



Application

13875 - 2020 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

14356 - City of Inver Grove Heights - ADA Ped Ramps 2020

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 05/14/2020 11:56 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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\* 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

## Project Information

Project Name

Inver Grove Heights ADA Ped Ramp Improvements

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):



The Inver Grove Heights ADA Ped Ramp Improvements project will result in the replacement of thirty pedestrian curb ramps within the City of Inver Grove Heights. Work will include demolition and removals of existing curb ramps, replacement of concrete and installation of truncated domes at each location, and new curb ramps will tie into existing sidewalk or multiuse trails to ensure a clear, accessible path of travel to and from roadways to existing pedestrian and bicycle trail and sidewalk facilities.

Projects will be located at the following intersections:

-Blaine Ave at Blackburn Ln

-Upper 55th St E at 9th Ave

-Cahill Ave at Upper 55th St E

-Carmen Ave at S St W

-Brooks Blvd at Baxter Way

-Brooks Blvd at Brewster Ave

-Brooks Blvd at Beverly Way

-Brewster Ave at 85th St E

-Bechtel Ave at Bechtel Ct

-Bechtel Ave at 85th St E

-Cahill Ave at Carter Path

-Cahill Ave at Callahan Tr

-Cahill Ave at Campbell St

-College Tr at Calvin Ct.

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

These curb ramps have been surveyed and identified as part of the 2017 ADA Transition Plan process, with the intention of increasing the number of pedestrian curb ramps that comply with ADA accessibility standards in the City of Inver Grove Heights. These specific locations have been targeted for this project because of proximity to senior housing, workforce housing, and multi-family housing, as well as proximity to local destinations such as Inver Hills Community College and commercial areas.

The curb ramp improvements proposed in this project will directly benefit people who experience disabilities, elevating their ability to safely and comfortably cross roadways and take advantage of the existing sidewalk and trail network. Curb ramps, when designed and constructed properly, allow users to transition from the roadway elevation to sidewalk or trail elevations in areas with curb and gutter. The design of ADA compliant curb ramps take into consideration slopes and cross slopes, widths, and tactile surfaces to assist people with disabilities and mobility challenges as they navigate destinations throughout an urban area. Truncated domes are installed at the base of pedestrian curb ramps to indicate the presence of the curb ramp for those that use support or long canes.

*(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)**

Reconstruction of (30) pedestrian curb ramps in two identified areas of Inver Grove Heights to meet ADA standards

2.1

*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** \$250,240.00

**Match Amount** \$62,560.00

*Minimum of 20% of project total*

**Project Total** \$312,800.00

*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

*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** Inver Grove Heights

**Zip Code where Majority of Work is Being Performed** 55076

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

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

**Name of Trail/Ped Facility:** ADA Ped Ramps

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

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

**From:**

**(Intersection or Address)**

**To:**

**(Intersection or Address)**

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

**Or At:** Upper 55th St E:Blaine Ave to Concord Ave; Cahill Ave:  
College Trail to Concord Blvd, Broderick Blvd

**Miles of trail (nearest 0.1 miles):** 2.1

**Miles of trail on the Regional Bicycle Transportation Network  
(nearest 0.1 miles):** 0.6

**Is this a new trail?** No

**Primary Types of Work** PED RAMPS

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

## BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

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## Requirements - All Projects

### All Projects

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

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

- 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 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

(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.

List the applicable documents and pages:

City of Inver Grove Heights ADA Transition Plan for  
Transportation Infrastructure (2017): pages 5, 6,  
10, 14, Figure 5 (all 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: 04/28/2017

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.

### 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.

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)	\$12,512.00
Removals (approx. 5% of total cost)	\$12,512.00
Roadway (grading, borrow, etc.)	\$18,450.00
Roadway (aggregates and paving)	\$35,460.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$1,500.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$52,290.00
Traffic Control	\$2,934.00
Striping	\$0.00
Signing	\$1,400.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$20,700.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$18,768.00
Other Roadway Elements	\$5,000.00

**Totals**

**\$181,526.00**

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## Specific Bicycle and Pedestrian Elements

### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

**Cost**

Path/Trail Construction	\$16,800.00
Sidewalk Construction	\$41,706.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$54,000.00
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	\$18,768.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$131,274.00</b>

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## Specific Transit and TDM Elements

### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

**Cost**

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

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## Transit Operating Costs

Number of Platform hours

0



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

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## Totals

Total Cost	\$312,800.00
Construction Cost Total	\$312,800.00
Transit Operating Cost Total	\$0.00

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## Measure A: Project Location Relative to Jobs and Post-Secondary Education

Existing Employment Within One-Half Mile:	6427
Existing Post-Secondary Enrollment Within One-Half Mile:	5515
Upload Map	1589466631787_MC Map_Regional Economy.pdf

Please upload attachment in PDF form.

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## Measure A: Population Summary

Existing Population Within One-Half Mile	22935
Upload Map	1589466694955_MC Map_Pop Employment.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.*

**Response:**

A public open house was hosted on June 1st, 2017, to gather broad community feedback on the ADA Transition Plan. This open house was followed by a public comment period, where people were encouraged to contact city staff to discuss ideas, concerns, and thoughts regarding the plan. The public open house and comment period were advertised through the City of Inver Grove Heights website and also advertised through a community announcement on a local cable access station. A letter was sent out to all Inver Grove Heights residents a month prior to the open house, and flyers were posted at civic locations throughout the city. Materials presented at the open house were developed to accommodate people with various disabilities, with a combination of verbal and visual presentation and accommodations made available to ensure that anyone who was interested in participating could do so fully. Thirteen comments were provided by participants at the open house. Three comments related specifically to the project areas identified in the scope of work for this proposed project.

*(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.*

People who experience poverty are more likely to use pedestrian infrastructure on a daily basis as they are typically more reliant on public transportation or do not own a personal vehicle. Seniors and young people are also more reliant on pedestrian networks because they either are unable to drive or do not have access to a reliable vehicle. Pedestrian networks provide connections for recreation and for vital transportation networks to travel from their homes to school, work, and to community destinations for shopping and medical reasons.

Two project areas were chosen specifically for a prioritization of pedestrian improvements in areas that are near community destinations frequented by pedestrians. These include businesses and restaurants along Blaine Avenue at Upper 55th St. E, connections to the Blackberry Pointe apartments, connections to Gramercy Park (multi-family housing), Cahill Commons (multi-family housing), The Commons of Inver Grove (multi-family housing), Walgreens Pharmacy, medical offices, Inver Hills Community College, Inver Glen Library, and other single family and multi-family housing in the Arbor Pointe area.

Curb ramp improvements provide a means of access to sidewalk and trails for people who experience disabilities related to ease of movement, and especially for people who use mobility aids, such as a walker or wheelchair. Completing pedestrian curb ramp improvements provide further pedestrian network connections to assist with transit, as well as with bicyclists at multi-use trail connections.

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

Response:

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.

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

- Populations above the regional average of race or poverty.
- Elderly populations. Since 2010, the population in Inver Grove Heights age of 65 or older has increased from 10.8 percent to 15.5 percent.
- A community growing in diversity. Since 2010, the Hispanic population in Inver Grove Heights has increased from 7.5% to 11.6%, while the Asian population has increased from 3.1% to 5.2%.

*(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 externalities associated with the project. The project will not displace residents or businesses, but merely provide positive outcomes by enhancing the local and regional trail network. 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. Trail and sidewalk detours will be clearly communicated to pedestrians for the short duration of construction time needed for each curb ramp location.

*(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:**

Yes

*(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**

1589466825347\_MC Map\_SocioEconomic.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	2.1	1.0	77.0	77.0

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## Total Project Length

Total Project Length 2.1

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

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## Housing Performance Score

Total Project Length (Miles) or Population 2.1

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 project area and specific curb ramp improvement locations were chosen specifically to improve the pedestrian and bicycle experience for people who live in senior housing and affordable housing throughout Inver Grove Heights, as well as other multi-family and single family housing locations. These improvements will make walking and biking to community destinations for education, shopping, daily errands and medical appointments a viable option for residents who do not drive or who cannot afford a personal vehicle.

At the southern leg of the intersection of Upper 55th Street and Cahill Avenue, there are (8) curb ramps to be improved, which will directly benefit the residents of Cahill Commons, a 60-unit senior housing complex. This building has (2) one-bedroom accessible units, (36) one-bedroom units, and (22) two-bedroom units. Dakota County CDA (provides income-based rent for residents), and Transit Link and Metro Mobility services are available here.

Response:

Two (2) curb ramps will be improved directly adjacent to Carmen Court Senior Housing complex located on Carmen Ave. E, south of Upper 55th Street. Here, there are (55) total units with (2) one-bedroom accessible units, (31) one-bedroom units, and (18) two-bedroom units. Dakota County CDA provides income-based rent for residents and Transit Link and Metro Mobility Services are also available here.

Dakota County CDA also has a workforce housing development, Inver Hills Townhomes, which is located a quarter mile from project locations at College Trail and Bravo Way. This development has (24) units total with (1) one-bedroom accessible unit, (13) two-bedroom units and (10) three-bedroom units. Workforce housing rental rates are set at \$680 (one-bedroom), \$775 (two-bedrooms), and \$860 (three-bedrooms).

The Commons of Inver Grove is a student housing development located within a half mile of the

project area, providing housing targeted towards students of Inver Hills Community College.

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

**Upload map:**

1589467085860\_IGH\_ADA Ped Ramps\_Housing.pdf

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



Without proper pedestrian curb ramp design, construction, and year-round maintenance and clearing, sidewalks and trails are not accessible to people with disabilities or mobility challenges. Also, bicyclists are not able to access trail facilities without dismounting and lifting their bicycle onto the trail at roadway crossings if curb ramps are either not present or in poor condition. Lack of proper curb ramps lead pedestrians and bicyclists to use roadways for their path of travel, alongside parked and moving vehicles. This results in inconsistent, uncomfortable, and potentially dangerous situations for both users and motorists.

Roadways adjacent to proposed project locations have the following average daily traffic volumes (AADT), lanes and posted speed limits. The higher volumes and number of lanes of traffic demonstrate a significant safety concern if pedestrians, bicyclists, and people with disabilities are forced to share the roadway with moving vehicle traffic:

**Response:**

-Blaine Avenue (ramps #29-30): 5700 AADT (2019 Draft), 4 lanes

-Upper 55th Street E (ramps #27-28): 8300 AADT (2019 Draft), 4 lanes

-Cahill Ave (ramps #17-24): 8600 AADT (2019 Draft), 2-4 lanes of traffic with free rights

-Carmen Ave (ramps #25-26): 5800 AADT (2019 Draft), 2 lanes

-College Trail at Calvin Court / Cahill Ave (ramps #8-9): 680 AADT (2014), 2 lanes

-Cahill Ave at Campbell Ave (ramps #1-2), at Calahan Trail (ramps #6-7), and at Carter Path (ramps #15-16): 4200 AADT (2014), 4 lanes

-Bechtel Ave at 85th Street E (ramps #3-5):

unknown AADT, 2 lanes

-Brooks Blvd at Beverly Way (ramps #12-14): 1050 AADT (2014), 2 lanes

-Brewster Ave (ramp #11): unknown AADT, 2 lanes

-Brooks Blvd at Brunell Way (ramp #10): 1050 AADT (2014), 2 lanes

The identification of the need for improving these pedestrian curb ramps was clearly defined in the process and result of the 2017 ADA Transition Plan, created by the City of Inver Grove Heights.

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

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## **Measure B: Project Improvements**

The curb ramp improvements proposed in this project will directly benefit people who experience disabilities, elevating their ability to safely and comfortably cross roadways and take advantage of the existing sidewalk and trail network. Curb ramps, when designed and constructed properly, allow users to transition from the roadway elevation to sidewalk or trail elevations in areas with curb and gutter. The design of ADA compliant curb ramps take into consideration slopes and cross slopes, widths, and tactile surfaces to assist people with disabilities and mobility challenges as they navigate destinations throughout an urban area. Truncated domes are installed at the base of pedestrian curb ramps to indicate the presence of the curb ramp for those that use support or long canes.

From 2013 to 2014, all pedestrian curb ramps in Inver Grove Heights were surveyed for ADA accessibility criteria. Field measurements were taken based on (16) criteria areas to determine the ramp type, magnitude of deterioration, existence of truncated domes, clearance at landings, clearance across the ramp, ramp width, heaved landings, running slopes, cross slopes, vehicle obstructions, returned or flared sides, returned curb sides, and other constructed details at intersections related to curbs, markings, and slopes. Quantitative and qualitative information was entered into GIS and magnitude of compliance with ADA specifications was determined at each curb ramp location. Curb ramp specifications were collected through the ADA Accessibility Survey Instructions on Curb Ramps. This survey demonstrated that currently, 12% of curb ramps in the City of Inver Grove Heights are in full (100%) compliance of the 16 criteria required for ADA compliance. By improving (30) curb ramps in strategic locations throughout Inver Grove Heights, the number of fully compliant ADA curb ramps will increase to over 20% within the city and directly improve the daily experience for all roadway, sidewalk, and trail users . The curb ramp

Response:

locations chosen for this project are intended to serve the most number of people on a daily basis.

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

---

## **Measure A: Multimodal Elements and Connections**

The proposed locations for the pedestrian curb ramp improvements are near or adjacent to public transportation routes. Metro Transit provides service along College Trail, Bower Path, Blaine Avenue, and Cahill Avenue. The pedestrian curb ramp improvements will provide safe passage for pedestrians and transit users in the area, travelling to and from nearby destinations such as Inver Hills Community College, businesses along Concord Boulevard, and residences in the Arbor Pointe neighborhood .

Transit Link and Metro Mobility services are provided at senior housing locations near to project locations along Cahill Avenue and Concord Avenue. Improved pedestrian ramps at these locations will improve pedestrian and transit user safety and experiences as they connect with these services.

The pedestrian curb ramps will also improve the experience of bicyclists who utilize the multi-use trails in the identified project areas. Pedestrian ramp improvement locations #29 and #30 connect to a multi-use trail along Blaine Avenue. Ramp improvement locations #27, #28, #17, #22-24 connect to a multi-use trail along Upper 55th Street East. Ramp improvement locations #25 and #26 connect to a multi-use trail along Concord Avenue. Ramp improvement locations #10, #12, and #13 connect to a multi-use trail along Brooks Boulevard. Ramp improvement locations #1-2, #6-7, #8-9, and #15-16 connect to a multi-use trail along Cahill Avenue.

**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**

1589467402738\_IGH\_ADA\_Layouts with typical detail.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

Yes

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

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:

06/01/2020

Meeting with partner agencies:

Targeted online/mail outreach:

Number of respondents:

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

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.**

Yes

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%

Beginning in 2016 and continuing through 2017, the public was engaged with the planning process to complete the Inver Grove Heights ADA Transition Plan. The purpose of the plan was to evaluate existing sidewalks, trails, curb ramps, traffic control signals and pavement condition to identify future improvements to provide a complete, consistent, and accessible network for pedestrians and bicyclists. The target audience for the plan and for the planning effort was residents who experience disabilities who would benefit from improvements to transportation infrastructure throughout the City.

A public open house was hosted on June 1st, 2017, to gather broad community feedback on the plan. This open house was followed by a public comment period, where people were encouraged to contact city staff to discuss ideas, concerns, and thoughts regarding the plan. The public open house and comment period were advertised through the City of Inver Grove Heights website and also advertised through a community announcement on a local cable access station. A letter was sent out to all Inver Grove Heights residents a month prior to the open house, and flyers were posted at civic locations throughout the city as well. Materials presented at the open house were developed to accommodate people with various disabilities, with a combination of verbal and visual presentation and accommodations made available to ensure that anyone who was interested in participating could do so fully.

Thirteen comments were provided by participants at the open house. Two comments related specifically to the project areas identified in the scope of work for this proposed project. As further progress is made towards improving the pedestrian ramps, sidewalks, and other pedestrian infrastructure needs as identified in the ADA Transition Plan, the City of Inver Grove Heights is

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



committed to continuing to involve the public in decision-making and prioritizing of projects. This will occur through stakeholder listening sessions, open houses, and online surveys as needed. Public engagement and outreach completed during the 2040 Comprehensive Plan process in 2017 provided feedback that supports the basis and purpose of the ADA Transition Plan and improving the pedestrian experience throughout the City. When asked about larger issues that need to be addressed in the city, participants generally discussed the need to address safety, dangerous road intersections, need for better connections, and concerns about traffic.

---

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$312,800.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$312,800.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

## Other Attachments

File Name	Description	File Size
IGH_ADA Ped Ramps_Photos.pdf	Photographs of existing conditions	17.4 MB
IGH_ADA Ped Ramps_Project Locations.pdf	Map of proposed improvements	3.5 MB
IGH_ADA Ped Ramps_Project Summary Sheet.pdf	One-page project summary	1.0 MB
Letter of support_Clty of Inver Grove Heights.pdf	Letter of support - City of Inver Grove Heights	116 KB
Letter of support_Dakota Co.pdf	Letter of support - Dakota County	62 KB
MC Maps_Combined.pdf	All project information maps generated through the Met Council Make-a-map	21.8 MB

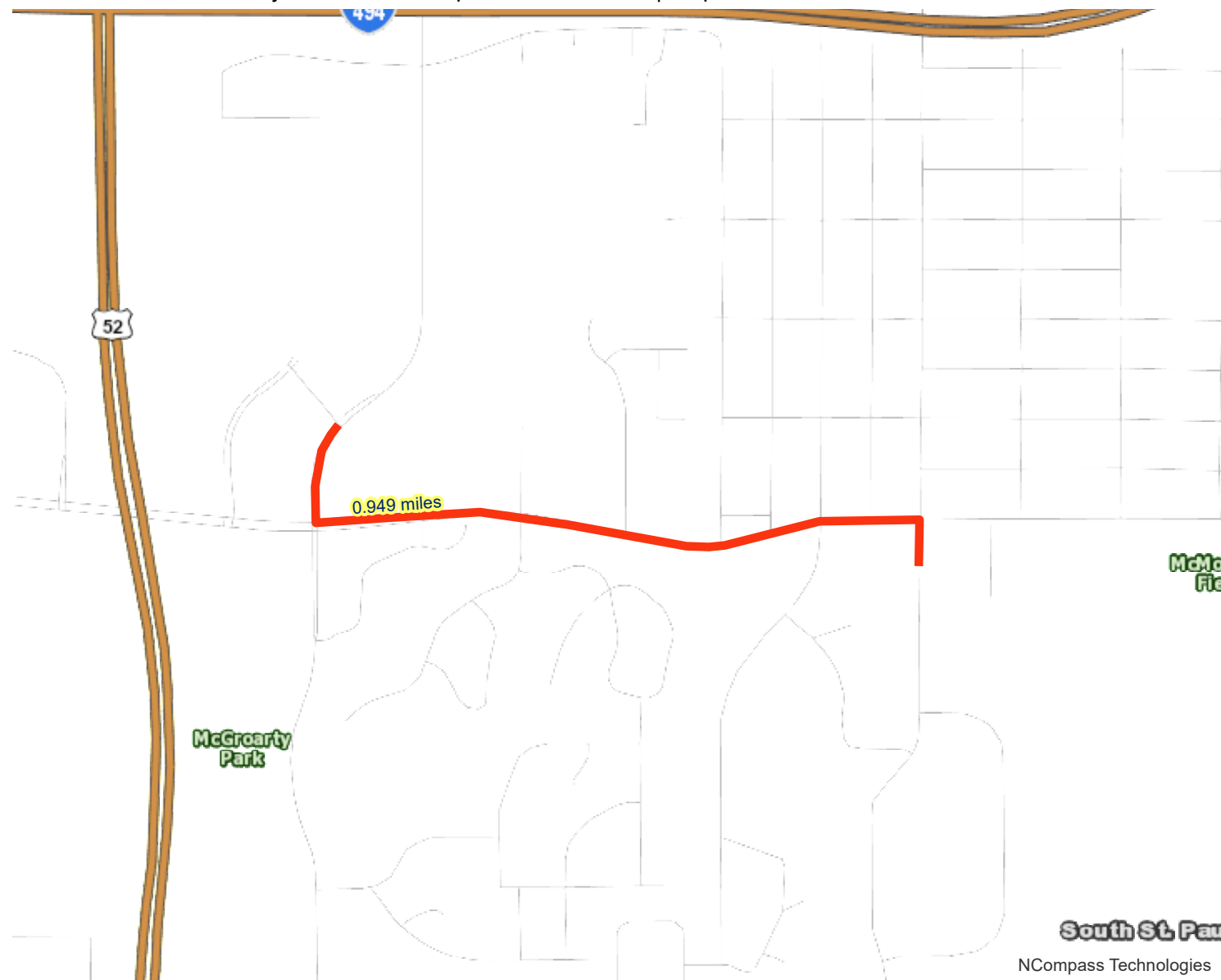
# Regional Economy

Pedestrian Facilities Project: IGH ADA Improvements North | Map ID: 1588617978368

## Results

**Within HALF Mi of project:**  
Postsecondary Students: 0

Total Population: 12173  
Total Employment: 3906  
Mfg and Dist Employment: 1678



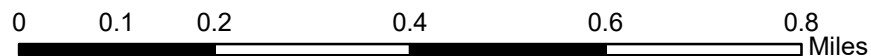
— Project



Job Concentration Centers



Manufacturing/Distribution Centers



Created: 5/4/2020  
LandscapeRSA5



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



# Regional Economy

Pedestrian Facilities Project: IGH ADA Improvements South | Map ID: 1588620558334

## Results

**Within HALF Mi of project:**  
Postsecondary Students: 5515

Total Population: 10762  
Total Employment: 2521  
Mfg and Dist Employment: 255



- Project
- Postsecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 5/4/2020  
LandscapeRSA5



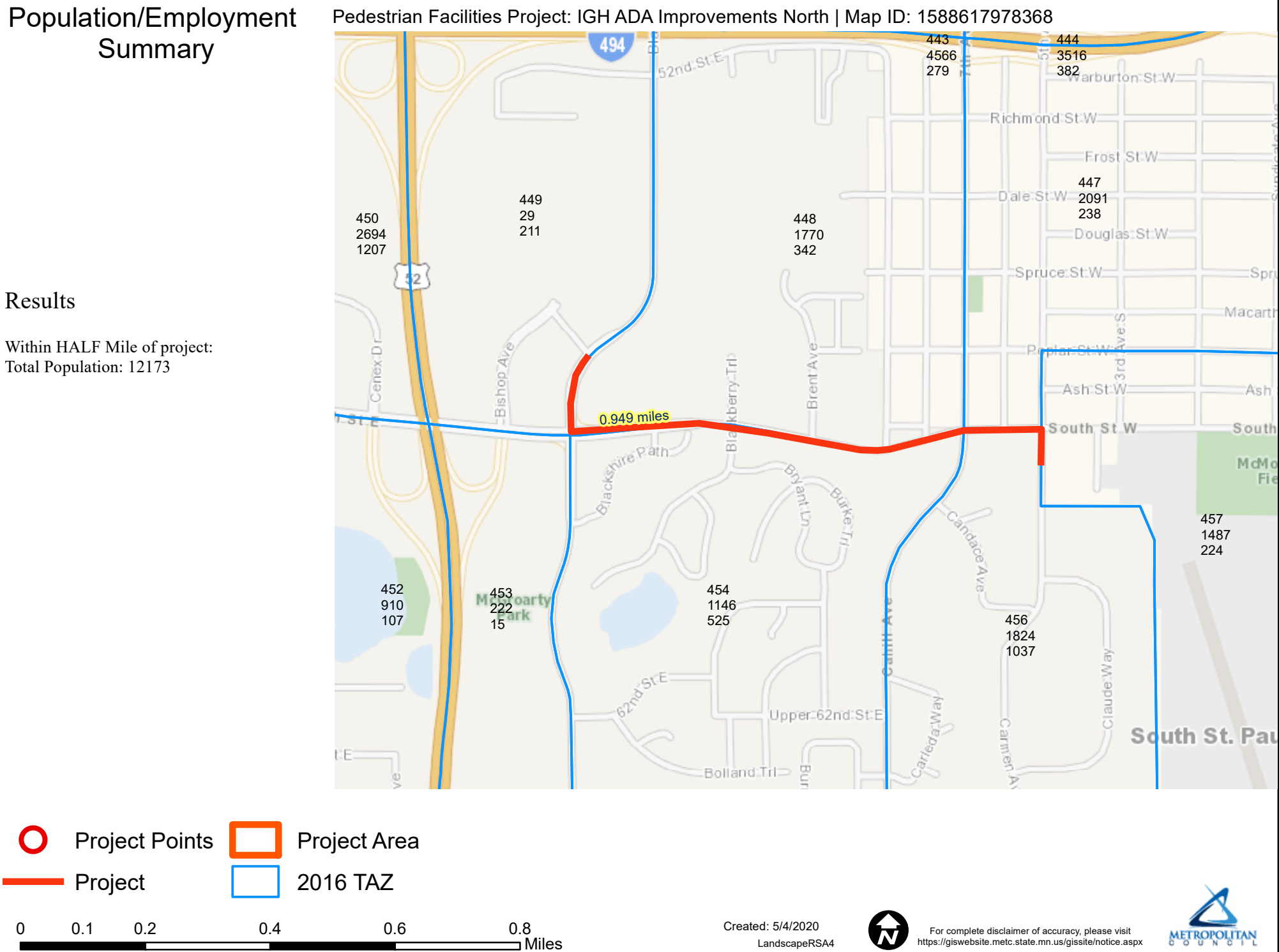
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



# Population/Employment Summary

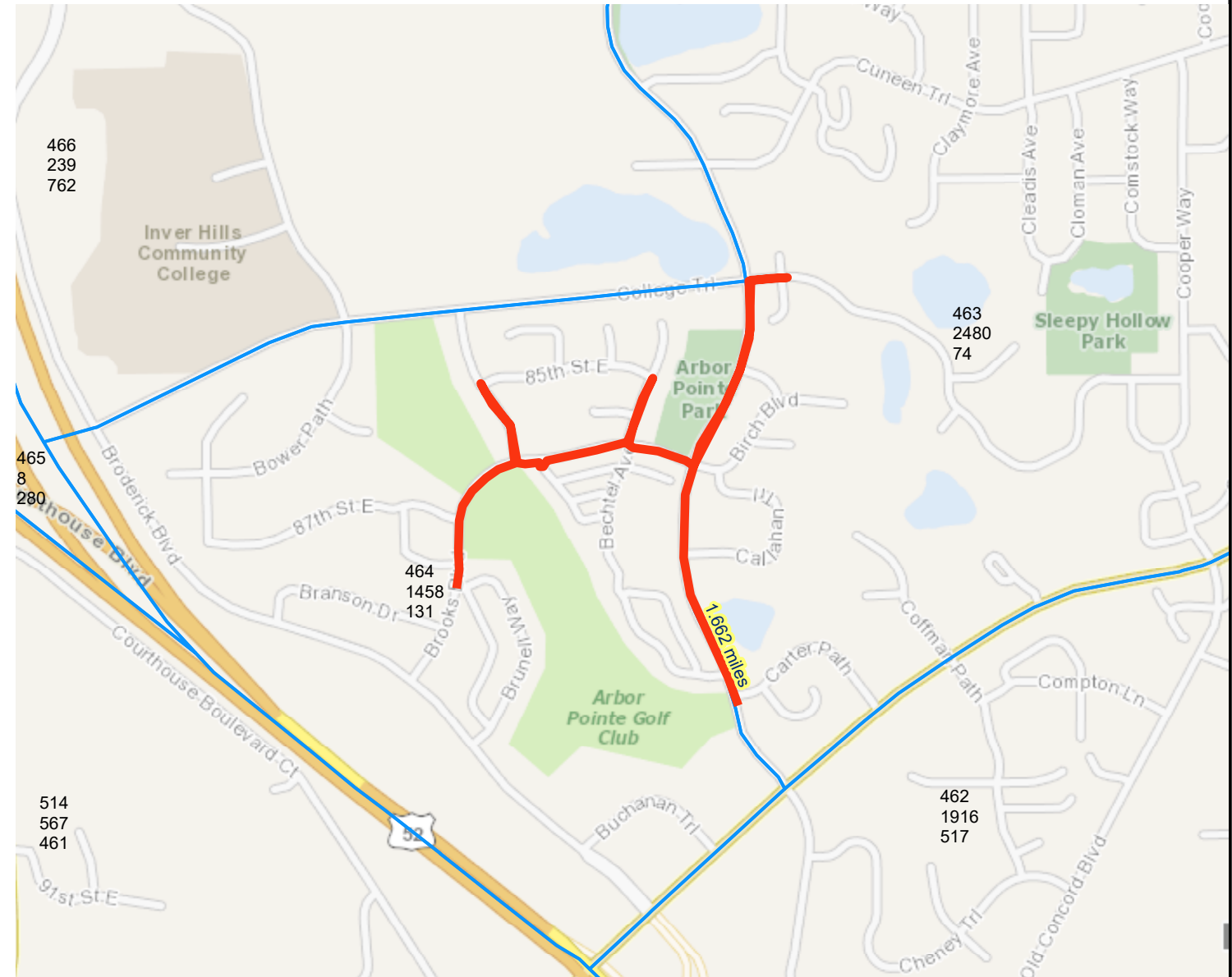
## Results

Within HALF Mile of project:  
Total Population: 12173



# Population/Employment Summary

Pedestrian Facilities Project: IGH ADA Improvements South | Map ID: 1588620558334



## Results

Within HALF Mile of project:  
Total Population: 10762

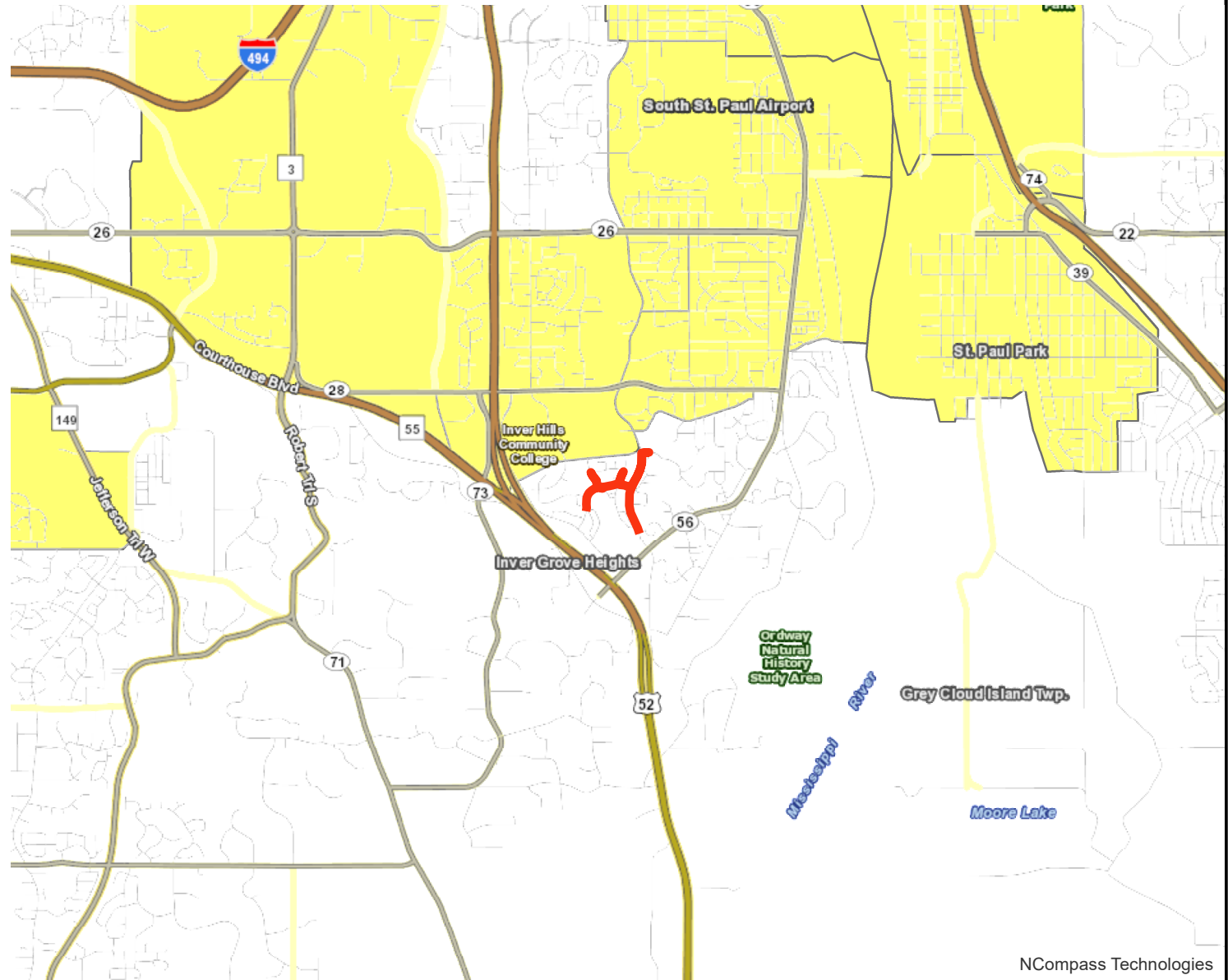
## Socio-Economic Conditions

Pedestrian Facilities Project: IGH ADA Improvements South | Map ID: 1588620558334

### Results

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

Tracts within half-mile:  
60503 60507 60508  
60509



NCompass Technologies

— Lines



Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty

0 0.5 1 2 3 4 Miles

Created: 5/4/2020  
LandscapeRSA2



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





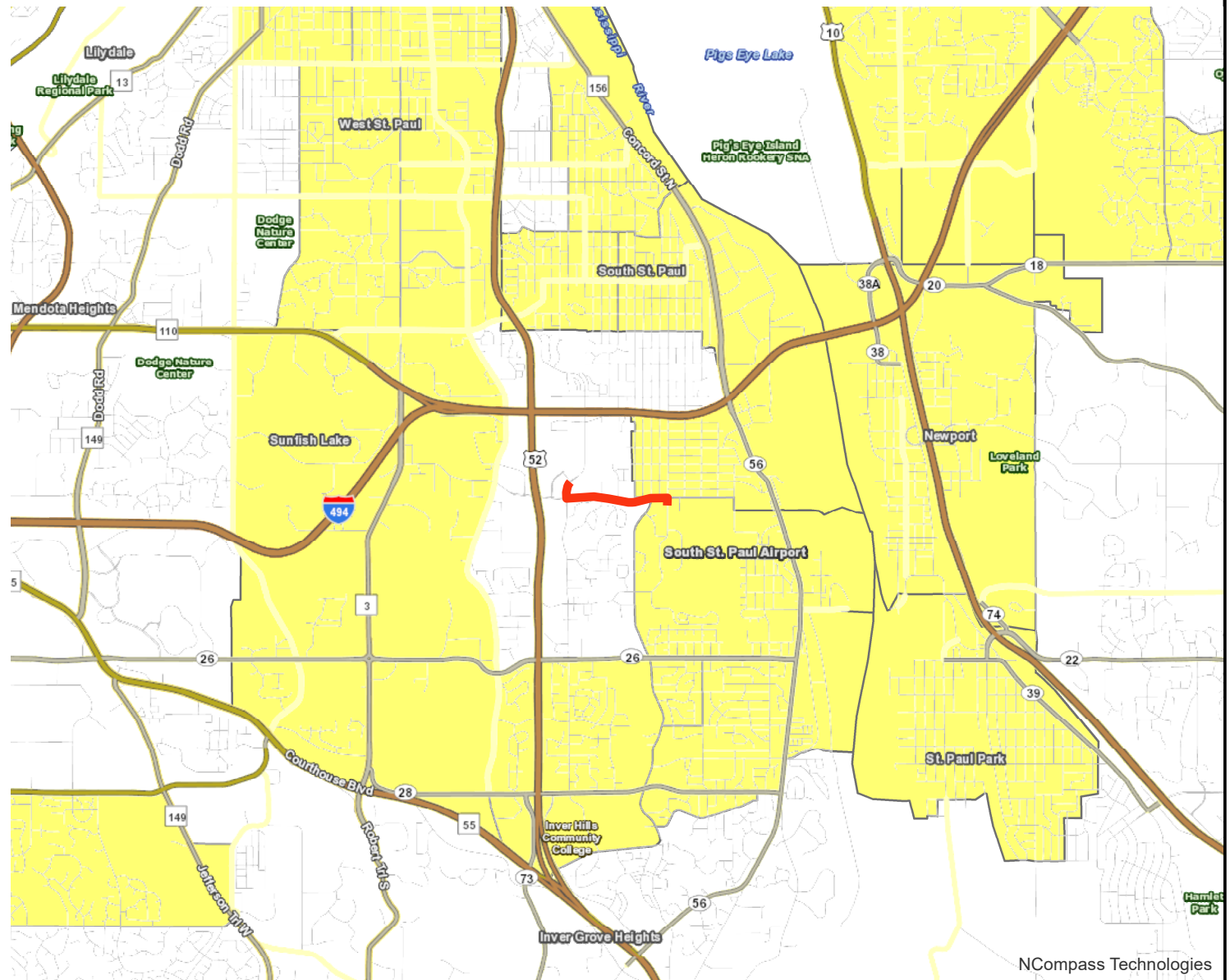
# Socio-Economic Conditions

Pedestrian Facilities Project: IGH ADA Improvements North | Map ID: 1588617978368

## 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:  
60402 60502 60506



NCompass Technologies

— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

0 0.5 1 2 3 4 Miles

Created: 5/4/2020  
LandscapeRSA2



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






# Inver Grove Heights ADA Ped Ramp Improvements

HOUSING

## Legend

-  Inver Grove Heights ADA Ped Ramp Projects

## Dakota County CDA Properties with #Units

### TypeHousin



Senior Housing



Apartments Rental Housing (Non CDA) with #Units



PROJECT MAP - NORTH PROJECT LOCATIONS WITH HOUSING

0 0.125 0.25 0.5 Miles







# Inver Grove Heights ADA Ped Ramp Improvements

HOUSING

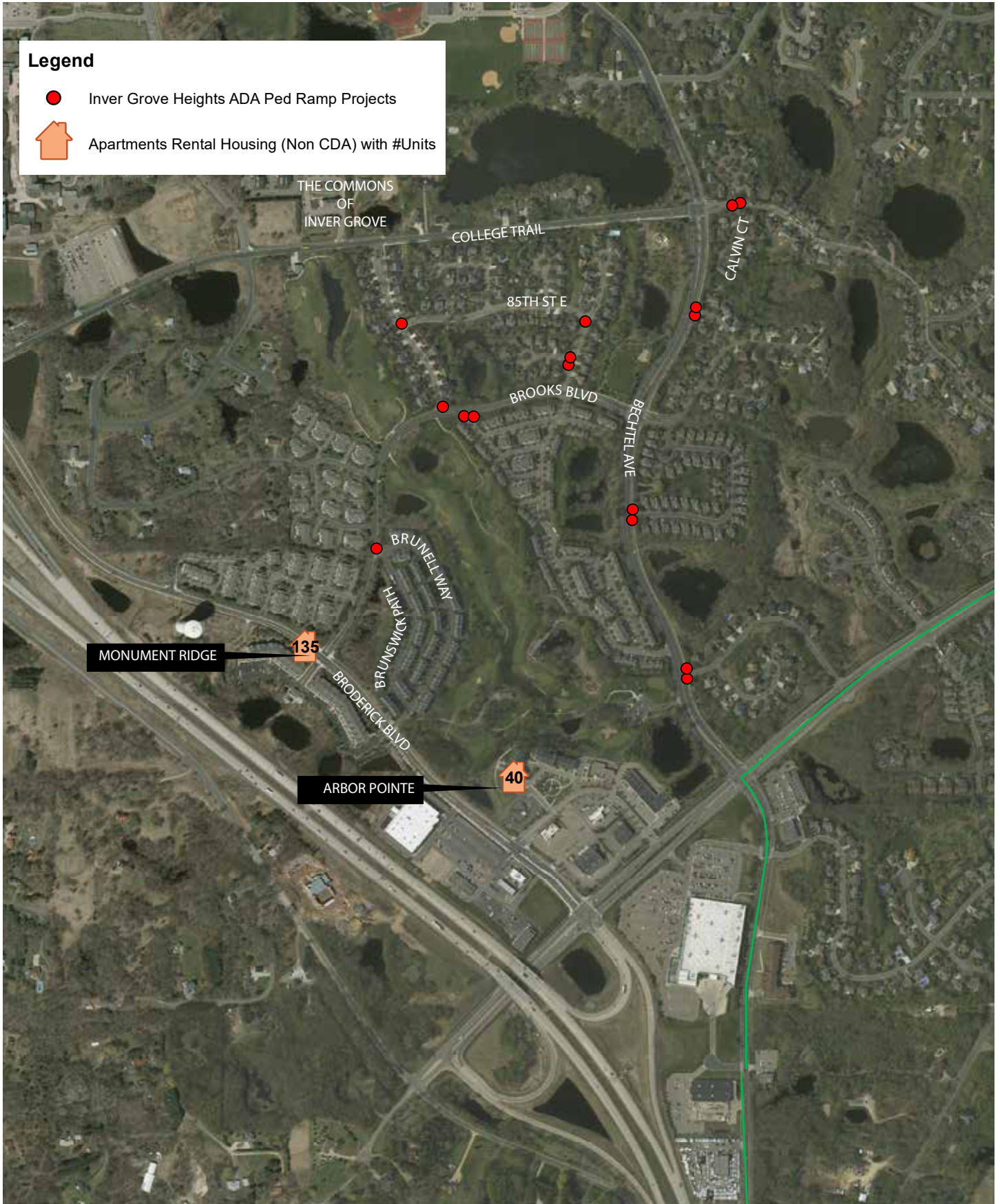
## Legend



Inver Grove Heights ADA Ped Ramp Projects



Apartments Rental Housing (Non CDA) with #Units



PROJECT MAP - SOUTH PROJECT LOCATIONS WITH HOUSING

0

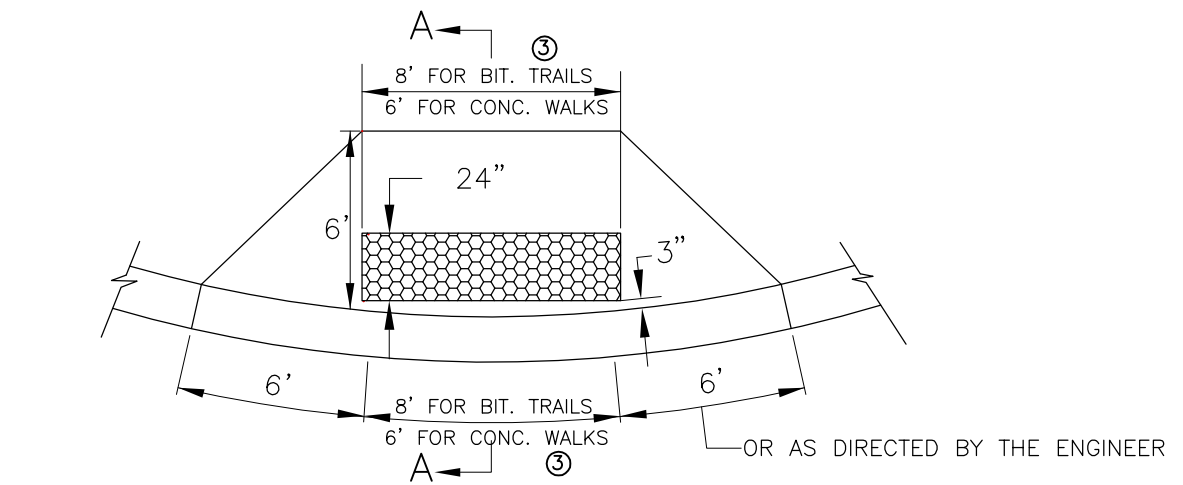
0.125

0.25

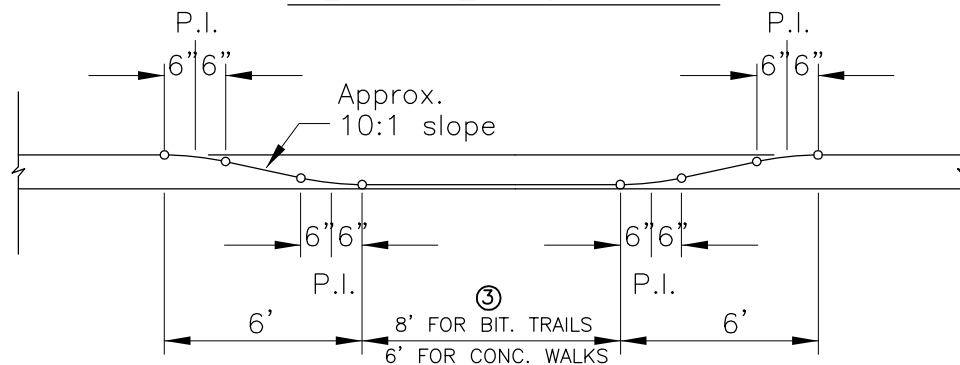
0.5

Miles

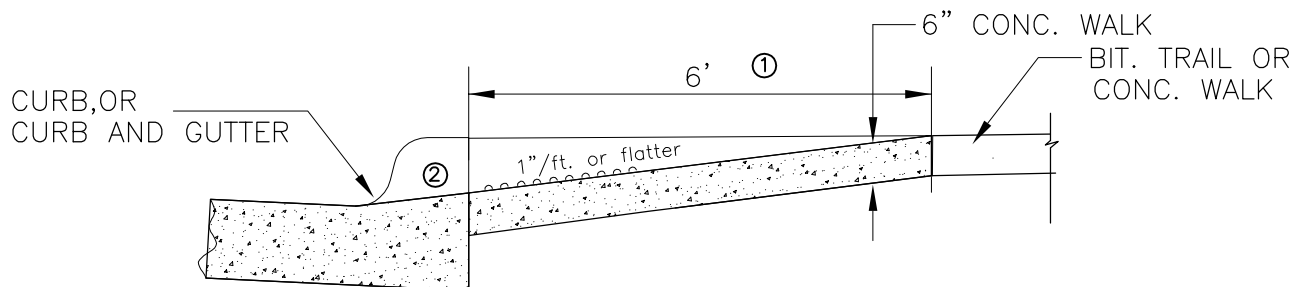




PLAN VIEW OF RAMP



ELEVATION OF RAMP

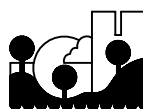


SECTION A-A

NOTES:

PEDESTRIAN CURB RAMPS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH. THE RAMP AND TRUNCATED DOME AREA WILL BE INCLUDED IN THE PER EACH COST. THE AREA INCLUDED FOR PAYMENT OF THE PEDESTRIAN CURB RAMP IS THE ENTIRE AREA OF THE RAMP (6' BACK FROM THE CURB) AND INCLUDES BOTH THE TRUNCATED DOME PORTION AND REGULAR CONCRETE FLATWORK IN THE PAY AREA. ANY LANDING AREA BEHIND THE PEDESTRIAN RAMP WILL BE PAID FOR AS CONCRETE WALK. TRUNCATED DOME SHALL BE NON-PAINTED, CAST GRAY IRON, NEENAH R-4984 (DETECTABLE WARNING PLATE) OR EQUAL

- ① 6' DIMENSION MAY BE INCREASED TO PROVIDE A 1"/FT. OR FLATTER SLOPE.
- ② THE 1"/FT. SLOPE SHALL EXTEND THROUGH THE CURB TO THE GUTTER WITH NO LIP AT THE GUTTER SECTION.
- ③ THE 6' OR 8' DIMENSION MAY BE MODIFIED AT THE DIRECTION OF THE CITY ENGINEER FOR RETROFIT PROJECTS.



PEDESTRIAN CURB RAMP

CITY OF INVER GROVE HEIGHTS  
ENGINEERING DEPARTMENT




4/11

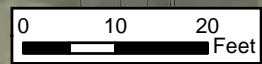
PLATE NO.  
STR-12








**Legend**  
Dakota\_base\_aerialphotography\_2017\_fall.sid  
RGB

	Red: Band_1
	Green: Band_2
	Blue: Band_3





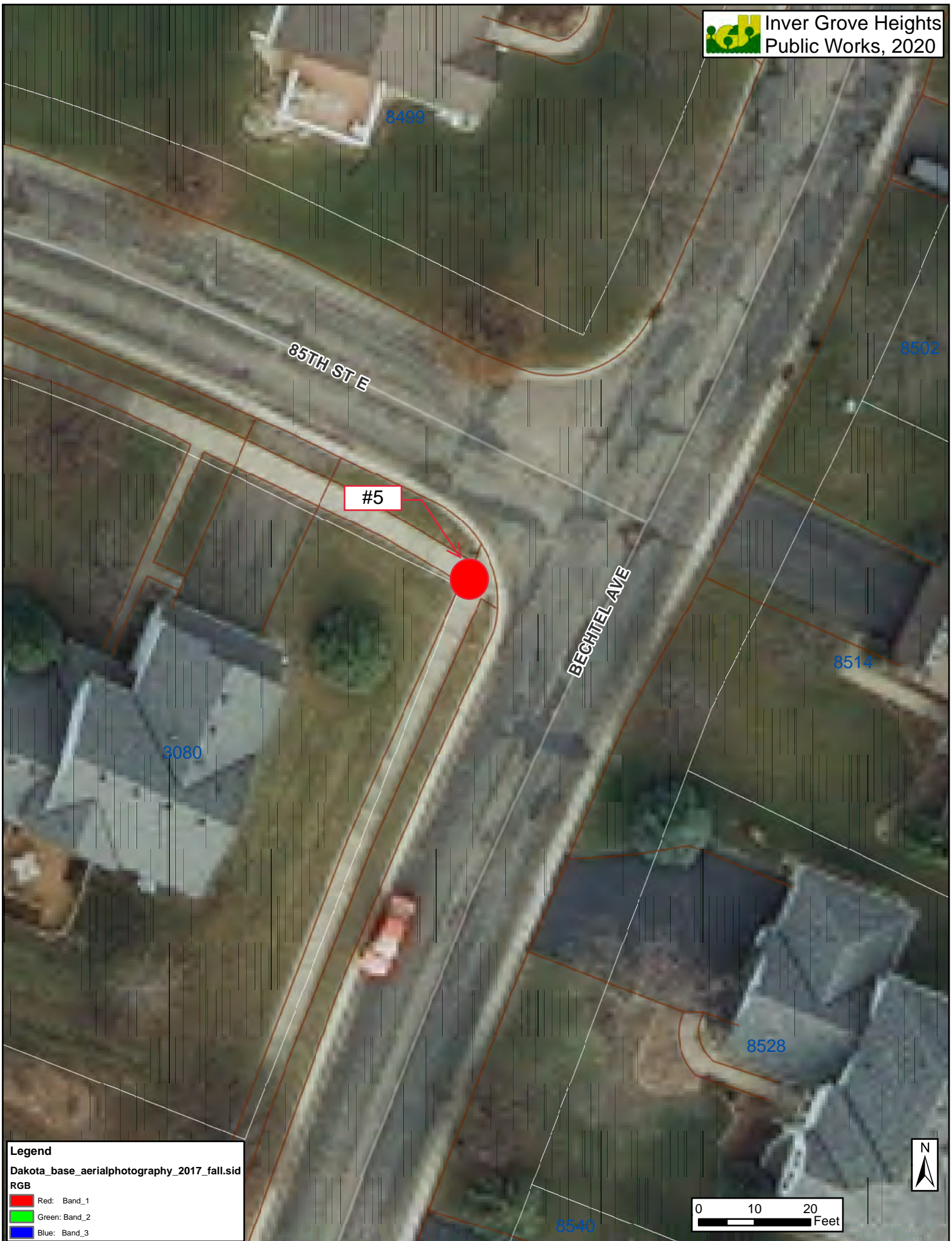
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RGB

	Red: Band_1
	Green: Band_2
	Blue: Band_3




0 10 20  
Feet

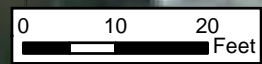






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RGB

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**Legend**

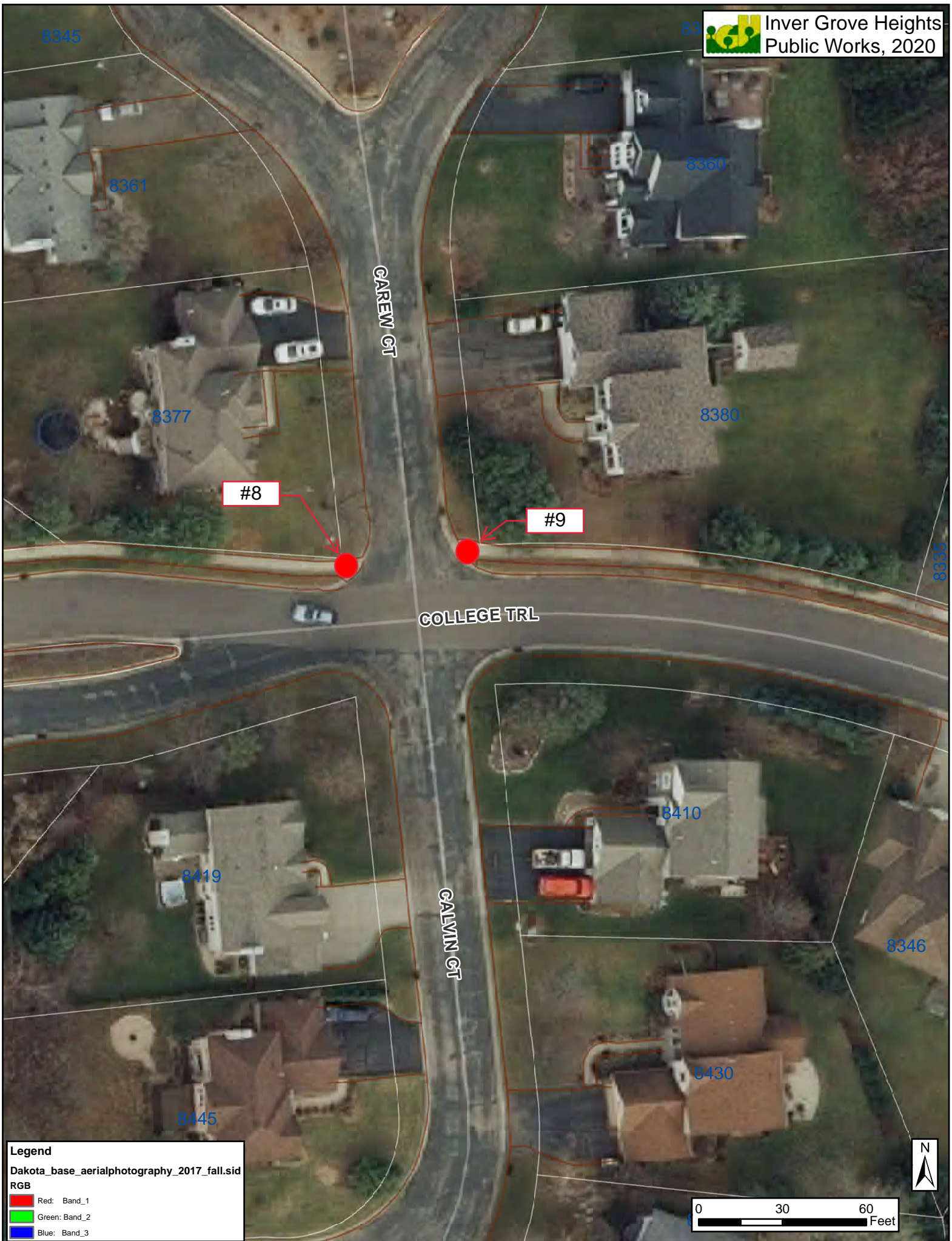
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RGB

-  Red: Band\_1
-  Green: Band\_2
-  Blue: Band\_3

0 10 20  
Feet







Legend

Dakota\_base\_aerialphotography\_2017\_fall.sid  
RGB

- Red: Band\_1
- Green: Band\_2
- Blue: Band\_3

0 30 60  
Feet







8496

85TH ST E



Inver Grove Heights  
Public Works, 2020

#11

8520

8534

8546

8527

8541

8553

8560

8572

8567

8586

8579

8598

8593

#14

BROOKS BLVD

#13

BEVERLY WAY

#12

8919

Legend

Dakota\_base\_aerialphotography\_2017\_fall.sid

RGB

Red: Band\_1

Green: Band\_2

Blue: Band\_3



0 50 100  
Feet



8998

8994

8990

#16

CARTER PATH

CATILL AVE

#15

8907

8919

8911

8915

Legend

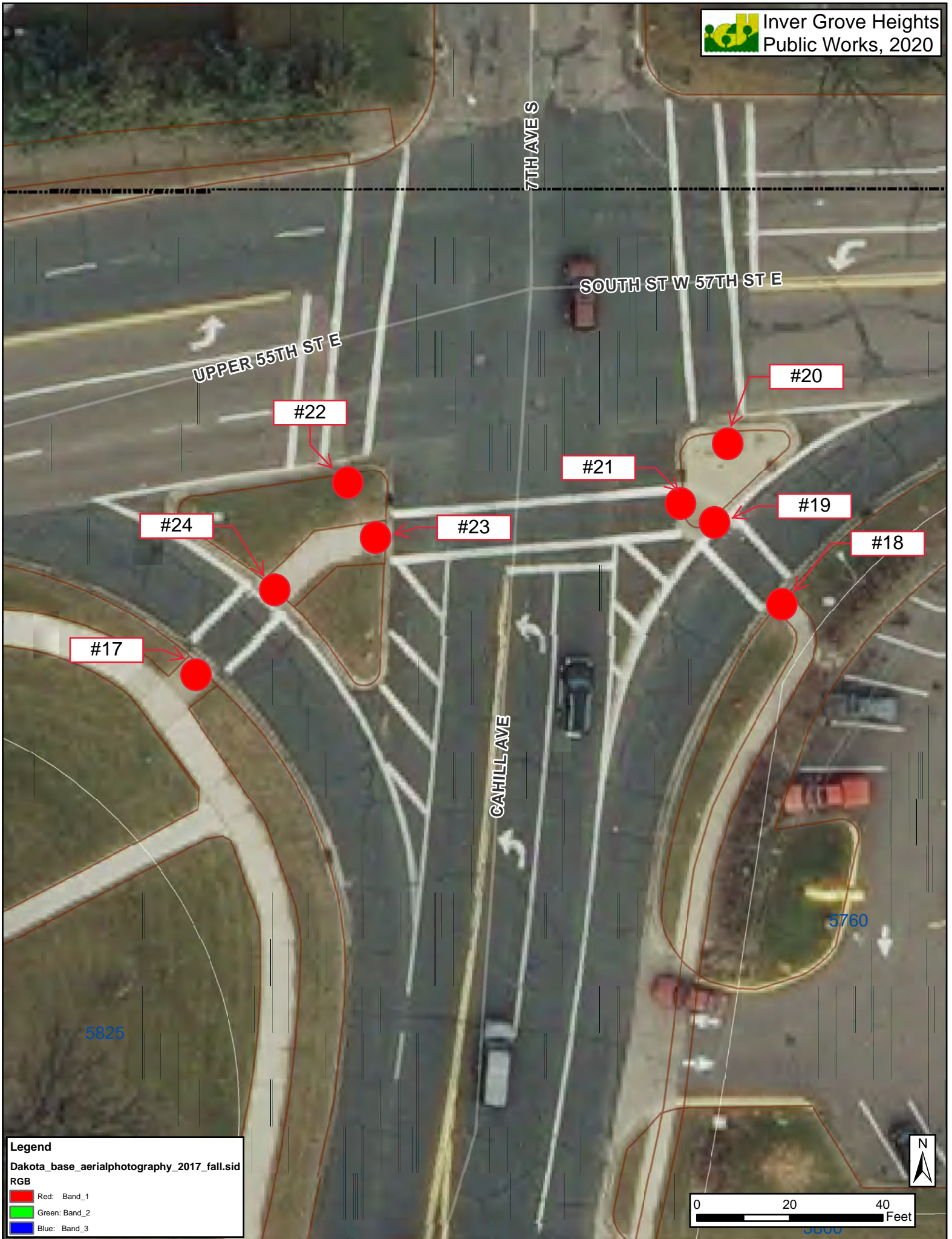
Dakota\_base\_aerialphotography\_2017\_fall.sid  
RGB

Red: Band\_1  
Green: Band\_2  
Blue: Band\_3

0 30 60 Feet







Legend

Dakota\_base\_aerialphotography\_2017\_fall.sid  
RGB

- Red: Band\_1
- Green: Band\_2
- Blue: Band\_3

0 20 40 Feet





5709



Inver Grove Heights  
Public Works, 2020

#25

5825

#26

CARMEN AVE 5TH AVE S

Legend

IGH\_aerial\_2010\_LeafOff6Inch.TIF

RGB

Red: Band\_1

Green: Band\_2

Blue: Band\_3



0 10 20  
Feet



SOUTH ST W

#28

#27

UPPER 55TH ST E

5825

Legend

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RGB

Red: Band\_1

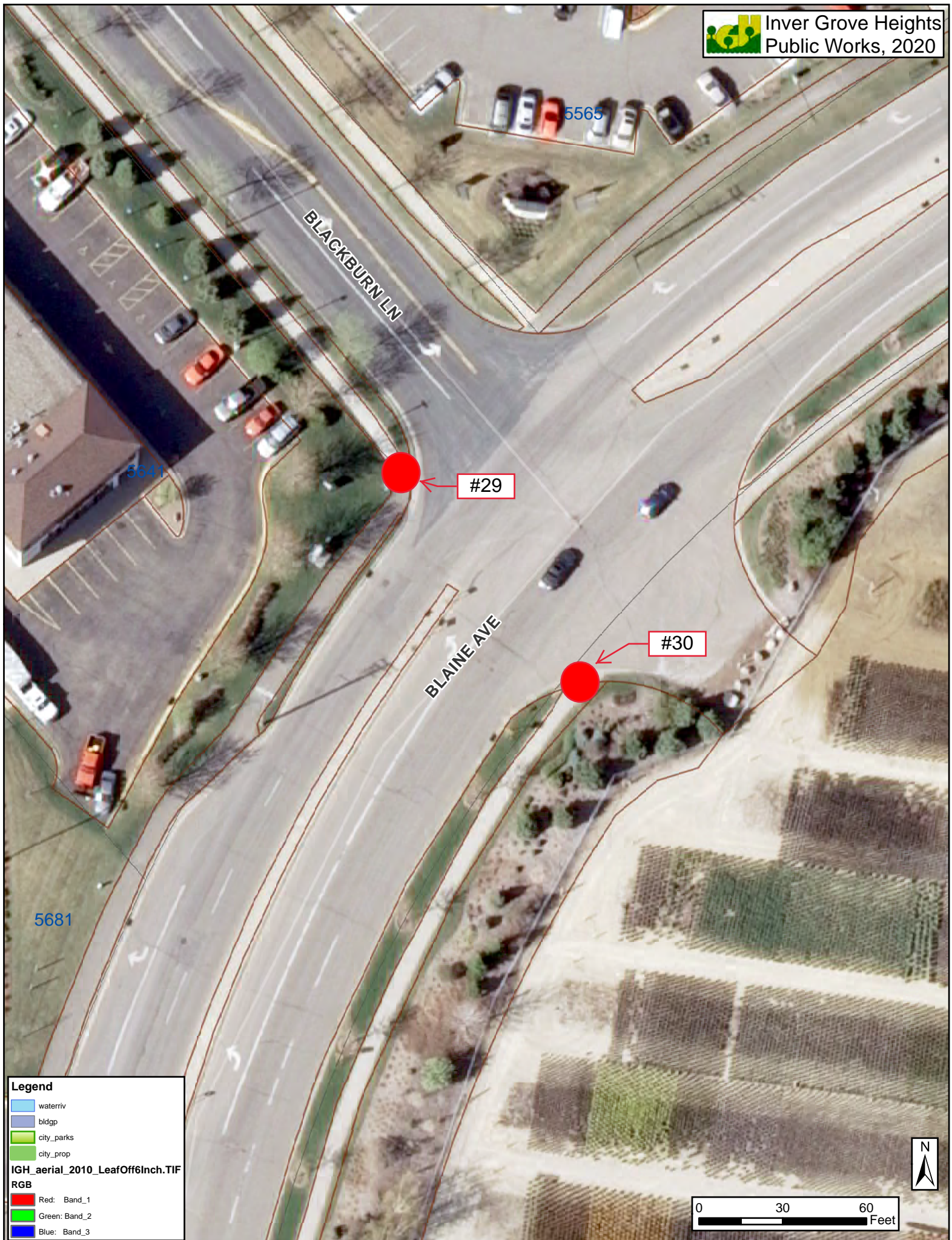
Green: Band\_2

Blue: Band\_3

0 10 20  
Feet







**Legend**

- water
- bldg
- city\_parks
- city\_prop

IGH\_aerial\_2010\_LeafOff6Inch.TIF  
RGB

- Red: Band\_1
- Green: Band\_2
- Blue: Band\_3

0 30 60 Feet







# Inver Grove Heights ADA Ped Ramp Improvements

## PEDESTRIAN FACILITIES



### PROJECT IMAGES #1-4



Project Site #1



Project Site #2



Project Site #3



Project Site #4





# Inver Grove Heights ADA Ped Ramp Improvements

## PEDESTRIAN FACILITIES



### PROJECT IMAGES #5-8



Project Site #5



Project Site #6



Project Site #7



Project Site #8





# Inver Grove Heights ADA Ped Ramp Improvements

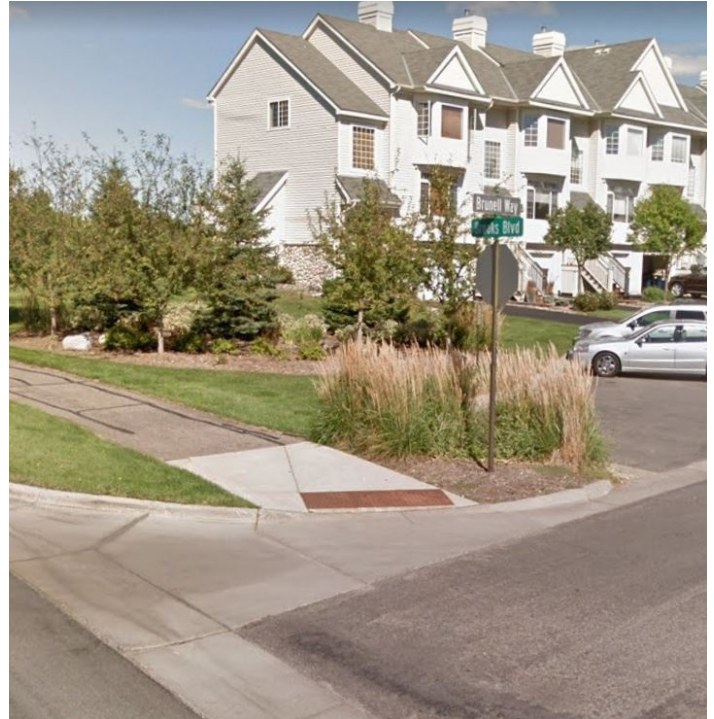
## PEDESTRIAN FACILITIES



### PROJECT IMAGES #9-12



Project Site #9



Project Site #10



Project Site #11



Project Site #12





# Inver Grove Heights ADA Ped Ramp Improvements

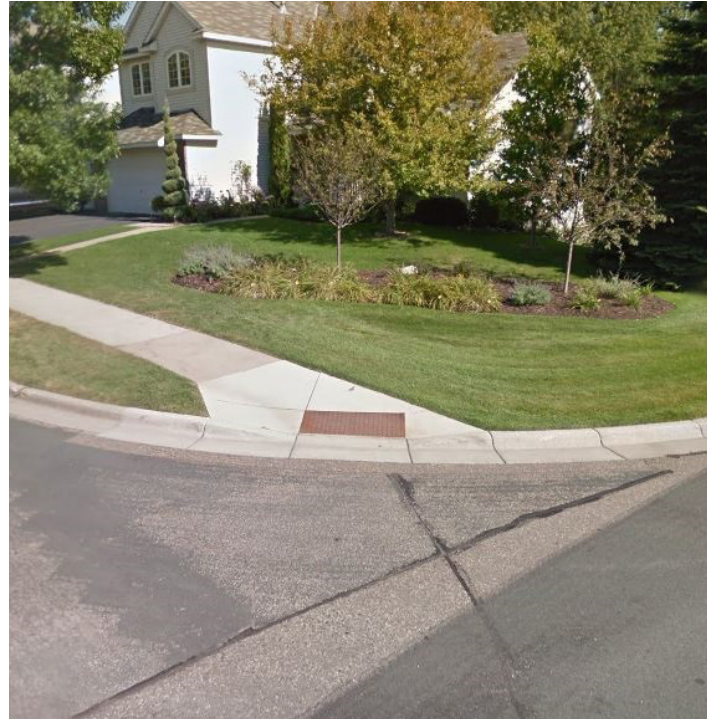
PEDESTRIAN FACILITIES



PROJECT IMAGES #13-16



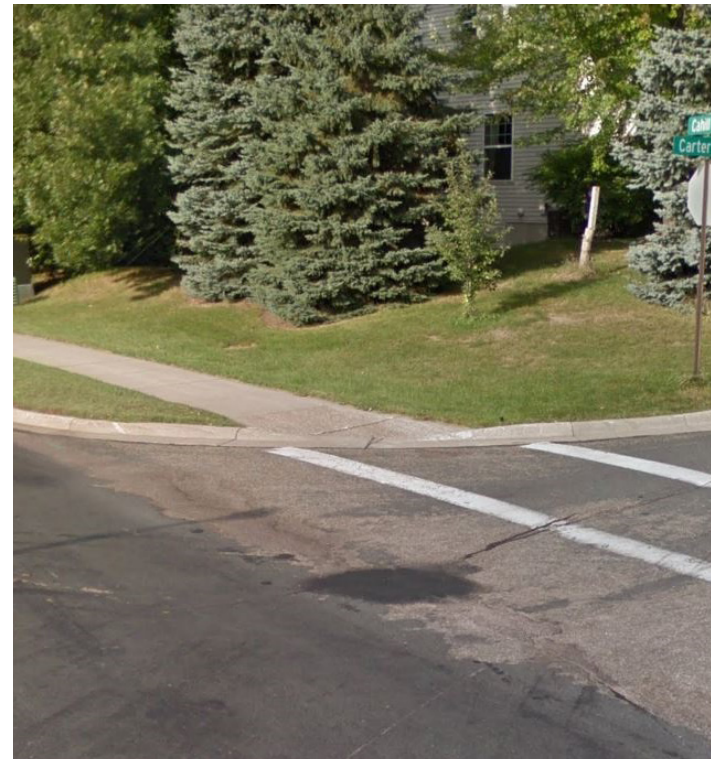
Project Site #13



Project Site #14



Project Site #15



Project Site #16





# Inver Grove Heights ADA Ped Ramp Improvements

PEDESTRIAN FACILITIES



PROJECT IMAGES #17-20



Project Site #17



Project Site #18



Project Site #19



Project Site #20





# Inver Grove Heights ADA Ped Ramp Improvements

## PEDESTRIAN FACILITIES



### PROJECT IMAGES #21-24



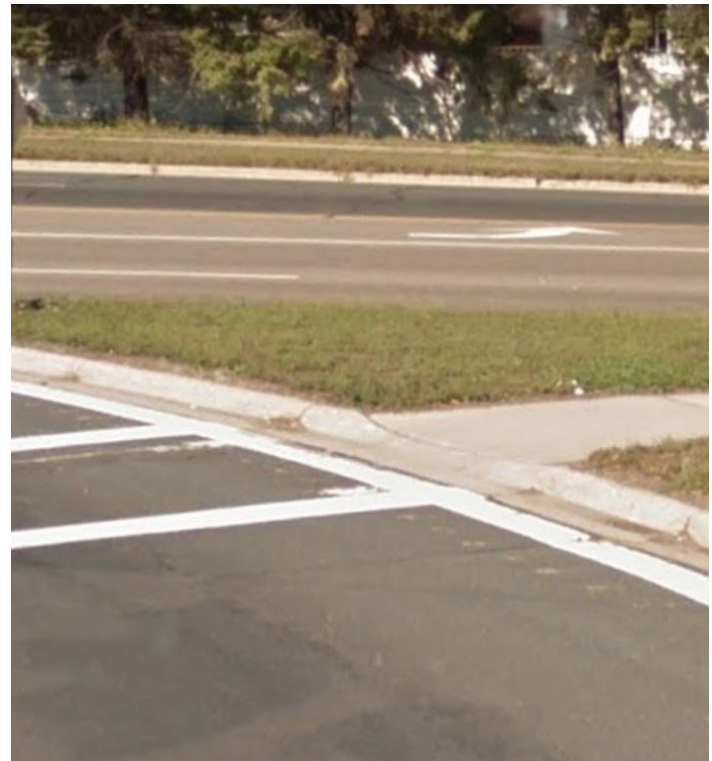
Project Site #21



Project Site #22



Project Site #23



Project Site #24





# Inver Grove Heights ADA Ped Ramp Improvements

PEDESTRIAN FACILITIES



PROJECT IMAGES #25-28



Project Site #25



Project Site #26



Project Site #27



Project Site #28

#28





# Inver Grove Heights ADA Ped Ramp Improvements

## PEDESTRIAN FACILITIES



### PROJECT IMAGES #29-30



Project Site #29

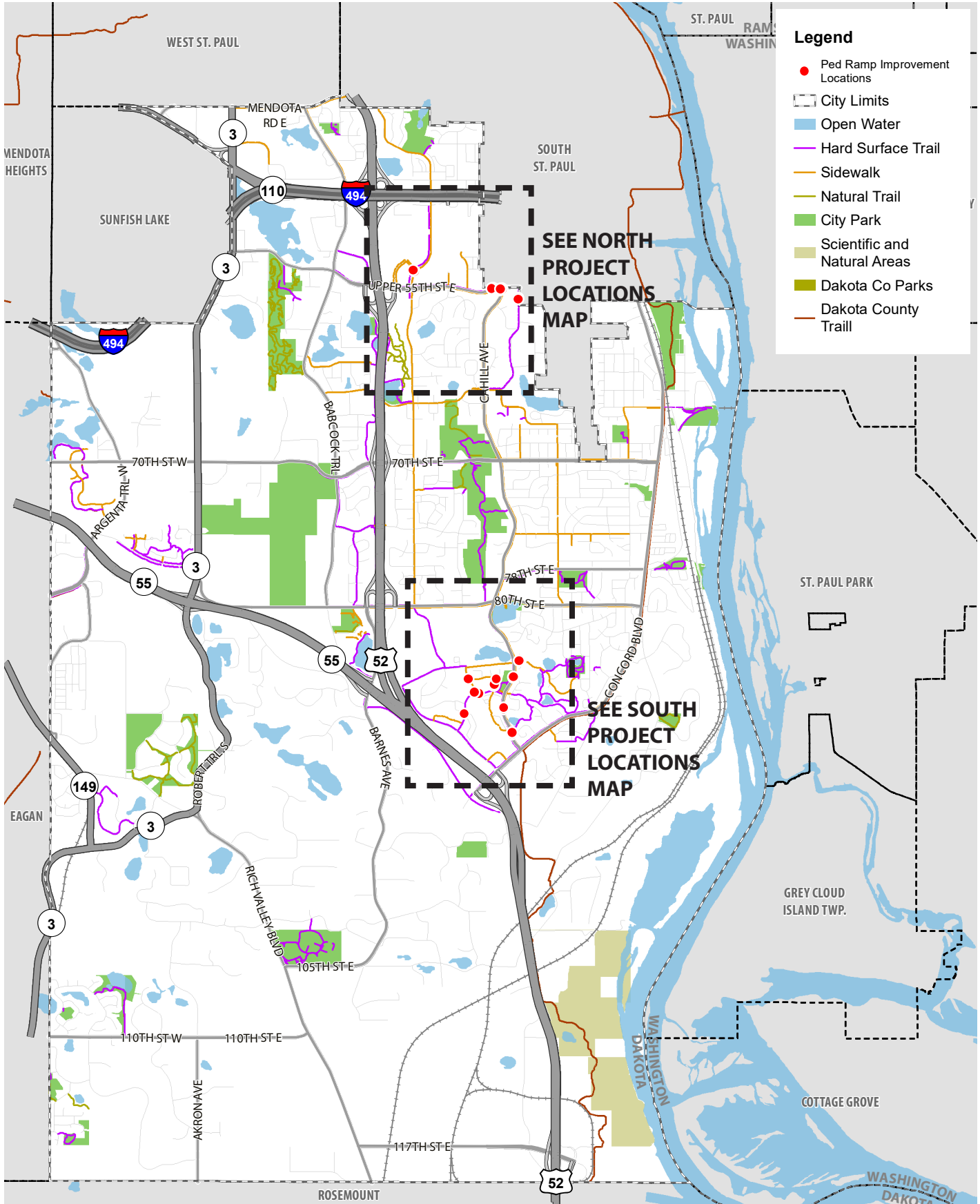


Project Site #30



# Inver Grove Heights ADA Ped Ramp Improvements

## PEDESTRIAN FACILITIES



PROJECT MAP - CITY OF INVER GROVE HEIGHTS

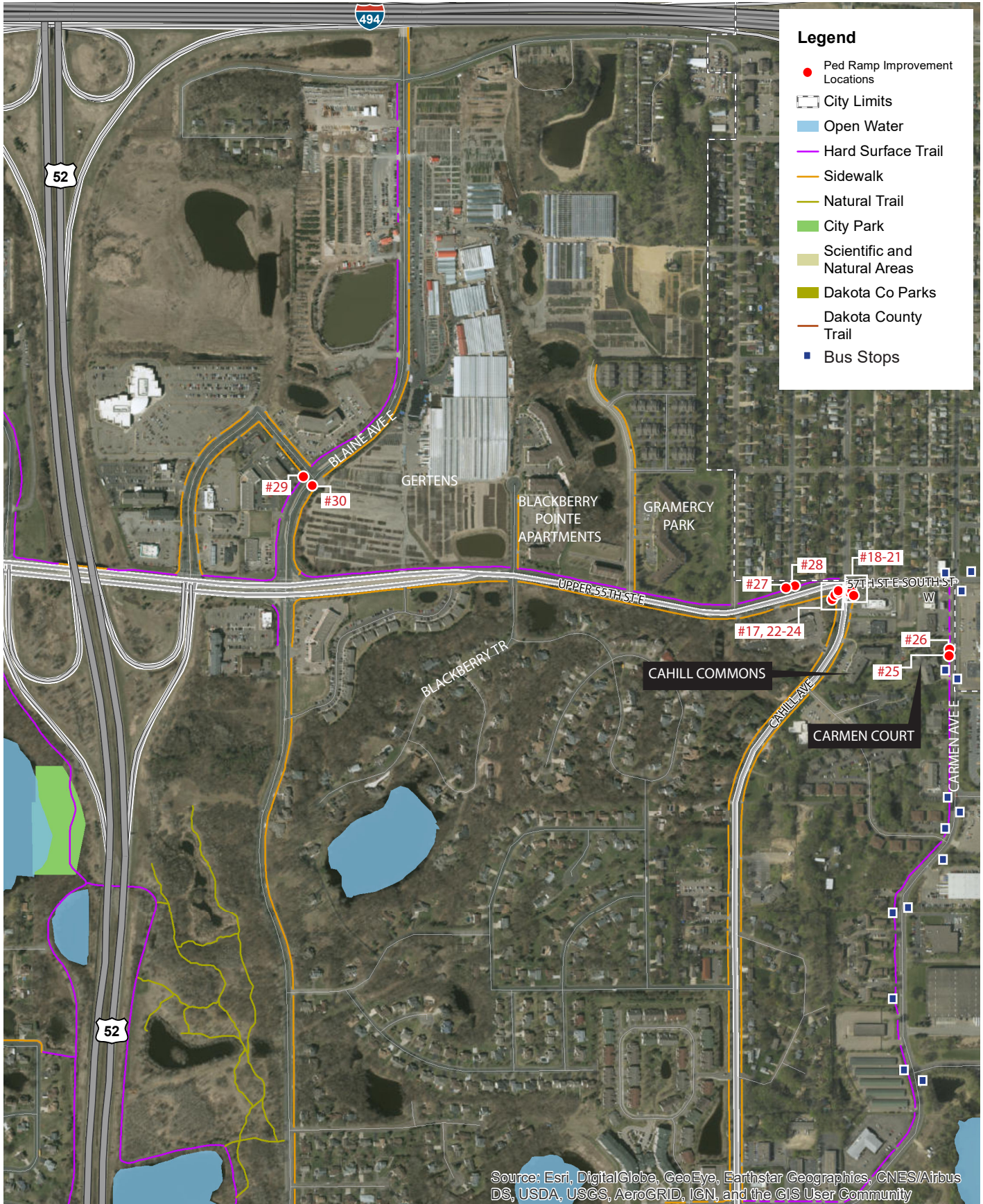




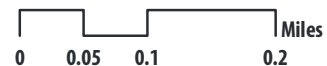


# Inver Grove Heights ADA Ped Ramp Improvements

## PEDESTRIAN FACILITIES



PROJECT MAP - NORTH PROJECT LOCATIONS

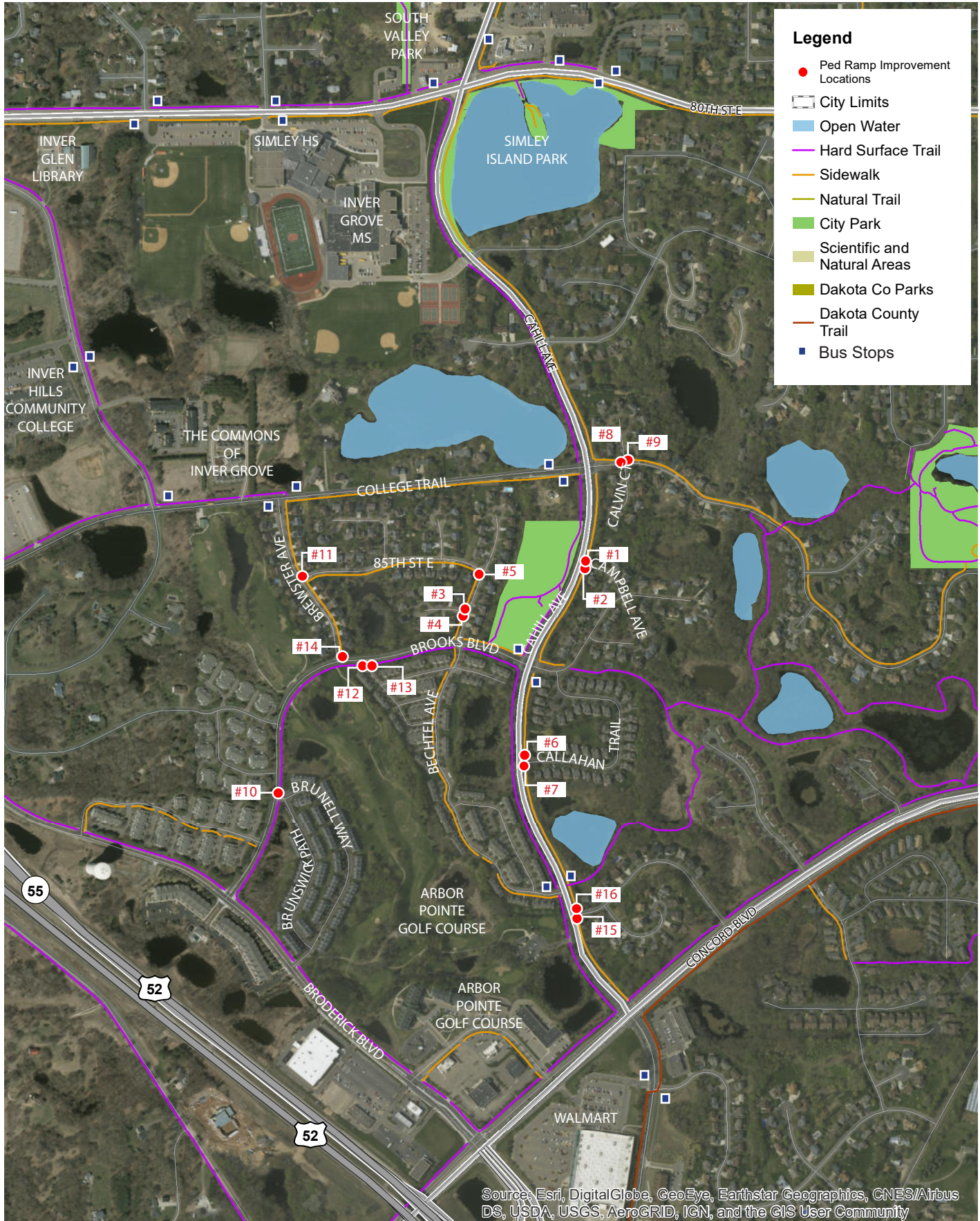






# Inver Grove Heights ADA Ped Ramp Improvements

## PEDESTRIAN FACILITIES



PROJECT MAP - SOUTH PROJECT LOCATIONS







# Inver Grove Heights ADA Ped Ramp Improvements

## PEDESTRIAN FACILITIES

### PROJECT DESCRIPTION



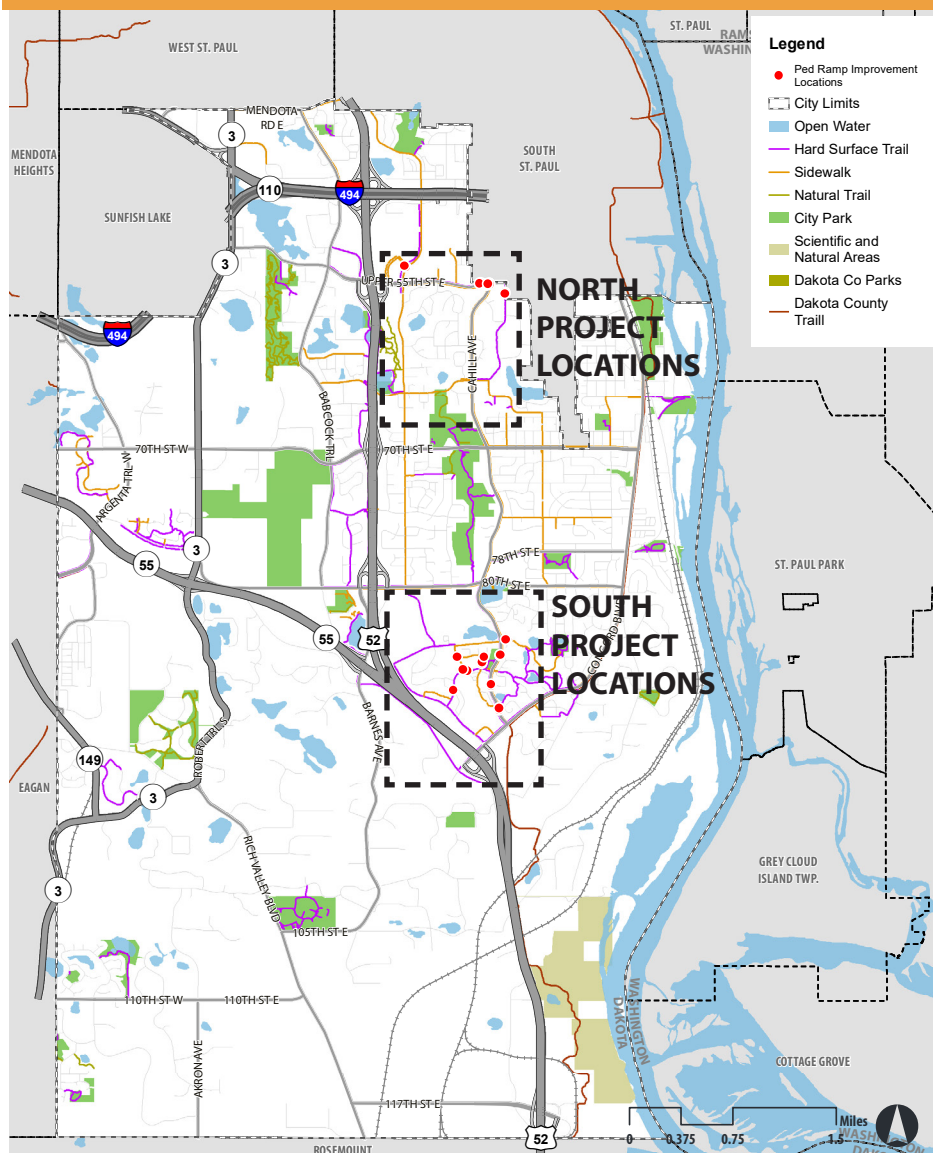
Project Location #18, example of existing pedestrian curb ramp in need of replacement to comply with ADA standards

The Inver Grove Heights ADA Ped Ramp Improvements project will result in the replacement of thirty pedestrian curb ramps within the City of Inver Grove Heights. Work will include demolition and removals of existing curb ramps, replacement of concrete and installation of truncated domes at each location, and new curb ramps will tie into existing sidewalk or multiuse trails to ensure a clear, accessible path of travel to and from roadways to existing pedestrian and bicycle trail and sidewalk facilities.

### Project Location: Inver Grove Heights

Requested Award Amount:	\$250,240
Total Project Cost:	\$312,800

### PROJECT AREA



Project Area

### PROJECT BENEFITS

- » Provides an accessible path of travel between the roadway and sidewalk or trail at roadway intersections
- » Improves connections within the existing city-wide network of multiuse trails and sidewalks
- » Improves the daily experience of seniors, people with disabilities, children, families with strollers, and all pedestrians
- » Improves the daily experience of transit users and bicyclists
- » Strengthens connections to commercial areas, residential areas, and community destinations such as Inver Hills Community College
- » Completes a significant portion of the 2017 ADA Transition Plan for the City of Inver Grove Heights



# City of Inver Grove Heights

[www.ci.inver-grove-heights.mn.us](http://www.ci.inver-grove-heights.mn.us)

To: Metropolitan Council

RE: Pedestrian Curb Ramp Improvements for Inver Grove Heights

This letter is to inform the Metropolitan Council that the City of Inver Grove Heights is pleased to provide an application for the 2020 Regional Solicitation Program funding for pedestrian improvements addressing curb ramps throughout Inver Grove Heights. The proposed project will reconstruct 30 pedestrian curb ramps in two areas of the city where safe, accessible pedestrian access to nearby residences and community destinations is an important and necessary amenity. The City of Inver Grove Heights has reviewed the proposed layout and approves the scope of this work.

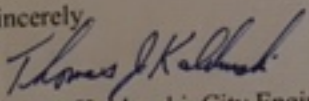
In 2017, the City of Inver Grove Heights completed an ADA Transition Plan for Transportation Infrastructure. This plan set the stage for addressing ADA compliance for pedestrian and bicycle facilities throughout the city. Earlier, in 2014, the City of Inver Grove Heights completed an inventory of all existing pedestrian curb ramps throughout the city, documenting pedestrian curb ramps that are out of compliance with ADA standards. Using this inventory, curb ramps were identified as priority projects to address for this funding request.

If this funding request is granted, the City of Inver Grove Heights is committed to providing the necessary funding match of 20% of the project cost as required.

As the owner of these facilities, the City of Inver Grove Heights is committed to operating and maintaining the improvements listed in this proposal year-round for the useful life of the facilities proposed in the project scope.

Please contact me if there are any questions or concerns regarding the content of this letter.

Sincerely,

  
Thomas Kaldunski, City Engineer  
City of Inver Grove Heights

8150 Barbara Ave. • Inver Grove Heights, MN 55077-3412  
Telephone: 651-450-2500 • Fax: 651-450-2502



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

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

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

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

Office of Planning

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

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

April 24, 2020

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

RE: TAB Regional Solicitation Letter of Support for ADA Improvements on  
several location in Inver Grove Heights

Dear Ms. Koutsoukos:

Dakota County extends its support for the Regional Solicitation federal  
funding application for ADA Improvements on several locations within City.  
The proposed project would add to safety and convenience for the residents  
of City of Inver Grove Heights.

Dakota County appreciates the City's efforts to secure funding for ADA  
Improvements and is supportive of the City of Inver Grove Heights moving  
forward with this project.

Sincerely,

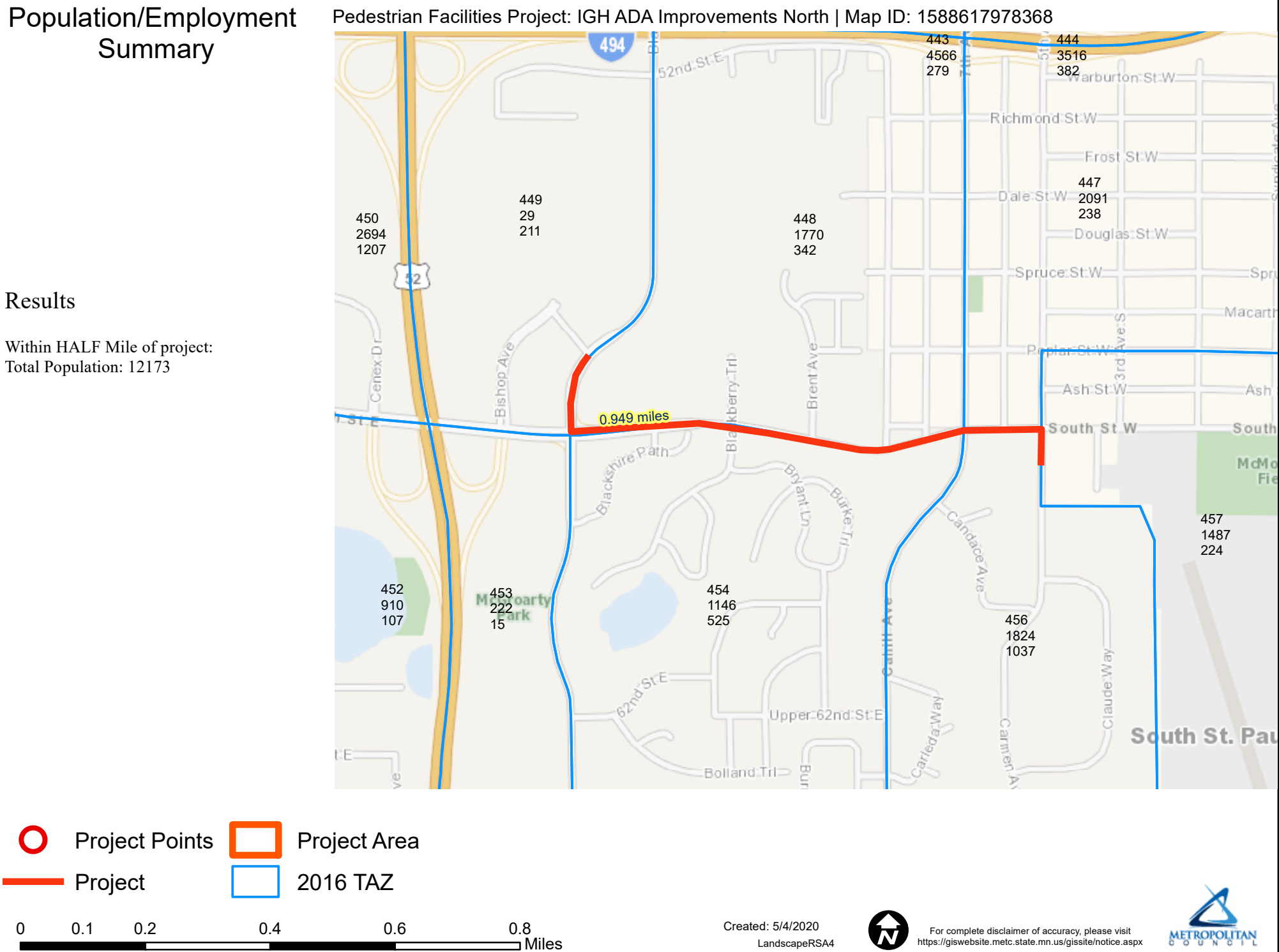
A handwritten signature in black ink, appearing to read "Mark J. Krebsbach".

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

# Population/Employment Summary

## Results

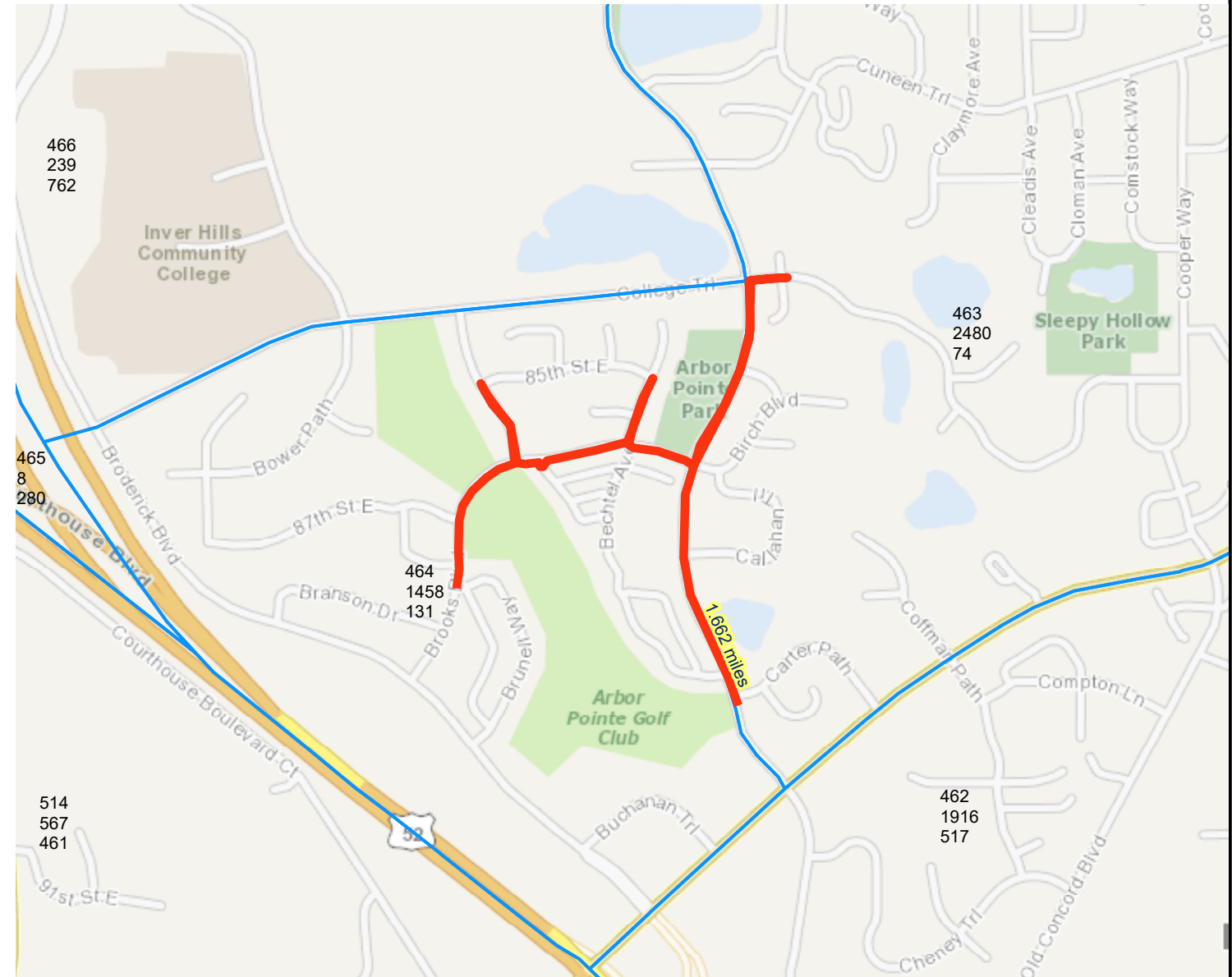
Within HALF Mile of project:  
Total Population: 12173





# Population/Employment Summary

Pedestrian Facilities Project: IGH ADA Improvements South | Map ID: 1588620558334



## Results

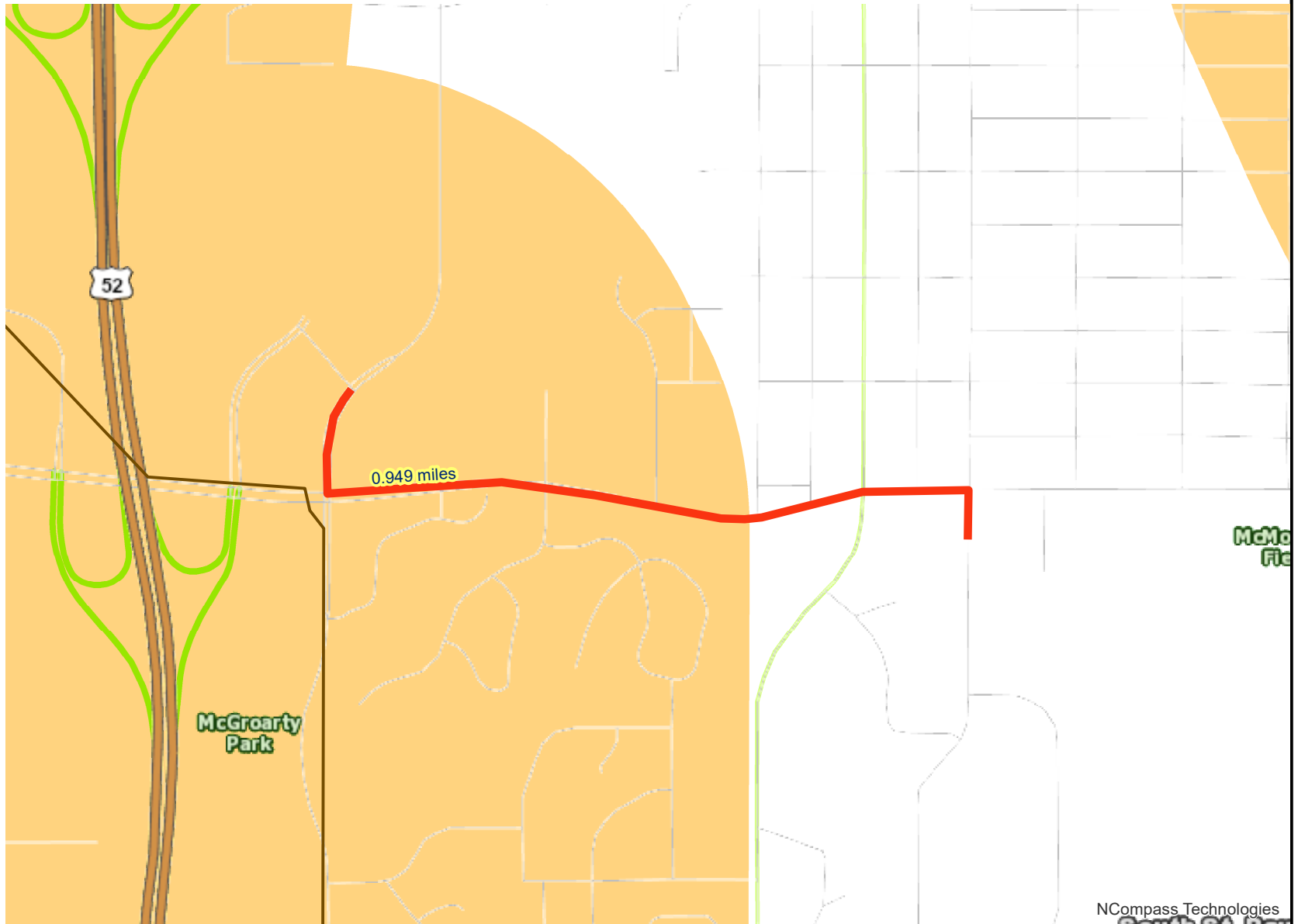
Within HALF Mile of project:  
Total Population: 10762

# Project to RBTN Orientation

Pedestrian Facilities Project: IGH ADA Improvements North | Map ID: 1588617978368

## Results

Project **IN** TIER 2  
Bicycle Transport Corridor.



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

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 5/4/2020  
LandscapeRSA6



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

NCompass Technologies

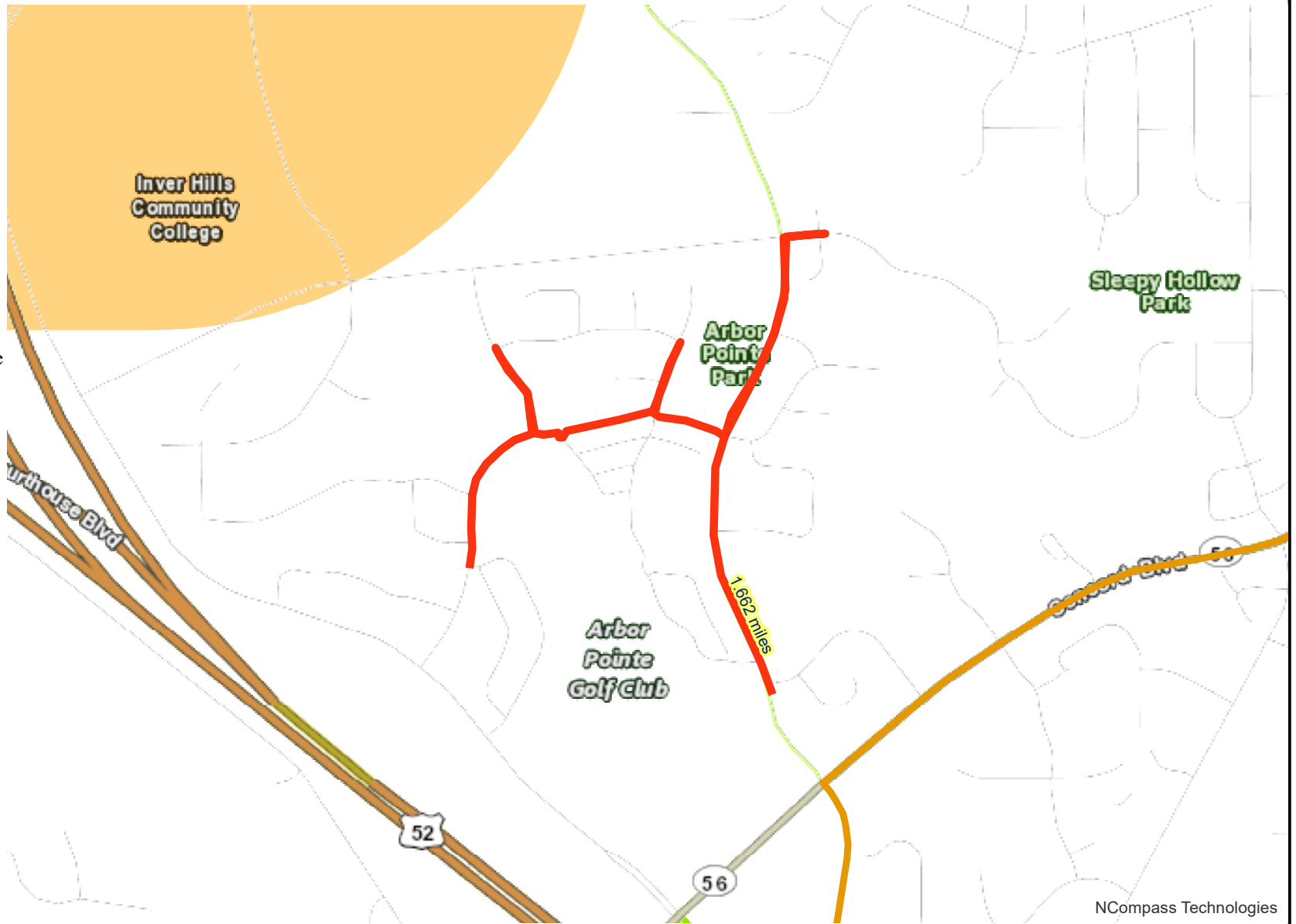


# Project to RBTN Orientation

Pedestrian Facilities Project: IGH ADA Improvements South | Map ID: 1588620558334

## Results

Project **NOT IN** Regn'l Bicycle  
Transportation  
Corridor.



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

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 5/4/2020  
LandscapeRSA6



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

NCompass Technologies





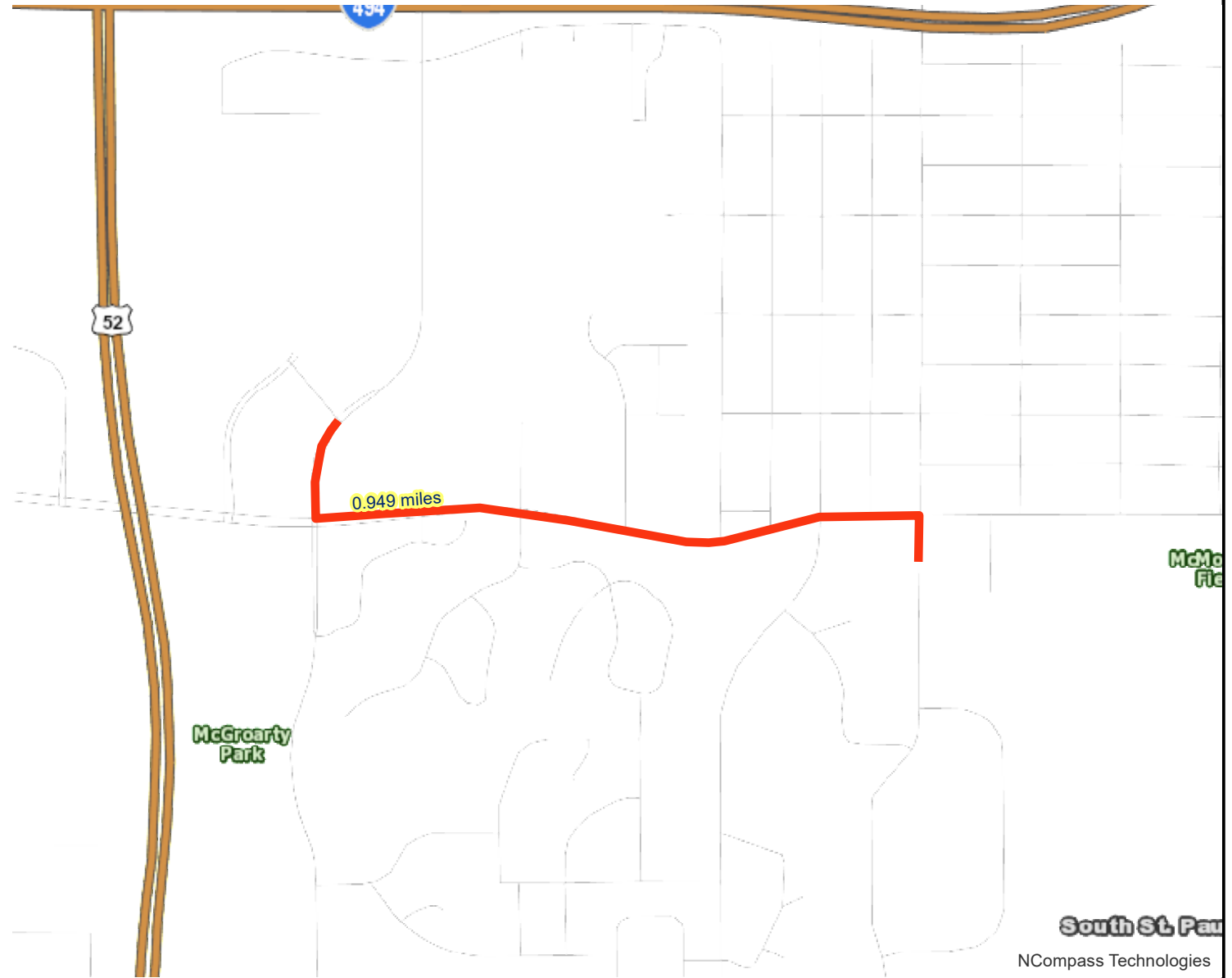
# Regional Economy

Pedestrian Facilities Project: IGH ADA Improvements North | Map ID: 1588617978368

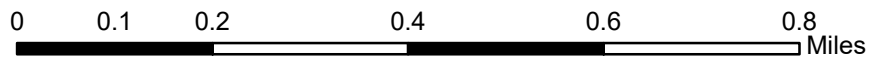
## Results

**Within HALF Mi of project:**  
Postsecondary Students: 0

Total Population: 12173  
Total Employment: 3906  
Mfg and Dist Employment: 1678



-  Project
-  Job Concentration Centers
-  Manufacturing/Distribution Centers



Created: 5/4/2020  
LandscapeRSA5



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



# Regional Economy

Pedestrian Facilities Project: IGH ADA Improvements South | Map ID: 1588620558334

## Results

**Within HALF Mi of project:**  
Postsecondary Students: 5515

Total Population: 10762  
Total Employment: 2521  
Mfg and Dist Employment: 255



- Project
- Postsecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 5/4/2020  
LandscapeRSA5



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



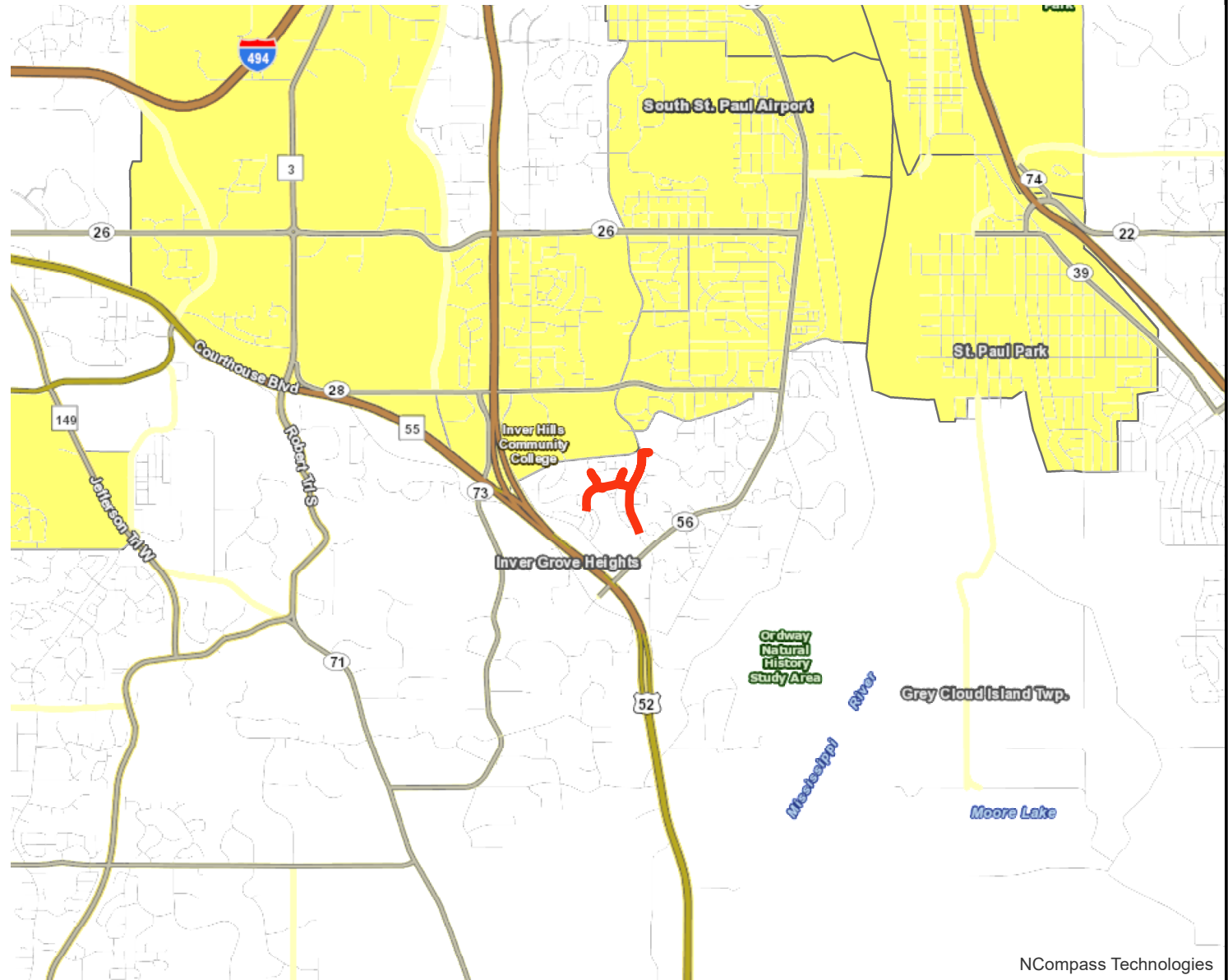
## Socio-Economic Conditions

Pedestrian Facilities Project: IGH ADA Improvements South | Map ID: 1588620558334

### Results

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

Tracts within half-mile:  
60503 60507 60508  
60509



NCompass Technologies

— Lines



Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty

0 0.5 1 2 3 4 Miles

Created: 5/4/2020  
LandscapeRSA2



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





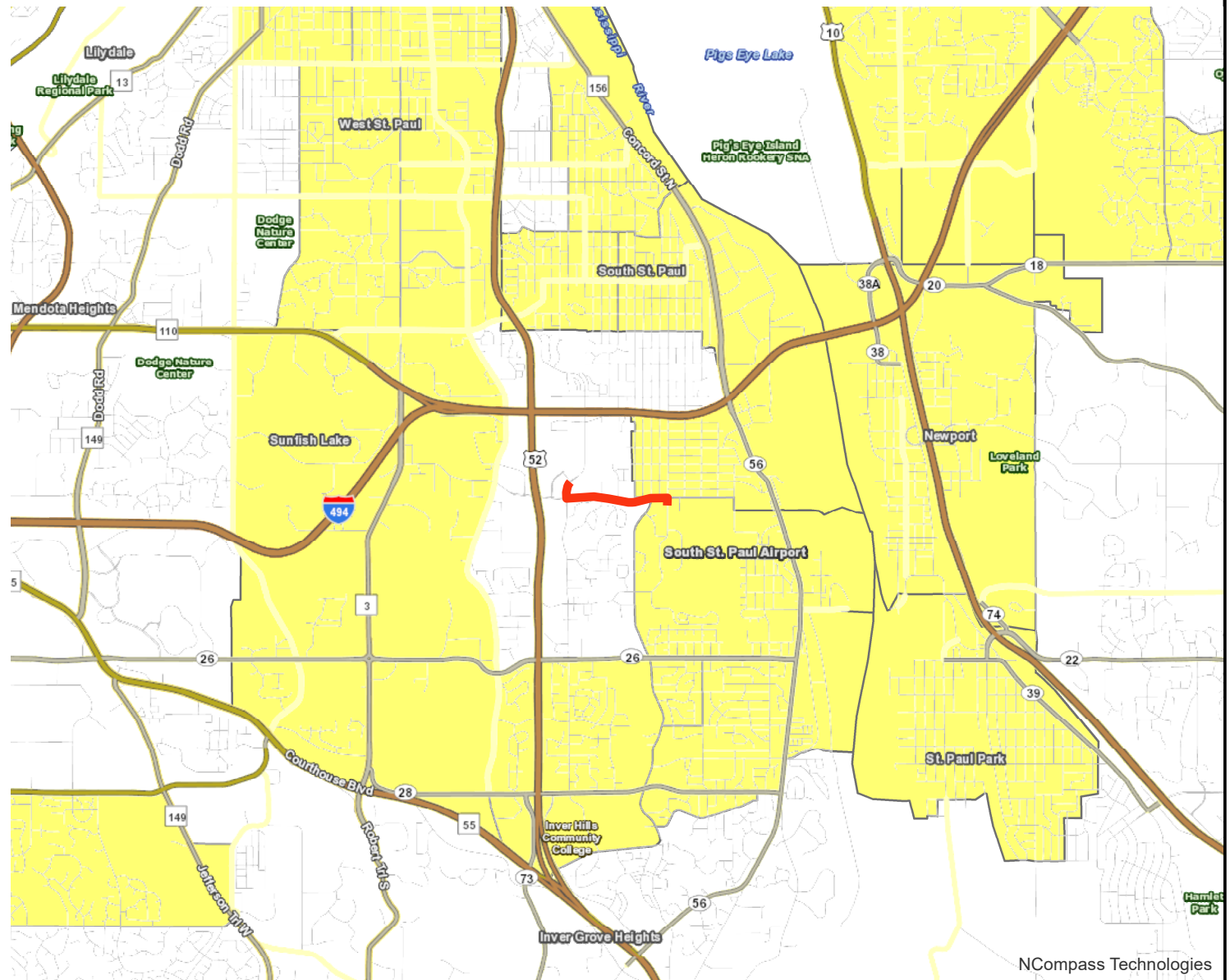
# Socio-Economic Conditions

Pedestrian Facilities Project: IGH ADA Improvements North | Map ID: 1588617978368

## 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:  
60402 60502 60506



NCompass Technologies

— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

0 0.5 1 2 3 4 Miles

Created: 5/4/2020  
LandscapeRSA2



For complete disclaimer of accuracy, please visit  
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