



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14085 - Apple Valley CSAH 38 Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 05/15/2020 2:27 PM

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## Primary Contact

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**\*:** Apple Valley Minnesota 55124  
City State/Province Postal Code/Zip

**Phone:\*** 952-953-2412  
Phone Ext.

**Fax:**

**What Grant Programs are you most interested in?** Regional Solicitation - Transit and TDM Projects

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## Organization Information

**Name:** APPLE VALLEY, CITY OF

**Jurisdictional Agency (if different):**

Organization Type:

City

Organization Website:

Address:

7100 147TH ST W

\*

APPLE VALLEY

Minnesota

55124

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:\*

952-953-2500

Ext.

Fax:

PeopleSoft Vendor Number

0000020921A2

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## Project Information

Project Name

Apple Valley CSAH 38 Trail

Primary County where the Project is Located

Dakota

Cities or Townships where the Project is Located:

Apple Valley

Jurisdictional Agency (If Different than the Applicant):

Dakota County

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

The Apple Valley CSAH 38 Trail project will address a major gap in the pedestrian and bicycle network located in the City of Apple Valley. It will also help to alleviate a significant vehicle and pedestrian/cyclist conflict point. It will provide better access to MVTA Route 440. More importantly, the proposed 1.6 mile trail segment will address a regional gap in an existing Tier 2 RBTN alignment. This Tier 2 RBTN alignment/gap runs along the south side of CSAH 38 (McAndrews Road) between Garden View Drive and Galaxie Avenue and includes traversing over TH 77 (Principal Arterial). This Tier 2 RBTN alignment connects to a larger network of east-west trails that link Burnsville, Apple Valley, and Rosemont to the Mississippi River and beyond. From a local perspective, this project will link residents to job centers, parks, schools, transit routes/stations (e.g., Metro Red Line BRT), and activity centers (e.g., Lebanon Hills Regional Park and the Minnesota Zoo).

The Apple Valley CSAH 38 Trail gap has been recognized as a priority in both the City 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 on the south side of CSAH 38 safely. Pedestrians and bicyclists are forced to travel on the shoulder of the road, and encounter a barrier when trying to cross Cedar Avenue, where the existing shoulder ceases to exist. In the alternative, a pedestrian or cyclist may try to cross from the south side of CSAH 38 to the trail on the north side which will be even more dangerous in this location due to the merge lane exiting TH 77 and going eastbound on CSAH 38. The proposed trail will remove this barrier, increasing the safety of all modes of transportation by removing bicyclists and pedestrians from the road onto a separated

pathway.

The proposed project has also been recognized as a need in the Metropolitan Council's Regional Bicycle Barrier Study. CSAH 38 is viewed as an Expressway Barrier, in addition to a Tier 3 crossing barrier at TH 77 (Cedar Avenue). The proposed project will help overcome these barriers by realigning the off-ramp from Cedar Avenue for eastbound CSAH 38. The proposed improvements will modify this off ramp from a circular merging lane to a T intersection. This realignment will both create space for an off-road trail and will improve trail user and vehicle safety by providing a controlled intersection where trail users can cross.

*(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 38, Apple Valley, from Galaxie Avenue to Garden View Drive, Construct Multi-Use Trail

**Project Length (Miles)**

1.6

*to the nearest one-tenth of a mile*

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## Project Funding

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

No

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

**Federal Amount**

\$4,000,000.00

**Match Amount**

\$1,000,000.00

*Minimum of 20% of project total*

**Project Total**

\$5,000,000.00

*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**

City of Apple Valley

*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.

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## Project Information

<b>County, City, or Lead Agency</b>	City of Apple Valley
<b>Zip Code where Majority of Work is Being Performed</b>	55124
<b>(Approximate) Begin Construction Date</b>	04/01/2025
<b>(Approximate) End Construction Date</b>	10/31/2025
<b>Name of Trail/Ped Facility:</b> <i>(i.e., CEDAR LAKE TRAIL)</i>	Apple Valley CSAH 38 Trail
<b>TERMINI:(Termini listed must be within 0.3 miles of any work)</b>	
<b>From:</b> <b>(Intersection or Address)</b>	Intersection of CSAH 38 and Galaxie Avenue
<b>To:</b> <b>(Intersection or Address)</b>	Intersection of CSAH 38 and Gardenview Drive
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
<b>Or At:</b>	
<b>Miles of trail (nearest 0.1 miles):</b>	1.6
<b>Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):</b>	1.6
<b>Is this a new trail?</b>	Yes
<b>Primary Types of Work</b>	Grade, Bituminous Base, Bituminous Surface, Pedestrian Ramps, Turf, Retaining Wall

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

### BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

**Old Bridge/Culvert No.:**

**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 (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.

- Imagine Apple Valley 2040, Apple Valley's 2040 Comprehensive Plan update (in progress), states a goal of continuing to connect gaps in its sidewalk and trail networks (pg. 8-38). The Plan explicitly states that trail construction along the south side of CSAH 38 from Galaxie Avenue to Garden View Drive is one of the recommended strategies for achieving that goal (pg. 8-38).

- BikeWalk Apple Valley: A Trail and Sidewalk Plan for Apple Valley, MN (September 2010) states that it is city policy to create 8-foot bituminous street trails along both sides of county and collector streets with a minimum 5-foot separation from the roadway (pg. 7). This Plan also identified the proposed trail area as a trail gap (pg. 12).

**List the applicable documents and pages:**

- The 2040 Regional Parks Policy Plan by the Metropolitan Council identifies the proposed trail area as part of the Lebanon Hills and Lake Marion Regional Trail Search Corridor (pg. 58-59).

- The Dakota County Pedestrian Bicycle Study (2018) identifies the proposed trail on the south side of CSAH 38 as a priority gap for both the bicycle and pedestrian systems on County highways (pg. 2-19, 2-20). This plan also identified the proposed trail area as a bikeway gap in the RBTN system (pg. 2-14).

- The Dakota County 2040 Comprehensive Plan, DC2040 (2019), identifies the proposed trail area as a planned pedestrian and bicycle trail to fill existing gaps in the network (pg. 48-49).

*(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.

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

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

**Safe Routes to School:** \$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:** 12/13/2018

**Link to plan:** <https://www.cityofapplevalley.org/643/ADA-Transition-Plan>

**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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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

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

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

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

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

[Upload Agreement PDF](#)

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

### 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.

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

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

Mobilization (approx. 5% of total cost)	\$164,360.00
Removals (approx. 5% of total cost)	\$155,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$200,000.00
Ponds	\$250,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$32,367.00
Striping	\$32,872.00
Signing	\$32,872.00
Lighting	\$65,744.00
Turf - Erosion & Landscaping	\$65,744.00
Bridge	\$0.00
Retaining Walls	\$2,514,051.00
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	\$745,000.00
Other Roadway Elements	\$100,640.00
<b>Totals</b>	<b>\$4,358,650.00</b>

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

Path/Trail Construction	\$206,350.00
Sidewalk Construction	\$50,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$60,000.00
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	\$125,000.00
Other Bicycle and Pedestrian Elements	\$200,000.00
<b>Totals</b>	<b>\$641,350.00</b>

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## Specific Transit and TDM Elements

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

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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	\$5,000,000.00
Construction Cost Total	\$5,000,000.00
Transit Operating Cost Total	\$0.00

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## 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 1588173377293\_1A\_Map\_Project to RBTN Orientation.pdf

Please upload attachment in PDF form.

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## Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 29842

Existing Employment Within One Mile (Integer Only) 7557

Upload the "Population Summary" map 1588173458296\_2A\_Map\_Population Employment Summary.pdf

Please upload attachment in PDF form.

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## 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.*

The proposed project has been recognized as a priority in both the City and County's Comprehensive Plans and Bicycle/Pedestrian Plans. As part of these efforts, the City and County have engaged underrepresented populations and vulnerable populations in the decision-making process.

For example, the City and County have held events aimed at targeting specific populations including seniors, students, children, and people of color. This is especially important because these are the groups most likely to utilize the trail due to its location along several multi-family residential neighborhoods. Engagement strategies used by both these agencies include:

- Statistically valid resident survey on comprehensive plan topics
- Project web sites
  
- Online surveys
  
- Vision summits with communities and key agencies
  
- Small stakeholder group meetings targeting underrepresented populations
  
- Intercept booth at well-attended events: County Fair, city concerts, city markets, Chamber Home & Garden Event.

Throughout these efforts, the CSAH 38 Trail gap continues to be identified as a priority for the community and by underrepresented populations. Its need is partially tied to the public's desire to have a better connection to nearby jobs, parks, schools, transit routes/stations (e.g., Metro Red

Response:

Line BRT), and activity centers (e.g., Lebanon Hills Regional Park and the Minnesota Zoo).

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

**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 trail will serve the large residential population in the area and provide opportunities for them to reach their destinations using modes of transportation other than vehicles. Eight multi-family residential developments, several community parks, and Greenleaf Elementary School are all located within one half mile of the proposed trail. Examples of populations that will directly benefit from this project include:

- Populations living within Census Tract 608.05, classified by the Metropolitan Council as an ACP50 tract, with an area of concentrated poverty and 50% or more residents are people of color.

- An aging demographic. Since 2010 to 2018, Apple Valley's population over the age of 65 has increased from 9.3 percent to 13.75 percent.

**Response:**

- A community growing in diversity. Since 2010 to 2018, Apple Valley's Hispanic population has increased from 3.7 percent to 6.66 percent while the Black/African American population has increased from 5.1 percent to 7.69 percent.

Currently, those traveling east-west along the south side of CSAH 38 must travel along the shoulder because there are no existing facilities for bicyclists or pedestrians. This is a safety concern. The Cedar Avenue overpass serves as a barrier to those using non-motorized transportation, as there is no area provided along the south side of the overpass for non-vehicle travel. The proposed project includes changing the alignment of the CSAH 38 eastbound on-ramp to create a T-intersection with a stop sign, mirroring the CSAH 38 westbound on-ramp. The intersection realignment will provide space for a trail with a curb and 5-foot separation from the roadway. With the addition of the trail, Apple Valley

residents will be able to travel east-west along CSAH 38 from north of Burnsville Center, a regional retail shopping and entertainment area in Burnsville east to Pilot Knob Road (CSAH 31) via trail, and further east to State Highway 3 in Rosemount on a rural shoulder, a total distance of 11 miles. The removal of this gap will facilitate access for the adjacent residential neighborhoods to employment along CSAH 38, transit along CSAH 38 and Cedar Avenue/TH 77, and regional recreational amenities at the Minnesota Zoo and Lebanon Hills Regional Park.

*(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 long-term negative externalities associated with the project for low-income populations, people of color, children, people with disabilities, or the elderly. The project will not displace residents or businesses, and will provide positive outcomes by enhancing the local and regional trail network, as well as increasing safety, visibility, and comfort for both trail users and motorists.

**Response:**

During the construction of the project, there may be minor inconveniences that impact the general population. Mitigation measures will be taken during construction to minimize the impact of elements that disproportionately negatively impact vulnerable populations, such as increased dust and noise, in compliance with the City of Apple Valley and Dakota County's mitigation standards. As this project is proposing creation of trail facilities where there are none, disruption of everyday activities by under-represented populations during construction are expected to be minimal at most. No existing street crossings or other access for non-vehicle travelers are expected to be disrupted during construction.

*(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):** Yes

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

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

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

1588173878619\_3A\_Map\_Socio-Economic Conditions.pdf

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## 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
Apple Valley	1.6	1.0	94.0	94.0

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### Total Project Length

Total Project Length 1.6

Project length entered on the Project Information - General form.

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### Housing Performance Score

Total Project Length (Miles) or Population 1.6

Total Housing Score 94.0

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### Affordable Housing Scoring

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## 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.

The proposed project directly serves Census Tract 608.05, classified by the Metropolitan Council as an ACP50 tract, with an area of concentrated poverty where 50% or more of residents are people of color. This area has a number of affordable housing developments including apartment complexes, quadplexes, triplexes, duplexes and two manufactured home neighborhoods. Notable affordable housing options include:

Existing Subsidized: The Glenbrook Townhome neighborhood is a 39-unit family townhome development operated by the Dakota County Community Development Authority (CDA). It is located a half mile from the project, near Germane Avenue and 127th Street West. Glenbrook is part of the CDA's work force housing program. Applicants must meet minimum income levels to qualify. The development is affordable for households with 50% AMI and provides one-, two- or three-bedroom options.

Response:

Existing Unsubsidized:

- Cedar Valley Apartments: 120 units, market rate, 80% AMI
- Boulder Ridge: 112 units, market rate, 80% AMI
- Hidden Ponds: 84 units, market rate, 80% AMI
- Mayfield I Apartments: 60 units, market rate, 80% AMI
- Nordic Townhomes: 8 units
- Cedar Ridge Apartments: 72 units, market rate, affordable to 60% AMI

Apple Valley continues to guide land uses along the Cedar Avenue corridor to support affordable

housing options. The 2040 Comp Plan established a new Land Use District, "MHC" (Manufactured Home Community) to help protect the City's manufactured home neighborhoods from redevelopment pressure. Additionally, the future Palomino Drive METRO Red Line transit station will be within walking distance of the project. To support this future station, the City's 2040 Future Land Use Plan has guided the area for a mix of residential uses.

*(Limit 2,100 characters; approximately 300 words)*

**Upload map:**

1588174323089\_3B\_Map\_Affordable Housing\_AV CSAH 38 Trail.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 bicycle transportation link by closing a gap in the City of Apple Valley's bicycle and pedestrian network. It will also provide a critical connection to MVTA local bus route #440. The proposed trail segment will connect to existing trails running west from Garden View Drive and east from Galaxie Avenue. This segment will complete an east-west trail network spanning seven miles from County Road 5 in Burnsville to CSAH 31 (Pilot Knob Road) and the North Creek Greenway in the east. This connection offers access to the regional trail network throughout Dakota County. In recognition of the importance of this east-west connection, this trail segment along CSAH 38 has been designated as a Tier 2 alignment for the RBTN.

**Response:**

The proposed trail will enhance the safety of trail users. Bicyclists and pedestrians will no longer be forced to travel on the shoulder of the roadway or cross the four-lane minor arterial roadway to use the trail on the north side; instead, the trail will be separated from the roadway by a buffer 5 to 10 feet in width. The proposed project will also include ADA-compliant intersections and painted crosswalks where needed.

The proposed trail segment will also remove a barrier in traversing over the Cedar Avenue/CSAH 38 interchange where there is no existing trail or shoulder for pedestrians and bicyclists to utilize. This location has been recognized in the Metropolitan Council's Regional Bicycle barrier Study. For example, CSAH 38 and Cedar Avenue is viewed as an "Expressway Barrier" and the interchange is recognized as Tier 3 crossing barrier.

Pedestrians and bicyclists traveling along the south

side of CSAH 38 become stranded and are forced to cross the 4 lane A Minor Arterial which has more than 25,000 AADT in the area, a traffic figure that has doubled over the last five years. Most accidents occur when pedestrians and bicyclists are taking chances to cross multiple lanes of traffic. By providing a trail along the south side of CSAH 38, the trail segment will remove this barrier to travel, making it easier for pedestrians and bicyclists to navigate east-west along the corridor. This project should be viewed as a safety improvement.

*(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**

*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**

Yes

*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**

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

---

## Measure B: Project Improvements

The proposed trail will eliminate a sizable gap in the RBTN network in Apple Valley, while separating pedestrians and bicyclists from large volumes of traffic (e.g., annual average daily traffic in 2017 was 25,000 trips). Currently, there are no bicycle and pedestrian facilities along the south side of CSAH 38 in the 1.6-mile project area. This creates a major deterrent to pedestrian and bicycle use in the area. Attempting to bike or walk along CSAH 38 is a large risk to cyclist and pedestrian safety. For example, there were nine vehicle collisions involving bicyclists and pedestrians reported between 2014 and 2018 (Dakota County); two of these resulted in serious injury.

**Response:**

The proposed trail will provide pedestrians and bicyclists on the south side of CSAH 38 an opportunity to travel east-west on CSAH 38 without having to cross to the north side to use the existing trail, allowing a greater number of pedestrians and bicyclists to avoid interaction with vehicles along this corridor. By decreasing the number of users attempting to cross CSAH 38, the potential for crashes between vehicles and trail users will also decrease. These features will not only increase the safety of pedestrians and bicyclists, but also the safety of vehicles since pedestrians will no longer be forced to travel in the roadway.

As part of the proposed project, the on-ramp for eastbound CSAH 38 at TH 77 will also be redesigned to become a T intersection with a stop sign. This will improve safety for trail users in several ways. First, this redesign will create space on the Cedar Avenue overpass to build an 8-foot bituminous trail with a curb that pedestrians and bicyclists can use so that they can avoid traveling in the roadway itself. Second, this T intersection will slow cars down and allow pedestrians and bicyclists the opportunity to cross the on-ramp at a

controlled intersection. Third, the T intersection will improve motorist's visibility and help them to avoid conflicts with trail users.

Overall, the proposed trail will provide a separate, safe, and comfortable connection for non-vehicle users travelling along CSAH 38. It also corrects a current conflict point at the intersection with Cedar Avenue, where the existing merge-style ramp is being converted to a T-Intersection ramp. This will slow down vehicles and improve visibility for both trail users and motorists. The separation provided by the trail will allow users of all ages and abilities to safely travel with minimal interaction with vehicular traffic.

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

---

## **Measure A: Multimodal Elements**



The proposed project connects to several different modes of transportation, which make the development of this trail segment all the more important. The Minnesota Valley Transit Authority (MVTA) runs two different bus routes along CSAH 38. Route 440 stops at the intersection of Galaxie Avenue and CSAH 38 before making its way south to the park and ride at Cedar Avenue and 155th Street or north to the VA hospital in Minneapolis. Route 476 also stops at the intersection of Galaxie Avenue and CSAH 38 and connects Apple Valley with downtown Minneapolis. By opening up an east-west corridor for bicycle and pedestrian traffic, more residents may be able to access the MVTA transit line into Minneapolis. The project also fills in gaps of the network within walking distance of MVTA Park & Ride facilities, and the future Palomino Drive station of the METRO Red Line, providing critical access to employment opportunities for one of the City's challenged neighborhood areas.

**Response:**

The proposed trail increases the safety of all types of transportation users. By creating a trail that is separated from the roadway, bicyclists and pedestrians traveling along CSAH 38 will no longer be forced to travel in the roadway. The proposed trail includes at least a 5-foot separation from the roadway and will be constructed with a curb, increasing the safety of those using it. The redesigned T intersection on the on-ramp of eastbound CSAH 38 will also increase safety by slowing cars down and allowing trail users a controlled opportunity to navigate the intersection. The new intersection of the on-ramp for eastbound CSAH 38 will include a painted crosswalk and ADA-compliant crossing improvements. By decreasing the amount of interaction 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.

100%

**Attach Layout**

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points. Yes

50%

**Attach Layout**

1588168527205\_6A1\_CSAH 38 Trail Exhibit.pdf

Please upload attachment in PDF form.

**Layout has not been started**

0%

**Anticipated date or date of completion** 10/31/2021

### 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

06/30/2023

**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:

04/27/2019

Meeting with partner agencies:

01/22/2020

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.

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.**

Yes

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%

The City of Apple Valley is currently working with MnDOT in developing a public engagement plan for a Congestion Mitigation Plan for the Cedar Avenue (TH 77) corridor. MnDOT is leading this planning effort, which will explore multimodal options to reduce traffic congestion along the corridor. Apple Valley is using this opportunity to engage underrepresented populations along the corridor to help confirm and prioritize investments along the corridor, including pedestrian/bicycle and transit enhancements.

As part of this effort, Apple Valley is exploring new ways to engage neighborhood groups and populations during a new normal of social distancing. Traditionally, Apple Valley meets with individuals or groups in person. This has proven to be a successful engagement method when involving underrepresented populations along the corridor. Moving forward, Apple Valley will be seeking input through online engagement activities and broadcasting the project through newsletters, mailings, and social media posts. Apple Valley is confident this method to engagement will be effective based on recent success stories that engaged underrepresented populations in prompting the Census that resulted in high-levels of participation. Apple Valley will build upon these success stories, while fostering existing relationships with neighborhood groups to encourage underrepresented populations to participate in corridor planning efforts.

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

---

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$5,000,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$5,000,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

## Other Attachments

File Name	Description	File Size
2020-044 Support Grant Applications - Signed Resolution.pdf	Resolution of Support for Grant Application from City Council of Apple Valley	37 KB
Att1a_One-page Project Summary_AV CSAH38 Trail.pdf	One-page project summary	1.8 MB
Att1b_Existing Conditions Images_AV CSAH 38 Trail.pdf	Existing Conditions Photos	1.4 MB
Att2a_Map Exhibit_AV CSAH 38 Trail.pdf	Concept drawing of proposed improvements	641 KB
Att2b_Met Co Maps_AV CSAH 38 Trail.pdf	Project information maps generated through Metropolitan Council Make-A-Map	6.8 MB
Att3_DC_LetterofSupport_AV CSAH 38 Trail.pdf	Letter of Support from Dakota County	64 KB
City Maintenance Letter2.pdf	Snow Removal Commitment Letter from City of Apple Valley	138 KB
MnDOT - Apple Valley Support letter.pdf	Letter of Support from MnDOT	546 KB
Streets Policy on Trail Snow Removal.pdf	City Policy on Snow Removal from Trails	587 KB

# Project to RBTN Orientation

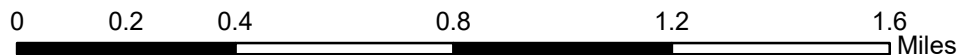
Multiuse Trails and Bicycle Facilities Project: Apple Valley CSAH 38 Trail | Map ID: 1585233964365

## Results

Project NOT IN Regn'l Bicycle Transportation Corridor.



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



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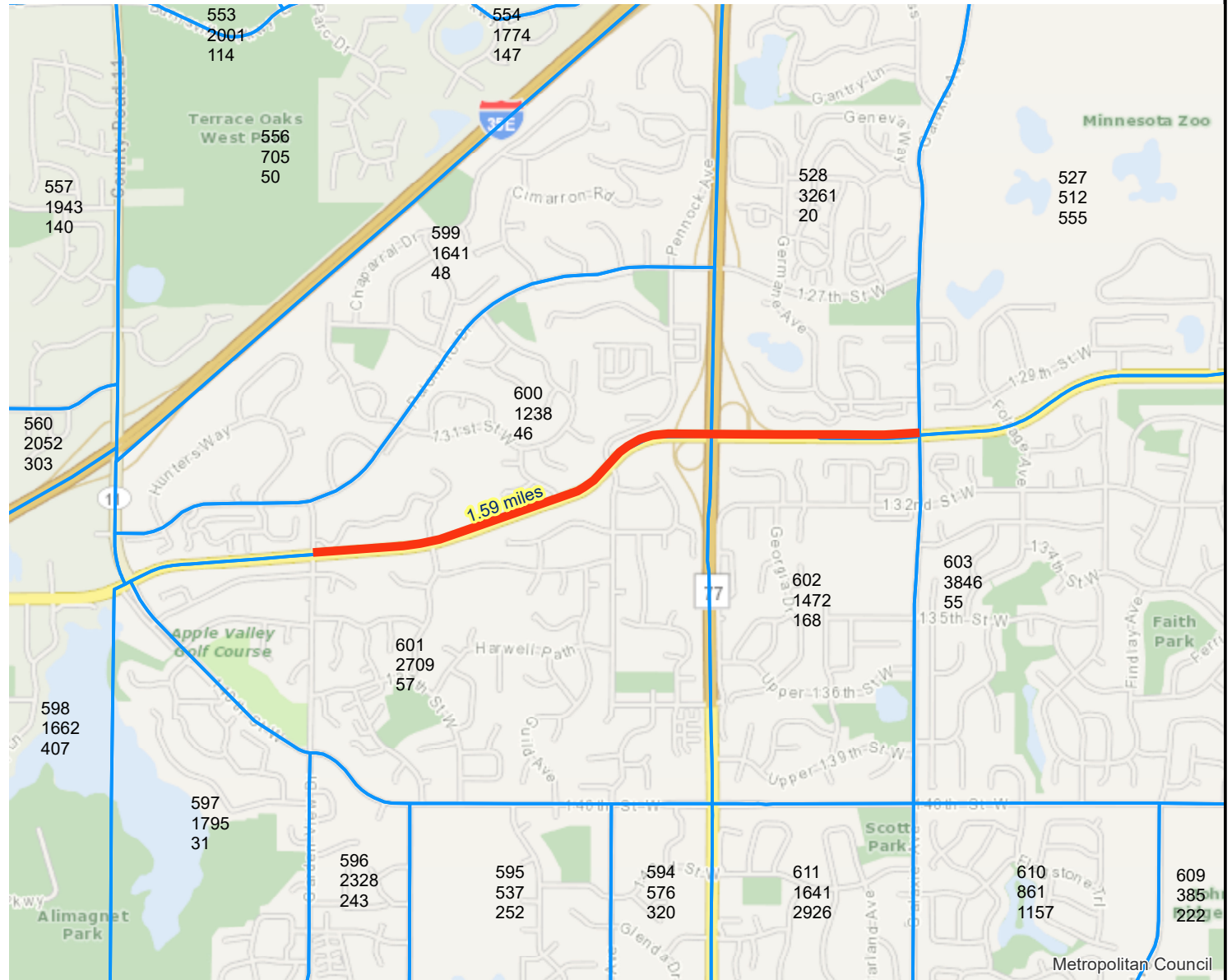
NCompass Technologies


# Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Apple Valley CSAH 38 Trail | Map ID: 1585233964365

## Results

Within ONE Mile of project:  
 Total Population: 29842  
 Total Employment: 7557



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/26/2020  
 LandscapeRSA4



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<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>





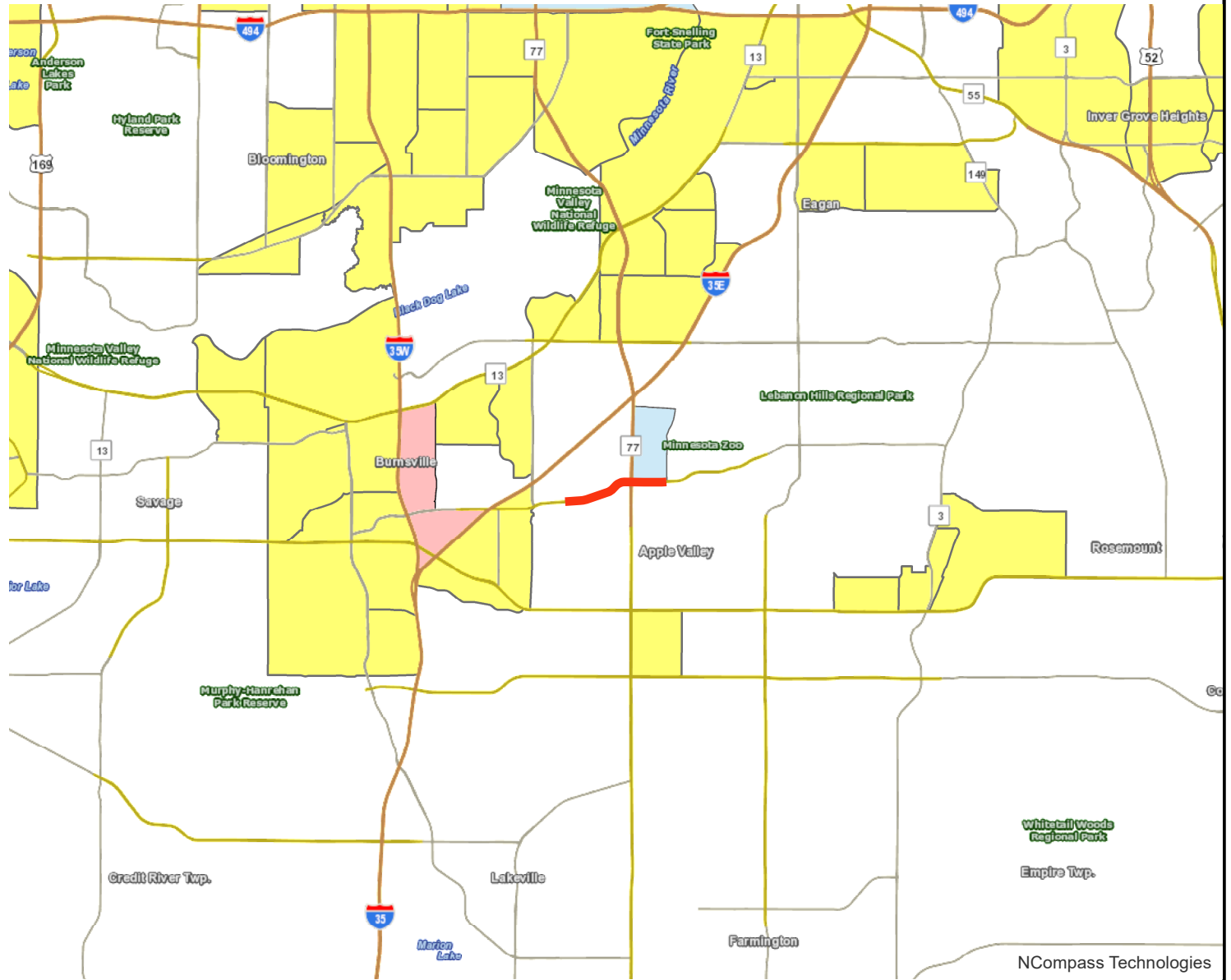
# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Apple Valley CSAH 38 Trail | Map ID: 1585233964365

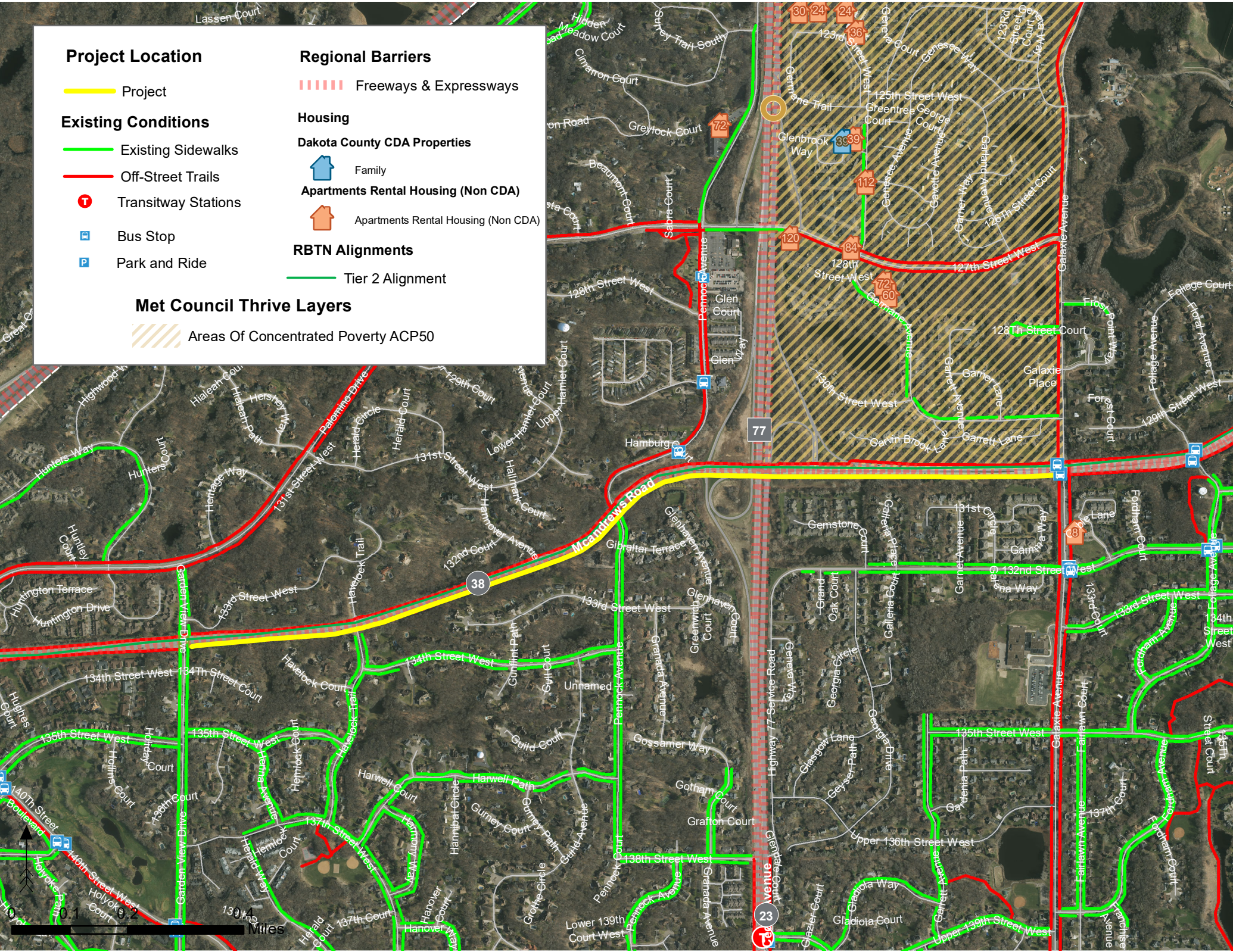
## Results

Project located IN  
Area of Concentrated Poverty  
with 50% or more of residents  
are people of color (ACP50):  
(0 to 30 Points)

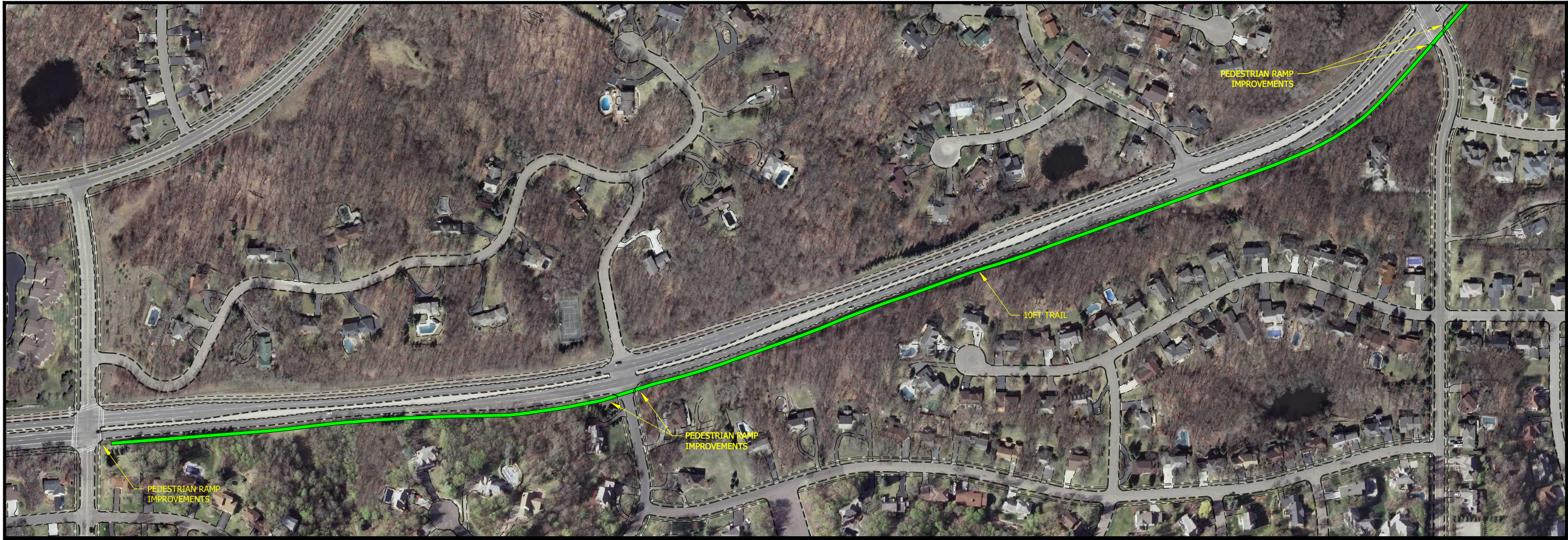
Tracts within half-mile:  
60741 60805 60806  
60811 60822 60823  
60824



<b>Project Location</b>	<b>Regional Barriers</b>
Project	Freeways & Expressways
<b>Existing Conditions</b>	<b>Housing</b>
Existing Sidewalks	<b>Dakota County CDA Properties</b>
Off-Street Trails	Family
Transitway Stations	<b>Apartments Rental Housing (Non CDA)</b>
Bus Stop	Apartments Rental Housing (Non CDA)
Park and Ride	<b>RBTN Alignments</b>
	Tier 2 Alignment
<b>Met Council Thrive Layers</b>	
Areas Of Concentrated Poverty ACP50	



C:\Users\taome\Desktop\Design and Project Archive\CSAH 38 Trail\McAndrews Trail Exhibit.dwg 7/12/2018 4:42:37 PM



**Apple Valley**  
7100 147TH ST W  
APPLE VALLEY, MN 55124  
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.  
PRINT NAME: \_\_\_\_\_ LIC. NO. \_\_\_\_\_  
SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

**CITY OF APPLE VALLEY, MINNESOTA**  
**CSAH 38 TRAIL**  
CITY PROJECT

NO.	REVISION	DATE

SURVEY	JAR
DRAWN	
DESIGNED	
APPROVED	BSA
PROJ. NO.	

SHEET NUMBER

CITY OF APPLE VALLEY  
RESOLUTION NO. 2020-44

APPROVE RESOLUTION OF SUPPORT FOR  
2020 REGIONAL SOLICITATION GRANT APPLICATIONS

WHEREAS, every two years, the Regional Solicitation process allocates federal transportation funds to locally-initiated projects to meet regional transportation needs; and

WHEREAS, City and County staff have been working closely on determining the various projects within the City of Apple Valley; and

WHEREAS, one of the requirements for each of the applications is that a Letter of Support be included from the governing jurisdiction where the project is located.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Apple Valley, Dakota County, Minnesota, that the Public Works Director is allowed to sign letters of support for each of the below project applications:

1. McAndrews Road (CSAH 38) Trail, south side from Galaxie to Garden View Drive
2. Red Line BRT Skyway at the 147th Street Station
3. Red Line BRT Pedestrian Bridge at 140th Street

ADOPTED this 23rd day of April 2020.

  
Mary Hamann-Roland, Mayor

ATTEST:

  
Pamela J. Gackstetter, City Clerk

# Apple Valley CSAH 38 Trail

## CITY OF APPLE VALLEY

Project Location:	Apple Valley
Requested Award Amount:	\$4,000,000
Total Project Cost:	\$5,200,360

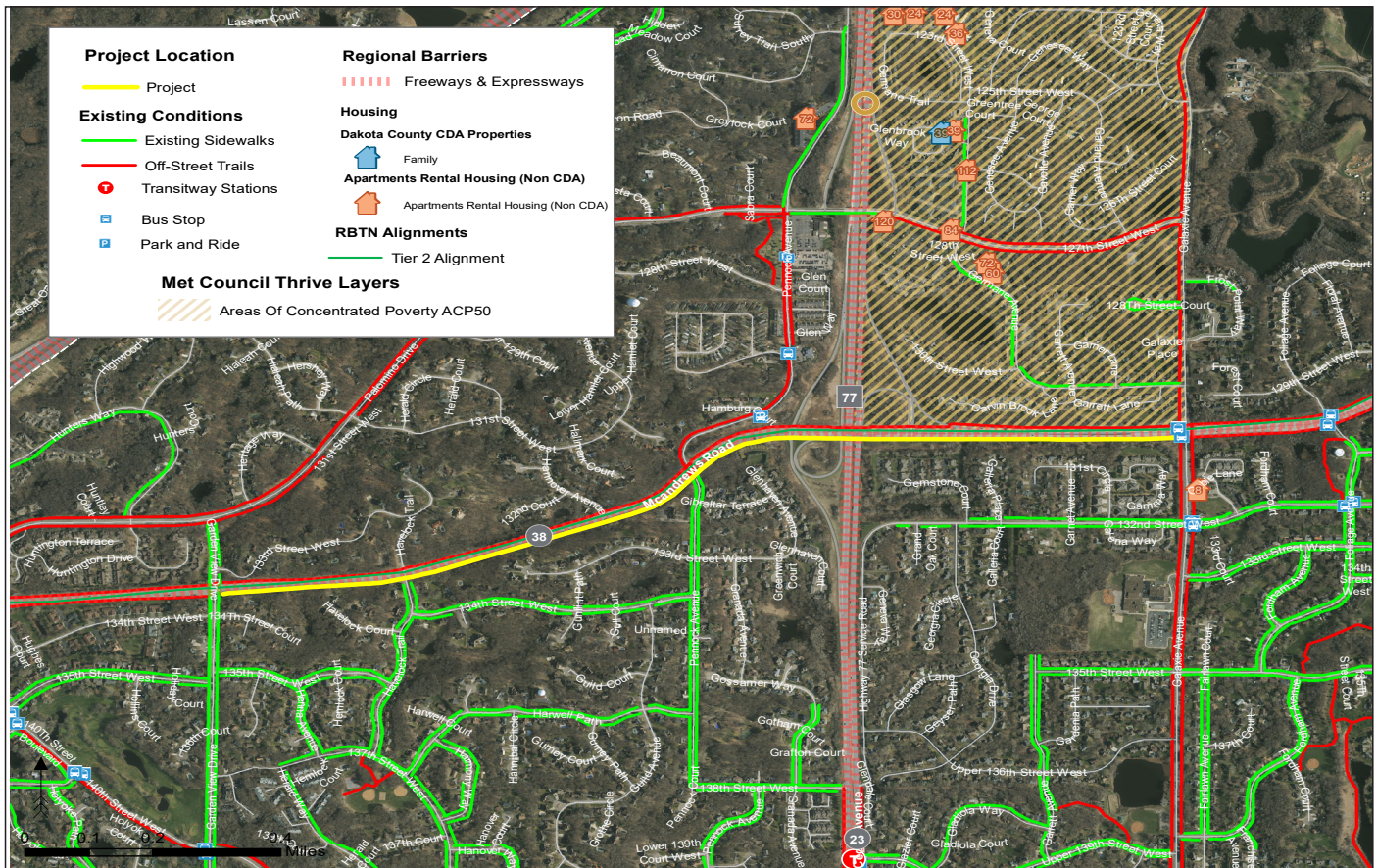
### PROJECT DESCRIPTION

The proposed 1.6 mile trail segment will address a regional gap in an existing Tier 2 RBTN alignment. This alignment connects to a larger network of east-west trails that link Burnsville, Apple Valley, and Rosemont to the Mississippi River and beyond. From a local perspective, this project will link residents to job centers, parks, schools, transit routes/stations (e.g., Metro Red Line BRT), and activity centers (e.g., Lebanon Hills Regional Park and the Minnesota Zoo).

The project is a result of an inadequate trail system that does not provide opportunities for pedestrians/bicyclist to travel on the south side of CSAH 38 safely. Pedestrians and bicyclists are forced to travel on the shoulder of the road, and encounter a barrier when trying to cross Cedar Avenue, where the existing shoulder ceases to exist. The proposed trail will remove this barrier, increasing the safety of all modes of transportation by removing bicyclists/pedestrians from the road onto a separated pathway.

### PROJECT BENEFITS

- » Eliminates a significant vehicle and pedestrian/cyclist conflict point. Currently, those traveling east-west along the south side of CSAH 38 must travel along the shoulder because there are no existing facilities for bicyclists or pedestrians.
- » Eliminates a sizable gap in the RBTN network, while separating pedestrians and bicyclists from large volumes of traffic (e.g., annual average daily traffic in 2017 was 25,000 trips).
- » The proposed project directly serves a census tract with an area of concentrated poverty with 50% or more of residents are people of color.
- » Connects to the North Creek Greenway, a 14-mile trail reaching destinations including the Minnesota Zoo, Lebanon Hills Regional Park, and the Vermillion River.
- » Enhances pedestrian/bicycle access to transit (e.g., Metro Red Line BRT).



# Apple Valley CSAH 38 Trail

## Multi-Use Trail



*Existing Conditions: Looking East at Gardenview Drive from CSAH 38 (McAndrews Road). The proposed trail would begin at this intersection and travel east along the south side of CSAH 38*



*Existing Conditions: CSAH 38 eastbound, approaching Pennock Avenue. No shoulder facilities exist here for cyclists/pedestrians*



*Existing Conditions: CSAH 38 westbound, approaching Cedar Avenue (TH77) intersection; no shoulder facilities.*



*Existing Conditions: CSAH 38 westbound at Cedar Avenue (TH77) intersection, with merging onramp; no shoulder facilities.*



*Existing Conditions: CSAH 38 westbound, approaching Galaxie Avenue; shoulder facilities for bicycle and pedestrian available*





DESIGNED BY: WETZEL & ASSOCIATES, INC. FOR THE CITY OF APPLE VALLEY, MN  
 AND TRAIL PARTNERS: WETZEL & ASSOCIATES, INC. ENGINEERS, ARCHITECTS  
 PROJECT NO.: 18-001  
 DATE: \_\_\_\_\_



7100 147TH ST W  
 APPLE VALLEY, MN 55124

**CITY OF APPLE VALLEY, MINNESOTA**  
**CSAH 38 TRAIL**  
**CITY PROJECT**

NO. REVISION	DATE

SURVEY: JAR  
 DRAWN: \_\_\_\_\_  
 DESIGNED: \_\_\_\_\_  
 APPROVED: BSA

SHEET NUMBER: \_\_\_\_\_

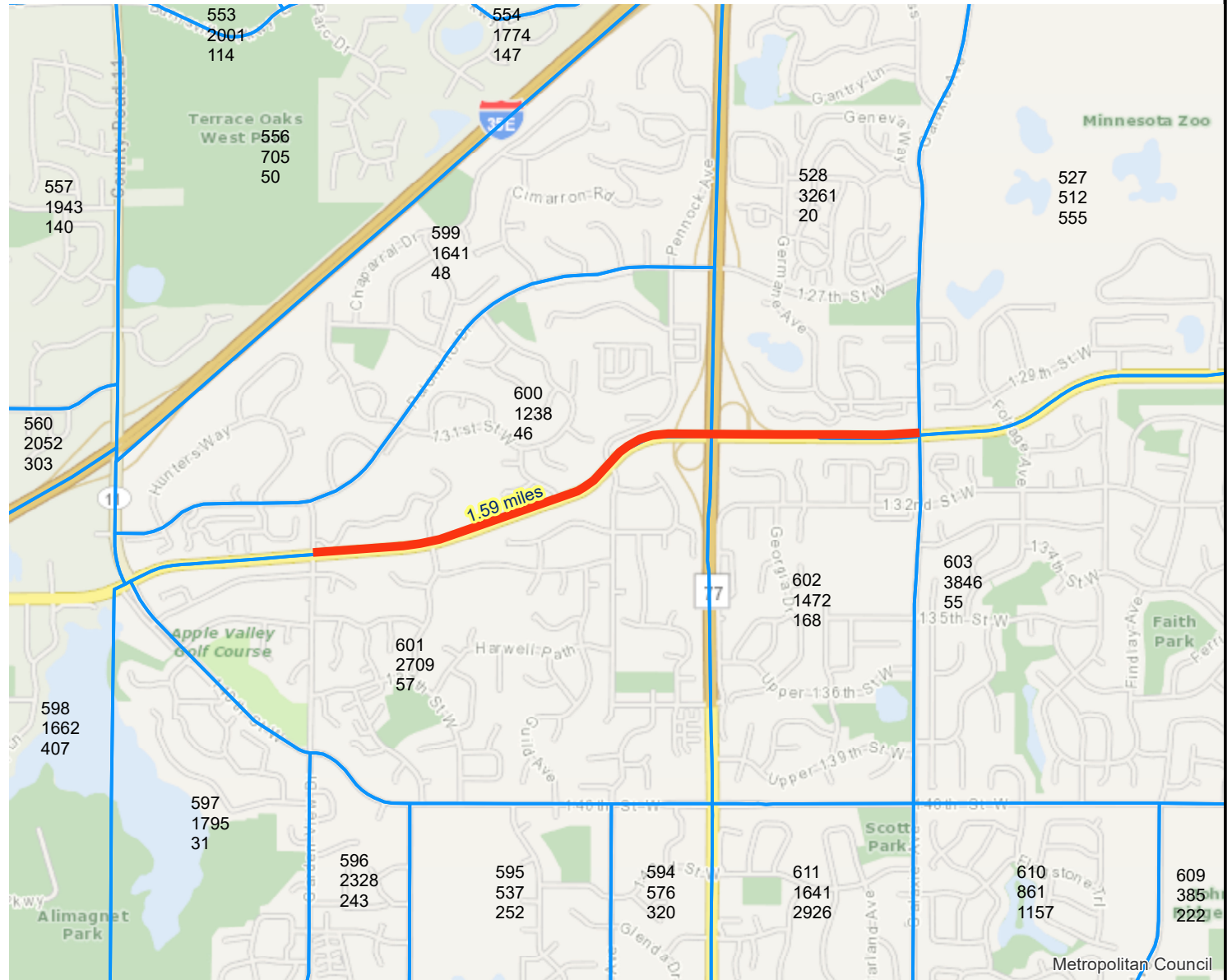
C:\Users\jame\Desktop\Design and Project Archive\CSAH\_38\_Trail\Drawings Trail Exhibit.dwg 7/12/2018 4:42:37 PM


# Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Apple Valley CSAH 38 Trail | Map ID: 1585233964365

## Results

Within ONE Mile of project:  
 Total Population: 29842  
 Total Employment: 7557



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/26/2020  
 LandscapeRSA4



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<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



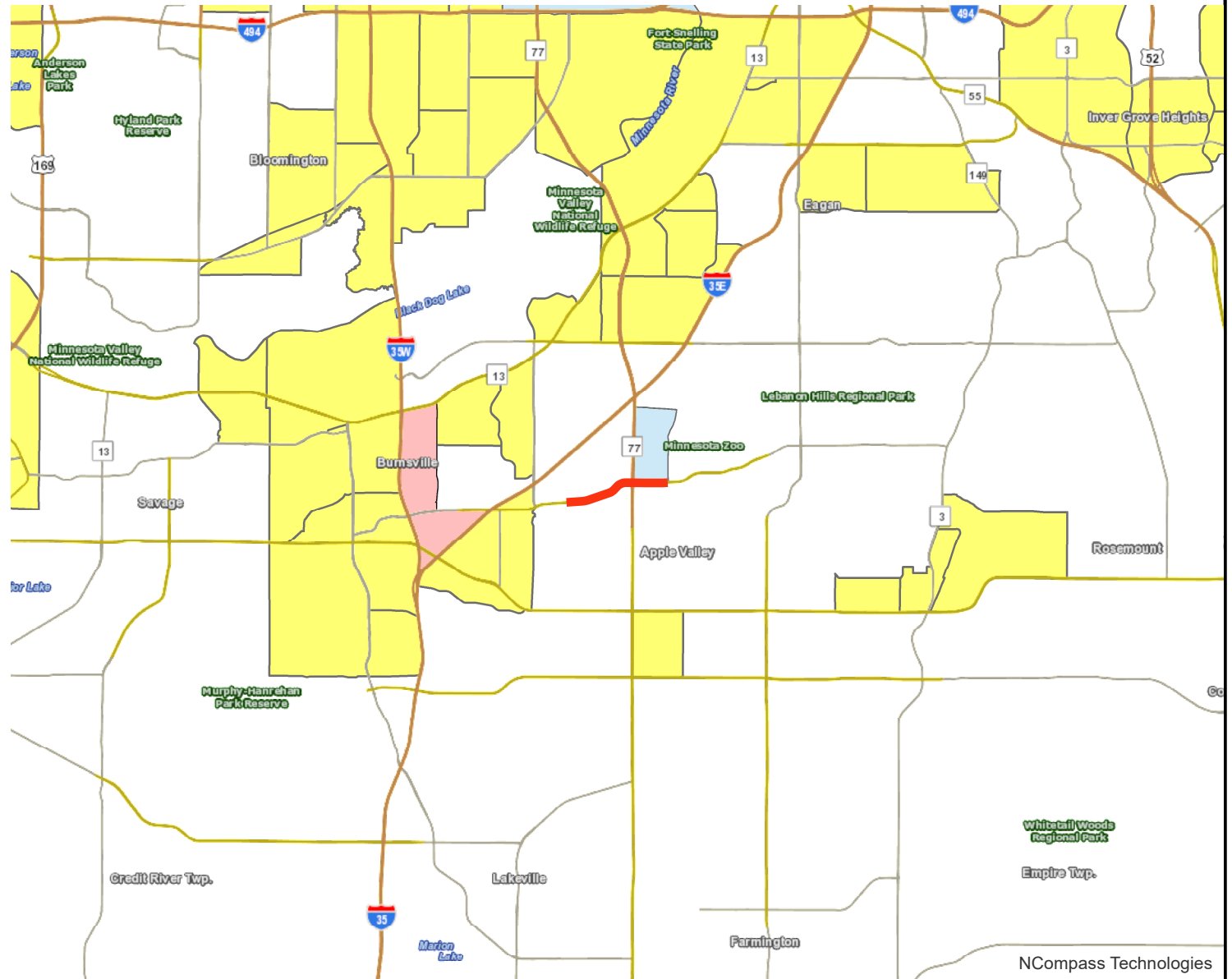
# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Apple Valley CSAH 38 Trail | Map ID: 1585233964365

## Results

Project located IN  
Area of Concentrated Poverty  
with 50% or more of residents  
are people of color (ACP50):  
(0 to 30 Points)

Tracts within half-mile:  
60741 60805 60806  
60811 60822 60823  
60824

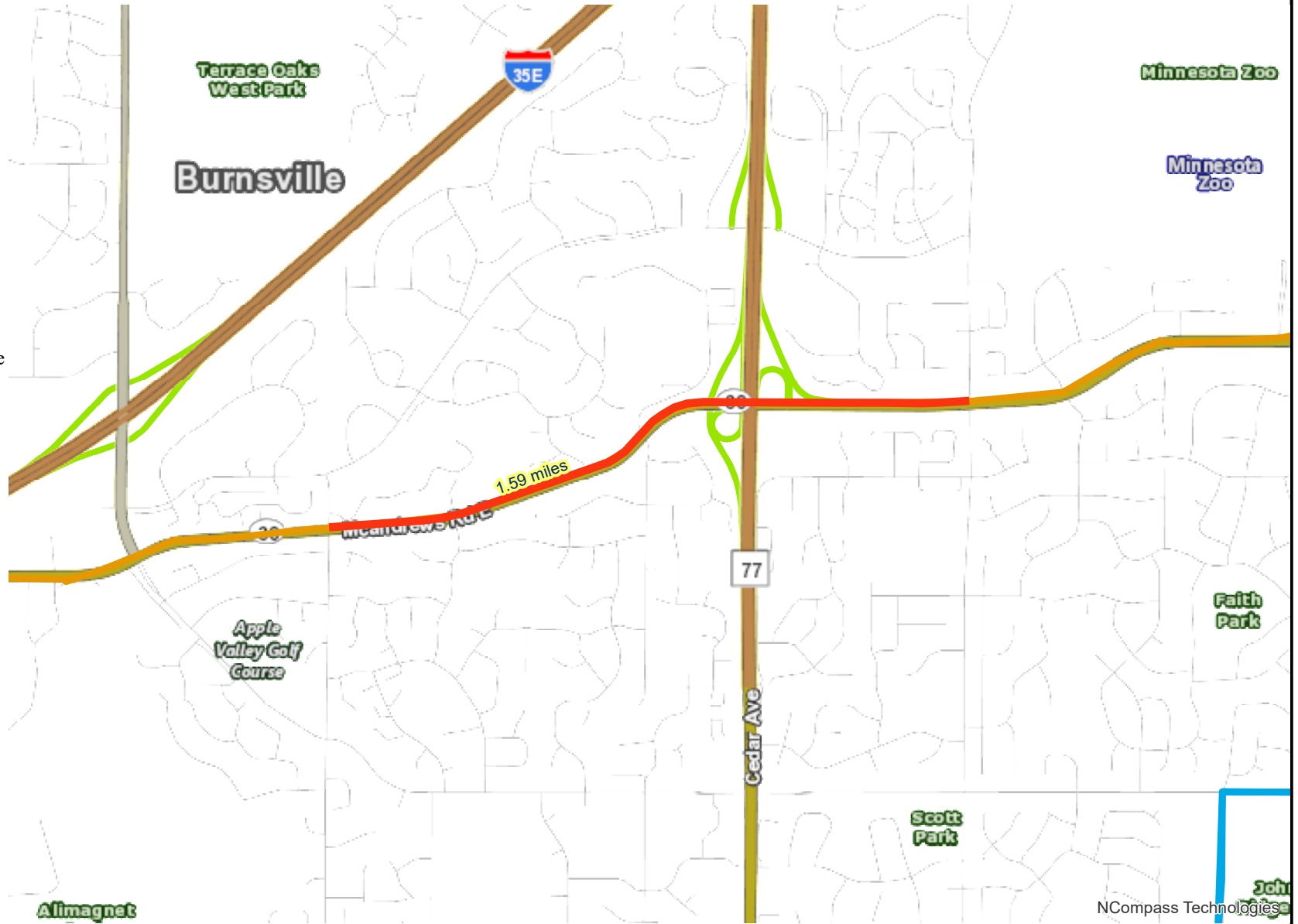


# Project to RBTN Orientation

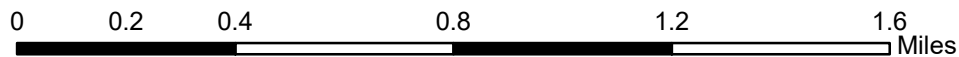
Multiuse Trails and Bicycle Facilities Project: Apple Valley CSAH 38 Trail | Map ID: 1585233964365

## Results

Project NOT IN Regn'l Bicycle Transportation Corridor.



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



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NCompass Technologies





**Physical Development Division**  
**Steven C. Mielke, Director**

April 24, 2020

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

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

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

RE: TAB Regional Solicitation Letter of Support  
CSAH 38 (McAndrews Road) Tail Project

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

Dear Ms. Koutsoukos:

Office of Planning

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

Dakota County is aware of and understands that the City of Apple Valley is submitting a proposed project to construct a multiuse trail on CSAH 38 (McAndrews Road) South side from Gardenview Drive to Galaxie Avenue for federal funding through the Transportation Advisory Board (TAB) Regional Solicitation. This trail will include Pedestrian and Bicycle facilities. 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.

Transportation  
*Highways*  
*Surveyor's Office*  
*Transit Office*

Dakota County has jurisdiction over CSAH 38 and commits to working with the City of Apple Valley to operate and maintain the trail as documented in our existing City Trail Maintenance Agreement for useful design life. The County approves the attached layout of the project.

Dakota County appreciates efforts to secure funding for trail construction along CSAH 38 and is supportive of the City of Apple Valley moving forward with this project.

We will be happy to answer any questions you may have regarding this project.

Sincerely,

A handwritten signature in black ink that reads "Mark J. Krebsbach".

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

May 15, 2020

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

Re: CSAH 38 Trail – Regional Solicitation Grant Application  
Snow/Ice Maintenance

Dear Ms. Koutsoukos:

As requested in the Regional Solicitation, this letter is meant to provide the City's commitment to removing snow/ice from the proposed CSAH 38 Trail. The City has a Council adopted Public Works Policy on snow removal from public asphalt trails (attached). I've high-lighted the pertinent language on page 3 of the attached policy section.

If you have any questions, I can be reached at 952-953-2412 or by e-mail at [msaam@cityofapplevalley.org](mailto:msaam@cityofapplevalley.org).

Sincerely,

CITY OF APPLE VALLEY



Matt Saam, P.E.  
Public Works Director

Enclosure

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

May 12, 2020

Matt Saam, P.E.  
Public Works Director  
City of Apple Valley  
7100 147th Street West  
Apple Valley, MN 55124

**Re: MnDOT Letter for Apple Valley  
Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding  
Request for trail along the south side of CSAH 38**

Dear Matt Saam,

This letter documents MnDOT Metro District's recognition for Apple Valley to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2020 Regional Solicitation for the construction of trail along the south side of CSAH 38.

As proposed, this project impacts MnDOT right-of-way on TH 77. As the agency with jurisdiction over highway 77, MnDOT will allow Apple Valley to seek improvements proposed in the application for the trail construction project. If funded, details of any future maintenance agreement with Apple Valley will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

There is no funding from MnDOT currently planned or programmed for this project. Due to expected loss of future state and federal transportation revenues as a result of the COVID-19 pandemic, there is likely to be significant disruptions to the current MnDOT construction program that will surface in the next year. MnDOT does not anticipate partnering on local projects beyond current agreements.

In addition, the Metro District currently does not anticipate any significant discretionary funding in state fiscal years 2024 or 2025 that could fund project construction, nor do we have the resources to assist with MnDOT services such as the design or construction engineering of the project. If your project receives funding, 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 Apple Valley 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 Mark Lindeberg, South Area Manager, at [mark.lindeberg@state.mn.us](mailto:mark.lindeberg@state.mn.us) or 651-234-7729.

Sincerely,

Michael Barnes, PE  
Metro District Engineer

CC: Mark Lindeberg, Metro District South Area Manager  
Molly McCartney, Metro Program Director  
Dan Erickson, Metro State Aid Engineer



## **1.01 SNOW AND ICE CONTROL POLICY**

### **A. Purpose**

The purpose of the Snow and Ice Control Policy is to establish and maintain uniform definitions and procedures concerning snow and ice control operations for the City of Apple Valley. The City will provide such control in a safe and cost-effective manner, keeping in mind safety, budget, personnel, and environmental concerns. The City may use both City employees and private contractors to provide this service. It is in the City's best interest to have a snow and ice control policy, but because of variability in the weather and conditions, the policy must remain flexible.

### **B. Process and Routes**

Each year the Public Works Department prepares maps of the City clearly delineating major roads, collector and commercial streets, residential streets, cul-de-sacs, parking lots, and Ring Route and designated Central Village sidewalks. These maps are carried aboard snow removal equipment to guide operations in accordance with a prearranged plan to remove snow and ice in a safe and efficient manner.

The removal of snow and ice from public streets, public parking lots, and other areas identified by the Public Works Director takes precedence over other tasks of the Public Works Department except for emergency situations.

### **C. Commencing Snow Plowing, Anti-Icing, and Deicing Operations**

The Public Works Director or his designee shall decide when snow and ice control operations shall begin. Snowfalls of approximately two inches or more are plowed. Lesser amounts may require plowing or only the application of deicing chemicals or a sand/salt mixture depending upon weather conditions and snow accumulation. Weather conditions shall be monitored by the Police and Public Works Departments. Conditions are evaluated using information provided by weather forecasts, the National Weather Service, the Apple Valley Police Department, and visual verification.

### **D. Snow Plowing and Ice Control Priorities**

Snow and ice control operations are prioritized based on street classification as indicated below. This system is established based on general demand criteria such as traffic volume, traffic speed, maintenance of emergency access and other relevant factors.

- First Priority -- Arterial and Collector Streets
- Second Priority -- Commercial Streets
- Third Priority -- Residential Streets
- Fourth Priority -- Cul-de-sacs and Parking Lots
- Fifth Priority -- Ring Route and Designated Central Village Sidewalks

Priority ranking may be interrupted in order to respond to emergency requests for assistance or at the direction of the Public Works Director or his designee.

**E. Spreading Sand and Deicing Materials**

Sand and deicing chemicals are used for snow and ice control. Deicing operations use salt or a mixture of three parts salt to one part treated salt for temperatures down to approximately 15 degrees F., and treated salt for temperatures down to approximately 0 degrees F. During periods of extreme cold, salt or treated salt may be mixed with sand. When sand and salt are mixed, ratios vary according to the temperature.

Chemicals applied for snow and ice control operations shall be applied at rates determined appropriate by the Public Works Department and generally based upon recommendations by the Salt Institute and Cargill's Sensible Salting Guide with consideration given to past experience and weather forecasting for the following 24 hours.

**F. Regulating Parking**

Apple Valley City Code of Ordinances Section 71.18 prohibits parking on any street in the City during any time that snowplowing or snow removal operations are in progress. Section 71.17 of Apple Valley City Code of Ordinances prohibits parking on public streets during the hours from 3:00 a.m. to 6:00 a.m. except as specified under Section 71.17, items 1, 2, and 3. City Code Enforcement personnel shall assist the Public Works Department to address on-street parking during plowing operations.

Police, Community Service Officers, and Code Enforcement Officers may issue parking violations during snow plowing or snow removal operations. Vehicles which impede or prevent snow or ice control equipment from proceeding or which are deemed a public safety hazard shall be reported to the Police Department and may be tagged and towed.

**G. Allowing for Variable Weather Conditions**

During extraordinary snow and ice events, additional personnel and equipment may be utilized to supplement operations. During periods of extended continuous snowfall or freezing rain, operations may be focused on arterial and collector routes and emergency service delivery locations and may be performed on a limited scale.

Snow and ice control operations should be conducted when weather conditions do not endanger the safety of employees or equipment, and when operations are effective. Factors that may delay snow and ice control operations include, but are not limited to, severe cold, significant winds, limited visibility, and rapid accumulation of snow and/or ice.

**H. Responsibilities and Concerns of Residents**

Minnesota Statute 169.42 prohibits depositing snow upon public streets and upon any public or privately owned land adjacent thereto without the owner's consent. Therefore, the practice of depositing snow from driveways and walkways in the public street is prohibited within the City. Except for City, County and State public works personnel, no person shall plow snow from City streets unless specifically authorized through contract or written agreement by the City Council.

Snow deposited in driveways and walkways is a result of normal and necessary plowing operations. Most of the City's mainline plowing vehicles are equipped with a front plow and side wing for two-pass plowing of residential streets. Plows are angled to the right for plowing from the centerline of the street to the curb. For this reason, a certain amount of snow will be deposited in driveways. The cost of maintaining adequate personnel and equipment to clear walkways and driveways of snow deposited during plowing operations is prohibitive.

The City will not plow private streets, driveways, or walkways. Snow from public streets will be plowed onto boulevards. Boulevard obstructions ultimately increases costs to taxpayers because of equipment breakage and additional time required to complete snow removal operations. In order to keep added expenses to a minimum and maximize safety, the City requires a clear zone behind the curb for snow storage.

Residents are allowed a mail/media box within the boulevard area. All mail/media boxes must be located behind the curb line and/or shoulder of the road. It is the responsibility of the resident to maintain their mail/media box in a state of good repair. Mail/media boxes should be of sufficient strength to withstand normal maintenance operations.

**I. Snow and Ice Removal from Sidewalks**

Apple Valley City Code of Ordinances Section 96.03 requires owners or occupants of real property to remove snow and ice from public sidewalks within 48 hours of deposit to prevent a public nuisance affecting the safety of the general public. Two exceptions are outlined in this ordinance section. The City conducts sidewalk plowing along portions of the Ring Route and the Central Village area due to snow storage challenges, access challenges and public infrastructure that substantially obstructs normal plowing operations. The specific locations of sidewalk plowed by the City are delineated in Figure 1.01A within Appendix A of this policy. All other sidewalks are the responsibility of the adjoining property owner. **The City plows asphalt surfaced public trails.**

**J. Repair of Damaged Property**

Snow and ice control operations may cause property damage even under the best of circumstances and care on the part of the operators. Items located within the street right-of-way, which extends approximately 13 feet beyond the curb location, are most vulnerable to damage during plowing operation. The intent of the right-of-way is to provide room for snow storage, utilities, sidewalks, and other City and Public uses.

The City will repair/replace sod damaged by its snowplows during snow removal operations if reported to the Public Works Department prior to May 1 of the current year. The City does not repair/replace sod damaged due to the application of sand, salt, or other deicing chemicals. Other damage within the public right-of-way is the responsibility of the property owner including, but not limited to, trees, shrubs, bushes, landscaping materials, decorative rock, and lawn/landscaping irrigation systems.