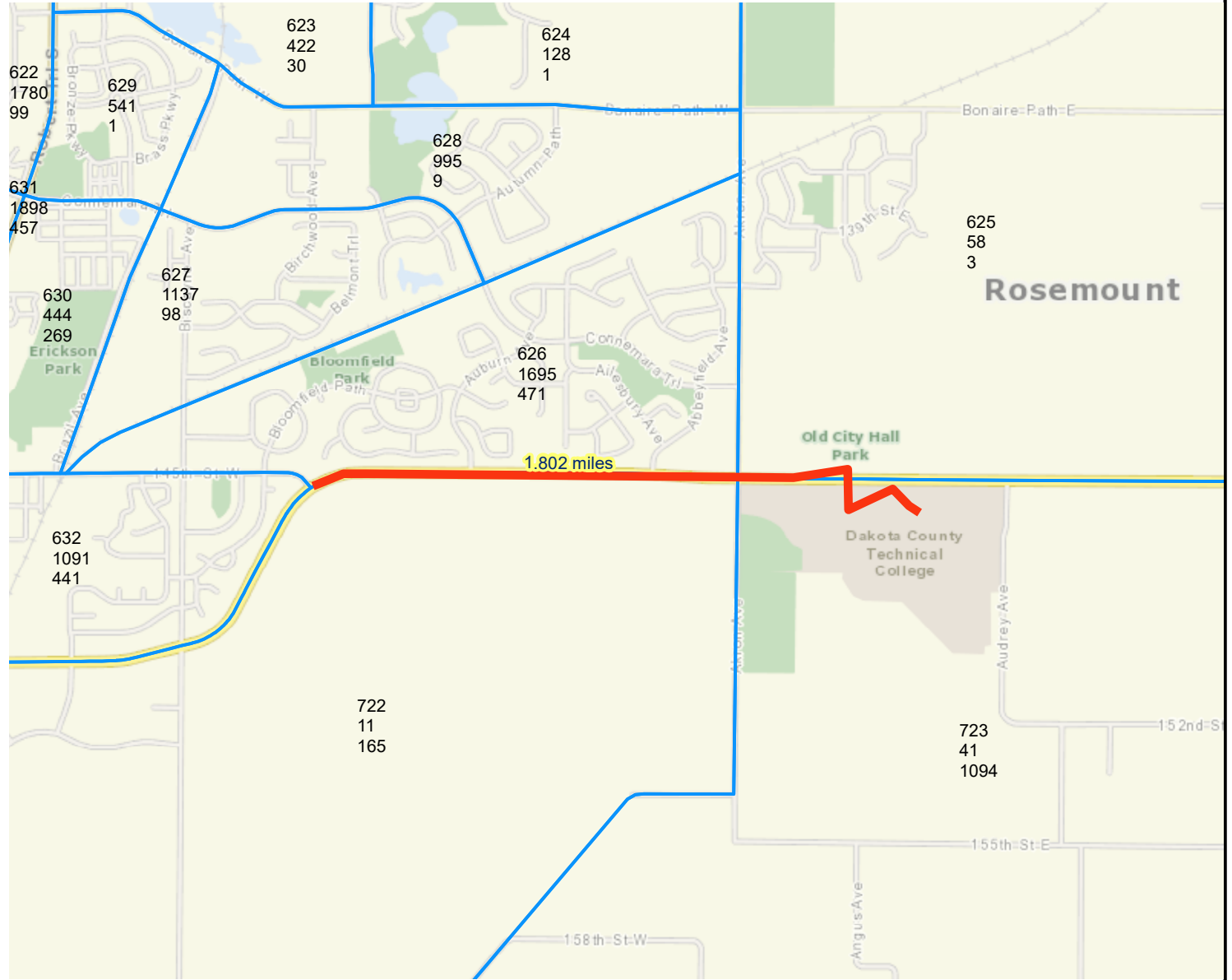


For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: CSAH 42 Rosemount | Map ID: 1587224413806



Results

Within ONE Mile of project:
 Total Population: 10909
 Total Employment: 3347

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/18/2020
 LandscapeRSA4



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



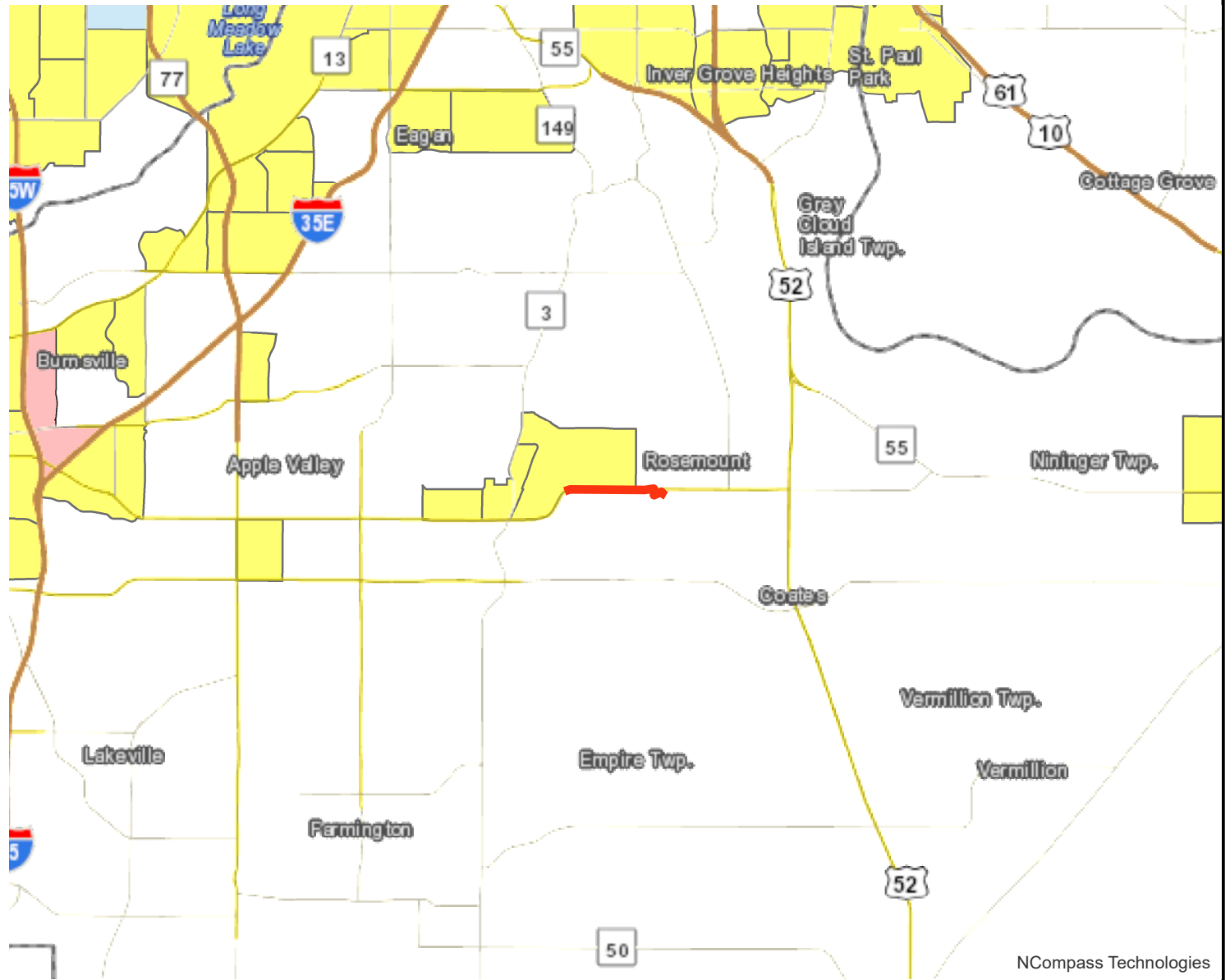
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: CSAH 42 Rosemount | Map ID: 1587224413806

Results

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

Tracts within half-mile: 61003 61009



— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

0 1.5 3 6 9 12 Miles

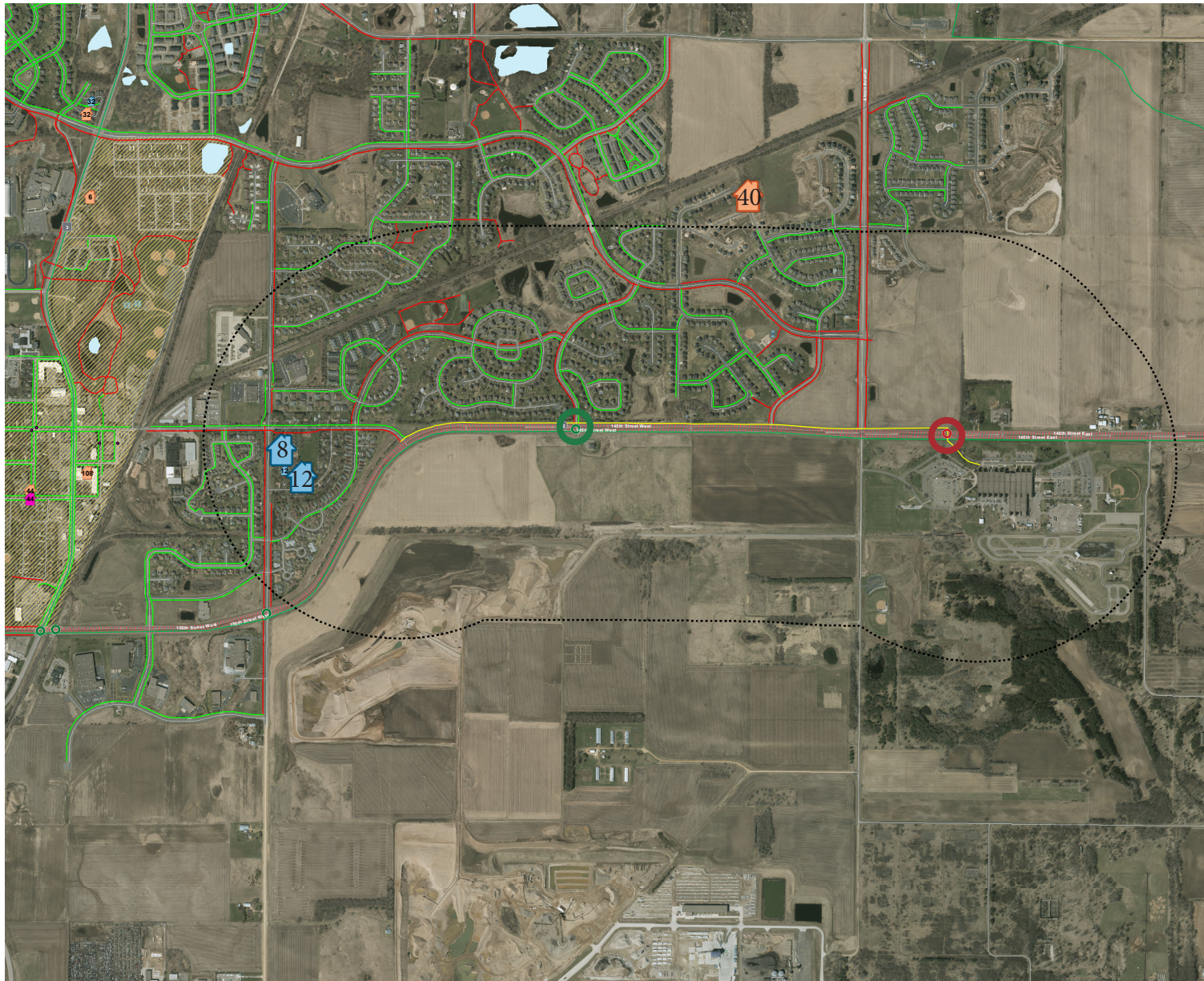
Created: 4/18/2020
LandscapeRSA2



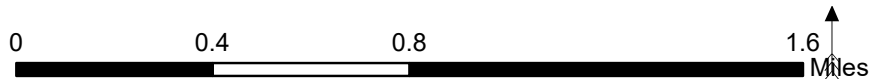
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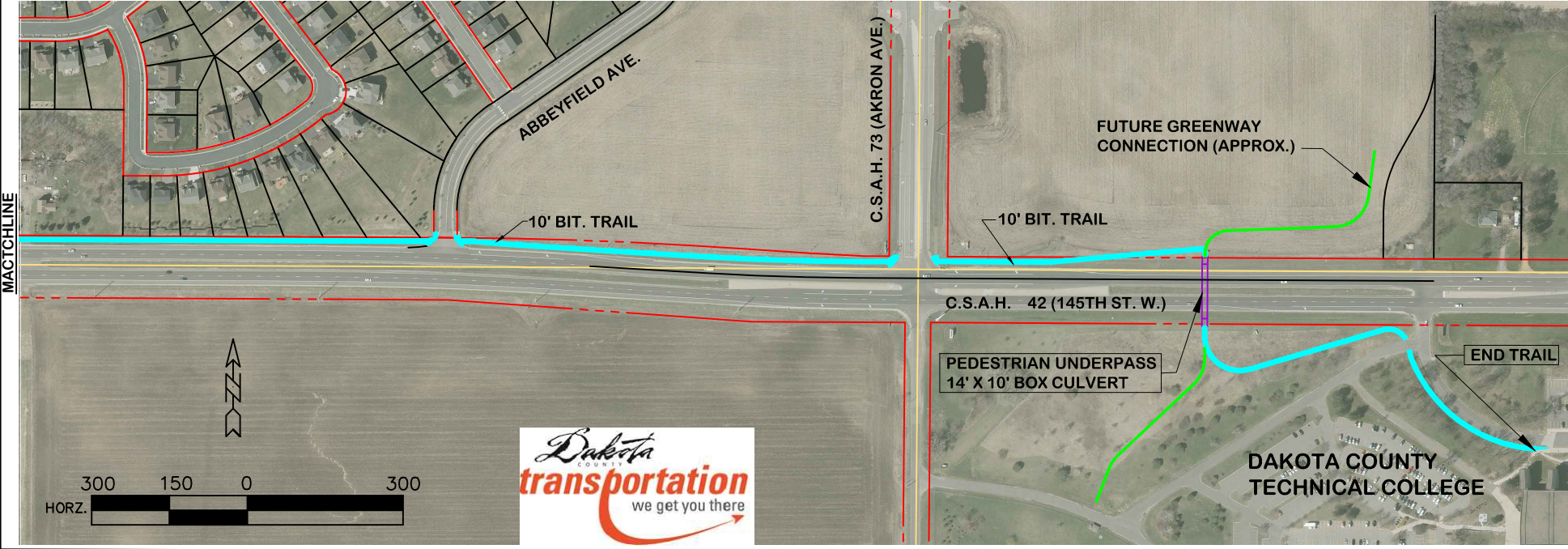
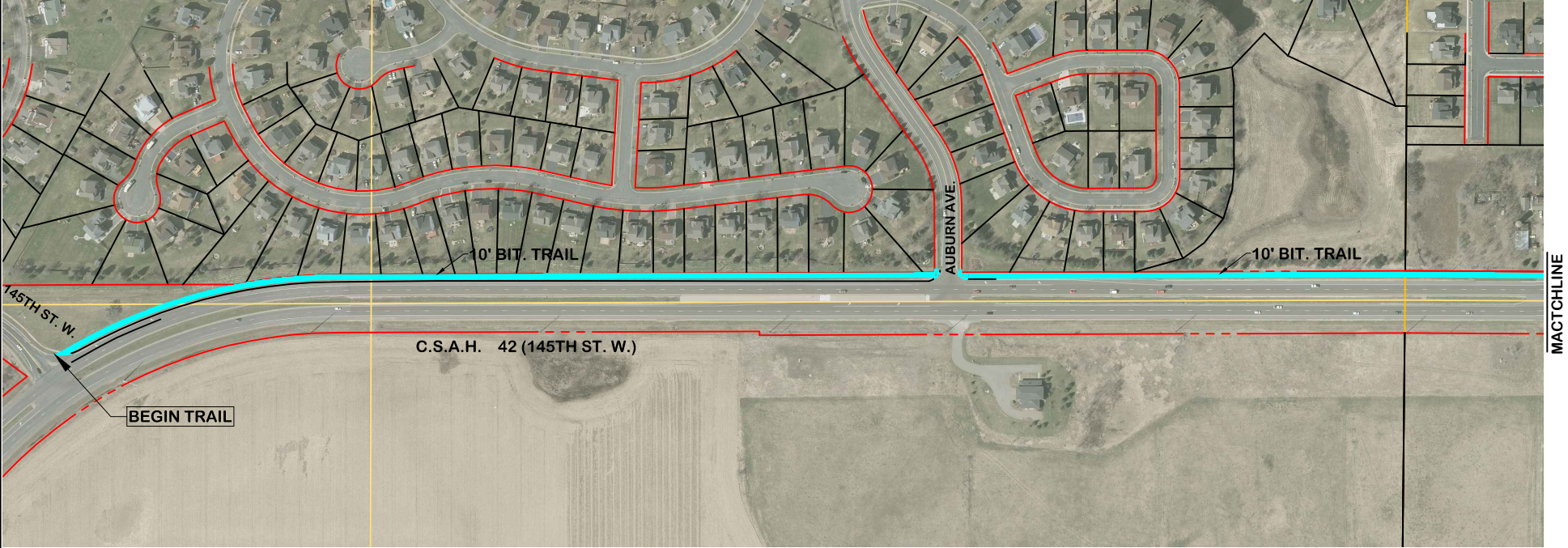
Housing Map - CSAH 42 Rosemount Multiuse Trail and Underpass



- Project Half Mi Buffer
- Project
- RBTN Alignments**
 - Tier 1 Alignment
 - Tier 2 Alignment
- Regional Bicycle Barriers Study**
- Barrier Crossing Points Analysis**
 - Tier 1
 - Tier 2
 - Tier 3
- Regional Barriers**
 - Freeways & Expressways
 - Railroads
 - Streams
- Dakota County CDA Properties**
 - Family
 - Senior
- Apartments Rental Housing (Non CDA)**
 - Apartments Rental Housing (Non CDA)
 - Areas Of Concentrated Poverty ACP50
 - Areas Of Concentrated Poverty
 - Job & Activity Centers
- Existing Sidewalks**
 - Existing Sidewalks
- Existing Trails and Bikeways**
 - Unknown
 - Off-Street
 - On-Street



C.S.A.H. 42 (145TH ST. W.) TRAIL TO DAKOTA COUNTY TECHNICAL COLLEGE





April 20, 2020

Elaine Koutsoukos
TAB Coordinator
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

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

Environmental Resources
Environmental Initiatives
Groundwater Protection
Land Conservation
Vermillion River Watershed
Water Resources
Waste Regulation

Office of Planning

Parks, Facilities and Fleet
Parks
Facilities Management
Fleet Management

Transportation
Highway
Surveyor's Office
Transit Office

RE: Regional Solicitation: Multiuse Trails and Bicycle Facilities
Application: Vermillion Highlands Greenway CSAH 42 Trail and Dakota County Technical College Underpass

Dear Ms. Koutsoukos:

I am writing to confirm that the Vermillion Highlands underpass will be part of the Dakota County Regional Greenway Trail system. As the owner of these facilities, Dakota County is committed to operating and maintaining the improvements listed in this proposal for the useful life of the facilities, to provide year-round use for pedestrian and bicyclists.

In keeping with Dakota County Regional Trails Maintenance Standards, the Dakota County Parks Department will be responsible for snow and ice removal to maintain year-round bicycle and pedestrian use. Dakota County budgets funding to remove snow and ice annually, and has sufficient resources to provide this service. Plowing, brooming, and/or blowing of snow is typically completed within 48 hours after a snow event. Intersections are to be cleared of snow and are to have clear sightlines.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Sullivan".

Steve Sullivan
Dakota County Parks Director

April 29, 2020

Elaine Koutsoukos
TAB Coordinator
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

RE: Letter of Support for Dakota County's Application for CSAH 42 Trail and Underpass Grant

Dear Ms. Koutsoukos:

Please accept this letter an indication of the City of Rosemount's support for Dakota County's application to the Metropolitan Council for a Regional Solicitation Multiuse Trails and Bicycle Facilities Grant to fund the construction of a trail and underpass along CSAH 42.

The City of Rosemount has reviewed the proposed layout for the application and will partner with Dakota County and the Dakota County Technical College if funding is secured.

The City of Rosemount and Dakota County have a long-standing collaborative relationship regarding multiuse trails and sidewalks. The proposed trail and underpass is an important segment that has been identified in multiple plans, including Rosemount's Pedestrian and Bicycle Plan, the Vermillion Highlands Greenway Master Plan, and Rosemount Greenway Master Plan. Eliminating this gap and barrier is important to residents of Rosemount, as well as those working at or attending Dakota County Technical College.

We highly support funding of this important project and look forward to working with Dakota County on its development and implementation. If you have any questions about this letter, please feel free to call me at (651) 322-2006.

Sincerely,



Logan Martin
City Administrator

SPIRIT OF PRIDE AND PROGRESS

EXISTING CONDITIONS PHOTOS
CSAH 42 – Rosemount Multiuse Trail

Looking east on CSAH 42 (westbound lane in foreground)



Looking west on CSAH 42 (eastbound lane in foreground)



Rosemount CSAH 42 Trail

DAKOTA COUNTY

Project Location:	Rosemount
Requested Award Amount:	\$2,480,000
Total Project Cost:	\$3,100,000

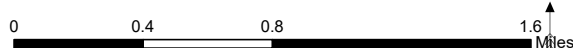
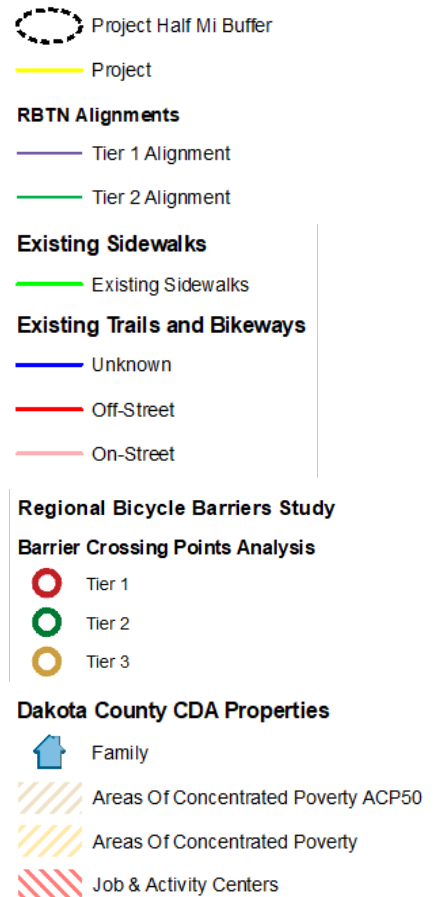
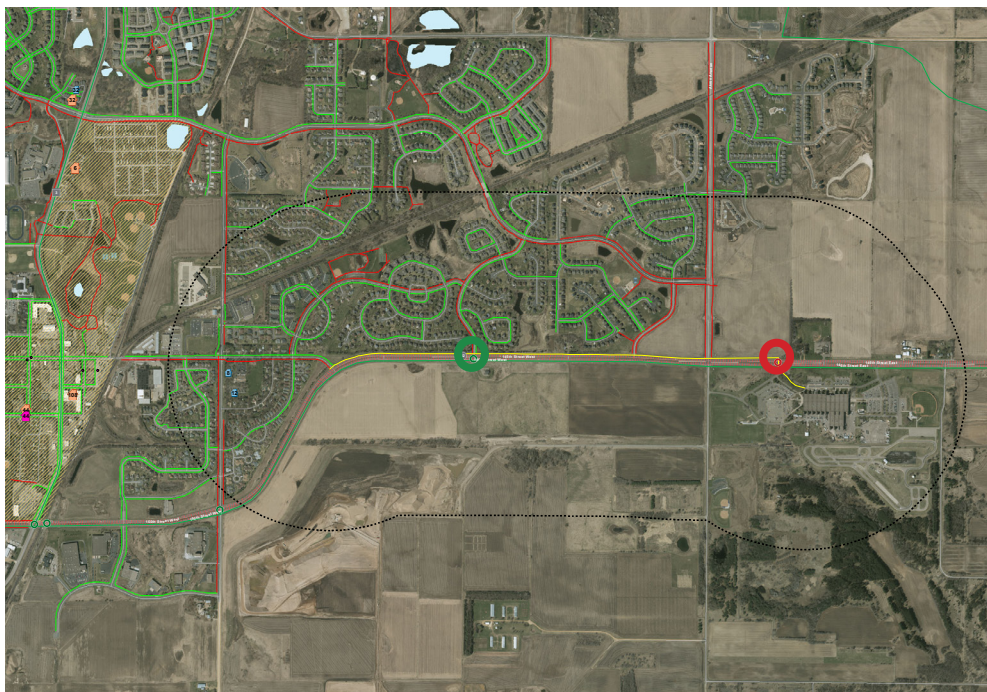
PROJECT DESCRIPTION

The proposed 1.8 mile trail segment will address a regional gap in an existing Tier 2 RBTN alignment. This alignment connects to a larger network of trails including the Vermillion Highlands, Vermillion River, and Rosemount Greenways. From a local perspective, this project will link residents to economic centers (downtown Rosemount), parks, schools (Dakota County Technical College), and transit routes/stations.

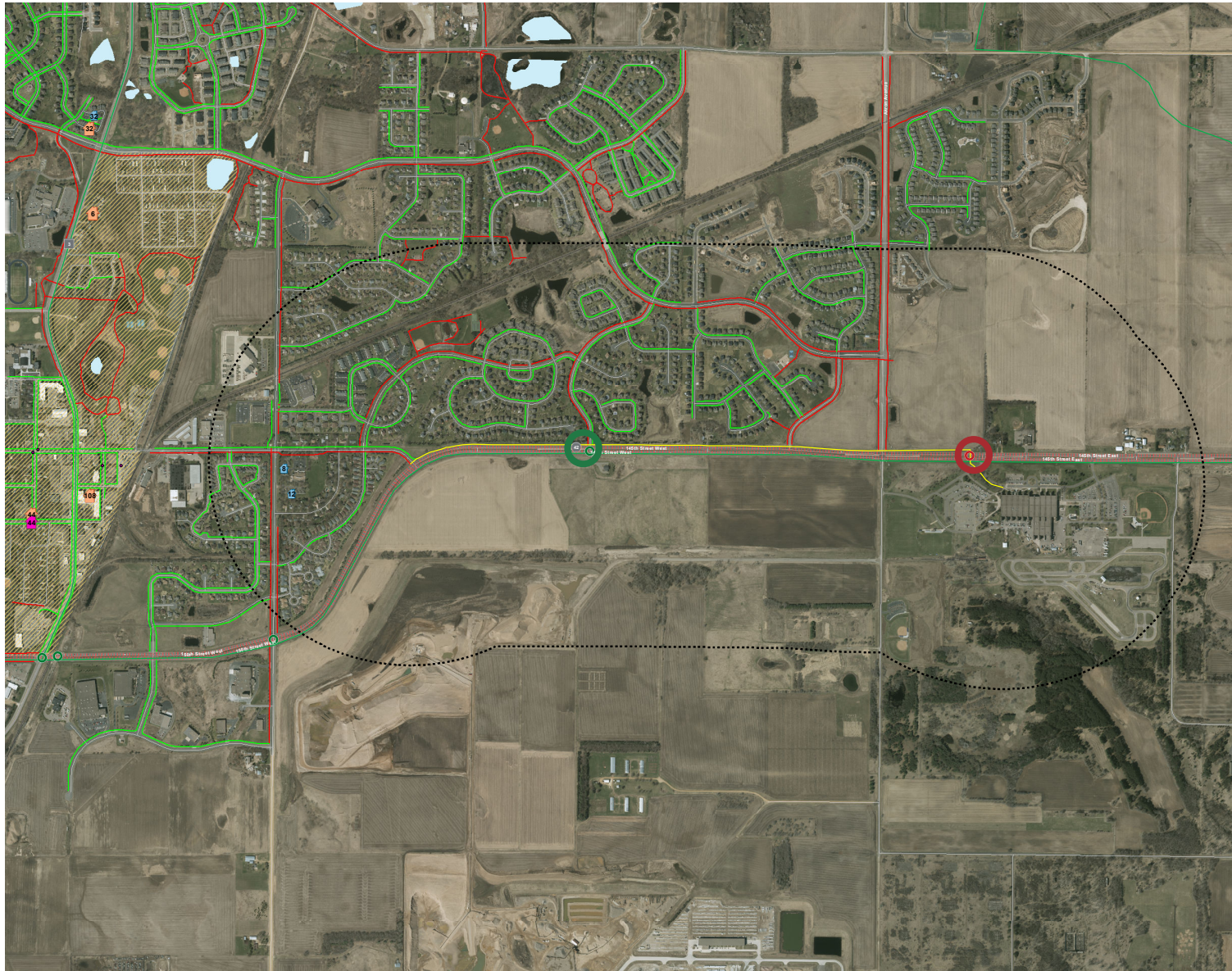
This project increases the opportunities for pedestrians and bicyclists to travel safely along and across CSAH 42 by providing an off-street multiuse trail and grade-separated underpass. The proposed underpass removes a barrier to pedestrians/bicyclists, eliminating their interactions with motor vehicle traffic and helping them to safely cross CSAH 42, a 4-lane divided County highway.



















PROJECT BENEFITS

- » Eliminates a significant vehicle and pedestrian/cyclist conflict point with an underpass across CSAH 42.
- » Trail intersects the Vermillion Highlands Greenway, a trail running from Lebanon Hills Regional Park to Whitetail Woods Regional Park. This Greenway also connects to the Vermillion River and Rosemount Greenways.
- » Proposed underpass will serve both the CSAH 42 trail and the Vermillion Highlands Greenway.
- » Eliminates a sizable gap in the RBTN network, while separating pedestrians and bicyclists from large volumes of roadway traffic (e.g., annual average daily traffic in 2018 was 15,900 trips).
- » The proposed project directly serves a growing residential area, as well as the Dakota County Technical College and future community center.
- » Enhances pedestrian/bicycle access to transit (e.g., Rosemount Transit Station).



Project Location Map - CSAH 42 Rosemount Multiuse Trail and Underpass



-  Project Half Mi Buffer
-  Project
- RBTN Alignments**
 -  Tier 1 Alignment
 -  Tier 2 Alignment
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 -  Apartments Rental Housing (Non CDA)

