Application

13862 - 2020 Roadway Spot Mobility

14198 - New Roundabout - CSAH 11 and Burnsville Parkway in Burnsville

Regional Solicitation - Roadways Including Multimodal Elements

| | |
|---|---|
| Status: | Submitted |
| Submitted Date: | 05/14/2020 4:58 PM |

## Primary Contact

| | | | | |
|---|---|---|---|---|
| **Name:*** | | Doug | | Abere |
| | Salutation | First Name | Middle Name | Last Name |
| **Title:** | Senior Project Manager | | | |
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| **Email:** | doug.abere@co.dakota.mn.us | | | |
| **Address:** | 14955 Galaxie Ave, Suite 335 | | | |
| * | Apple Valley | Minnesota | 55124 | |
| | City | State/Province | Postal Code/Zip | |
| **Phone:*** | 952-891-7101 | | | |
| | Phone | | Ext. | |
| **Fax:** | | | | |
| **What Grant Programs are you most interested in?** | Regional Solicitation - Roadways Including Multimodal Elements | | | |

## Organization Information

| | |
|---|---|
| **Name:** | DAKOTA COUNTY |

**Jurisdictional Agency (if different):**

**Organization Type:** County Government

**Organization Website:**

**Address:** TRANSPORTATION DEPT

14955 GALAXIE AVE

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

**County:** Dakota

**Phone:*** 952-891-7100 Ext.

**Fax:**

**PeopleSoft Vendor Number** 0000002621A15

## Project Information

**Project Name** Dakota Co Project 11-27: Roundabout - CSAH 11 & Burnsville Parkway

**Primary County where the Project is Located** Dakota

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

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

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

The roundabout is proposed to replace a signalized intersection on CSAH 11, an A-Minor Expander, in Burnsville. The CSAH 11 project intersection is at Burnsville Parkway, an A-Minor Reliever to the west, a Major Collector to the east, and featuring parkway aesthetics. The intersection is located centrally between Principal Arterials, I-35W to west, TH 77 to east, I-35E to south, and TH 13 to north. Forecast volumes for 2040 on CSAH 11 at the project location range from 12,600 to 14,900 ADT with growth 7-13 percent from current volumes. This supports the need to maintain and improve CSAH 11 as a multi-lane arterial, including the intersection with Burnsville Parkway.

Studies of the intersection and others in the local highway network over the last 15 years have identified needs to maintain safety and mobility and have proposed upgrades to signalized intersection equipment and layouts. Changes to traffic control were also considered where appropriate (Burnsville Aging Signals Intersection Study, June 2017 - note excerpt attached). This intersection was specifically identified and reviewed further for feasibility as a roundabout, which is now considered the optimal approach. Dakota County experience with similar intersections has shown that a roundabout will accumulate more long-term safety and mobility benefits for all user modes than could be achieved with a signalized intersection.

The primary need addressed is improved safety. While there are no fatalities or serious-injury crashes in the three most recent years of crash data, the results yielded the following:
** Crash rate = 1.27 vs. the 0.72 statewide avg. for comparable intersections.
** Severity rate = 1.69 vs. the 1.00 statewide avg. for comparable intersections.

The project provides the opportunity to reduce the crash rate to approximately 0.50 based on statewide average data for MN roundabouts. Crash severity and risks for fatal or serious-injury crashes would also be reduced because of the fewer conflict points of the roundabout vs. the existing intersection.

The context for this intersection further supports the proposed roundabout project based on safety objectives, current and forecast volumes, maintaining good traffic mobility and speeds, and yet calming traffic at the intersection. This will provide safety for pedestrians and bicyclists along a parkway and adjacent to Terrace Oaks West Park (in the southeast quadrant). See more on contextual fit for this project in Sections 4B and 5A.

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

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

CSAH 11 & BURNSVILLE PARKWAY, BURNSVILLE, REPLACE SIGNAL WITH ROUNDABOUT

**Project Length (Miles)**

*to the nearest one-tenth of a mile*

0.2

## 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**

$1,400,000.00

**Match Amount**

$350,000.00

*Minimum of 20% of project total*

**Project Total**

$1,750,000.00

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

**Match Percentage**

20.0%

*Minimum of 20%*
*Compute the match percentage by dividing the match amount by the project total*

**Source of Match Funds**

County, CSAH, and City

*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:** 2023

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

## Project Information: Roadway Projects

| | |
|---|---|
| **County, City, or Lead Agency** | Dakota County (lead agency); City of Burnsville (local partner) |
| **Functional Class of Road** | A-Minor Expander (CSAH 11, N to S)<br>A-Minor Reliever to Major Collector (Burnsville Parkway, W to E) |
| **Road System**<br>*TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET* | CSAH |
| **Road/Route No.**<br>*i.e., 53 for CSAH 53* | 11 |
| **Name of Road**<br>*Example; 1st ST., MAIN AVE* | County Highway/Road 11 |
| **Zip Code where Majority of Work is Being Performed** | 55337 |
| **(Approximate) Begin Construction Date** | 04/01/2024 |
| **(Approximate) End Construction Date** | 08/30/2024 |

### 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*

| | |
|---|---|
| **Or At** | County Rd 11 & Burnsville Parkway with approaches |
| **Miles of Sidewalk (nearest 0.1 miles)** | 0.1 |
| **Miles of Trail (nearest 0.1 miles)** | 0.2 |
| **Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)** | 0 |
| **Primary Types of Work** | Roadway grade, bit surface, connecting sidewalks and multi-use trails |

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

### BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

**Old Bridge/Culvert No.:**

**New Bridge/Culvert No.:**

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

## Requirements - All Projects

### All Projects

*1.The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).*

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

*2.The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.*

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

*Limit 2,800 characters, approximately 400 words*

With reference to the Thrive MSP 2040 TPP, Table 2-1 on pages 2.6 - 2.16 (and related sections/pages), the proposed roundabout relates primarily to these goals and corresponding objectives & strategies:

A. Transportation System Stewardship: The project needs were identified based on reviews of infrastructure condition, including the need to address aging signals and related needs to preserve and modernize facilities. The existing signal system and layout were established in 1986, and the intersection needs to be modernized to address function and context.
B. Safety and Security: The roundabout will help the region accumulate more long-term safety benefits than could be achieved with a signalized intersection. While not all locations on the system are suitable for roundabouts, this intersection is an example of a strategic long-term safety priority, balanced with other goals. As detailed in Sections 2A and 4B, safety and security enhancements are integral to the proposal to replace the intersection with a roundabout. Specifically, the project will mitigate overall crash and crash severity rates that far exceed statewide averages.
C. Access to Destinations: The roundabout project will improve the interconnected system of arterial roads, streets, and bike/ped facilities; it is multimodal, follows Complete Streets principles, and will enhance uses along a city parkway and adjacent to important community parks (see also Sections 4B and 5A).
E. Healthy Environment: The ped/bike improvements and integral traffic calming in the project will encourage more trail use and promote healthy lifestyles (see also 4B).

*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:**

The proposed intersection control improvement project has been included in the Dakota County CIP for multiple cycles. Page 7-359 of the Burnsville 2040 Comprehensive Plan Update references the project and the Dakota County 2018-2022 CIP. The most recent Dakota County CIP update, for 2020-2024, shows project details on page Trans 75 (attached to this application as supporting information). This latest CIP anticipates 80% federal funding for construction of the project in 2024, with 20% of funds anticipated from CSAH, City, and Dakota County budgets.

*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 elements in more than one funding application category.*

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

*7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.*
***Strategic Capacity (Roadway Expansion):*** *$1,000,000 to $10,000,000*
***Roadway Reconstruction/Modernization:*** *$1,000,000 to $7,000,000*
***Traffic Management Technologies (Roadway System Management):*** *$250,000 to $3,500,000*
***Spot Mobility and Safety:*** *$1,000,000 to $3,500,000*
***Bridges Rehabilitation/Replacement:*** *$1,000,000 to $7,000,000*

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

*8.The project must comply with the Americans with Disabilities Act (ADA).*

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

*9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have 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:** 03/30/2020

**Link to plan:** http://burnsvillemn.gov/DocumentCenter/View/21379/03-30-2020-Burnsville-ADA-Transition-Plan-Update?bidId=

**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** 1587411034504_Burnsville ADA Transition Plan FINAL_20170519103744819 5.PDF

*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

## Roadways Including Multimodal Elements

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

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

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

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

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

**Bridge Rehabilitation/Replacement and Strategic Capacity projects only:**

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

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

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

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

**Bridge Rehabilitation/Replacement projects only:**

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

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

*6. The bridge must have a National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.*

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

**Roadway Expansion, Reconstruction/Modernization, and Bridge Rehabilitation/Replacement projects only:**

*7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT ( Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.*

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

## Requirements - Roadways Including Multimodal Elements

## Specific Roadway Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|---|---|
| Mobilization (approx. 5% of total cost) | $64,000.00 |
| Removals (approx. 5% of total cost) | $64,000.00 |
| Roadway (grading, borrow, etc.) | $378,000.00 |
| Roadway (aggregates and paving) | $367,000.00 |
| Subgrade Correction (muck) | $0.00 |
| Storm Sewer | $184,000.00 |
| Ponds | $30,000.00 |
| Concrete Items (curb & gutter, sidewalks, median barriers) | $162,000.00 |
| Traffic Control | $14,000.00 |
| Striping | $22,000.00 |
| Signing | $7,000.00 |

| | |
|---|---|
| Lighting | $150,000.00 |
| Turf - Erosion & Landscaping | $41,000.00 |
| Bridge | $0.00 |
| Retaining Walls | $62,000.00 |
| 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 | $100,000.00 |
| Other Roadway Elements | $0.00 |
| **Totals** | **$1,645,000.00** |

## Specific Bicycle and Pedestrian Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|---|---|
| Path/Trail Construction | $94,000.00 |
| Sidewalk Construction | $0.00 |
| On-Street Bicycle Facility Construction | $0.00 |
| Right-of-Way | $0.00 |
| Pedestrian Curb Ramps (ADA) | $11,000.00 |
| 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 | $0.00 |
| Other Bicycle and Pedestrian Elements | $0.00 |
| **Totals** | **$105,000.00** |

## Specific Transit and TDM Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|---|---|
| Fixed Guideway Elements | $0.00 |
| Stations, Stops, and Terminals | $0.00 |
| Support Facilities | $0.00 |

| | |
|---|---|
| Transit Systems (e.g. communications, signals, controls, fare collection, etc.) | $0.00 |
| Vehicles | $0.00 |
| Contingencies | $0.00 |
| Right-of-Way | $0.00 |
| Other Transit and TDM Elements | $0.00 |
| **Totals** | **$0.00** |

## Transit Operating Costs

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

## Totals

| | |
|---|---|
| **Total Cost** | $1,750,000.00 |
| **Construction Cost Total** | $1,750,000.00 |
| **Transit Operating Cost Total** | $0.00 |

## Congestion within Project Area:

| | |
|---|---|
| **Free-Flow Travel Speed:** | 35 |
| *The free-flow travel speed is the black number* | |
| **Peak Hour Travel Speed:** | 26 |
| *The peak hour travel speed is the red number* | |
| **Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):** | 25.71% |
| **Upload the "Level of Congestion" map:** | 1587413642723_Map-11-27 Level of Congestion.pdf |

## Congestion on adjacent Parallel Routes:

| | |
|---|---|
| **Adjacent Parallel Corridor** | TH 77 (Cedar Avenue) |
| **Adjacent Parallel Corridor Start and End Points:** | |
| **Start Point:** | 127th Street (Palomino Drive) |
| **End Point:** | I-35E |
| **Free-Flow Travel Speed:** | 66 |

*The Free-Flow Travel Speed is black number.*

**Peak Hour Travel Speed:** 33

*The Peak-Hour Travel Speed is red number.*

**Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):** 50.0%

**Upload the "Level of Congestion" map:** 1587413642707_Map 11-27 Parallel PA TH 77.pdf

## Principal Arterial Intersection Conversion Study:

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

*(100 Points)*

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

*(90 Points)*

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

*(80 Points)*

**Not listed as a priority in the study:** Yes

*(0 Points)*

## Congestion Management and Safety Plan IV:

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

*(100 Points)*

**Not listed as a CMSP priority location:** Yes

*(0 Points)*

## Measure C: Current Heavy Commercial Traffic

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

**Along Tier 1:**

**Miles:** 0

*(to the nearest 0.1 miles)*

**Along Tier 2:**

**Miles:** 0

*(to the nearest 0.1 miles)*

**Along Tier 3:**

**Miles:** 0

*(to the nearest 0.1 miles)*

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

**None of the tiers:** Yes

## 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:**

The City of Burnsville and Dakota County have actively engaged with the public to inform those nearby and those interested in project issues. This has included work on the Burnsville Aging Signals Intersection Study, June 2017 - excerpts attached (see Section 6). Recent and ongoing efforts and engagement included the supplemental research reflected in the 2A attachment, which is based on neighboring census tracts. This analysis illustrates: 16% of surrounding households (hh) with annual income below $25,000; 35% of hh with annual income below $35,000; up to 6% of nearby hh below the poverty level (tract in NE quadrant); up to 40% minorities (NE quadrant); and 14% of hh with a disability. The County and City have provided notice to more than 800 surrounding property owners, including those living in multi-family and affordable housing units near the project location (see also Section 2B). This has resulted in current awareness of the proposed project and has yielded many recently received questions and comments. Please see Section 6 for more details on the public engagement results, including a summary of comments received, and see the current project webpage: www.burnsvillemn.gov/bvillepkwyroundabout.

*(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 proposed project would provide many transportation equity benefits for the often-underrepresented stakeholders addressed in this question. The main benefits would be integral with the characteristics of a roundabout vs. a signalized intersection at the junction of an A-Minor Arterial (CSAH 11) and a major collector (Burnsville Parkway). These benefits include: (1) the traffic-calming characteristics of the proposed roundabout, slowing traffic equally in all directions while reducing or managing overall traffic delays to acceptable levels; (2) improved safety for motorists and other travel modes, including pedestrian and bicycle safety improvements through improved trails and roadway crossings, aided by the traffic-calming features noted above and enhanced lighting and security as is typical for a roundabout; and (3) many contextual benefits or opportunities, including improved aesthetics in a parkway location that joins area neighborhoods with Terrace Oaks West Park (in the intersection southeast quadrant). See Section 4B for more details on crash-reduction benefits and 5A for benefits to all modes, including connections to the neighboring 230-acre park, as well as the adjacent 4-acre Terrace Oaks East Park.

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

*b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.*
*Below is a list of negative impacts. Note that this is not an exhaustive list.*
*Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.*
*Increased noise.*
*Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.*
*Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.*
*Increased speed and/or cut-through traffic.*
*Removed or diminished safe bicycle access.*
*Inclusion of some other barrier to access to jobs and other destinations.*
*Displacement of residents and businesses.*
*Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.*
*Other*

**Response:**

The project would have no permanent adverse impacts in the area, but would require temporary construction impacts, including possible re-routing of traffic. Some right-of-way acquisition would be needed. However, there is substantial space available and there would be no quality-of-life impacts for any of the adjacent properties. Additionally, there are opportunities to refine the roundabout design to further address specific property owner concerns and balance performance with all project footprint and right-of-way issues. For example, it is possible a single-lane roundabout is feasible at this location and the layout attached and published to-date is conservative, showing a combination 1&2-lane configuration. There would be no long-term adverse impacts to low-income populations, people of color, children, people with disabilities, or the elderly.

*(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** 1588971079660_Map-11-27 Socioec+Supplement.pdf

## Measure B: Part 1: Housing Performance Score

| City | Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township | Segment Length/Total Project Length | Score | Housing Score Multiplied by Segment percent |
|---|---|---|---|---|
| Burnsville | 62657.0 | 1.0 | 100.0 | 100.0 |

## Total Project Length

**Total Project Length** 0.2

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

## Housing Performance Score

**Total Project Length (Miles) or Population** 62657.0

**Total Housing Score** 100.0

## Affordable Housing Scoring

## Part 2: Affordable Housing Access

*Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.*
*If text box is not showing, click Edit or "Add" in top right of page.*

**Response:**

Based on HousingLink data, the Horizon Heights Apartment development provides the closest officially subsidized affordable housing units and it is located within 0.7-mile from the intersection location. The Parkvue Flats Apartment development is located within 0.4-mile from the intersection and also offers affordable housing options based on 2019 affordability limits and rental rates for currently available units. Please see the attached maps and supporting data which show the number of currently available units, number of bedrooms per unit, and affordability based on 2019 affordability limits.

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

**Upload map:** 1588972214815_Affordable Housing Near CR 11 and BurnsvillePkwy.pdf

## Measure A: Congestion Reduction/Air Quality

| Total Peak Hour Delay Per Vehicle Without The Project (Seconds/ Vehicle) | Total Peak Hour Delay Per Vehicle With The Project (Seconds/ Vehicle) | Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/ Vehicle) | Volume without the Project (Vehicles per hour) | Volume with the Project (Vehicles Per Hour): | Total Peak Hour Delay Reduced by the Project: | Total Peak Hour Delay Reduced by the Project: | EXPLANATION of methodology used to calculate railroad crossing delay, if applicable. | Synchro or HCM Reports |
|---|---|---|---|---|---|---|---|---|
| 17.0 | 0 | 17.0 | 1807 | 1807 | 30719.0 | 30719.0 | Railroad is NA. This row is PM peak. | 1588974879468_CP11-27 Synchro Report PM Peak.pdf |
| 11.0 | 0 | 11.0 | 1384 | 1384 | 15224.0 | 15224.0 | RR is NA. This row is AM peak. | 1588975875359_CP11-27 Synchro Report AM Peak.pdf |
| | | | | | | **45943** | | |

## Vehicle Delay Reduced

| | |
|---|---|
| **Total Peak Hour Delay Reduced** | 45943.0 |
| **Total Peak Hour Delay Reduced** | 0 |

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

| Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms): | Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms): | Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): |
|---|---|---|
| 4.68 | 5.24 | -0.56 |
| **5** | **5** | **-1** |

## Total

| | |
|---|---|
| **Total Emissions Reduced:** | -0.56 |
| **Upload Synchro Report** | 1589401456718_CP11-27 Synchro Report AM+PM Peaks.pdf |

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

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

| Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms): | Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms): | Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): |
|---|---|---|
| **0** | **0** | **0** |

## Total Parallel Roadway

| | |
|---|---|
| **Emissions Reduced on Parallel Roadways** | 0 |
| **Upload Synchro Report** | |

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

## New Roadway Portion:

| | |
|---|---|
| **Cruise speed in miles per hour with the project:** | 0 |
| **Vehicle miles traveled with the project:** | 0 |
| **Total delay in hours with the project:** | 0 |
| **Total stops in vehicles per hour with the project:** | 0 |
| **Fuel consumption in gallons:** | 0 |
| **Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):** | 0 |
| **EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)** | |
| **Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):** | 0.0 |

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

| | |
|---|---|
| **Cruise speed in miles per hour without the project:** | 0 |
| **Vehicle miles traveled without the project:** | 0 |

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

## Measure A: Benefit of Crash Reduction

| | |
|---|---|
| **Crash Modification Factor Used:**<br>*(Limit 700 Characters; approximately 100 words)* | CMF ID: 224 - Convert signalized intersection to modern roundabout. NCHRP Report 572: Applying Roundabouts in the United States- Rodegerdts et al., 2007 |
| **Rationale for Crash Modification Selected:**<br>*(Limit 1400 Characters; approximately 200 words)* | The selected CMF of 0.33 is the best fit to the proposed project type. Note, the three years of data analyzed yielded the following results:<br><br>** Crash rate = 1.27 vs. the 0.72 statewide avg. for comparable intersections.<br>** Severity rate = 1.69 vs. the 1.00 statewide avg. for comparable intersections.<br><br>The project provides the opportunity to address high crash rates and reduce the crash rate to approximately 0.50 based on statewide average data for MN roundabouts. Crash severity and risks would also be reduced. |
| **Project Benefit ($) from B/C Ratio** | $2,143,963.00 |
| **Total Fatal (K) Crashes:** | 0 |

| | |
|---|---|
| **Total Serious Injury (A) Crashes:** | 0 |
| **Total Non-Motorized Fatal and Serious Injury Crashes:** | 0 |
| **Total Crashes:** | 24 |
| **Total Fatal (K) Crashes Reduced by Project:** | 0 |
| **Total Serious Injury (A) Crashes Reduced by Project:** | 0 |
| **Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:** | 0 |
| **Total Crashes Reduced by Project:** | 8 |
| **Worksheet Attachment** | 1589402201600_CP11-27 B-C 2020 perMNDOT CrashData +CMF 224.pdf |

*Upload Crash Modification Factors and B/C Worksheet in PDF form.*

## Measure A: Multimodal Elements and Existing Connections

**Response:**

The roundabout design will incorporate well-marked crosswalks, full compliance with ADA standards, and pedestrian refuge islands in all four quadrants. Other features that are integral with the characteristics of a roundabout, as noted in Section 2A include: (1) traffic-calming characteristics; (2) improved safety and security for pedestrians through improved trails and roadway crossings, aided by full ADA compliance, traffic-calming features, and enhanced lighting throughout the project area; and (3) many contextual opportunities and optional features, such as user-activated crossing lights, to be considered and addressed through detailed design. All of these features will help to calm traffic and improve pedestrian security and safety.

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

## Measure A: Multimodal Elements and Existing Connections

**Response:**

The proposed project existing location includes bituminous or concrete trails in all intersection quadrants and in all directions. These trails are maintained by the City of Burnsville, consistent with the existing and planned trail network (note Figure 7-25 in the City 2040 Comprehensive Plan). Existing transit routes do not cross through the project intersection; however, MVTA Route 444 operates along 122nd St and on CSAH 11 within 1/2-mile to the south.

The project setting is also adjacent to Terrace Oaks West Park (in the intersection southeast quadrant). This 230-acre, community park provides a significant recreational area with ADA-accessible picnic sites and an extensive trail system emphasizing gravel walking paths, mountain bike trails, and cross-country skiing in winter. The main access point and parking for Terrace Oaks West Park is located 1/4-mile south of the project location; the contiguous 4-acre Terrace Oaks East Park also provides access and parking less than 1/2-mile to the east.

The proposed project provides the unique opportunity to enhance roadway safety and mobility functions at the intersection while also reinforcing the parkway setting. It will serve to calm traffic, ensure ADA compliance, and enhance connections and safety for pedestrians and bicyclists, whether for recreational use or other travel.

*(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**

1589401167611_Dakota Co11 & BurnsvillePkwy Layout 8.5x11 +Letter 05-2020.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** 01/18/2023

### 4)Railroad Involvement (15 Percent of Points)

**No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)** Yes

*100%*

**Signature Page**

*Please upload attachment in PDF form.*

**Railroad Right-of-Way Agreement required; negotiations have begun**

*50%*

**Railroad Right-of-Way Agreement required; negotiations have not begun.**

*0%*

**Anticipated date or date of executed Agreement**

### 5) Public Involvement (20 percent of points)

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

**Meeting with general public:** 02/01/2017

**Meeting with partner agencies:** 04/21/2020

**Targeted online/mail outreach:** 04/30/2020

**Number of respondents:** 30

**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%*

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

As introduced in Section 2A, Dakota County and the City of Burnsville have actively engaged with the public to inform those nearby and those interested in project issues. This has included work on the Burnsville Aging Signals Intersection Study, June 2017 - excerpts attached. Engagement now continues, with consideration of limitations under COVID-19 social-distancing guidance. This has recently included providing notice to more than 800 nearby residents, including those living in affordable housing within 1/2-mile of the project location (see Sections 2A and 2B). See current webpage: www.burnsvillemn.gov/bvillepkwyroundabout.

This recent outreach has resulted in current awareness of the proposed project and has yielded more than 30 written questions and comments to date. Most of the recent comments were favorable toward the proposed roundabout with several questions about pedestrian accommodations and other design details noted for later engagement.

## Measure A: Cost Effectiveness

| | |
|---|---|
| **Total Project Cost (entered in Project Cost Form):** | $1,750,000.00 |
| **Enter Amount of the Noise Walls:** | $0.00 |
| **Total Project Cost subtract the amount of the noise walls:** | $1,750,000.00 |
| **Enter amount of any outside, competitive funding:** | $0.00 |
| **Attach documentation of award:** | |

**Points Awarded in Previous Criteria**

| | |
|---|---|
| **Cost Effectiveness** | $0.00 |

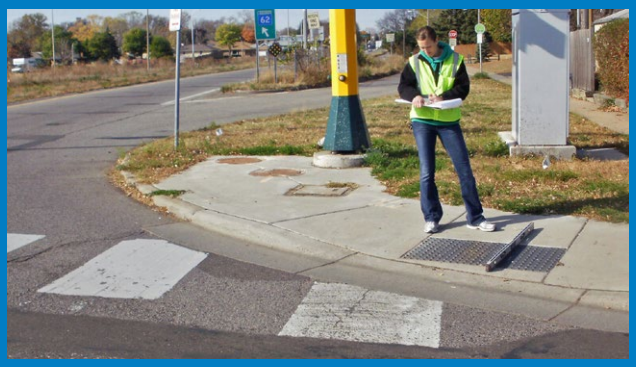
## Other Attachments


Existing Conditions Photograph (Looking North)

1.6 MB

| File Name | Description | File Size |
| --- | --- | --- |
| Burnsville Aging Signals Excerpt 2017-06.pdf | Excerpt - Pages from the Burnsville Aging Signals Study, 2017 | 1.1 MB |
| CP 11-27 CIP Page RAB CR 11 +BV Pkwy.pdf | Dakota County 2020-2024 CIP Page Referencing the Proposed Project | 240 KB |
| CP 11-27 RegSolic Summary 1-Pager 05-2020.pdf | One-Page Project Summary - CR 11 & Burnsville Pkwy | 190 KB |



# City of Burnsville ADA Transition Plan

Burnsville

# TABLE OF CONTENTS

# INTRODUCTION

## Transition Plan Need and Purpose

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. ADA consists of five titles outlining protections in the following areas:

1. Employment
2. State and local government services
3. Public accommodations
4. Telecommunications
5. Miscellaneous Provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As a provider of public transportation services and programs, the City of Burnsville must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA provides that, "…no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." (42 USC. Sec. 12132; 28 CFR. Sec. 35.130)

As required by Title II of ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150, the City of Burnsville has conducted a self-evaluation of its facilities within public rights of way and has developed this Transition Plan detailing how the organization will ensure that all of those facilities are accessible to all individuals. This document serves as an update and supplement to the City's existing Transition Plan covering buildings, services, programs and activities. A glossary of terms is included in Appendix A.

## ADA and its Relationship to Other Laws

Title II of ADA is companion legislation to two previous federal statutes and regulations: the Architectural Barriers Acts of 1968 and Section 504 of the Rehabilitation Act of 1973.

The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal

department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

## Agency Requirements

Under Title II, the City of Burnsville must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities (28 C.F.R. Sec. 35.150).
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability (28 C.F.R. Sec. 35.130 (a).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result (28 C.F.R. Sec. 35.130(b) (7).
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective (28 C.F.R. Sec. 35.130(b)(iv) & (d).
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others (29 C.F.R. Sec. 35.160(a).
- Must designate at least one responsible employee to coordinate ADA compliance [28 CFR Sec. 35.107(a)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [28 CFR Sec. 35.107(a)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [28 CFR Sec. 35,106]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [28 CFR Sec. 104.8(a)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [28 CFR Sec. 35.107(b)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

**This document has been created to specifically cover accessibility within the public rights of way and does not include information on City programs, practices, or building facilities not related to public rights of way.**

# SELF-EVALUATION CONDITION ASSESSMENT

## Overview

The City of Burnsville is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the City implements these policies.

The goal of the self-evaluation is to verify that, in implementing the City's policies and practices, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also examines the condition of the City's Pedestrian Circulation Route/Pedestrian Access Route) (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This will include the sidewalks, curb ramps, bicycle/pedestrian trails, traffic control signals and transit facilities that are located within the City rights of way. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in this transition plan.

## Summary

In 2012, the City of Burnsville conducted an inventory of pedestrian facilities within its public right of way consisting of the evaluation of the following facilities:

- Pedestrian Ramps at intersections that include trail or sidewalk facilities
- Traffic control signals
- Sidewalks adjacent to roadways
- Trails adajacent to roadways

A detailed evaluation on how these facilities relate to ADA standards can be found on the city's website, detailed in Appendix B, and will be updated periodically. Approximately one third of the facilities will be inventoried and assessed annually, with full system evaluations occurring every three years.  Traffic signals will be reviewed every five years.

# POLICIES AND PRACTICES

## Previous Practices

Since the adoption of the ADA, the City of Burnsville has striven to provide accessible pedestrian features as part of the City's capital improvement projects. As additional information was made available as to the methods of providing accessible pedestrian features, the City updated their procedures to accommodate these methods. Recently, more standardized design and construction projects have evolved. This has resulted in the ability of local agencies to receive additional exposure and training on accessible features. This has improved an agency's ability to understand available options and to explore the feasibility of implementing accessibility improvements. This information also assisted in providing guidance for developing transition plans.

## Policy

The City of Burnsville will inspect, inventory and plan for any required improvements to facilities located in the public right-of-way, to ensure compliance with the ADA. The city's goal is to continue to provide accessible pedestrian design features as part of the City capital improvement projects. The City has established ADA design standards and procedures as listed in Appendix C. These standards and procedures will be kept up to date with nationwide and local best management practices.

The City will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation priorities. The City will coordinate with external agencies as necessary to ensure that all new or altered pedestrian facilities within the City jurisdiction are ADA compliant to the maximum extent feasible.

The city has adopted the following policies and procedures:

A. Pedestrian Facilities

1. This shall include sidewalks, trails and pedestrian ramps located in the public right-of-way.
2. City Staff shall inspect these facilities in conjunction with the Pavement Management Program inventory. Approximately 1/3 of the facilities shall be inventoried annually and classified.
3. The annual inspections shall be recorded in the City's asset management program. The inspection shall include documentation of inspected features and pictures for

each facility. The facilities shall be classified in the asset management system as follows:

i. Green – Good condition and compliant.
ii. Yellow – Serviceable and not in need of immediate action.
iii. Red - Poor condition. This classification indicates an existing hazard or compliance issue that staff believes needs to be addressed by a set date.

4. All ADA related signage & pavement markings will be inspected annually and repaired or replaced as needed. The Street Superintendent shall coordinate the timing and repair or replacement of these items.

B. Traffic Signals

All city traffic signals shall be reviewed every five years for ADA compliance. Any required repairs or upgrades shall be completed in conjunction with planned signal upgrade/replacement projects as identified in the CIP.

**Requests for accessibility improvements can be submitted to the ADA coordinator.**

# ADA COORDINATOR

In accordance with 28 CFR 35.107(a), the City of Burnsville has identified an ADA Title II Coordinator to oversee the City policies and procedures. It is the responsibility of the ADA Coordinator to implement this policy. Contact information for this individual is located in Appendix D.

# IMPROVEMENT SCHEDULE

## Priority Areas

The City of Burnsville has identified specific locations as priority areas for planned accessibility improvement projects. These areas have been selected due to their existing condition, proximity to specific land uses such as schools, government offices and medical facilities, as well as from the receipt of public comments. The priority areas are identified in the self-evaluation.

Additional priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991, and accessibility features were omitted.

## External Agency Coordination

Many other agencies are responsible for pedestrian facilities within the jurisdiction of the City of Burnsville, including Dakota County, MnDOT, and the Minnesota Valley Transit Authority (MVTA). The City will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes and/or associated with their services.

## Schedule

The City of Burnsville has set the following schedule goals for improving the accessibility of its pedestrian facilities within the City jurisdiction:

- Facilities with Yellow condition ratings. These facilities are considered serviceable and are not in need of immediate action. Improvements for these facilities will be addressed in conjunction with adjacent capital improvement projects. Staff shall utilize the CIP and long range street improvement plans to coordinate these improvements.
- Facilities with Red condition ratings. Any facilities identified as an existing hazard or compliance issue that staff believes needs to be addressed by a set date shall have a work order initiated. The Street Superintendent shall review these areas within seven work days to determine how any required repairs/upgrades should be programmed.
    1) Facilities requiring expedited repairs/upgrades shall be done utilizing the Street Department Operating budget. Scheduling and completion of this work will be based on weather conditions and available budget.
    2) Facilities not needing expedited repairs/upgrades, that are adjacent to projects included in the CIP, shall be completed in conjunction with those projects.
    3) Facilities not needing expedited repairs/upgrades, and not adjacent to projects in the CIP, shall be added to the list of projects requiring expedited repair/upgrade and will be completed as funding allows.
- After 20 years, 80% of accessibility features within the jurisdiction of the City of Burnsville would be ADA compliant. The remaining 20% would include the yellow tier locations that have not had an adjacent road project within the 20 year period.

# IMPLEMENTATION SCHEDULE

## Methodology

The City of Burnsville will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is the stand alone

sidewalk and ADA accessibility improvement project. These projects will be incorporated into the Capital Improvement Program (CIP) on a case by case basis as determined by the City of Burnsville staff. The City CIP includes a detailed schedule and budget for specific improvements. The total estimated cost for all non-compliant locations is included in Appendix E.

## PUBLIC OUTREACH

The City of Burnsville recognizes that public participation is an important component in the development of this document. Input from the community has been gathered and used to help define priority areas for improvements within the jurisdiction of the City of Burnsville. Materials from public outreach activities are included in Appendix F.

Public outreach for the creation of this document consisted of the following activities:

- Comments at a public meeting.
- The City of Burnsville's ADA Title II Coordinator will continue to be available for questions or discussion.

## GRIEVANCE PROCEDURE

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regards to the ADA. A draft of this public notice is provided in Appendix G. If users of the City of Burnsville facilities and services believe the City has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with 28 CFR 35.107(b), the City has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances. This grievance procedure is outlined in Appendix H, with a Grievance Form in Appendix I.

## MONITOR THE PROGRESS

This document, including the Appendices, will be updated as conditions within the City evolve. With each main body update, a public comment period will be established to continue the public outreach.

## APPENDICES

A. Glossary of Terms
B. Self-Evaluation Wegpage
C. Agency ADA Design Standards and Procedures
D. ADA Coordinator
E. Cost Information
F. Public Outreach Materials
G. ADA Public Notice
H. Grievance Procedure
I. Grievance Form

# Appendix A – Glossary of Terms

**ABA:** See Architectural Barriers Act.

**ADA:** See Americans with Disabilities Act.

**ADA Transition Plan:** Mn/DOT's transportation system plan that identifies accessibility needs, the process to fully integrate accessibility improvements into the Statewide Transportation Improvement Program (STIP), and ensures all transportation facilities, services, programs, and activities are accessible to all individuals.

**ADAAG**: See Americans with Disabilities Act Accessibility Guidelines.

**Accessible:** A facility that provides access to people with disabilities using the design requirements of the ADA.

**Accessible Pedestrian Signal (APS):** A device that communicates information about the WALK phase in audible and vibrotactile formats.

**Alteration**: A change to a facility in the public right-of-way that affects or could affect access, circulation, or use. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.

**Americans with Disabilities Act (ADA):** The Americans with Disabilities Act; Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities.

**Americans with Disabilities Act Accessibility Guidelines (ADAAG):** contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990.

**APS:** See Accessible Pedestrian Signal.

**Architectural Barriers Act (ABA):** Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

**Capital Improvement Program (CIP)**: The CIP includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the city's transportation system.

**Detectable Warning:** A surface feature of truncated domes built in or applied to the walking surface to indicate an upcoming change from pedestrian to vehicular way.

**DOJ:** See United States Department of Justice

**Federal Highway Administration (FHWA):** A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

**FHWA**: See Federal Highway Administration

**Pedestrian Access Route (PAR):** A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

**Pedestrian Circulation Route (PCR):** A prepared exterior or interior way of passage provided for pedestrian travel.

**PROWAG:** An acronym for the *Guidelines for Accessible Public Rights-of-Way* issued in 2005 by the U. S. Access Board. This guidance addresses roadway design practices, slope, and terrain related to pedestrian access to walkways and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

**Right of Way**: A general term denoting land, property, or interest therein, usually in a strip, acquired for the network of streets, sidewalks, and trails creating public pedestrian access within a public entity's jurisdictional limits.

**Section 504:** The section of the Rehabilitation Act that prohibits discrimination by any program or activity conducted by the federal government.

**Uniform Accessibility Standards (UFAS):** Accessibility standards that all federal agencies are required to meet; includes scoping and technical specifications.

**United States Access Board:** An independent federal agency that develops and maintains design criteria for buildings and other improvements, transit vehicles, telecommunications equipment, and electronic and information technology. It also enforces accessibility standards that cover federally funded facilities.

**United States Department of Justice (DOJ):** The United States Department of Justice (often referred to as the Justice Department or DOJ), is the United States federal executive department responsible for the enforcement of the law and administration of justice.

## Appendix B – Self-Evaluation Webpage

Details of the condition assessment of the traffic signals and pedestrian facilities adjacent to roadway corridors can be found at the city's ADA Transition Plan webpage:

http://www.burnsville.org/ada

# Appendix C – Agency ADA Design Standards and Procedures

## Design Procedures

### Intersection Corners

Curb ramps or blended transitions will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for an intersection corner to achieve full accessibility within the scope of any project. Those limitations will be noted and those intersection corners will remain on the transition plan. As future projects or opportunities arise, those intersection corners shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each intersection corner shall be made as compliant as possible in accordance with the judgment of City staff.

### Sidewalks / Trails

Sidewalks and trails will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for segments of sidewalks or trails to achieve full accessibility within the scope of any project. Those limitations will be noted and those segments will remain on the transition plan. As future projects or opportunities arise, those segments shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, every sidewalk or trail shall be made as compliant as possible in accordance with the judgment of City staff.

### Traffic Control Signals

Traffic control signals will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for individual traffic control signal locations to achieve full accessibility within the scope of any project. Those limitations will be noted and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each traffic signal control location shall be made as compliant as possible in accordance with the judgment of City staff.

### Bus Stops

All bus stops are owned and operated by MVTA. City staff will work with MVTA as appropriate to ensure that new or rehabilitated bus stops are ADA compliant to the extent practical and feasible.

### Transit Facilities

Transit facilities are present within the limits of the City of Burnsville. Those facilities fall under the jurisdiction of Dakota County, MVTA, or Metro Transit. The City of Burnsville will work with MVTA or Metro Transit to ensure that those facilities meet all appropriate accessibility standards.

### Other policies, practices and programs

Policies, practices and programs not identified in this document will follow the applicable ADA standards.

## Design Standards

The City of Burnsville generally follows the guidelines identified in PROWAG when practical and feasible.

# Appendix D – Contact Information

## ADA Title II Coordinator

Name: Steve Albrecht
Or current Public Works Director

Address: 100 Civic Center Parkway
Burnsville, MN 55337

Phone: 952-895-4534
Fax: 952-895-4512
E-mail: steve.albrecht@burnsvillemn.gov

## Public Right of Ways ADA Implementation Coordinator

Name: Steve Albrecht
Or current Public Works Director

Address: 100 Civic Center Parkway
Burnsville, MN 55337

Phone: 952-895-4534
Fax: 952-895-4512
E-mail: steve.albrecht@burnsvillemn.gov

# Appendix E –Cost Information

## Unit Prices

Construction costs for upgrading facilities can vary depending on each individual improvement and conditions of each site. Costs can also vary on the type and size of project the improvements are associated with. Listed below are representative 2016 costs for some typical accessibility improvements based on if the improvements are included as part of a retrofit type project, or as part of a larger comprehensive capital improvement project.

| | | |
|---|---|---|
| 163 pedestrian ramps improvement @ $7,000 per corner: | | $1,141,000 |
| 772 pedestrian ramps improvement as part of adjacent capital project @ $4,000 per corner: | | $3,088,000 |
| 1 Traffic control signal APS upgrade @ $35,000: | | $35,000 |
| | **Total** | **$4,264,000** |

## Priority Areas

Based on the results of the self-evaluation, the estimate costs associated with eliminating accessibility barriers within the targeted priority areas is as follows:

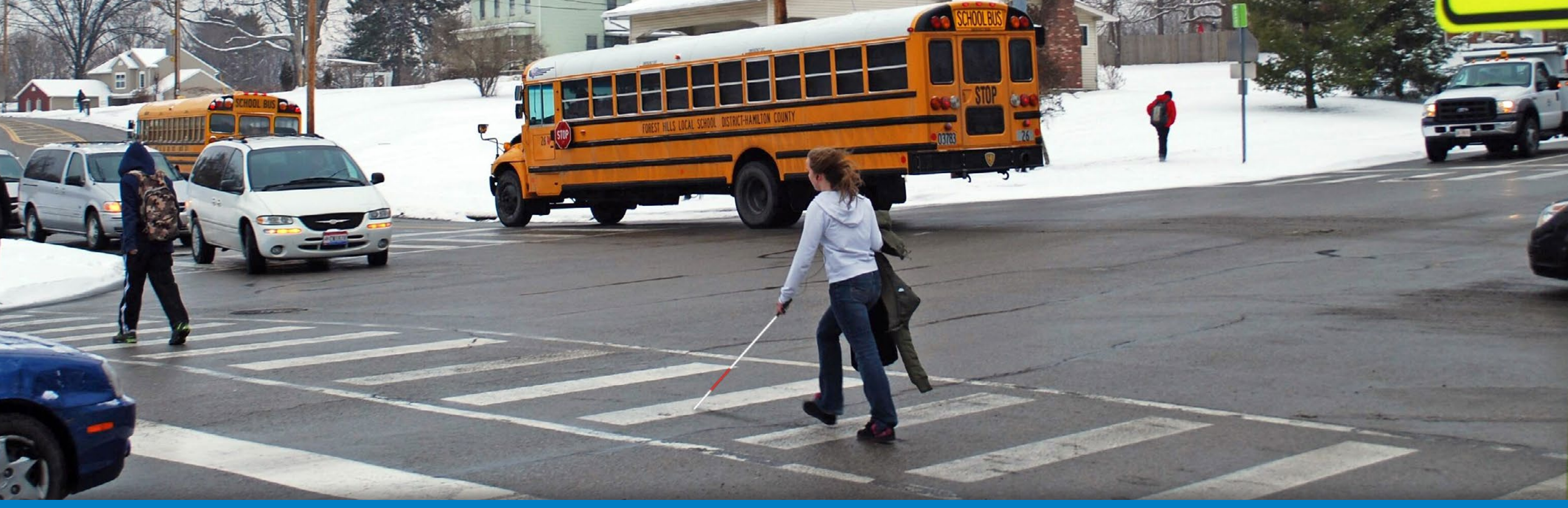
- Replace 935 yellow and red condition locations
- Upgrade 1 traffic signal system

## Entire Jurisdiction

Based on the results of the self-evaluation, the estimate costs associated with providing ADA accessibility within the entire jurisdiction is $4,264,000. (Note: This value does not address replacement of existing non-compliant walks or trails. Trail or walk upgrades will be undertaken as part of any reconstruction project and the cost for this work will be included in as a project cost).

This represents a significant investment that the City of Burnsville is committed to making to improve accessibility in the City. A systematic approach to providing accessibility will be taken in order to absorb the cost into the City of Burnsville budget for improvements to the public right of way.

# Appendix F – Public Outreach Material




# What is an ADA Transition Plan?

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability.

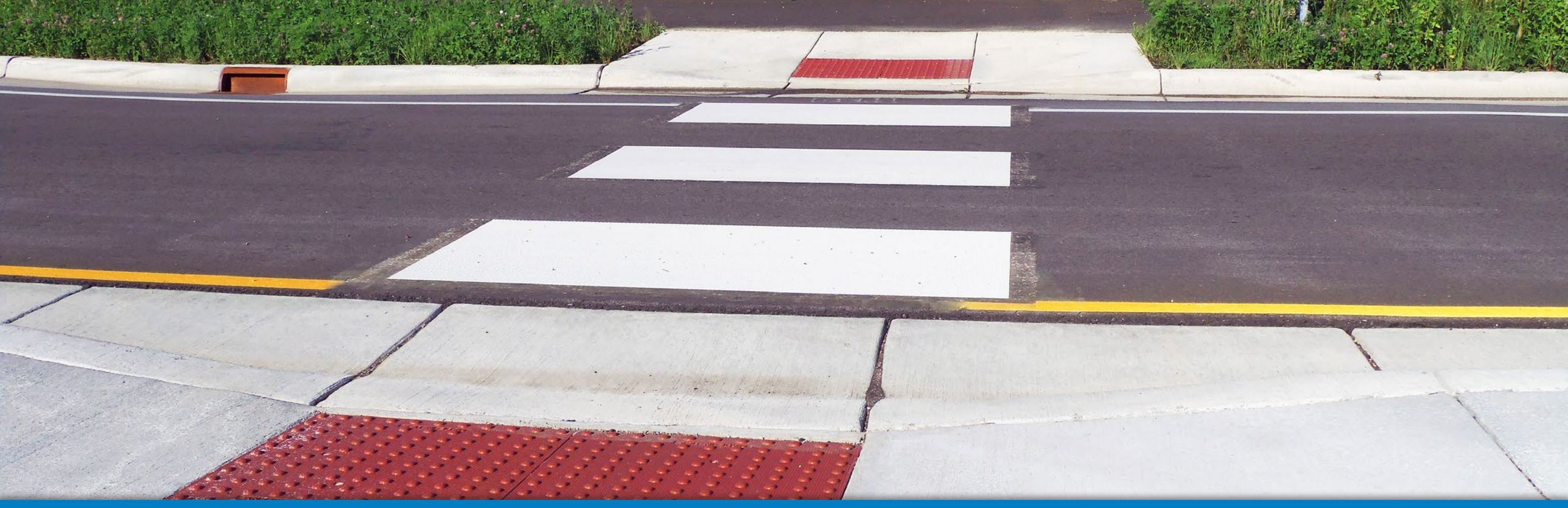
As a provider of public transportation services and programs, the City of Burnsville must comply with this Act, and has developed a Transition Plan detailing how the City will ensure that all facilities are accessible to all individuals.

The City of Burnsville must meet these general requirements for individuals with disabilities:

- Access to all public programs and places
- Modification of policies that deny equal access
- Effective communication procedures
- An ADA Coordinator that coordinates ADA compliance
- Public notice of ADA requirements
- Grievance procedure for resolution of complaints

The City of Burnsville's goal is to provide ADA-accessible pedestrian design features as part of the City's capital improvement projects (CIP). These standards and procedures will be kept up to date with nationwide and local best management practices.

Burnsville



# ADA Improvement Plan

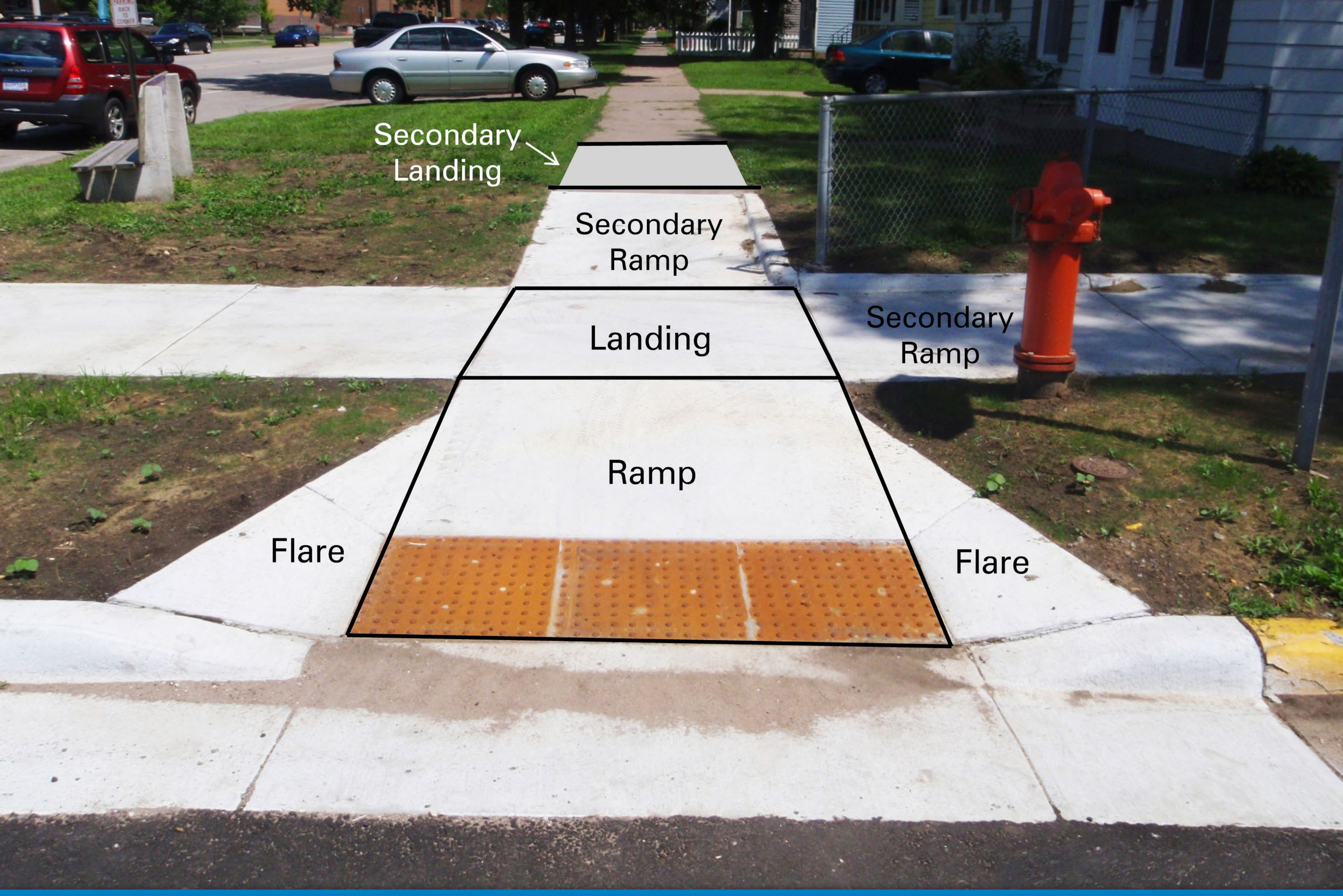
City of Burnsville roadway system ADA improvements are based on projects identified in the City's Capital Improvement Plan and will be addressed using the following criteria:

- All new construction projects and City reconstruction projects with pedestrian facilities will be designed and constructed to conform with the most current ADA design practices to the extent feasible.
- ADA improvements on county rehabilitation or resurfacing projects will be addressed on a case-by-case basis.
- ADA improvements requested by the public will be evaluated by City staff. Evaluation criteria will include pedestrian volumes, traffic volumes, condition of existing infrastructure and public safety.

**City of Burnsville Goals:**

- After 5 years, items identified in the City's Capital Improvement Plan will be ADA-Compliant.
- After 20 years, 80 percent of accessibility features within the jurisdiction of the City will be ADA compliant.

Burnsville




# Curb Ramp Elements

Without these basic ramp elements, sidewalk travel can be dangerous, difficult, and in some cases impossible for people who use wheelchairs, scooters and other mobility aids.

Curb ramps allow people with mobility impairments to gain access to the sidewalks and to pass through center islands in streets. Without accessible ramps, these individuals are forced to travel in streets and roadways, are put in danger, and/or are prevented from reaching their destination.

Burnsville

# ADA Coordinator

The City of Burnsville has identified an ADA Title II Coordinator to oversee City policies and procedures:

**Steve Albrecht or current Public Works Director**
City of Burnsville
100 Civic Center Parkway
Burnsville, MN 55337

Phone: 952-895-4544
Fax: 952-895-4512
E-mail: steve.albrecht@burnsvillemn.gov

More information is available at:
**www.burnsville.org/ADA**

Burnsville

# NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990 (“ADA”), the City of Burnsville will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Effective Communication: The City of Burnsville will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City of Burnsville’s programs, services and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing or vision impairments.

Modifications to Policies and Procedures: The City of Burnsville will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services and activities. For example, individuals with service animals are welcomed in the City of Burnsville offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service or activity of the City of Burnsville, should contact the office of Steve Albrecht, Burnsville Public Works Director, as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City of Burnsville to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

Complaints that a program, service or activity of the City of Burnsville is not accessible to persons with disabilities should be directed to Steve Albrecht, Burnsville Public Works Director.

The City of Burnsville will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

City Of Burnsville

# ADA COORDINATOR

The City of Burnsville has identified an ADA Title II Coordinator to oversee City policies and procedures:

**Steve Albrecht, P.E.**
**Public Works Director**
100 Civic Center Parkway
Burnsville, MN 55337

Phone: 952-895-4544
Fax: 952-895-4512
steve.albrecht@burnsvillemn.gov

More information is available at:
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Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the City of Burnsville, should contact the office of Steve Albrecht, the City of Burnsville Public Works Director, as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City of Burnsville to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

# ROADWAY SYSTEM ADA TRANSITION PLAN

## What is an ADA Transition Plan?

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability.

As a provider of public transportation services and programs, the City of Burnsville must comply with this Act, and has developed a Transition Plan detailing how the City will ensure that all facilities are accessible to all individuals.

Public outreach materials provided by:

Stonebrooke
Engineering Responsible Solutions

**Complaints that a program, service or activity of the City of Burnsville is not accessible to persons with disabilities should be directed to Steve Albrecht, Public Works Director, or reported online at www.burnsville.org/ADA**

***The City of Burnsville's goal is to provide ADA-accessible pedestrian design features as part of the City's roadway improvement projects.***

# Improvement Plan

City of Burnsville roadway system ADA improvements are based on projects identified in the City's Capital Improvement Plan and will be addressed using the following criteria:

- All new construction projects and City reconstruction projects with pedestrian facilities will be designed and constructed to conform with the most current ADA design practices to the extent feasible.
- ADA improvements on any City rehabilitation or resurfacing projects will be addressed on a case-by-case basis.
- ADA improvements requested by the public will be evaluated by City staff. Evaluation criteria will include pedestrian volumes, traffic volumes, condition of existing infrastructure and public safety.

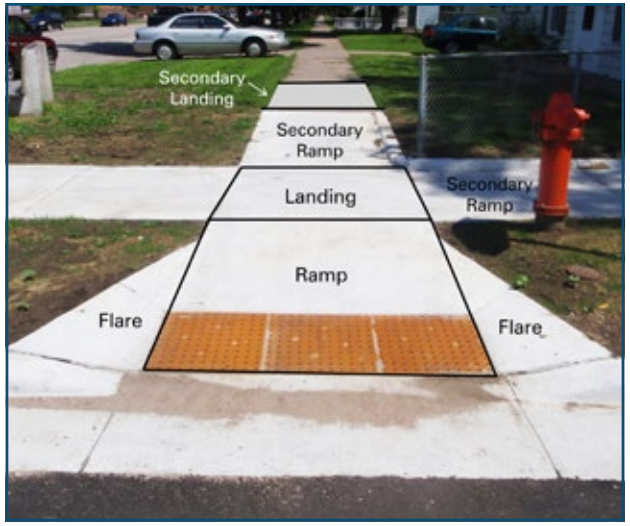
**The City of Burnsville must meet these requirements for individuals with disabilities:**

- **Access to all programs and places**
- **Modification of policies that deny equal access**
- **Effective communication procedures**
- **An ADA Coordinator that coordinates ADA compliance**
- **Public notice of ADA requirements**
- **Grievance procedure for resolution of complaints**

# Curb Ramps

Curb ramps allow people with mobility impairments to gain access to the sidewalks and to pass through center islands in streets.

Without accessible ramps, these individuals are forced to travel in streets and roadways, are put in danger, and/or are prevented from reaching their destination.




## City of Burnsville Goals:

- **After 5 years, items identified in the City's Capital Improvement Plan will be ADA-Compliant.**
- **After 20 years, 80 percent of accessibility features within the jurisdiction of the City will be ADA compliant.**

# Examples

### Non-Compliant Ramp

### ADA Compliant Ramp

**Without these basic ramp elements, sidewalk travel can be dangerous, difficult, and sometimes impossible for people who use wheelchairs and other mobility aids.**

# Appendix G – Public Notice

As part of the ADA requirements the City has posted the following notice outlining its ADA requirements:

## Public Notice

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990, the City of Burnsville will not discriminate against qualified individuals with disabilities on the basis of disability in City services, programs, or activities.

***Employment:*** The City does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the Americans with Disabilities Act (ADA).

***Effective Communication:*** The City will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

***Modifications to Policies and Procedures:*** The City will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services, and activities. For example, individuals with service animals are welcomed in City offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a City program, service, or activity, should contact the office of Steve Albrecht as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

The City will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

# Appendix H – Grievance Procedure

**Prior to filing a grievance the public is strongly encouraged to contact the ADA Coordinator to discuss any concerns regarding City facilities. The ADA Coordinator role is designed to provide a point of contact for the public to address concerns. Contact information for the ADA coordinator can be found in Appendix D of this document.**

## City of Burnsville

## Grievance Procedure under The Americans With Disabilities Act

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Burnsville Public Works. The City's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or their designee as soon as possible but no later than 60 calendar days after the alleged violation to the ADA Coordinator. Contact information can be found in Appendix D of this document.

Within 15 calendar days after receipt of the complaint, the ADA Coordinator or their designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the ADA Coordinator or their designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, or audio tape. The response will explain the position of the City and offer options for substantive resolution of the complaint.

If the response by the ADA Coordinator or their designee does not satisfactorily resolve the issue, the complainant and/or their designee may appeal the decision within 30 calendar days after receipt of the response to the City Manager or his/her designee.

Within 30 calendar days after receipt of the appeal, the City Manager or his/her designee will meet with the complainant to discuss the complaint and possible resolutions. Within 30 calendar days after the meeting, the City Manager or his/her designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the ADA Coordinator or their designee, appeals to the City Manager or his/her designee, and responses from these two offices will be retained by the City in accordance with state and federal law.

## City of Burnsville Grievance Procedure

Those wishing to file a formal written grievance with the City of Burnsville may do so by one of the following methods:

- Internet
  Visit the City of Burnsville ADA website at http://www.burnsville.org/ada and click the link to the ADA Grievance Form. A copy of The ADA Grievance Form is included with this document in Appendix I.
- Telephone
  Contact the pertinent City staff person listed in the Contact Information section of Appendix D to submit an oral grievance. The staff person will prepare and submit the grievance form on behalf of the person filing the grievance.
- Paper Submittal
  Contact the pertinent City staff person listed in the Contact Information section of Appendix D to request a paper copy of the City's grievance form, complete the form, and submit it to the Responsible Party. A staff person will utilize the Internet method above to submit the grievance on behalf of the person filing the grievance.

The ADA Grievance Form will ask for the following information:

- The name, address, telephone number, and email address for the person filing the grievance
- The name, address, telephone number, and email address for the person alleging an ADA violation (if different than the person filing the grievance)
- A description and location of the alleged violation and the nature of a remedy sought, if known by the complainant.
- If the complainant has filed the same complaint or grievance with the United States Department of Justice (DOJ), another federal or state civil rights agency, a court, or others, the name of the agency or court where the complainant filed it and the filing date.

If the grievance filed does not concern a City of Burnsville facility, the City will work with the complainant to contact the agency that has jurisdiction.

Within 60 calendar days of receipt, a City of Burnsville staff person will conduct an investigation necessary to determine the validity of the alleged violation. As a part of the investigation, the staff person may conduct an engineering study to help determine the City's response. The staff person will take advantage of department resources and use engineering judgment, data collected, and any information submitted by the resident to develop a conclusion. A staff person will be available to meet with the complainant to discuss the matter as a part of the investigation and resolution of the matter. The City will document each resolution of a filed grievance and retain such documentation in the department's ADA Grievance in accordance with state and federal law.

The City will consider all specific grievances within its particular context or setting. Furthermore, the City will consider many varying circumstances including: 1) the nature of the access to services, programs, or facilities at issue; 2) the specific nature of the disability; 3) the essential eligibility requirements for participation; 4) the health and safety of others: and 5) the degree to which an accommodation would constitute a fundamental alteration to the program, service, or facility, or cause an undue hardship to the City of Burnsville.

Accordingly, the resolution by the City of Burnsville of any one grievance does not constitute a precedent upon which the City is bound or upon which other complaining parties may rely.

File Maintenance

The City shall maintain ADA grievance files in accordance with state and federal law.

Complaints on Title II violations may also be filed with the DOJ within 180 days of the date of discrimination. In certain situations, cases may be referred to a mediation program sponsored by the Department of Justice (DOJ). The DOJ may bring a lawsuit where it has investigated a matter and has been unable to resolve violations.

For more information, contact:

U.S. Department of Justice Civil Rights Division
950 Pennsylvania Avenue, N.W. Disability Rights Section - NYAV Washington, D.C. 20530
www.ada.gov
(800) 514-0301 (voice – toll free)
(800) 514-0383 (TTY)

Title II may also be enforced through private lawsuits in Federal court. It is not necessary to file a complaint with the DOJ or any other Federal agency, or to receive a "right-to-sue" letter, before going to court.

## Appendix I – Grievance Form

See following four pages for grievance form.

## City of Burnsville Public Works
## Title II of the Americans with Disabilities Act and
## Section 504 of the Rehabilitation Act of 1973 Discrimination Complaint Form

Instructions: Please fill out this form completely, in black ink or type. Sign and return to the address on the last page. Attach additional sheets if necessary.

Complainant Name:

Street Address:

City, State and Zip Code:

Telephone (Home):

Telephone (Business):

Person Discriminated Against: (if other than the complainant)

Address:

City, State, and Zip Code:

Telephone (Home/Business or Both):

**Government, or organization, or institution which you believe has discriminated:**

Name:

Street Address:

City:

County:

State and Zip Code:

Telephone Number:

When was the issue discovered/when did the problem occur? (Date):

Describe the issue in detail, providing the name(s) where possible of the individuals who have been contacted. (Add additional pages if necessary):

Have prior efforts been made to resolve this complaint through the City of Burnsville grievance procedure?

Yes ☐ No ☐

If Yes: what is the status of the grievance?

Has the complaint been filed with another bureau of the Department of Justice or any other Federal, State, or local civil rights agency or court?

Yes ☐ No ☐

If Yes: Agency or Court:

Contact Person:

Street Address:

City, State, and Zip Code:

Telephone Number:

Date Filed:

Do you intend to file with another agency or court?

Yes ☐ No ☐

If Yes: Agency or Court:

Address:

Telephone Number:

Signature: ----------

Name: ----------

Date:----------

## Return to:

Steve Albrecht, P.E.
Or Current Public Works Director
100 Civic Center Parkway, Burnsville, MN 55337
Steve.Albrecht@burnsvillemn.gov

## NOTICE OF RIGHTS

In accordance with the Minnesota Government Data Practices Act, the City of Burnsville is required to inform you of your rights as they pertain to the private information collected from you. Your personal information we collect from you is private. Access to this information is available only to you and the agency collecting the information and other statutorily authorized agencies, unless you or a court authorizes its release.

The Minnesota Government Data Practices Act requires that you be informed that the following information, which you are asked to provide, is considered private.

### The purpose and intended use of the requested information is:

To assist City staff and designees to evaluate and respond to accessibility concerns within the public right of way.

### Authorized persons or agencies with whom this information may be shared include:

City of Burnsville officials, staff or designee

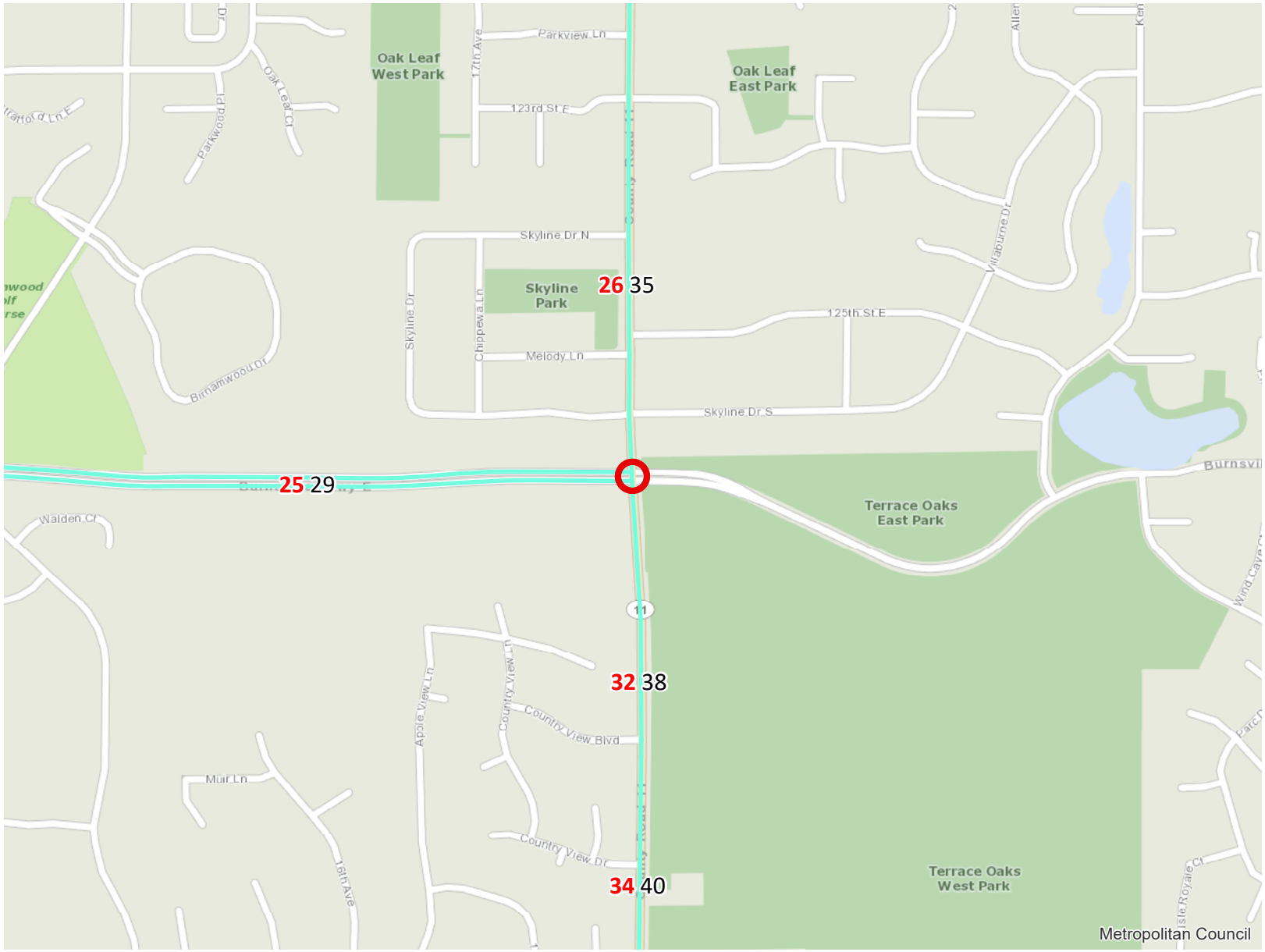
### Furnishing the above information is voluntary, but refusal to supply the requested information will mean:

City staff may be unable to respond to or evaluate your request.

MINN. STAT. §13.04(2)

# Level of Congestion

Roadway Spot Mobility & Safety Project: Test | Map ID: 1583952710836




Project Points

A Minor Arterials

A Minor Arterials Planned

Principal Arterials

Principal Arterials Planned

0 0.075 0.15 0.3 0.45 0.6 Miles

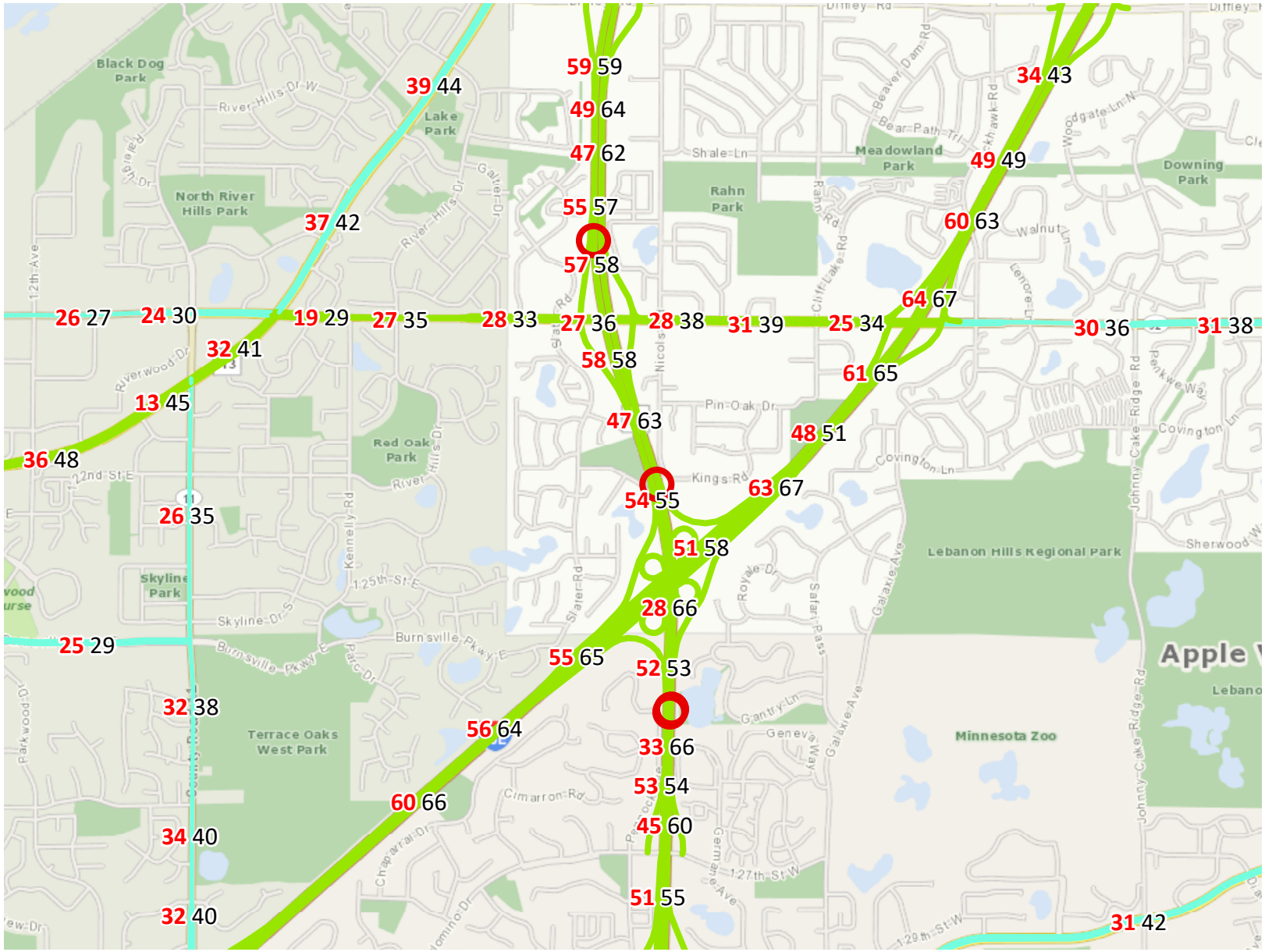
Created: 3/11/2020
LandscapeRSA1

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

METROPOLITAN COUNCIL

# Level of Congestion

Roadway Spot Mobility & Safety Project: Map 11-27 Parallel PA TH 77 | Map ID: 1587411831327




Project Points

A Minor Arterials

A Minor Arterials Planned

Principal Arterials

Principal Arterials Planned

0 0.3 0.6 1.2 1.8 2.4 Miles

Created: 4/20/2020
LandscapeRSA1

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

METROPOLITAN COUNCIL

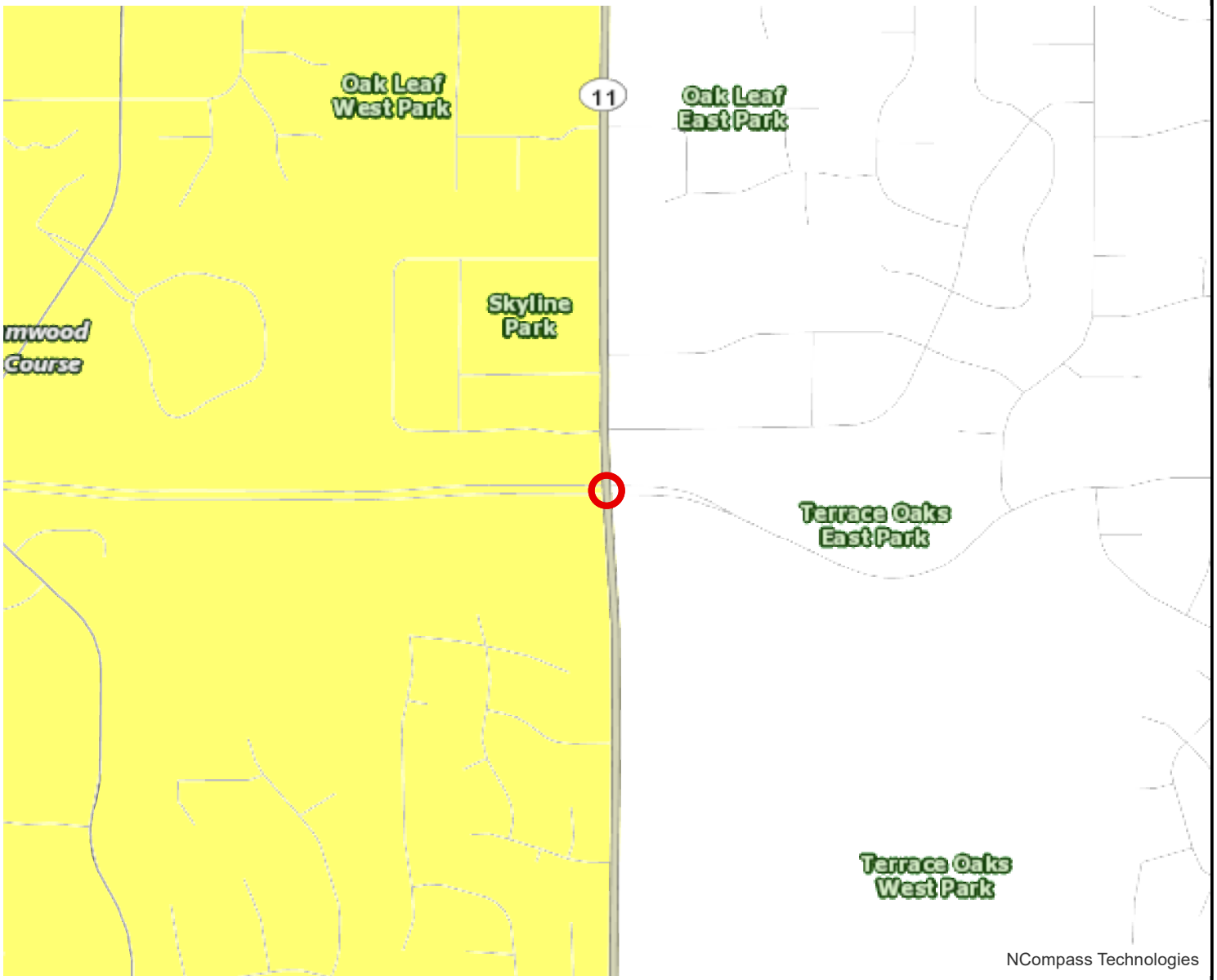
# Socio-Economic Conditions

Roadway Spot Mobility & Safety Project: Test | Map ID: 1583952710836

## 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:
60714 60738




Points

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

0 0.1 0.2 0.4 0.6 0.8 Miles

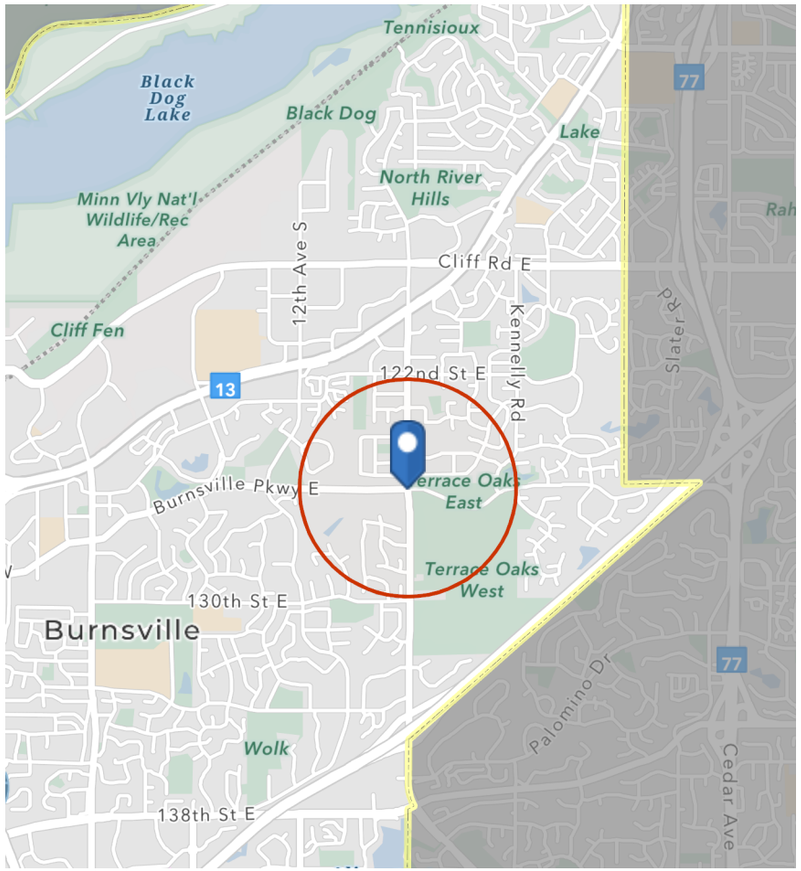
Created: 3/11/2020
LandscapeRSA2

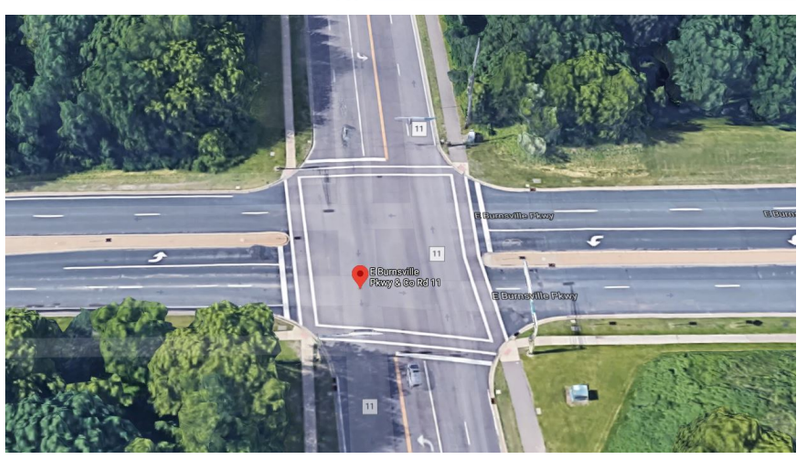
For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissite/notice.aspx

METROPOLITAN COUNCIL

# Site Report - Demographic & Socioeconomic Variables

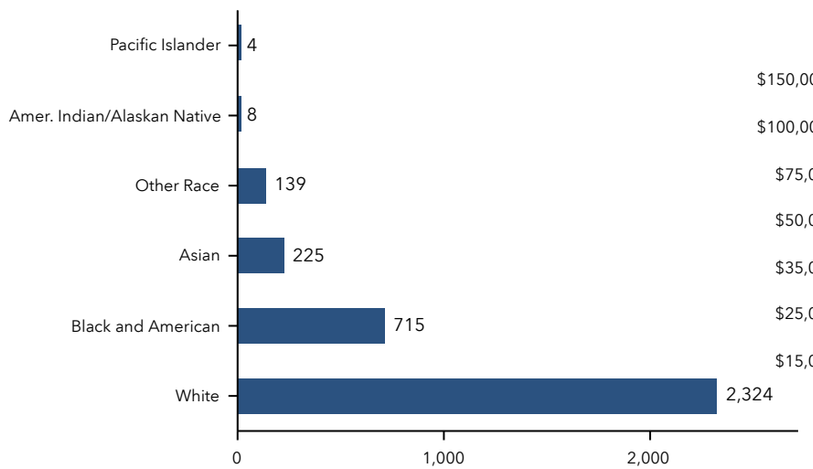
## CR-11 & Burnsville Parkway E - *(reporting for 0.5 mi radius area from site point)*



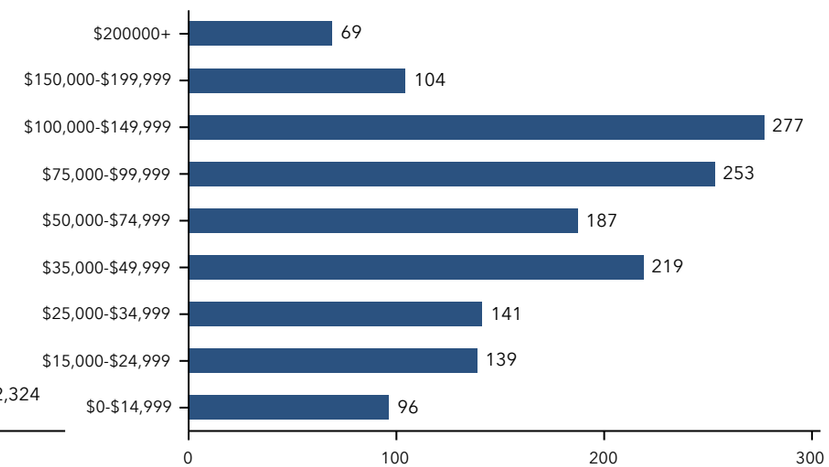




| 3,539 | 1,484 | 2.38 | 37.2 | $68,273 | $234,983 | 80 | 134 | 60 |
|---|---|---|---|---|---|---|---|---|
| Population | Households | Avg Size Household | Median Age | Median Household Income | Median Home Value | Wealth Index | Housing Affordability | Diversity Index |

### DEMOGRAPHIC SUMMARY - RACE




### HOUSEHOLD INCOME




210
Households With Disability

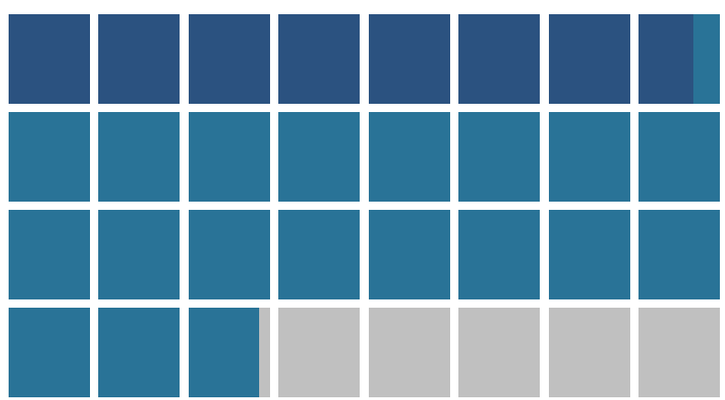
0
Pop 65+ Speak Spanish & No English

0
Households Without Vehicle

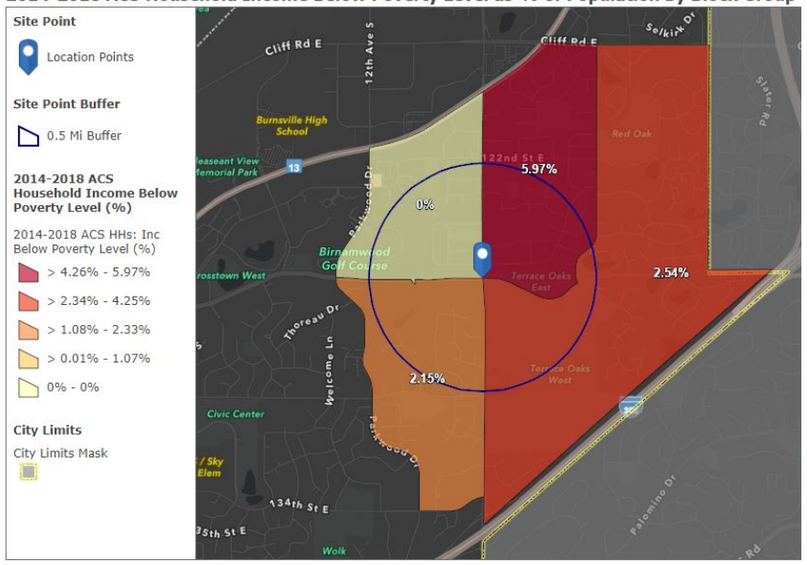
36
2014-2018 ACS Households Below the Poverty Level

1,412
2014-2018 ACS Households at or Above the Poverty Level

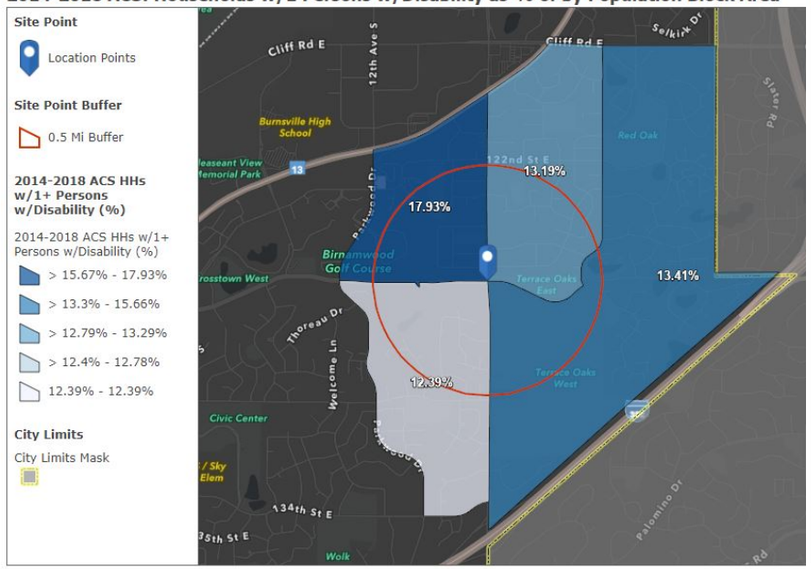
### POPULATION BY AGE



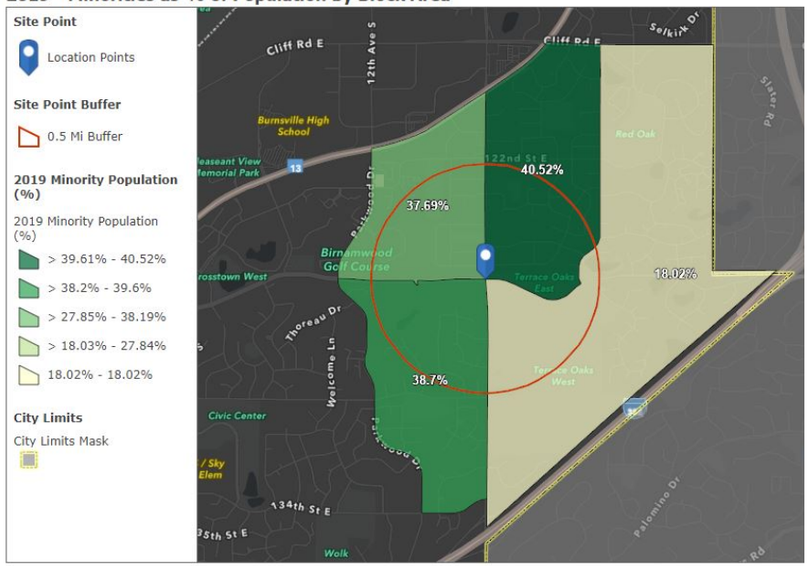
## 2014-2018 ACS Household Income Below Poverty Level as % of Population by Block Group



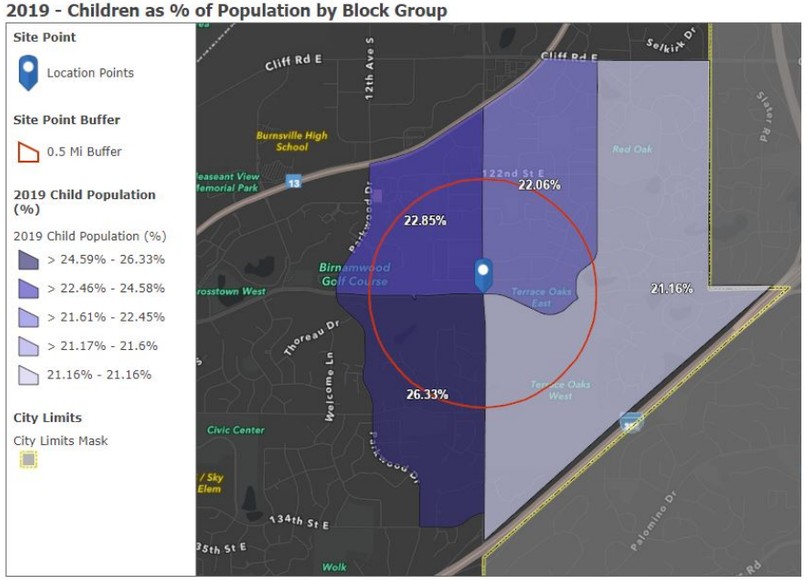

## 2014-2018 ACS: Households w/1 Persons w/Disability as % of by Population Block Area



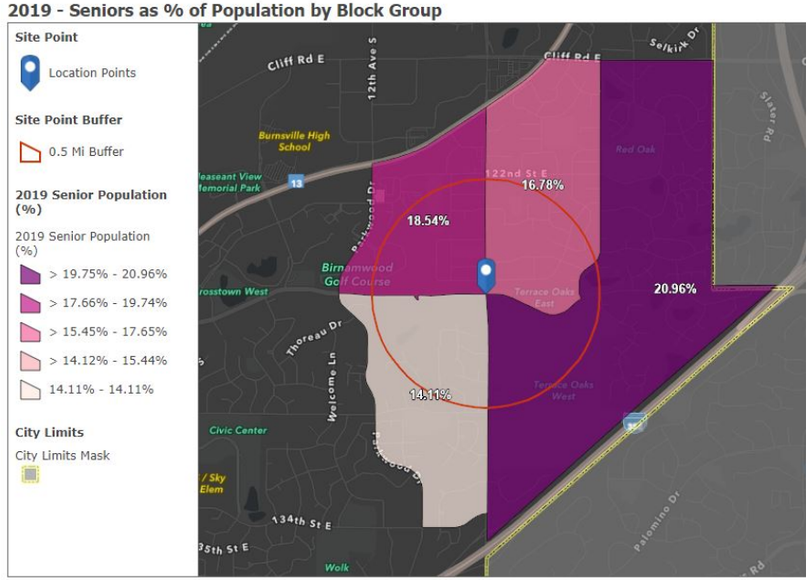

## 2019 - Minorities as % of Population by Block Area




## 2019 - Children as % of Population by Block Group




## 2019 - Seniors as % of Population by Block Group




City Of Burnsville

City of Burnsville GIS Department

*Data Source: Map figures contains data provided by American Community Survey (ACS), Esri, Esri and Bureau of Labor Statistics. The vintage of the data is 2014-2018, 2019.*

HousingLink

Streams

Return to main site

# Property Detail

## About Streams

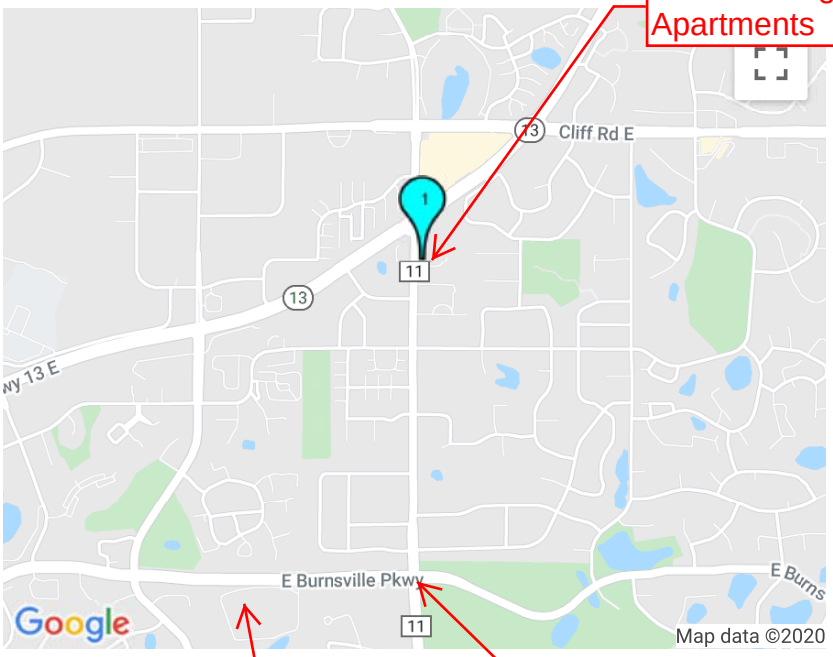
### Horizon Heights
10 Horizon Heights Rd
Burnsville, MN 55337

### Funding Categories
Project-Based Subsidy

### Property Information
**Year Built:** 1982
**Building Type:** Townhome
**Groups Served:** Family
**Total Units:** 25
**Affordable Units:** 25

### Affordable Units by Bedroom
**3 BR:** 19
**4 BR:** 6

### Units by Area Median Income
**30%:** 25




Housing+Transit Cost  Walk Score®: 62  Send us feedback

### Known Property Addresses

| | | |
|---|---|---|
| 1 | 10 Horizon Heights Rd | Burnsville |

### Funding Dates & Programs
**First known closing:**
**Most recent closing:**
**Earliest expiration:** 5/31/2029
**Last Activity:** Preservation

**HUD:** Section 8 (PBA)

Expiration: 5/31/2029

### Known Property Identifiers
**HousingLink:** 3399
**HUD:** 800010991

AFFORDABLE HOUSING ACCESS
Horizon Heights is the closest subsidized affordable housing development located within 0.7-mile from the intersection location. The Parkvue Flats Apartment development is located within 0.4-mile from the intersection and may also offer affordable housing options based on 2019 affordability limits and rental rates for currently available units. See additional pages attached.


FR Burnsville, MN

NOTE: The Parkview Flats Apartments are not subsidized housing. However, the location is within 0.4-mile of the project location and the rental amounts shown here are within the ranges for 2019 affordability limits listed on the next page.

# Parkvue Flats Apartments

1505 E Burnsville Pky, Burnsville, MN 55337

Map - Burnsville

Last Updated: Today ★★★★★ (9)

| Monthly Rent | Bedrooms | Bathrooms |
|---|---|---|
| $932 - $2,292 | 1 - 3 | 1 - 2 |

All | 1 Bed | 2 Beds | 3 Beds

| Beds × Baths | Rent | Sq. Ft. |
|---|---|---|
| 1 BD x 1 BA | $932 - $1,232 | 745 |
| 1 BD x 1 BA | $932 | 745 |
| 1 BD x 1 BA | $947 | 745 |
| 1 BD x 1 BA | $1,032 | 745 |
| 2 BD x 2 BA | $1,075 - $1,574 | 945 |
| 2 BD x 2 BA | $1,529 | 945 |
| 2 BD x 2 BA | $1,529 | 945 |

Staying home? See Online Tour Options

Email Call

U.S. DEPARTMENT OF HUD
STATE:MINNESOTA

---------- 2019 HOME PROGRAM RENTS ----------

| | PROGRAM | EFFICIENCY | 1 BR | 2 BR | 3 BR | 4 BR | 5 BR | 6 BR |
|---|---|---|---|---|---|---|---|---|
| Duluth, MN-WI MSA | | | | | | | | |
| | LOW HOME RENT LIMIT | 626 | 670 | 815 | 941 | 1050 | 1158 | 1267 |
| | HIGH HOME RENT LIMIT | 626 | 670 | 871 | 1121 | 1308 | 1424 | 1541 |
| | For Information Only: | | | | | | | |
| | FAIR MARKET RENT | 626 | 670 | 871 | 1121 | 1390 | 1599 | 1807 |
| | 50% RENT LIMIT | 633 | 679 | 815 | 941 | 1050 | 1158 | 1267 |
| | 65% RENT LIMIT | 804 | 863 | 1037 | 1190 | 1308 | 1424 | 1541 |
| Fargo, ND-MN MSA | | | | | | | | |
| | LOW HOME RENT LIMIT | 561 | 691 | 859 | 1093 | 1220 | 1346 | 1471 |
| | HIGH HOME RENT LIMIT | 561 | 691 | 859 | 1242 | 1509 | 1700 | 1842 |
| | For Information Only: | | | | | | | |
| | FAIR MARKET RENT | 561 | 691 | 859 | 1242 | 1509 | 1735 | 1962 |
| | 50% RENT LIMIT | 736 | 788 | 946 | 1093 | 1220 | 1346 | 1471 |
| | 65% RENT LIMIT | 955 | 1024 | 1231 | 1414 | 1558 | 1700 | 1842 |
| Grand Forks, ND-MN MSA | | | | | | | | |
| | LOW HOME RENT LIMIT | 558 | 671 | 870 | 1078 | 1202 | 1326 | 1450 |
| | HIGH HOME RENT LIMIT | 558 | 671 | 870 | 1245 | 1506 | 1643 | 1781 |
| | For Information Only: | | | | | | | |
| | FAIR MARKET RENT | 558 | 671 | 870 | 1245 | 1517 | 1745 | 1972 |
| | 50% RENT LIMIT | 726 | 778 | 933 | 1078 | 1202 | 1326 | 1450 |
| | 65% RENT LIMIT | 924 | 991 | 1192 | 1368 | 1506 | 1643 | 1781 |
| La Crosse-Onalaska, WI-MN MSA | | | | | | | | |
| | LOW HOME RENT LIMIT | 531 | 624 | 826 | 1021 | 1140 | 1258 | 1375 |
| | HIGH HOME RENT LIMIT | 531 | 624 | 826 | 1140 | 1429 | 1558 | 1688 |
| | For Information Only: | | | | | | | |
| | FAIR MARKET RENT | 531 | 624 | 826 | 1140 | 1451 | 1669 | 1886 |
| | 50% RENT LIMIT | 688 | 737 | 885 | 1021 | 1140 | 1258 | 1375 |
| | 65% RENT LIMIT | 878 | 941 | 1132 | 1299 | 1429 | 1558 | 1688 |
| Mankato-North Mankato, MN MSA | | | | | | | | |
| | LOW HOME RENT LIMIT | 634 | 715 | 883 | 1020 | 1138 | 1256 | 1373 |
| | HIGH HOME RENT LIMIT | 634 | 715 | 924 | 1302 | 1444 | 1575 | 1705 |
| | For Information Only: | | | | | | | |
| | FAIR MARKET RENT | 634 | 715 | 924 | 1302 | 1623 | 1866 | 2110 |
| | 50% RENT LIMIT | 687 | 736 | 883 | 1020 | 1138 | 1256 | 1373 |
| | 65% RENT LIMIT | 886 | 951 | 1143 | 1312 | 1444 | 1575 | 1705 |
| Minneapolis-St. Paul-Bloomington, MN-WI HUD | | | | | | | | |
| | LOW HOME RENT LIMIT | 763 | 915 | 1125 | 1300 | 1450 | 1600 | 1750 |
| | HIGH HOME RENT LIMIT | 763 | 915 | 1151 | 1636 | 1828 | 1998 | 2169 |
| | For Information Only: | | | | | | | |
| | FAIR MARKET RENT | 763 | 915 | 1151 | 1636 | 1923 | 2211 | 2500 |
| | 50% RENT LIMIT | 875 | 937 | 1125 | 1300 | 1450 | 1600 | 1750 |
| | 65% RENT LIMIT | 1118 | 1199 | 1441 | 1656 | 1828 | 1998 | 2169 |

For all HOME projects, the maximum allowable rent is the HUD calculated High HOME Rent Limit and/or Low HOME Rent Limit.

## 13: CSAH 11 & Burnsvile/Pkwy

| Direction | All |
|---|---|
| Future Volume (vph) | 1807 |
| Total Delay / Veh (s/v) | 17 |
| CO Emissions (kg) | 1.92 |
| NOx Emissions (kg) | 0.37 |
| VOC Emissions (kg) | 0.45 |

## 13: CSAH 11 & Burnsvile/Pkwy

| Direction | All |
|---|---|
| Future Volume (vph) | 1807 |
| Total Delay / Veh (s/v) | 0 |
| CO Emissions (kg) | 2.08 |
| NOx Emissions (kg) | 0.40 |
| VOC Emissions (kg) | 0.48 |

## 13: CSAH 11 & Burnsvile/Pkwy

| Direction | All |
|---|---|
| Future Volume (vph) | 1384 |
| Total Delay / Veh (s/v) | 11 |
| CO Emissions (kg) | 1.36 |
| NOx Emissions (kg) | 0.26 |
| VOC Emissions (kg) | 0.32 |

## 13: CSAH 11 & Burnsvile/Pkwy

| Direction | All |
|---|---|
| Future Volume (vph) | 1384 |
| Total Delay / Veh (s/v) | 0 |
| CO Emissions (kg) | 1.60 |
| NOx Emissions (kg) | 0.31 |
| VOC Emissions (kg) | 0.37 |

## 13: CSAH 11 & Burnsvile/Pkwy

| Direction | All |
|---|---|
| Future Volume (vph) | 1384 |
| Total Delay / Veh (s/v) | 11 |
| CO Emissions (kg) | 1.36 |
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| Direction | All |
|---|---|
| Future Volume (vph) | 1807 |
| Total Delay / Veh (s/v) | 0 |
| CO Emissions (kg) | 2.08 |
| NOx Emissions (kg) | 0.40 |
| VOC Emissions (kg) | 0.48 |

**Traffic Safety Benefit-Cost Calculation**

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

## A. Roadway Description

| | | | | | |
|---|---|---|---|---|---|
| **Route** | CSAH 11 | **District** | | **County** | Dakota County |
| **Begin RP** | 3.162 | **End RP** | 3.162 | **Miles** | |
| **Location** | CSAH 11 & Burnsville Pkway | | | | |

## B. Project Description

| | | | |
|---|---|---|---|
| **Proposed Work** | Converstion of signalized intersection to modern roundabout | | |
| **Project Cost*** | $1,750,000 | **Installation Year** | 2022 |
| **Project Service Life** | 20 years | **Traffic Growth Factor** | 3.0% |

** exclude Right of Way from Project Cost*

## C. Crash Modification Factor

| | | | |
|---|---|---|---|
| 0.67 | **Fatal (K) Crashes** | **Reference** | CMF ID 224 |
| 0.67 | **Serious Injury (A) Crashes** | | |
| 0.67 | **Moderate Injury (B) Crashes** | **Crash Type** | All |
| 0.67 | **Possible Injury (C) Crashes** | | |
| 0.67 | **Property Damage Only Crashes** | | www.CMFclearinghouse.org |

## D. Crash Modification Factor (optional second CMF)

| | | | |
|---|---|---|---|
| | **Fatal (K) Crashes** | **Reference** | |
| | **Serious Injury (A) Crashes** | | |
| | **Moderate Injury (B) Crashes** | **Crash Type** | |
| | **Possible Injury (C) Crashes** | | |
| | **Property Damage Only Crashes** | | www.CMFclearinghouse.org |

## E. Crash Data

| | | | | |
|---|---|---|---|---|
| **Begin Date** | 1/1/2016 | **End Date** | 12/31/2018 | 3 years |
| **Data Source** | MnDOT | | | |

| **Crash Severity** | **All** | **< optional 2nd CMF >** |
|---|---|---|
| K crashes | | |
| A crashes | | |
| B crashes | 2 | |
| C crashes | 2 | |
| PDO crashes | 15 | |

## F. Benefit-Cost Calculation

| | | |
|---|---|---|
| $2,143,963 | **Benefit (present value)** | **B/C Ratio = 1.23** |
| $1,750,000 | **Cost** | |

*Proposed project expected to reduce 3 crashes annually, 0 of which involving fatality or serious injury.*

## F. Analysis Assumptions

| Crash Severity | Crash Cost |
|---|---|
| K crashes | $1,360,000 |
| A crashes | $680,000 |
| B crashes | $210,000 |
| C crashes | $110,000 |
| PDO crashes | $12,000 |

**Link:** mndot.gov/planning/program/appendix_a.html

| | |
|---|---|
| **Real Discount Rate** | 1.2% |
| **Traffic Growth Rate** | 3.0% |
| **Project Service Life** | 20 years |

## G. Annual Benefit

| Crash Severity | Crash Reduction | Annual Reduction | Annual Benefit |
|---|---|---|---|
| K crashes | 0.00 | 0.00 | $0 |
| A crashes | 0.00 | 0.00 | $0 |
| B crashes | 0.66 | 0.22 | $46,200 |
| C crashes | 0.66 | 0.22 | $24,200 |
| PDO crashes | 4.95 | 1.65 | $19,800 |
| | | | **$90,200** |

## H. Amortized Benefit

| Year | Crash Benefits | Present Value |
|---|---|---|
| 2022 | $90,200 | $90,200 |
| 2023 | $92,906 | $91,804 |
| 2024 | $95,693 | $93,437 |
| 2025 | $98,564 | $95,099 |
| 2026 | $101,521 | $96,791 |
| 2027 | $104,567 | $98,512 |
| 2028 | $107,704 | $100,264 |
| 2029 | $110,935 | $102,048 |
| 2030 | $114,263 | $103,863 |
| 2031 | $117,691 | $105,710 |
| 2032 | $121,221 | $107,590 |
| 2033 | $124,858 | $109,504 |
| 2034 | $128,604 | $111,452 |
| 2035 | $132,462 | $113,434 |
| 2036 | $136,436 | $115,452 |
| 2037 | $140,529 | $117,505 |
| 2038 | $144,745 | $119,595 |
| 2039 | $149,087 | $121,722 |
| 2040 | $153,559 | $123,887 |
| 2041 | $158,166 | $126,091 |
| 0 | $0 | $0 |
| 0 | $0 | $0 |
| 0 | $0 | $0 |
| 0 | $0 | $0 |
| 0 | $0 | $0 |
| 0 | $0 | $0 |
| 0 | $0 | $0 |
| 0 | $0 | $0 |
| 0 | $0 | $0 |
| 0 | $0 | $0 |
| 0 | $0 | $0 |

**Total = $2,143,963**

# CMF / CRF Details

**CMF ID: 224**

## Convert signalized intersection to modern roundabout

**Description:**

**Prior Condition:** ***No Prior Condition(s)***

**Category: Intersection geometry**

**Study:** ***NCHRP Report 572: Applying Roundabouts in the United States,*** **Rodegerdts et al., 2007**

| | |
|---|---|
| **Star Quality Rating:** | ★★★★☆ |

| **Crash Modification Factor (CMF)** | |
|---|---|
| **Value:** | 0.33 |
| **Adjusted Standard Error:** | 0.05 |
| **Unadjusted Standard Error:** | 0.04 |

| **Crash Reduction Factor (CRF)** | |
|---|---|
| **Value:** | 67 *(This value indicates a **decrease** in crashes)* |
| **Adjusted Standard Error:** | 5 |

| | |
|---|---|
| **Unadjusted Standard Error:** | 4 |

## Applicability

| | |
|---|---|
| **Crash Type:** | All |
| **Crash Severity:** | All |
| **Roadway Types:** | Not Specified |
| **Number of Lanes:** | 2 |
| **Road Division Type:** | |
| **Speed Limit:** | |
| **Area Type:** | Suburban |
| **Traffic Volume:** | |
| **Time of Day:** | |

***If countermeasure is intersection-based***

| | |
|---|---|
| **Intersection Type:** | Roadway/roadway (not interchange related) |
| **Intersection Geometry:** | Not Specified |
| **Traffic Control:** | Signalized |
| **Major Road Traffic Volume:** | |
| **Minor Road Traffic Volume:** | |

## Development Details

| | |
|---|---|
| **Date Range of Data Used:** | |
| **Municipality:** | |
| **State:** | |

| | |
|---|---|
| **Country:** | |
| **Type of Methodology Used:** | Before/after using empirical Bayes or full Bayes |
| **Sample Size Used:** | |

## Other Details

| | |
|---|---|
| **Included in Highway Safety Manual?** | Yes. HSM lists this CMF in **bold** font to indicate that it has the highest reliability since it has an adjusted standard error of 0.1 or less. |
| **Date Added to Clearinghouse:** | Dec-01-2009 |
| **Comments:** | Countermeasure name changed to match HSM |

---

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

# C.S.A.H. 11 & BURNSVILLE PKWY.


## CONCEPT LAYOUT

DRAFT

April 22, 2020

Dakota County transportation
we get you there

50 25 0 50
HORZ.

City Of Burnsville
952-895-4400
100 Civic Center Parkway • Burnsville, Minnesota 55337-3817
www.burnsvillemn.gov

May 5, 2020

Metropolitan Council
Transportation Advisory Board (TAB)
Attn: Elaine Koutsoukos, TAB Coordinator
390 Robert Street North
Saint Paul, MN 55101

RE: Support for Dakota County's Regional Solicitation Application for CSAH 11/Burnsville Parkway Roundabout

Dear Ms. Koutsoukos:

The City of Burnsville is writing to express our support for Dakota County's grant application for Federal funding for a roundabout at the intersection of CSAH 11 and Burnsville Parkway in Burnsville.

The existing signal at the intersection of CSAH 11 and Burnsville Parkway is 34 years old and has reached the end of its useful service life. The time has come to replace the signal or consider another intersection option, and especially to address crash rates and crash severity rates that exceed statewide averages. A roundabout has been analyzed and it was determined that a roundabout will improve intersection operations, reduce the number of conflict points, reduce crashes/severity, and accommodate increases in traffic levels.

Dakota County has prepared a draft layout in which the City of Burnsville concurs. In addition, the City has posted the draft roundabout layout on the City's website and mailed letters to over 800 property owners within a half-mile radius of the intersection to share the project proposal and obtain feedback. In this way, the City of Burnsville is an active partner in its support of this intersection improvement project.

This intersection improvement project is included in Burnsville's 2020-2024 Capital Improvement Plan (CIP) to participate in the City's share of the costs pursuant to Dakota County's Cost Share Policy.

We are pleased to offer our support to Dakota County for their Regional Solicitation application.

Sincerely,

Jennifer C. Desrude, PE
City Engineer

Spack CONSULTING
ENGINEERING TRAFFIC FORWARD


# Intersection Study

## Burnsville Aging Signals
## Burnsville, Minnesota

NOTE: This PDF document includes excerpts only, as an attachment to May-2020 Regional Solicitation Application for Roundabout at Co. Rd. 11 and Burnsville Parkway. Please contact Dakota County for more information if needed.

I hereby certify that this report 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.

By: _____
Bryant J. Ficek, PE, PTOE

License No. 42802

Date: June 2, 2017

# Executive Summary

*Background:* Three existing traffic signals in the City of Burnsville are close to the end of their service life; CSAH 5/Burnsville Parkway, CSAH 5/136th Street, and CSAH 11/Burnsville Parkway. The goal of this project is to examine each intersection, determine the most appropriate type of control for today and into the future using objective criterion, and then provide the preliminary design of that preferred alternative.

*Results:* The principle findings of this traffic study are:

- No significant operational issues were observed at any of the study intersections.
- All three study intersections and all movements at those intersections are operating acceptably.
- A safety review suggests the intersections are reasonably safe today.
- Two or three alternatives were developed for each study intersection.
- Evaluation matrices were developed for the study intersection alternatives, comparing:
  - LOS operations with existing and future volumes
  - Critical indices for overall crashes and severe crashes
  - Impacts to pedestrian and bicycle crossings
  - Right-Of-Way needs
  - Construction costs
  - B - C ratios
- Two open house meetings were held, one on September 7, 2016 and one on February 1, 2017, to discuss the project, its findings, and its recommendations.

*Recommendations:* The following is recommended based on the evaluations and findings presented in this study:

- CSAH 5/Burnsville Parkway: Signalized intersection with added Flashing Yellow Arrow (FYA) phasing for left turn movements and northbound and southbound exclusive right turn lanes.
- CSAH 5/136th Street: Signalized intersection with added FYA phasing for left turn movements and westbound right turn lane.
- CSAH 11/Burnsville Parkway: Signalized intersection with added FYA phasing for left turn movements and conversion of the eastbound shared through/right turn lane to an exclusive right turn lane. However, a multi-lane roundabout is a viable option and could be implemented if construction costs are reduced, additional funding is provided, or conditions change causing the evaluations to be revised. This option will be reassessed prior to programming a project at this location.

Signal justification reports are provided in the Appendix for each study intersection.

# TABLE OF CONTENTS



# LIST OF TABLES/MATRICES



# LIST OF FIGURES

**Matrix 3 – CSAH 11/Burnsville Parkway Alternative Comparison**

| | Existing (for comparison only) | Traffic Signal (FYA & EB Rt Turn Lane) | Multi-Lane Roundabout |
|---|---|---|---|
| Operations<br>LOS for Existing Volumes<br>AM Peak (PM Peak) | B (B) | B (C) | A (A) |
| Operations<br>LOS for Future Volumes<br>AM Peak (PM Peak) | B (C) | B (C) | A (A) |
| Safety<br>Critical Index (All Crashes) | 0.85 - 1.0 | 0.85 - 1.0 | 0.85 - 1.0 |
| Safety<br>Critical Index (K/A Crashes) | > 1.0 | > 1.0[2] | < 0.85 |
| Bicycle/Pedestrians Crossings | Active Control<br>Single Stage | Active Control<br>Single Stage | Passive Control<br>Two Stage |
| Right-of-Way Needs<br>Less Impact is Desired | N/A | None | Major |
| Construction Costs | N/A | $350,000 | $950,000 |
| Benefit to Cost Ratio<br>Positive Result is Desired | N/A | + | + |

For the CSAH 11/Burnsville Parkway intersection, the recommendation is a traffic signal with added FYA and adjustment to provide an exclusive eastbound right turn lane.

The primary reason for the selection of the traffic signal alternative is the construction cost. At approximately three times the cost of the signal, and without a substantial safety benefit (two severe crashes in ten years is not considered a concern even if the severe critical index is higher than desired), the roundabout does not have a compelling reason.

However, the roundabout does provide satisfactory operations and would be a good fit for the intersection. Though cost prohibitive now, conditions could change in the future that might bring the cost down, provide appropriate funding, or result in other factors to change the evaluation results. For these reasons, the roundabout remains an acceptable alternative and should be re-evaluated in the future before completing final design and construction of the traffic signal option.

# 6. Public Input

Public input is viewed as a critical component to this study's process. Although not a 'popularity contest' where each alternative could be voted up or down by the public, understanding and buy-in was sought. This input was a factor considered in the evaluation of the alternatives even if not a direct part of the evaluation matrices. Two open houses were held for the public; the first to provide an opportunity to learn about the project and provide insight into the existing operations and concerns, the second to present the draft results and recommendations for discussion.

The first open house was held at the Burnsville City Council Chambers on Wednesday, September 7, 2016. Existing information about the study intersections was presented along with the opportunity to discuss with the project team and provide comments. Comments were also received around this time through direct communication with the County via phone and email.

Over 50 people attended the open house and 57 comments were received from the meeting as well as submitted to the County before or after the meeting. The general themes of the comments included:

- Concerns regarding roundabouts and their operations
- A need to address 'cut-thru' traffic in the neighborhood.
- A desire for Flashing Yellow Arrow for the left turn phases.
- Concerns regarding pedestrian and bicycle crossings.
- A desire for exclusive right turn lanes.

Specific comments were also obtained for each study intersection included and their study alternatives. The top comment for the CSAH 5/Burnsville Parkway intersection was concerns about roundabout operations. However, equal support was also expressed in favor of a traffic signal and a roundabout.

At the CSAH 5/136$^{th}$ Street intersection, the top comment was concerns about changes due to the limited access alternative. All three alternatives received about equal positive endorsement. Concerns about roundabout operations were outweighed by concerns about the limited access alternative.

The top comment regarding the CSAH 5/Burnsville Parkway intersection was in favor of roundabout operations. At the same time, concerns about roundabout operations were greater than support for the traffic signal alternative.

The meeting materials and comments are provided in the Appendix.

The second public meeting was also held at the Burnsville City Council Chambers on Wednesday, February 1, 2017. Results of the study analyses along with the draft recommendations for each study intersection were presented.

About 35 people attended this meeting. Most comments provided were verbal, expressing relief that the limited access alternative was not being pursued. Four other written comments were received:

- Concerns regarding 'cut-thru' traffic in neighborhoods during construction of the preferred alternatives, particularly for the CSAH 5/Burnsville Parkway intersection.
- Support for the signal at the 136th Street intersection.
- Support for a roundabout at the CSAH 11/Burnsville Parkway intersection, if additional funding can be found.
- Concerns regarding the condition of the existing sidewalks, particularly on the east side of CSHA 5, south of the 136th Street intersection.

The meeting materials and comments received for this second public meeting are also provided in the Appendix.

## 7. Preliminary Layouts

Following receipt of all input, the traffic signal alternative concepts were updated to provide preliminary layouts. These layouts are a more accurate representation of the recommended alternatives and allowed for development of improved cost estimates compared to the concept-level ones. The preliminary layouts are provided in the Appendix. The updated, rounded cost estimates for the preliminary layouts are:

- CSAH 5/Burnsville Parkway Traffic Signal Alternative - $518,000
- CSAH 5/136th Street Traffic Signal Alternative - $ 358,000
- CSAH 11/Burnsville Parkway Traffic Signal Alternative - $348,000

The full preliminary layout cost estimates are provided in the Appendix.

# 8. Conclusions and Recommendations

The three signalized study intersections were analyzed for different traffic control and geometric alternatives. Through the analysis and evaluation of the different study alternatives for each intersection, the following was found:

- No significant operational issues were observed at any of the study intersections. All vehicle queues were observed to clear during green phases and no significant queues that stretch beyond turn lane lengths or excessive delays were noted.
- All three study intersections and all movements at those intersections are operating acceptably.
- A safety review suggests the intersections are reasonably safe today.
- Alternatives were developed for each study intersection, including:
    - CSAH 5/Burnsville Parkway; traffic signal with FYA, traffic signal with FYA and northbound-southbound exclusive right turn lanes, and multi-lane roundabout.
    - CSAH 5/136th Street; traffic signal with FYA and westbound exclusive right turn lane, multi-lane roundabout, and limited access (eliminating the thru and left turn movement from the 136th Street side streets.
    - CSAH 11/Burnsville Parkway; traffic signal with FYA and exclusive eastbound right turn lane and multi-lane roundabout.

  Updated pedestrian facilities would be included as a part of the reconstruction of any of these intersections.
- Evaluation matrices were developed for the study intersection alternatives, comparing:
    - LOS operations with existing and future volumes
    - Critical indices for overall crashes and severe crashes
    - Impacts to pedestrian and bicycle crossings
    - Right-Of-Way needs
    - Construction costs
    - B - C ratios
- Two open house meetings were held September 7, 2016 and February 1, 2017. These provided residents, businesses, and others the opportunity to learn more about the project, express their concerns or issues regarding each intersection (meeting #1) and present initial findings and the draft preferred alternative for each study intersection alternative (meeting #2).

Based on the evaluations and findings presented in this study, the recommended intersection alternatives are:

- CSAH 5/Burnsville Parkway: Signalized intersection with added FYA phasing for left turn movements and northbound and southbound exclusive right turn lanes.

- CSAH 5/136th Street: Signalized intersection with added FYA phasing for left turn movements and westbound right turn lane.
- CSAH 11/Burnsville Parkway: Signalized intersection with added FYA phasing for left turn movements and conversion of the eastbound shared through/right turn lane to an exclusive right turn lane. However, a multi-lane roundabout is a viable option and could be implemented if construction costs are reduced, additional funding is provided, or conditions change causing the evaluations to be revised.

The updated, rounded cost estimates based on the preliminary layouts are:

- CSAH 5/Burnsville Parkway Traffic Signal Alternative - $518,000
- CSAH 5/136th Street Traffic Signal Alternative - $ 358,000
- CSAH 11/Burnsville Parkway Traffic Signal Alternative - $348,000

Signal justification reports are provided in the Appendix for each study intersection.

# 9. Appendix

***A. Figures 1-4***

***B. Traffic Counts***

***C. Intersection Observation Field Notes***

***D. Existing Capacity Analysis Backup***

***E. Existing Warrant Analysis***

***F. Preliminary Concept Drawings for All Alternatives***

***G. Alternative Capacity Analysis Backup***

***H. Public Meeting Materials and Comments***

***I. Preliminary Layouts for Recommendations***

***J. Preliminary Cost Estimates for Recommendations***

***K. Signal Justification Reports***


# CSAH 11 & BURNSVILLE PKWY TRAFFIC SIGNAL

Burnsville Aging Signals


# CSAH 11 & BURNSVILLE PKWY ROUNDABOUT (SPLIT R/W)

Burnsville Aging Signals

# 2020 CAPITAL BUDGET

## and 2020 - 2024 TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM

| | | |
|---|---|---|
| **Project Title:** | Roundabout at CSAH 11 at Burnsville Parkway in Burnsville | |
| **Project Number(s):** | 11-27 | |
| **Year of Board Authorization:** | 2022 | **Project Description:** |
| **Target Completion:** | 2024 | RESOURCES: Design Consultant |
| **Project Type:** | Management | MANAGEMENT: Safety and Management |
| **JL Key:** | T11027 | Construction of a roundabout at CSAH 11 and Burnsville Parkway in Burnsville. |
| **Project Location:** | | The reconstruction of the intersection will improve intersection operations, make |
| City of Burnsville | | safety improvements, and provide for the increased traffic levels. |
| | | This project is contingent upon the receipt of Federal Funding. |

**Project and Fiscal History:**

**Project Graphic**


| Project Revenues | Original Project Estimate | Approved Budget | 2020 Budget | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | Beyond 2024 | Total Revised Project Revenues Estimate | 2020 Project Revenues Estimate Change |
|---|---|---|---|---|---|---|---|---|---|---|
| **Local** | - | - | - | - | 90,000 | 146,250 | 157,500 | - | 393,750 | 393,750 |
| **Federal** | - | - | - | - | - | - | 1,400,000 | - | 1,400,000 | 1,400,000 |
| **CSAH** | - | - | - | - | 110,000 | 178,750 | 172,500 | - | 461,250 | 461,250 |
| **County Funds** | - | - | - | - | - | - | 20,000 | - | 20,000 | 20,000 |
| **Levy** | - | - | - | - | - | - | - | - | - | - |
| **Total** | **-** | **-** | **-** | **-** | **200,000** | **325,000** | **1,750,000** | **-** | **2,275,000** | **2,275,000** |

| Project Expenditures | Original Project Estimate | Approved Budget | 2020 Budget | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | Beyond 2024 | Total Revised Project Expenditures Estimate | 2020 Project Expenditures Estimate Change |
|---|---|---|---|---|---|---|---|---|---|---|
| **Land Acquisition** | - | - | - | - | - | 325,000 | - | - | 325,000 | 325,000 |
| **Consulting Services** | - | - | - | - | 200,000 | - | - | - | 200,000 | 200,000 |
| **New Construction** | - | - | - | - | - | - | 1,750,000 | - | 1,750,000 | 1,750,000 |
| **Total** | **-** | **-** | **-** | **-** | **200,000** | **325,000** | **1,750,000** | **-** | **2,275,000** | **2,275,000** |

Dakota COUNTY

May 2020

## Summary – Regional Solicitation Funding Application for
# New Roundabout at County Highway 11 & Burnsville Parkway (CP 11-27)

The roundabout is proposed to replace a signalized intersection at A-Minor arterial CSAH 11 and Burnsville Parkway, a reliever and major collector featuring parkway aesthetics. Forecast volumes for 2040 on CSAH 11 at the project location range from 12,600 to 14,900 ADT with growth 7-13 percent from current volumes. This supports the need to maintain and improve CSAH 11 as a multi-lane arterial, including the intersection with Burnsville Parkway.

**Background and Primary Need for the Proposed Project.** Studies of the intersection and others in the local highway network over the last 15 years have identified needs to maintain safety and mobility and have proposed upgrades to signalized intersection equipment and layouts. Changes to traffic control were also considered where appropriate (Burnsville Aging Signals Intersection Study, June 2017). This intersection was specifically identified and reviewed further for feasibility as a roundabout, which is now considered the optimal approach. Dakota County's experience with similar intersections has shown that a roundabout will accumulate more long-term safety and mobility benefits for all user modes than could be achieved with a signalized intersection.

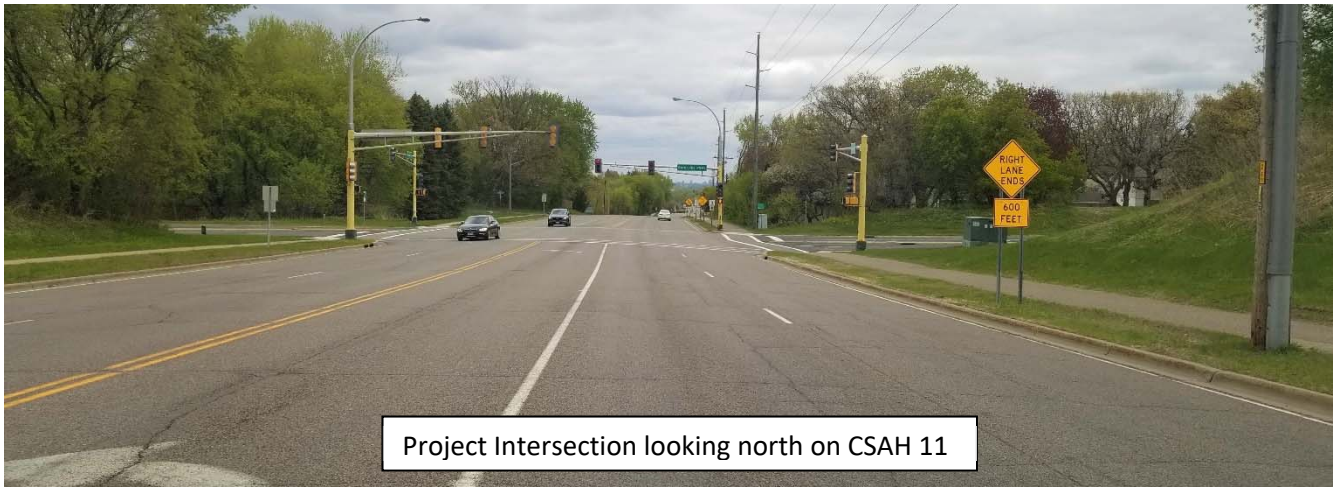
The primary need addressed by the project is improved safety. While there are no fatalities or serious-injury crashes in the three most recent years of crash data, the results yielded the following:

- Crash rate = 1.27 vs. the 0.72 statewide avg. for comparable intersections.
- Crash severity rate = 1.69 vs. the 1.00 statewide avg. for comparable intersections.

The project provides the opportunity to reduce the crash rate to approximately 0.50 based on statewide average data for roundabouts in Minnesota. Crash severity and risks for fatal or serious-injury crashes would also be reduced because of the fewer conflict points of the roundabout vs. the existing intersection.

**Project Setting and Context.** The context for this intersection further supports the proposed roundabout project based on safety objectives, current and forecast volumes, maintaining good traffic mobility and speeds, and yet calming traffic at the intersection. This combination of features will provide safety for pedestrians and bicyclists along a parkway and adjacent to Terrace Oaks West Park (in the southeast quadrant). In fact, this intersection helps connect nearby affordable housing developments with the 230-acre, community park, which is a significant recreational area with ADA-accessible picnic sites, parking, extensive trails, and other recreational features.

In total, this safety-oriented project will provide many local and regional benefits, including the roundabout's safety and mobility benefits and improved aesthetics in a parkway location. The project will serve diverse neighborhoods and benefit travelers using all modes, including pedestrians and bicyclists. Additionally, the project would bring no adverse impacts to the area's residents.




Project Intersection looking north on CSAH 11