



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14341 - Inver Grove Heights - Babcock Trail - Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 05/14/2020 11:55 AM

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## Primary Contact

**Name:\*** Eric Carlson  
Salutation First Name Middle Name Last Name

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**Department:** Parks & Recreation Department

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**Address:** 8150 Barbara Ave

\* Inver Grove Heights Minnesota 55077  
City State/Province Postal Code/Zip

**Phone:\*** 651-450-2587  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** INVER GROVE HEIGHTS, CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:**

City

**Organization Website:**

**Address:**

8150 BARBARA AVE

\*

INVER GROVE  
HEIGHTS

Minnesota

55077

City

State/Province

Postal Code/Zip

**County:**

Dakota

**Phone:\***

651-450-2500

Ext.

**Fax:**

**PeopleSoft Vendor Number**

0000020955A1

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## Project Information

**Project Name**

Inver Grove Heights Babcock Trail

**Primary County where the Project is Located**

Dakota

**Cities or Townships where the Project is Located:**

Inver Grove Heights

**Jurisdictional Agency (If Different than the Applicant):**

Dakota County



The Inver Grove Heights Babcock Trail is a proposed multi-use trail located on the east side of Babcock Trail/CSAH 73, beginning at the northeast corner of the intersection of Babcock Trail and Upper 55th Street E in Inver Grove Heights and travelling north for 0.5 miles to connect to an existing multi-use trail segment south of the crossing of I-494 on Babcock Trail. The proposed project includes construction of a bituminous trail eight feet wide with five feet of separated buffer from the roadway, construction of curb ramps and crosswalk markings at roadway crossings, wayfinding, and necessary retaining walls to provide a path to meet ADA standards for slope and design.

The proposed project will complete a critical bicycle transportation link by closing a high priority gap in the City of Inver Grove Heights' bicycle and pedestrian network, and the trail is completely located within a Tier 2 RBTN corridor. This connection provides a link from Inver Grove Heights into West St. Paul and Sunfish Lake, and this project will create connections to the existing trail and sidewalk network within the City of Inver Grove Heights, as well as connections to several regional trails including the River to River Greenway trail to the north, the Mississippi River Trail to the east, and the Swing Bridge trailhead. These regional trails offer over 85 miles of paved trails that residents and employees located around the proposed Babcock Trail would be able to access for both transportation and recreation purposes.

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

*(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.**

**Project Length (Miles)**

*to the nearest one-tenth of a mile*

Babcock Trail, Inver Grove Heights, from I-494 E bridge to Upper 55th Street E

0.5

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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** \$383,040.00

**Match Amount** \$95,760.00

*Minimum of 20% of project total*

**Project Total** \$478,800.00

*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 Inver Grove Heights and Dakota County

*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:** 2021, 2022, 2023

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

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## Project Information

**County, City, or Lead Agency** City of Inver Grove Heights

**Zip Code where Majority of Work is Being Performed** 55077

**(Approximate) Begin Construction Date** 04/01/2024

**(Approximate) End Construction Date** 10/31/2024

**Name of Trail/Ped Facility:** Inver Grove Heights Babcock Trail

*(i.e., CEDAR LAKE TRAIL)*

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

**From:**  
**(Intersection or Address)** Babcock Trail Bridge, south of 494

**To:**  
**(Intersection or Address)** Intersection of Babcock Trail and Upper 55th Street E

*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):** 0.5

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

0.5

**Is this a new trail?**

Yes

**Primary Types of Work**

Grading, Aggregate Base, Bituminous Surface, Pedestrian Ramps, Crosswalk Markings, Wayfinding

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

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

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

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

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

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

**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 Bicycle and Pedestrian Study  
(2018): Pg. 2-21, 2-22

Dakota County 2040 Comprehensive Plan (2019):  
Pg. 48-49

Inver Grove Heights Trail and Sidewalk Gap Study  
(2011): Pg. 9

CR73/Babcock Trail From I-494 Bridge to 63rd  
Street East Feasibility Study (2017): Pg. 14

Inver Grove Heights 2040 Comprehensive Plan  
(2019): Pg. 6-165

List the applicable documents and pages:

*(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:

04/03/2017

Link to plan:

<https://www.invergroveheights.org/DocumentCenter/View/5934/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)	\$19,950.00
Removals (approx. 5% of total cost)	\$19,950.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$30,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$3,000.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$75,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00

Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$147,900.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$260,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$9,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$20,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$2,000.00
Bicycle and Pedestrian Contingencies	\$39,900.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$330,900.00</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>

### 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	\$478,800.00
Construction Cost Total	\$478,800.00
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 Yes

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1589405224932\_OnlineMapApp\_RBTN.pdf

Please upload attachment in PDF form.

### Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 18875

Existing Employment Within One Mile (Integer Only) 5833

Upload the "Population Summary" map 1589405342435\_OnlineMapApp\_PopulationEmployment.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.*

Community engagement was primarily conducted as part of the CR 73/Babcock Trail Feasibility Study (2017). Key stakeholder groups were identified, including CHS employees, residents of multi-family housing, business owners, members of Cross Roads Church, families at Salem Hills Elementary and nearby residents. Input was gathered at two public meetings, through online surveys, and through stakeholder meetings. Project information and online surveys were placed on the City website and distributed by email and social media. Flyers were also distributed at Salem Hills Elementary. This engagement confirmed support and a need for a separated trail along Babcock Trail. This trail was identified as a key connection, with preference over an existing parallel route along Highway 52.

**Response:**

During the 2018 Dakota Co. Ped and Bike Study, residents throughout the County were engaged with emphasis on reaching people of color, low income populations, youth and the elderly. Over 20 engagement activities engaged over 850 participants. Activities included pop-up events, open houses, an online map, and listening sessions. Engagement allowed participants to provide feedback on existing conditions, gaps and barriers, and preferred facility types. Participants overwhelmingly preferred trails separated from roads.

*(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.*

**Response:**

The project will improve safety for area residents and employees. Several multi-family developments, including a senior housing development, are located along the trail corridor, and many of the residents walk to nearby destinations (church, convenience store, and restaurant located along Upper 55th Street E). Employees at CHS Inc., located along Babcock Trail, also regularly travel through this corridor on foot for transportation and recreation. There are approximately 1,000 employees who work here. Because there are no existing pedestrian or bicycle facilities on either side of Babcock Trail, people wishing to utilize the corridor for non-motorized transportation must travel along the shoulder of the roadway. With the high pedestrian use that this corridor experiences, there are several "desire lines" worn alongside Babcock Trail where pedestrians have chosen to walk in the vegetation in order to travel away from the vehicles on the road. The proposed trail will follow these desire lines. Creating a multi-use trail with painted pedestrian crossings and ADA-compliant crossing improvements along Babcock Trail will meet the high pedestrian and bicycle demand in the area and provide a safer means of travel.

The proposed project would complete a significant segment in the city-wide trail and sidewalk network. At a larger scale, the project will provide residents and visitors with connections to the existing local and regional trail network. The proposed trail would connect with areas north of I-494 including commercial areas, parks, and the River to River Greenway trail which extends through South St. Paul to Lilydale. To the south and east, the Babcock Trail connects to the City trail network leading to destinations such as Simley High School, Inver Hills Community College, commercial areas, parks, the Mississippi River Regional Trail and the Swing Bridge trailhead.

The project will provide public health benefits. The

segment will support physical activity; inactivity is one of the most important chronic disease risk factors for Americans. In Dakota County, 83% of students do not engage in the recommended 60 minutes of daily physical activity (2019) and the 12.2% of adults reported no leisure-time activity during the previous month in 2019. Nationally, older adults, women, African-American adults, and Hispanic adults are at risk for not getting enough physical activity.

*(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*

**Response:**

There are no known negative impacts 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.

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 Inver Grove Heights 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**

1589405550102\_OnlineMapApp\_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
Inver Grove Heights	0.5	1.0	77.0	77.0

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## Total Project Length

**Total Project Length** 0.5

*Project length entered on the Project Information - General form.*

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## Housing Performance Score

**Total Project Length (Miles) or Population** 0.5

**Total Housing Score** 77.0

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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 trail would improve transit, bicycle, and pedestrian access for residents of affordable housing locations within ½ mile of the project by connecting to and extending the existing bicycle and pedestrian network. There are (8) existing bus stops along the proposed trail. No Dakota County CDA housing units are located within a half mile of the proposed trail, but there are 880 existing market rate apartment units at densities (8 u/ac and above) that support naturally-occurring affordable housing. The project is located in an area with a significantly high density of residents who do not own a vehicle. For the people who live along this corridor, there are no other alternate pedestrian routes to cross I-494.

**Response:**

The proposed project would increase multi-modal access to key community destinations. Completion of a significant segment in the larger trail network will directly connect to Salem Hills Elementary School, providing children a safe connection through the neighborhood to and from school. On a larger scale, the Babcock Trail project would provide residents and visitors to the area with access to the existing City and regional trail network. The proposed trail would connect with areas north of I-494 including commercial areas, parks, and connect to the River to River Greenway trail, an eight-mile long regional trail linking the Minnesota River to the Mississippi River through Lilydale, Mendota Heights, West St. Paul and South St. Paul. To the south and east, the Babcock Trail connects to the City trail network which leads to amenities including Simley High School, the Inver Hills Community College, commercial areas, parks, the Mississippi River Trail and the Swing Bridge trailhead.

The trail and pedestrian intersection improvements will further provide access to Metro Transit route 75 north- and south-bound transit users, many of which cannot drive due to disabilities, do not own a



personal vehicle.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589409689163\_IGH CSAH 73 Babcock\_Housing  
Locations.pdf

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## 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 high priority gap in the City of Inver Grove Heights' bicycle and pedestrian network. The proposed trail is located within a Tier 2 RBTN corridor. The proposed trail project connects to an existing trail segment just south of the crossing of I-494 and continues along the east side of Babcock Trail to Upper 55th St E. This connection provides a link from Inver Grove Heights into West St. Paul and Sunfish Lake. The Babcock Trail project would create connections to the existing trail and sidewalk network within the City of Inver Grove Heights, as well as connections to several regional trails including the River to River Greenway trail to the north, the Mississippi River Trail to the east, and the Swing Bridge trailhead. These regional trails offer over 85 miles of paved trails that residents and employees located around the proposed Babcock Trail would be able to access for both transportation and recreation purposes. The trail will also provide access to the only pedestrian crossing of I-494 in the area. The project includes installing a crossing aid, such as a HAWK signal or rectangular rapid flashing beacon at Cenex Drive, to cross Babcock Trail at an existing bus stop. This will provide much-needed safety upgrades for residents living west of Babcock Drive to cross the roadway to meet transit. Currently there are "desire lines" along Babcock Trail which have resulted from pedestrian use of land adjacent to Babcock Trail for travel in the absence of any formal, paved trail. This area is experiencing high pedestrian and bicycle demand from nearby residents in several multi-family housing developments (880 units) as well as from employees (over 1,000 employees) working at the CHS Inc. headquarters, all of whom would benefit from the creation of a formal off-road trail. The proposed trail will provide a safer facility for pedestrians and bicyclists than the shoulder of the road. The trail will be eight feet wide with a five-foot

**Response:**

separation/buffer for additional safety. The trail along the west side of Babcock Trail, painted crosswalks and ADA-compliant crossing improvements at intersections will increase safety and accessibility for residents in the multi-family residential developments located along the west side of Babcock Trail.

*(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**

*Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments*

**Non-tiered**

*Crossings of non-tiered Regional Bicycle Barrier segments*

**No improvements**

Yes

*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

**Response:**

The proposed project will create a paved, off-road trail in an area of high pedestrian and bicycle demand where no facilities currently exist. Today, residents and employees in the area wishing to travel without a motorized vehicle must do so on the shoulder of Babcock Trail. Babcock Trail is classified as a community collector road. It is a two-lane roadway with a speed limit of 40 miles per hour (mph) and an AADT of 7,800 (2016, MnDOT). There were no recorded bicycle and pedestrian crashes along this segment of Babcock Trail between 2009 to 2018. However, it is evident that bicyclists and pedestrians do not feel safe traveling along the shoulder of this roadway because there are pedestrian desire lines along the side of the roadway that are used for travel by pedestrians and bicyclists instead. Within walking distance (half mile) of the proposed trail, there are 880 units of housing, and over 1,000 employees that work along the corridor on a daily basis. The presence of a separated trail will significantly impact the safety and comfort of pedestrians and bicyclists wishing to travel throughout the area.

The paved trail itself will enhance safety for bicycle and pedestrian users by providing a separated trail from vehicle traffic along the roadway and decreasing the opportunity for interaction with vehicles. The trail will eliminate conflict points between trail users and vehicles along the length of the corridor. The trail will be eight feet wide and will include a shoulder five feet wide to provide even more separation from the roadway. The proposed project also includes high visibility crosswalk markings and ADA-compliant curb ramp crossing improvements at intersections along the length of the trail (Upper 55th Street E, Cenex Drive, 55th Street E, Greystone Drive and at 52nd Street E), as well as a crossing aid to assist pedestrians crossing Babcock Trail at Cenex Drive.

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

---

## **Measure A: Multimodal Elements**

The proposed project includes painted crosswalks and ADA-compliant crossing improvements at intersections to enhance the safety of pedestrians using the trail. This trail connects to the existing network of sidewalks and trails in Inver Grove Heights, and allows pedestrians living and working near Babcock Trail to access other areas of the city, including parks, schools, and commercial areas. The proposed trail also connects to regional trails including the River to River Greenway and the Mississippi River trail.

Metro Transit bus route 75 runs down Babcock Trail through the length of the proposed trail corridor. This bus route connects Inver Grove Heights directly with downtown St. Paul and indirectly to the rest of the transit network through transfers. The proposed trail will make Route 75 more accessible to users by providing a safe connection from the 8 northbound and southbound bus stops along Babcock Trail to CHS Inc. and the multi-family residential developments located on the west side of Babcock Trail. The project includes installing a crossing aid, such as a HAWK signal or rectangular rapid flashing beacon at Cenex Drive, to cross Babcock Trail at an existing bus stop. This will provide much-needed safety upgrades for residents living west of Babcock Drive to cross the roadway to meet transit.

The proposed trail will increase the safety of all types of transportation users. By creating a trail that is separated from the roadway, bicyclists and pedestrians traveling along the east and west sides of Babcock Trail 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. By decreasing the amount of interaction and increasing the predictability between trail users and vehicles, the safety of all modes of transportation will increase.

**Response:**

(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

1589407603449\_IGH Babcock 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

### 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

**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: 05/01/2017

Meeting with partner agencies: 05/01/2017

Targeted online/mail outreach: 05/01/2017

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%

Community engagement was primarily conducted as part of the CR 73/Babcock Trail Feasibility Study (2017). Key stakeholder groups were identified, including CHS employees, residents of multi-family housing, business owners, members of Cross Roads Church, families at Salem Hills Elementary and nearby residents. Input was gathered at two public meetings, through online surveys, and through stakeholder meetings. Project information and online surveys were placed on the City website and distributed by email and social media. Flyers were also distributed at Salem Hills Elementary. This engagement confirmed support and a need for a separated trail along Babcock Trail. This trail was identified as a key connection, with preference over an existing parallel route along Highway 52.

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

This trail gap was identified in the 2018 Dakota County Pedestrian and Bicycle Study as one of the highest priority gaps on the County Road system. During the pedestrian and bicycle planning process, residents throughout the County were engaged with emphasis on reaching people of color, low income populations, youth and the elderly. During 2017 and 2018, there were more than 20 engagement activities and more than 850 participants. Activities included pop-up style events engagement, open houses, an online map, and listening sessions. Engagement was structured to allow an opportunity for participants to provide information on existing conditions, gaps and barriers, and preferred facility types. Participants overwhelmingly preferred trails separated from roads.

Project outcomes that have been directly tied to stakeholder engagement and influence include the following:

- Proposed trail alignment will provide a complete

trail loop for CHS employees, building off of existing facilities within the company campus.

- Trail location along Babcock Trail is identified as a key north-south connection for pedestrians and bicyclists, with preference for this route over a parallel route along Highway 52.

- Trail location will significantly increase the comfort and safety for children and parents on a daily basis who will now choose to walk or bike to Salem Elementary School.

- Construction of the trail will eliminate the current need for bussing of children and seniors to events at the church, fire station, school, and senior living facility

The City of Inver Grove Heights will continue to engage members of the community as this project progresses through the planning, engineering, and construction phases.

---

### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$478,800.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$478,800.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

### Other Attachments

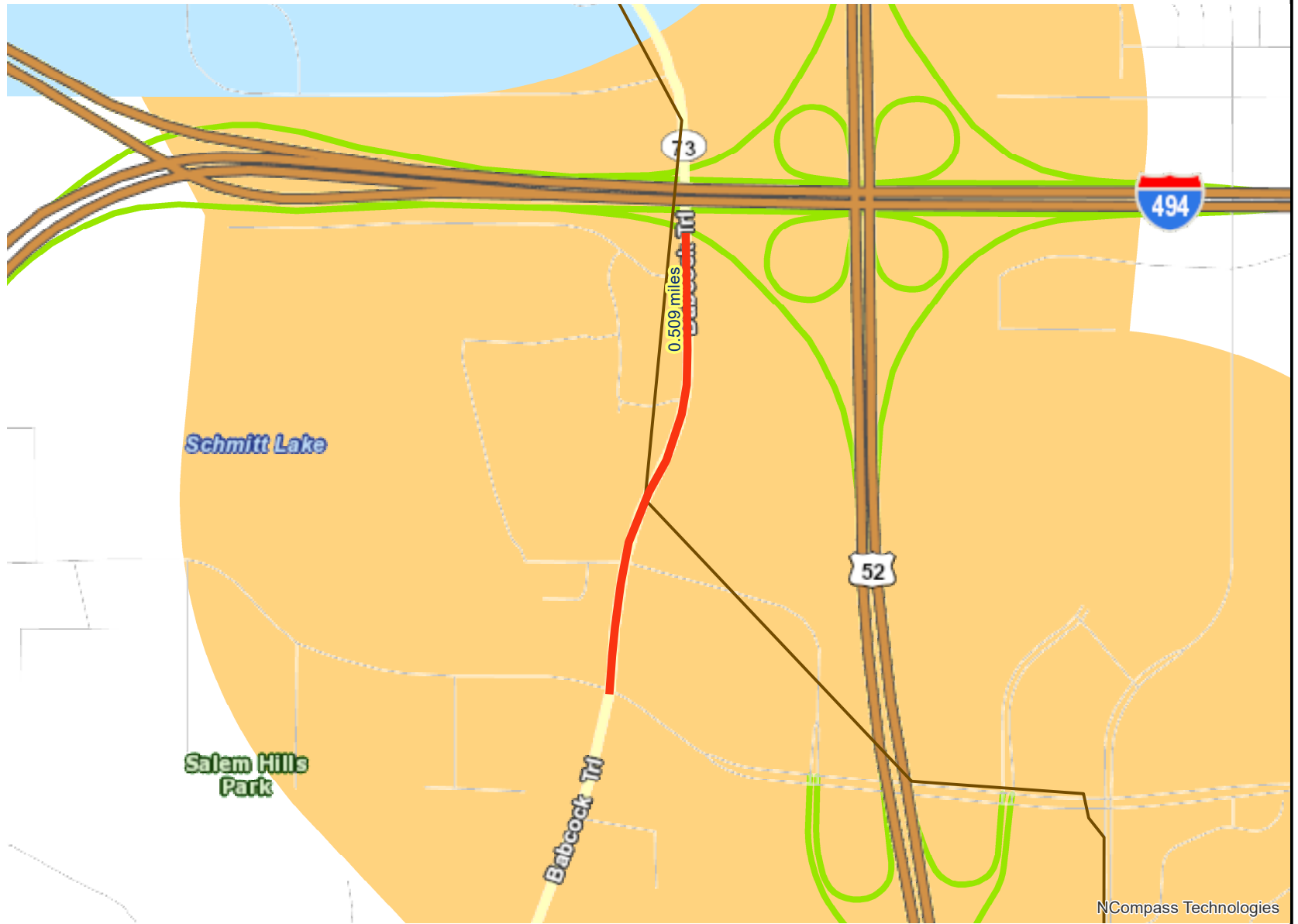
<b>File Name</b>	<b>Description</b>	<b>File Size</b>
IGH CSAH 73 Babcock_Photos.pdf	Babcock Trail Photos	2.4 MB
IGH CSAH 73 Babcock_Project Map.pdf	Babcock Trail Project Map	6.5 MB
IGH_CSAH 73 Babcock_Project Summary.pdf	Babcock Trail Project Summary	6.5 MB
Letter of Support from Facility Owner.pdf	Letter of Support_Facility Owner	253 KB
Letter of Support_Dakota Co.pdf	Letter of Support_Dakota County	64 KB
Resolution 2020-63 Approve Appl to the TAB_IGH.pdf	Resolution_Inver Grove Heights	103 KB
Resolution of Funding Support from DC.pdf	Resolution_Dakota County	699 KB
Snow and Ice Letter.pdf	Snow and Ice Removal Letter	328 KB

# Project to RBTN Orientation

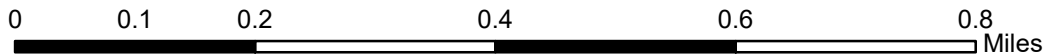
Multiuse Trails and Bicycle Facilities Project: IGH CSAH 73 Babcock | Map ID: 1583435380173

## Results

Project IN TIER 2  
Bicycle Transport Corridor.



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



Created: 3/5/2020  
LandscapeRSA6



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

NCompass Technologies

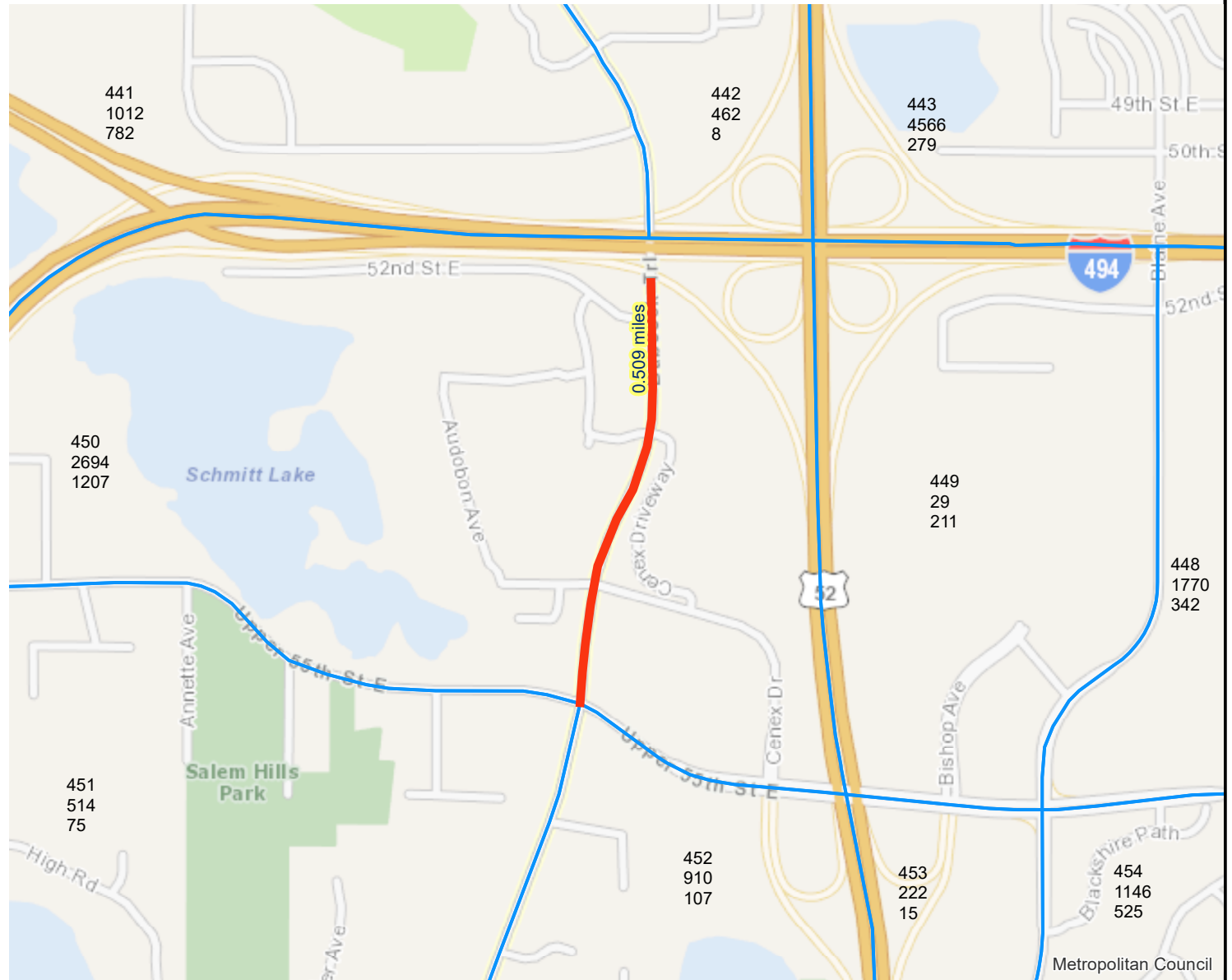


# Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: IGH CSAH 73 Babcock | Map ID: 1583435380173

## Results

Within ONE Mile of project:  
 Total Population: 18875  
 Total Employment: 5833



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/5/2020  
 LandscapeRSA4



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



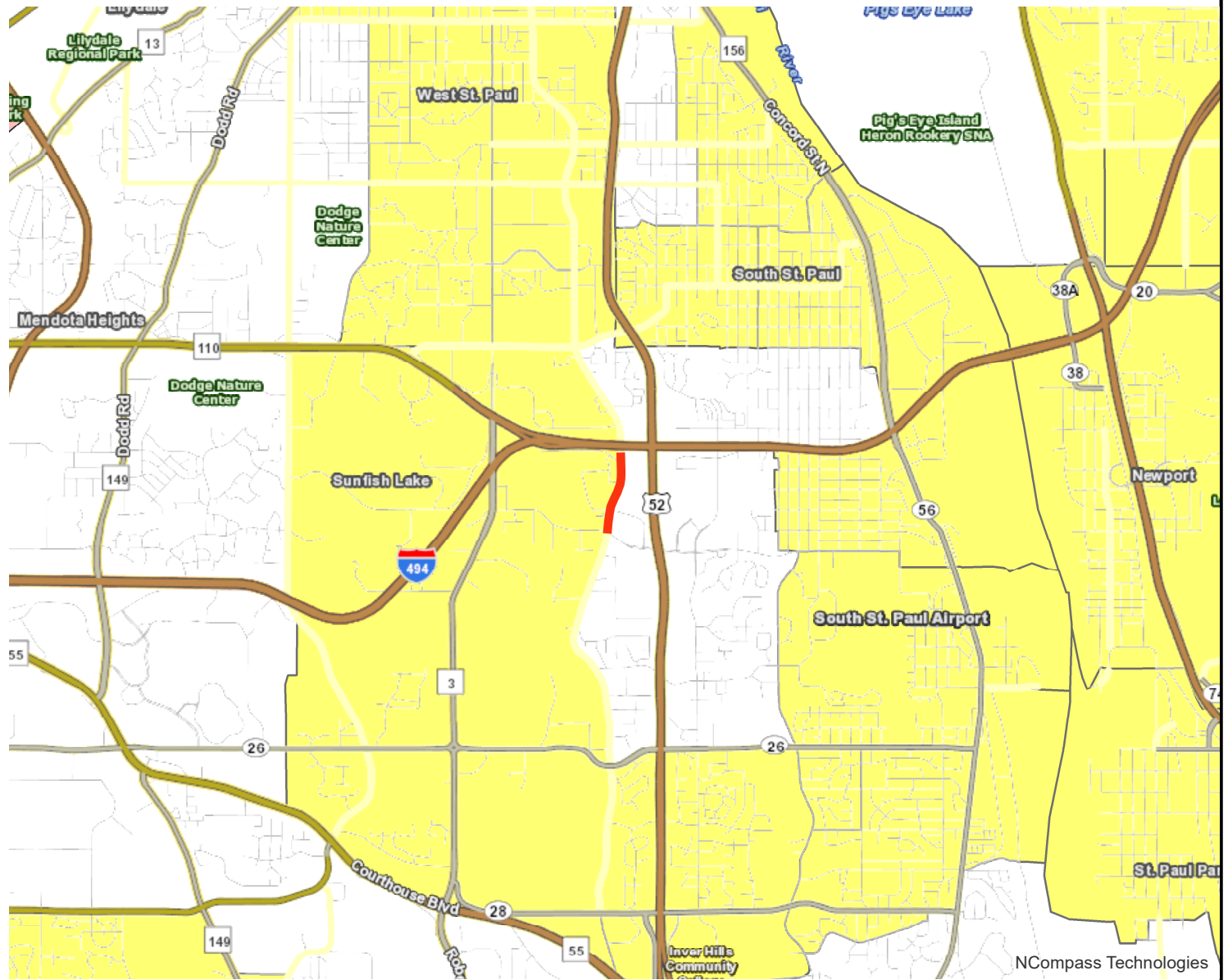
# Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: IGH CSAH 73 Babcock | Map ID: 1583435380173

## 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: 60505 60506

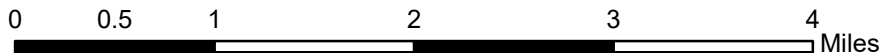


— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 3/5/2020  
LandscapeRSA2



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





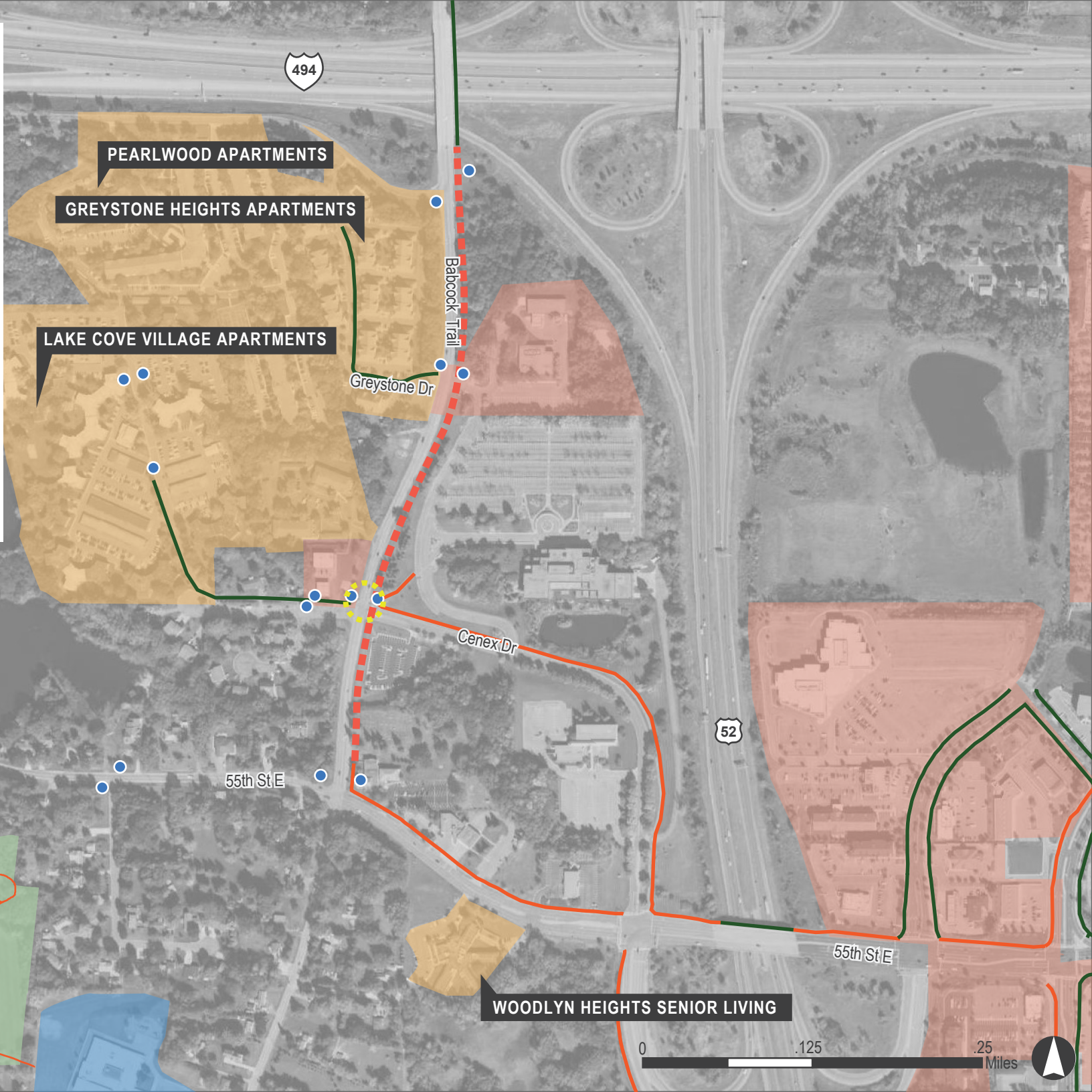
# INVER GROVE HEIGHTS BABCOCK TRAIL

- EXISTING SIDEWALKS
- EXISTING LOCAL TRAILS
- PROPOSED TRAIL PROJECT
- PROPOSED CROSSING AID
- EXISTING TRANSIT STOPS

## EXISTING LAND USE

- MULTI-FAMILY RESIDENTIAL
- CIVIC USE
- PARK OR OPEN SPACE
- COMMERCIAL

MULTI-FAMILY HOUSING LOCATIONS







# Inver Grove Heights Babcock Trail

MULTIUSE TRAILS AND BICYCLE FACILITIES

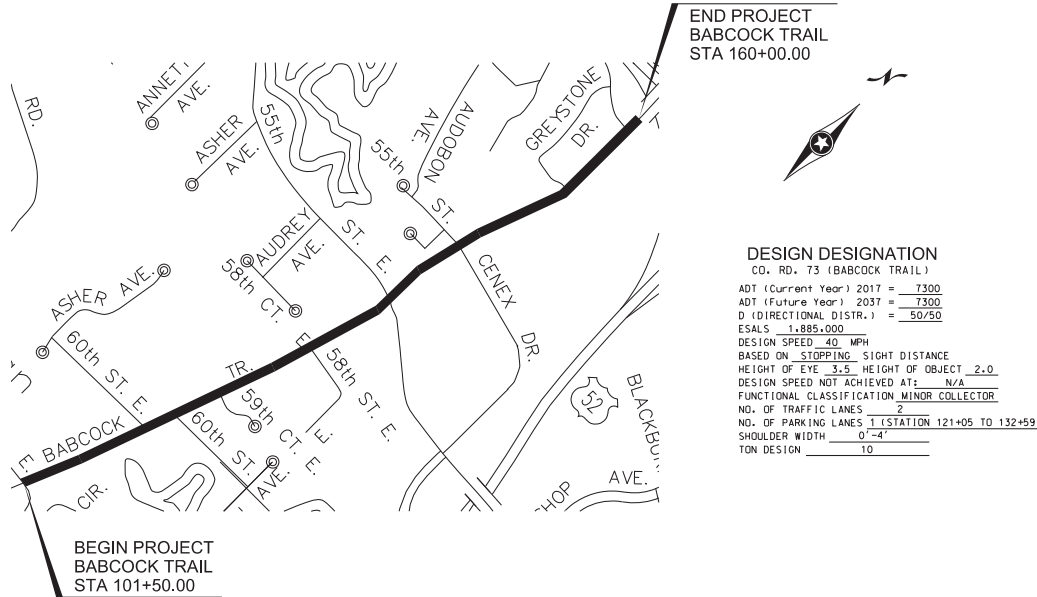
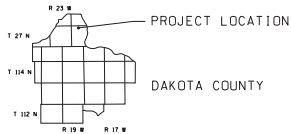
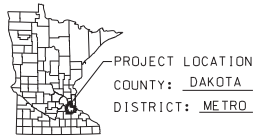
## LAYOUT PLAN

### MINNESOTA DEPARTMENT OF TRANSPORTATION CITY OF INVER GROVE HEIGHTS

CONCRETE CURB & GUTTER, GRADING, BITUMINOUS AND CONCRETE SURFACING,  
ADA IMPROVEMENTS, AND STORM SEWER

CONSTRUCTION PLAN FOR \_\_\_\_\_  
LOCATED ON CO. RD. 73 (BABCOCK TRAIL) FROM 2580' NORTH OF CO. RD. 18 (UPPER 55TH ST E)  
TO 3270' SOUTH OF CO. RD. 18 (UPPER 55TH ST E)

GROSS LENGTH	5,850.00	ft	1.108	mi	les
BRIDGES-LENGTH		ft		mi	les
EXCEPTIONS-LENGTH		ft		mi	les
NET LENGTH	5,850.00	ft	1.108	mi	les



THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D  
THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF C1/ASCE 38-02,  
ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING  
SUBSURFACE UTILITY DATA."

PLAN REVISIONS		
DATE	SHEET NO.	APPROVED BY

#### GOVERNING SPECIFICATIONS

THE 2016 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION  
"STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN  
ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST  
EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES,  
INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONES.

#### INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	GENERAL LAYOUT
3	ESTIMATED QUANTITIES
4	CONSTRUCTION NOTES & STANDARD PLATES
5	QUANTITY TABULATIONS
6	EARTHWORK SUMMARY & TABULATION
7 - 11	TYPICAL SECTIONS
12 - 26	MISCELLANEOUS DETAILS
27 - 28	ALIGNMENT PLANS & TABULATIONS
29 - 31	MISCELLANEOUS REMOVAL PLAN
32 - 37	CONSTRUCTION PLAN & PROFILE
38 - 41	DRAINAGE PLAN
42 - 43	SIGNING & STRIPING PLAN
44 - 47	TURF ESTABLISHMENT & EROSION CONTROL PLAN
X1 - X13	CROSS-SECTIONS

THIS PLAN CONTAINS 60 SHEETS.

DRAFT

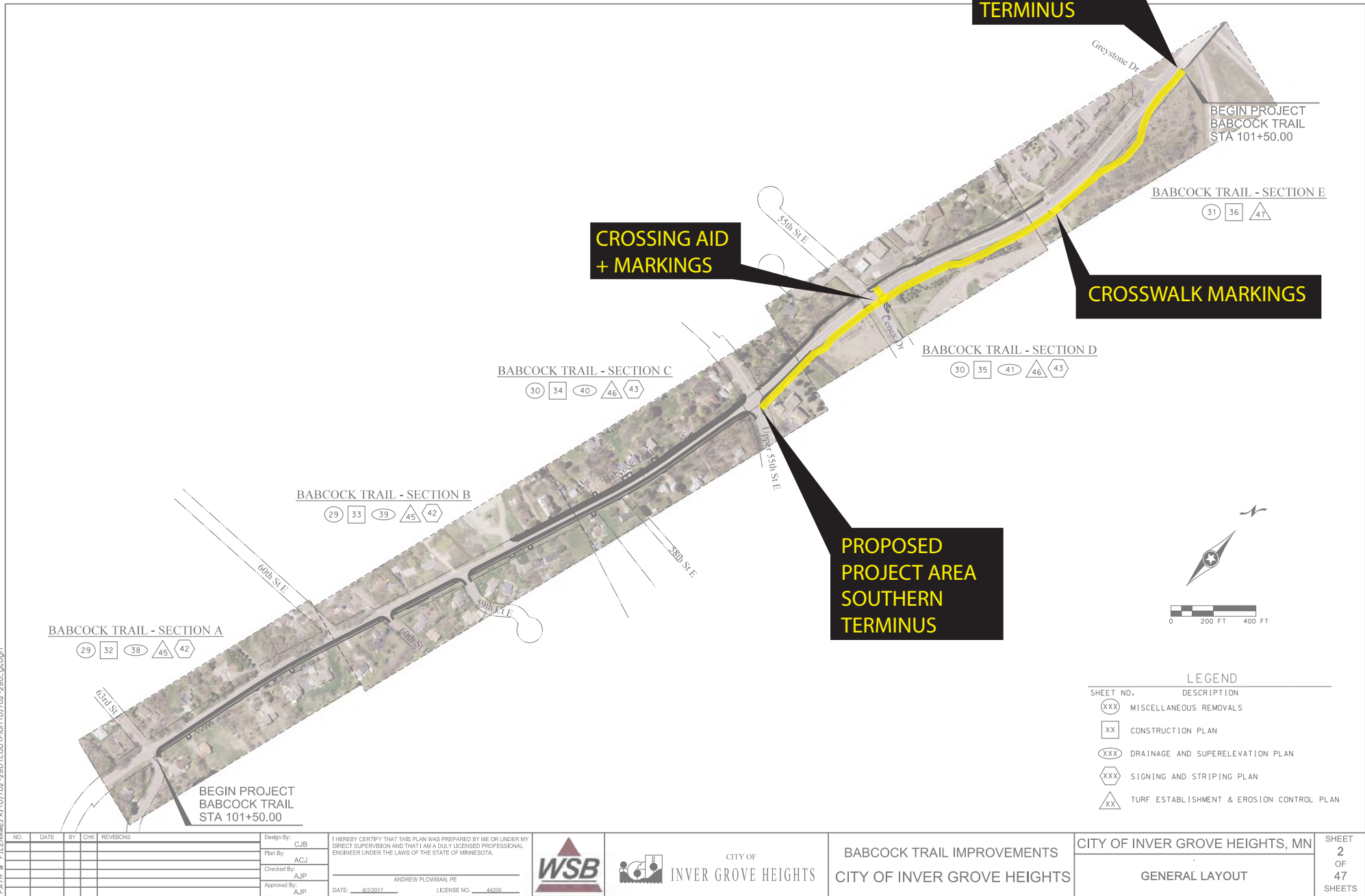
30%  
PLAN



# Inver Grove Heights Babcock Trail

MULTIUSE TRAILS AND BICYCLE FACILITIES

## LAYOUT PLAN



**PROPOSED PROJECT AREA NORTHERN TERMINUS**

**CROSSING AID + MARKINGS**

**CROSSWALK MARKINGS**

**PROPOSED PROJECT AREA SOUTHERN TERMINUS**



**LEGEND**

SHEET NO.	DESCRIPTION
(XXX)	MISCELLANEOUS REMOVALS
XX	CONSTRUCTION PLAN
(XXX)	DRAINAGE AND SUPERELEVATION PLAN
(XXX)	SIGNING AND STRIPING PLAN
XX	TURF ESTABLISHMENT & EROSION CONTROL PLAN

DATE: 8/14/2017 10:09:53 AM  
PATH & FILENAME: K:\101702-280\Cadd\Plan\101702-280\_01.dgn

NO.	DATE	BY	CHK	REVISIONS

Design By: CJB  
 Plan By: ACJ  
 Checked By: AJP  
 Approved By: AJP

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

ANDREW PLOWMAN, PE  
 DATE: 8/2/2017 LICENSE NO. 44200



BABCOCK TRAIL IMPROVEMENTS  
 CITY OF INVER GROVE HEIGHTS

CITY OF INVER GROVE HEIGHTS, MN  
 GENERAL LAYOUT

SHEET 2 OF 47 SHEETS



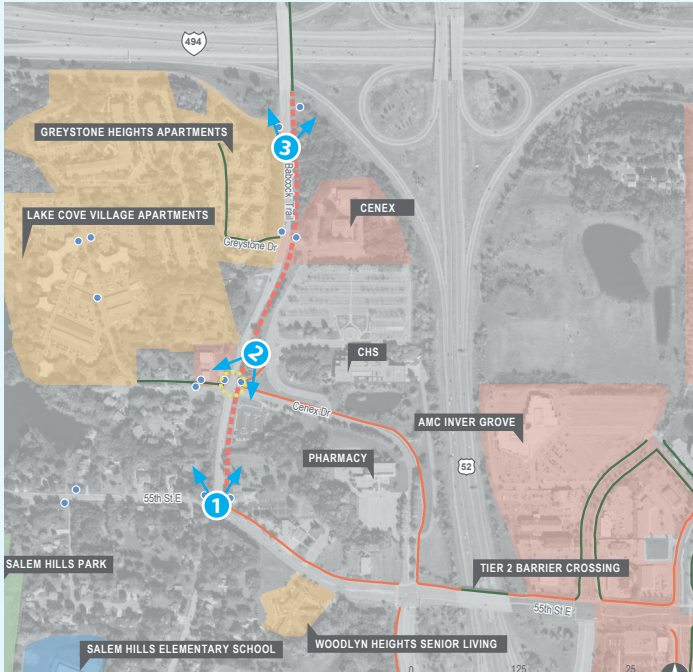


# Inver Grove Heights Babcock Trail

MULTIUSE TRAILS AND BICYCLE FACILITIES



## PROJECT IMAGES



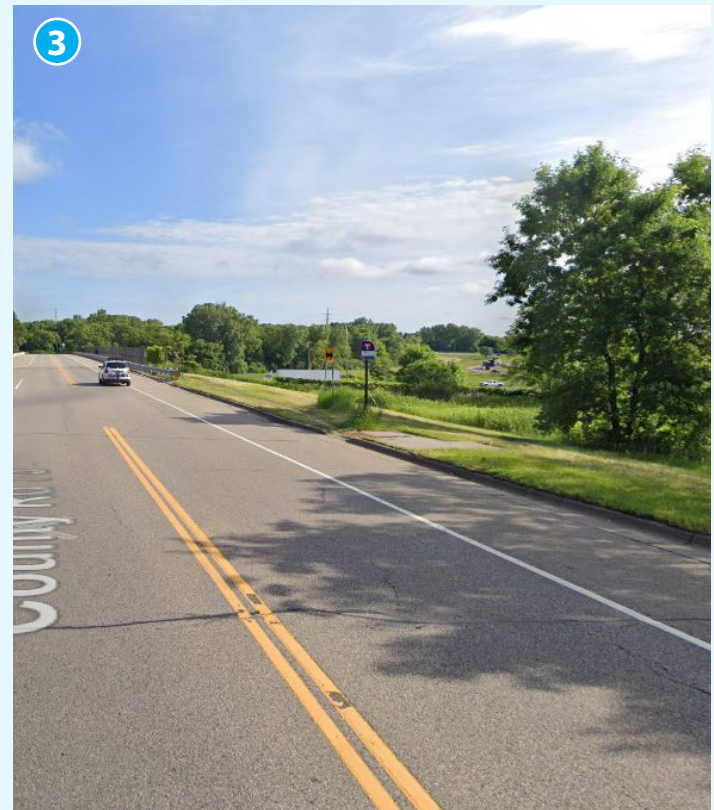
Project Area - View Locations



Babcock Trail at Upper 55th Street E, looking north



Babcock Trail, view looking southwest at bus stop north of Cenan Drive



Babcock Trail at I-494, view looking north



# INVER GROVE HEIGHTS BABCOCK TRAIL

- EXISTING SIDEWALKS
- EXISTING LOCAL TRAILS
- PROPOSED TRAIL PROJECT
- PROPOSED CROSSING AID
- EXISTING TRANSIT STOPS

## EXISTING LAND USE

- MULTI-FAMILY RESIDENTIAL
- CIVIC USE
- PARK OR OPEN SPACE
- COMMERCIAL







# Inver Grove Heights Babcock Trail

MULTIUSE TRAILS AND BICYCLE FACILITIES

## PROJECT DESCRIPTION

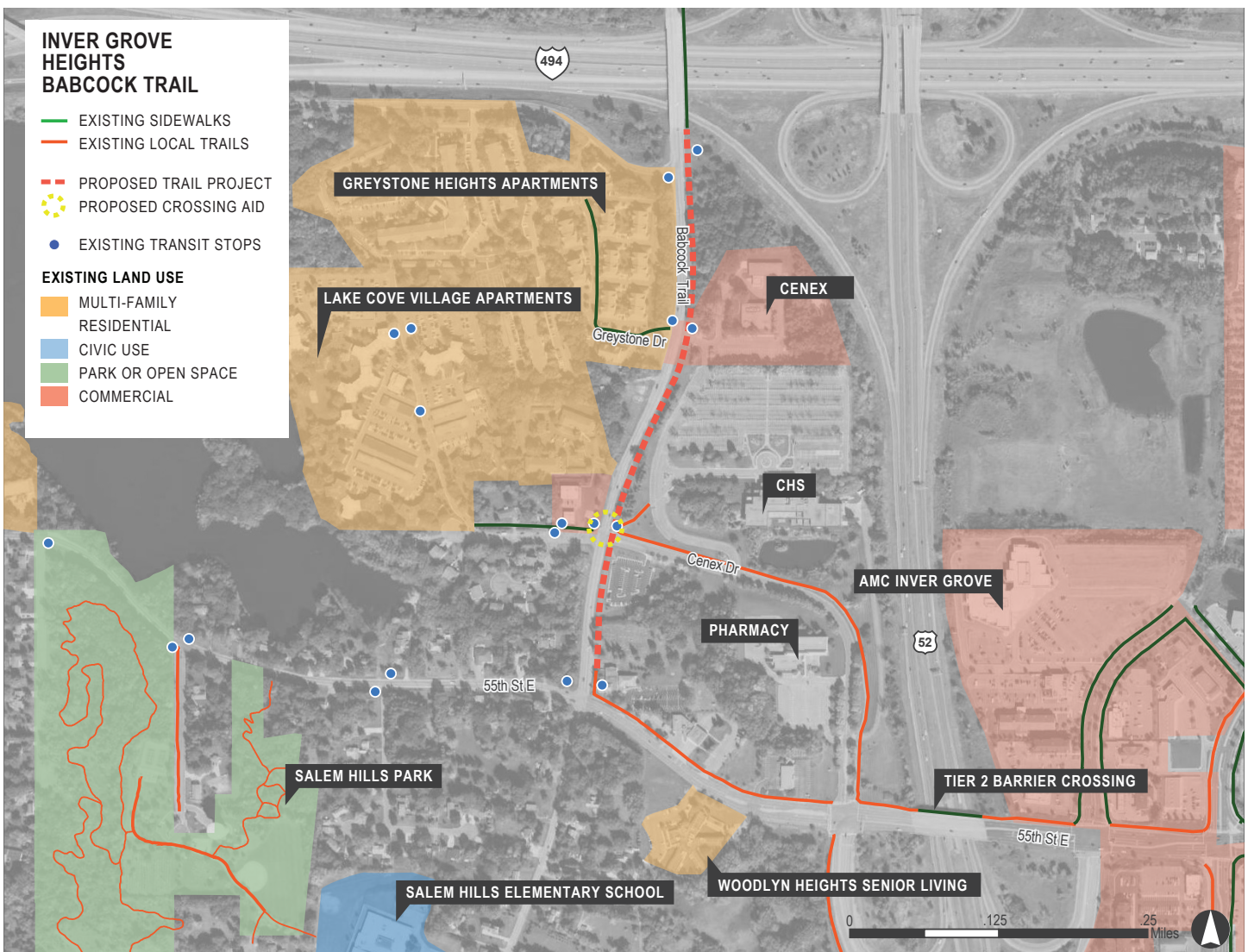
The Inver Grove Heights Babcock Trail will complete a critical gap in the bicycle and pedestrian network for the City of Inver Grove Heights. The proposed trail will be an 8-foot multi-use trail with curb ramps, crosswalk improvements, and retaining walls where necessary to meet ADA standards. A 5-foot vegetative buffer will separate trail users from roadway traffic. The entire project lies within a tier two RBTN corridor with high-demand for bike and pedestrian facilities.

## PROJECT BENEFITS

- » Provides local connections to commercial areas both north and south of I-494 E.
- » Fills a gap in the regional trail network with strengthened connections to the River to River Greenway and the Mississippi River Regional Trail.
- » Provides safer connections to transit links
- » Employees at nearby businesses will gain a safer area in which to travel to and from work, and to recreate.
- » Direct access to neighborhood amenities including a place of worship, convenience store, and restaurant for residents in the area.
- » Improved safety for pedestrians and bicyclists with an off-road, separated trail that meets ADA standards.

### Project Location: Inver Grove Heights

Requested Award Amount:	\$383,040
Total Project Cost:	\$478,800



Project Area



**City of Inver Grove Heights  
Parks and Recreation Department**  
*"Discover the Opportunities"*

---

8055 Barbara Avenue • Inver Grove Heights, MN 55077 • Phone: 651-450-2585 • Fax: 651-450-2490 • [www.invergroveheights.org](http://www.invergroveheights.org)

April 2020

Metropolitan Council  
390 Robert St N  
St. Paul, MN 55101

**Subject: Letter of Support from Facility Owner**

To Whom it Concerns

This letter is to inform the Metropolitan Council that the City of Inver Grove Heights will be responsible to own and operate this trail section. As the owner of this facility, the City of Inver Grove Heights is committed to operating and maintaining the improvements listed in this proposal for the useful life of the facility, to provide year-round maintenance, and access for the public.

Please contact me if you have any question or concerns regarding the content of this letter.

Sincerely,

Eric Carlson  
Parks and Recreation Director  
City of Inver Grove Heights



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

April 24, 2020

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

952.891.7000  
Fax 952.891.7031

[www.dakotacounty.us](http://www.dakotacounty.us)

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

Office of Planning

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

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

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

RE: TAB Regional Solicitation Letter of Support  
CSAH 73 (Babcock Trail) Trail Project

Dear Ms. Koutsoukos:

Dakota County is aware of and understands that the City of Inver Grove Heights is submitting a proposed project to construct a multiuse trail on CSAH 73 (Babcock Trail) from I-494 to Upper 55th Street 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.

Dakota County has jurisdiction over CSAH 73 and commits to working with the City of Inver Grove Heights 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 73 and is supportive of the City of Inver Grove Heights 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

RESOLUTION NO. 2020-63

CITY OF INVER GROVE HEIGHTS  
DAKOTA COUNTY, MN

**RESOLUTION AUTHORIZING APPLICATION TO THE TRANSPORTATION ADVISORY BOARD (TAB) FOR 2020 REGIONAL SOLICITATION GRANT FUNDS TO SUPPORT CONSTRUCTION OF AN OFF-STREET TRAIL ALONG BABCOCK TRAIL.**

**WHEREAS**, the Metropolitan Council and the TAB have announced a solicitation for 2024 and 2025 federal funding for motorized and non-motorized transportation projects; and

**WHEREAS**, the program will fund up to 80 percent of project right of way and construction costs; and

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

**WHEREAS**, an application must be submitted by May 15, 2020 for consideration; and


**WHEREAS**, the Babcock Trail corridor has been identified by the Metropolitan Council as a Regional Bicycle Transportation Network Corridor; and

**WHEREAS**, the City of Inver Grove Heights and Dakota County partnered together to complete a feasibility study for the Babcock Trail in 2017 and strongly support construction of the Babcock Trail, Trail.

**NOW, THEREFORE, BE IT RESOLVED**, by the City Council of the City of Inver Grove Heights that the City supports seeking Regional Solicitation Grant Funding for the construction of a bicycle/pedestrian trail along Babcock Trail.

**BE IT FURTHER RESOLVED**, by the City Council for the City of Inver Grove Heights hereby approves the submittal of a Regional Solicitation application for the construction of an off-street bicycle/pedestrian trail along Babcock Trail from the I-494 E bridge to Upper 55<sup>th</sup> Street E.

Passed and duly adopted by the City Council of the City of Inver Grove Heights, Minnesota, this 13<sup>th</sup> day of April, 2020.

  
George Tourville, Mayor

ATTEST:

  
\_\_\_\_\_

Rebecca Kiernan, City Clerk



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

March 24, 2020

Resolution No. 20-154

Motion by Commissioner Thomas A. Egan

Second by Commissioner Liz Workman

**Approval Of Grant Application Submittals For Transportation Advisory Board 2020 Federal Funding Solicitation Process**

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

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

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

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

WHEREAS, project submittals are due on April 16, 2020; and

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

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

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

1. County State Aid Highway (CSAH) 86 (280<sup>th</sup> Street) from westerly Dakota County line to CSAH 23 (Galaxie Avenue) in Eureka and Greenvale Townships
2. CSAH 32 (Cliff Road) from CSAH 43 (Lexington Avenue) to Trunk Highway (TH) 3 in Eagan
3. New Alignment of CSAH 9 (Dodd Boulevard) from Hayes Avenue to CSAH 23 (Cedar Avenue) in Lakeville
4. Roundabout at CSAH 11 and Burnsville Parkway in Burnsville
5. CSAH 23 (Cedar Avenue) Grade Separated Trail north of 140<sup>th</sup> Street in Apple Valley
6. Vermilion Highlands Greenway: CSAH 42 Trail and Dakota County Technical College Underpass in Rosemount
7. River to River Greenway: Trunk Highway 149 Trail & Trunk Highway 149 Underpass in Mendota Heights
8. Minnesota River Greenway: Railroad Overpass in Eagan

; and

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

**STATE OF MINNESOTA**  
County of Dakota

	YES		NO
Slavik	<u>  X  </u>	Slavik	<u>          </u>
Gaylord	<u>  X  </u>	Gaylord	<u>          </u>
Egan	<u>  X  </u>	Egan	<u>          </u>
Atkins	<u>  X  </u>	Atkins	<u>          </u>
Workman	<u>  X  </u>	Workman	<u>          </u>
Holberg	<u>  X  </u>	Holberg	<u>          </u>
Gerlach	<u>  X  </u>	Gerlach	<u>          </u>

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 24<sup>th</sup> day of March 2020, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 24<sup>th</sup> day of March 2020.



Clerk to the Board

9. CSAH 23 (Cedar Avenue) Pedestrian Overpass at 147<sup>th</sup> Street Station—Lead Agency: Apple Valley
10. Eagan Transit Station: Installation of Elevator—Lead Agency: MVTA
11. Burnsville Transit Station: Installation of Elevator and Enclosure; Backup Generator; Construction of Utility Room—Lead Agency: MVTA
12. County Road (CR) 60 extension from CSAH 9 (Dodd Blvd.) Highview Avenue—Lead Agency: Lakeville
13. Trail on CSAH 73 (Oakdale Avenue) from CSAH 8 (Wentworth Avenue) to CR 4 (Butler Avenue) and on CR 6 (Thompson Avenue) from CSAH 73 (Oakdale Avenue) to TH 52—Lead Agency: West St Paul
14. CSAH 73 (Oakdale Avenue) Trail from I-494 to Upper 55<sup>th</sup> Street—Lead Agency: Inver Grove Heights
15. CSAH 38 (McAndrews Road) Trail from Gardenvue Drive to Galaxie Avenue—Lead Agency: Apple Valley
16. North Creek Greenway from 195<sup>th</sup> to Downtown Farmington—Lead Agency: Farmington
17. Nicollet Avenue Trail from TH 13 to CSAH 32 (Cliff Road) —Lead Agency: Burnsville
18. I-35W Trail from Black Dog Trail to the South—Lead Agency: Burnsville
19. Marie Avenue Sidewalk, Bike Lanes, and ADA Improvements from 3<sup>rd</sup> Avenue North to 9<sup>th</sup> Avenue North—Lead Agency: South St Paul
20. Bidwell Avenue Sidewalk from Thompson Avenue To CR 4 (Butler Avenue) —Lead Agency: West St Paul
21. ADA Improvements at several locations in the City of Inver Grove Heights—Lead Agency: Inver Grove Heights
22. Establish a Transportation Management Association (TMA) in Dakota County to coordinate the transportation needs of employers with existing services and service providers—Lead Agency: Dakota County Regional Chamber of Commerce.

; and

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

**STATE OF MINNESOTA**  
County of Dakota

	YES		NO
Slavik	<u>  X  </u>	Slavik	_____
Gaylord	<u>  X  </u>	Gaylord	_____
Egan	<u>  X  </u>	Egan	_____
Atkins	<u>  X  </u>	Atkins	_____
Workman	<u>  X  </u>	Workman	_____
Holberg	<u>  X  </u>	Holberg	_____
Gerlach	<u>  X  </u>	Gerlach	_____

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 24<sup>th</sup> day of March 2020, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 24<sup>th</sup> day of March 2020.



\_\_\_\_\_  
Clerk to the Board



**City of Inver Grove Heights**  
**Parks and Recreation Department**  
*"Discover the Opportunities"*

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8055 Barbara Avenue • Inver Grove Heights, MN 55077 • Phone: 651-450-2585 • Fax: 651-450-2490 • [www.invergroveheights.org](http://www.invergroveheights.org)

April 2020

Metropolitan Council  
390 Robert St N  
St. Paul, MN 55101

**Subject: Transportation Advisory Board 2020 Regional Solicitation Grant - Snow and Ice Removal**

To Whom it Concerns:

This letter is to inform the Metropolitan Council that the City of Inver Grove Heights will be responsible for the removal of snow and ice from the proposed project to be constructed with this grant funding following the same practices we do for existing sidewalks in trails within the city. As the owner of these facilities, the City of Inver Grove Heights 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.

The City of Inver Grove Heights budgets funding to remove snow and ice annually and has sufficient staff and equipment to provide this service. The City of Inver Grove Heights will update maps indicating new areas to be cleared as the project is constructed. These maps will be shared with the public via the City of Inver Grove website.

Please contact me if you have any questions or concerns regarding the content of this letter.

Sincerely,

Eric Carlson  
Parks and Recreation Director  
City of Inver Grove Heights