

Application 17074 - 2022 Multiuse Trails and Bicycle Facilities 17568 - Delaware Avenue (CSAH 63) Trail and Sidewalk Connections Regional Solicitation - Bicycle and Pedestrian Facilities Status: Submitted Submitted Date: 04/14/2022 12:55 PM **Primary Contact** She/her/her Gina Mitteco Name:* Pronouns First Name Middle Name Last Name Title: Regional and Multi-Modal Manager **Department:** Transportation Email: gina.mitteco@co.dakota.mn.us Address: 14995 Galaxie Avenue Apple Valley 55124 Minnesota State/Province Postal Code/Zip 952-891-7114 Phone:* Phone Ext. Fax:

Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

What Grant Programs are you most interested in?

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 Delaware Avenue (CSAH 63) Trail and Sidewalk Connections

Primary County where the Project is Located Dakota

Cities or Townships where the Project is Located: West St. Paul, Mendota Heights

Jurisdictional Agency (If Different than the Applicant):

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

The Delaware Avenue (CSAH 63) trail and sidewalk project will fill an important pedestrian and bicycle connection in the regional and local network. The project will provide a trail on the west side of Delaware Avenue, a sidewalk on the east side, and bikeable shoulders between Marie Avenue and Dodd Road (Trunk Highway 149). Approximately 0.5 miles of this 1.5 mile project is along a RBTN Tier 2 Alignment (between Marie and Wentworth). The project also makes three important connections to the RBTN: Dodd Road (Tier 1 alignment), Butler Avenue (Tier 1 corridor), Wentworth Avenue (existing trail, Tier 2 Alignment), and Delaware south of Marie (existing trail, Tier 2) alignment). These connection points provide opportunities to safely connect to the broader regional bicycle network as well as destinations such as the commercial areas along Robert Street, Two Rivers High School, and the River to River Greenway Regional Trail. The connection to the existing trail along Wentworth provides a direct connection to local transit stops along Wentworth (route 62), Robert Street (routes 68 and 75) as well as the future Robert Street Arterial Bus Rapid Transit (ABRT) G Line, which is planned for implementation by 2030. The project will also connect to existing transit stops on Delaware south of the project limits (Route 75).

Delaware Avenue is a minor collector that carries between 6400 vehicles per day on the south end of the corridor to 3200 vehicles per day on the north end. There are currently no dedicated pedestrian or bicycle facilities on this segment of the corridor, which forces people to walk and bike in the narrow shoulders. The width of the existing shoulder is inconsistent throughout the corridor, ranging from two to six feet, which is unpredictable and challenging to navigate even for confident on-street bicyclists. The proposed trail, sidewalk and bikeable shoulders will provide safe, dedicated, and

accessible facilities with enough separation from motor vehicle traffic to accommodate people of all ages and abilities.

The proposed improvements are planned to coincide with a roadway reconstruction project. Recent planning initiatives including the Dakota County Pedestrian and Bicycle Study, and the Dakota County 2040 Transportation Plan have identified filling pedestrian and bicycle network gaps as a high priority for the public and the County.

(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 63 (Delaware Avenue) from Marie Avenue to Trunk Highway 149 (Dodd Road). Construct multi-use trail and sidewalk.

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles)

1.5

to the nearest one-tenth of a mile

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount \$541,600.00

Match Amount \$135,400.00

Minimum of 20% of project total

Project Total \$677,000.00

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds

Dakota County Capital Improvement Program

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: 2026

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

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

Project Information

County, City, or Lead Agency **Dakota County**

Zip Code where Majority of Work is Being Performed 55118

(Approximate) Begin Construction Date 04/30/2025 (Approximate) End Construction Date 10/31/2025

Name of Trail/Ped Facility: Delaware Avenue (CSAH 63) Trail and Sidewalk Connections

(i.e., CEDAR LAKE TRAIL)

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

From:

Marie Avenue (Intersection or Address)

Dodd Road (TH 149) (Intersection or Address)

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

Or At:

Miles of trail (nearest 0.1 miles): 1.5

Miles of trail on the Regional Bicycle Transportation Network 0.5 (nearest 0.1 miles):

Is this a new trail? Yes

Multi-Use Trail, Sidewalk, Ped Ramps, Agg Base, Erosion **Primary Types of Work**

Control

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Requirements - All Projects

All Projects

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

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

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

Goal B: Safety and Security: Strategies B1, B6.
Goal C: Access to Destinations: Strategies C1, C2,

C4, C15, C16, C17.

Goal D: Competitive Economy: Strategy D3.

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

Goal E: Healthy and Equitable Communities:

Strategies E3, E6.

Goal F: Leveraging Transportation Investments to

Guide Land Use: Strategy F6.

(Limit 2,800 characters; approximately 400 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

Dakota County 2022-2026 Capital Improvement Program (Project 63-33, page Trans 116).

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

Dakota County 2040 Transportation Plan, Pages 6-36 to 6-47.

Dakota County Comprehensive Plan, DC 2040, Pages 43-52.

(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. Unique project costs are limited to those that are federally eligible.

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

5.Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

6.Applicants must not submit an application for the same project in more than one funding sub-category.

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

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$2,000,000

Safe Routes to School: \$250,000 to \$1,000,000

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

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

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

9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Yes

Date plan completed:

06/01/2018

Link to plan:

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

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

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

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

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

Upload Agreement PDF

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

Yes

Multiuse Trails and Bicycle Facilities projects only:

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

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

4.All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$50,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$75,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00

Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$50,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$175,000.00

Specific Bicycle and Pedestrian Elements

ESTIMATES	Cost	
Path/Trail Construction	\$203,000.00	
Sidewalk Construction	\$211,000.00	
On-Street Bicycle Facility Construction	\$0.00	
Right-of-Way	\$0.00	
Pedestrian Curb Ramps (ADA)	\$0.00	
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	\$88,000.00	
Other Bicycle and Pedestrian Elements	\$0.00	
Totals	\$502,000.00	

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 \$677,000.00

Construction Cost Total \$677,000.00

Transit Operating Cost Total \$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Yes

Direct connection to an RBTN Tier 1 corridor or alignment

Yes

Direct connection to an RBTN Tier 2 corridor or alignment

Yes

OR

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

Upload Map 1649880254425_RBTN_Delaware_Trail.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 25952

Existing Employment Within One Mile (Integer Only) 8548

Upload the "Population Summary" map 1649880419037_Pop_Emp_Delaware_Trail.pdf

Please upload attachment in PDF form.

Measure A: Engagement

i.Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

Response:

This project is in the early phases of project development and has not conducted project-specific outreach. The draft project layout was developed based on input gathered from the public during the Dakota County 2040 Transportation Plan update. Through that robust engagement process, residents noted that biking and walking are key issues and priorities for the transportation system. Residents also noted that safe facilities that provide physical separation between bicyclists, pedestrians, and motor vehicles are preferred. The public also emphasized the need to provide safe connections from neighborhoods to the wider local and regional trail and greenway system. These elements were incorporated into the draft project design.

The public engagement process for the Dakota County 2040 Transportation Plan update utilized a variety of techniques between December 2019 and March 2020. Since much of the outreach occurred in the months preceding the COVID-19 pandemic, many in-person events and listening sessions were held at strategic locations across the county including food shelves, community centers, and places of worship to hear from a diverse cross section of residents. Listening sessions were held with specific community groups that have been historically left out of traditional engagement activities including seniors, the Somali community, and the African American community. Online tools including an interactive comment map, survey, and ideas board were also successful in getting significant responses. The process was estimated to have approximately 1,300 community interactions which generated more than 1,000 unique comments. A summary of public engagement activities is attached with the application, the project website is available here: https://zan.mysocialpinpoint.com/dakotacountytrans portation.

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

Response:

The project will provide improved safety and comfort for people walking and biking through the inclusion of a multi-use trail, sidewalk, and bikeable shoulders. These improvements are provided on a roadway that currently lacks pedestrian and bicycle facilities. The current condition requires bicyclists and pedestrians to walk or bike in a narrow shoulder that ranges from 2 to 6 feet along the corridor. Feedback received from the public through the County's 2040 Transportation Plan update emphasized the desire to provide trails and sidewalks that are physically separated from motor vehicle traffic. The design proposed for this project accommodates bicyclists and pedestrians of all ages and abilities. The project also provides an important connection to the existing trail along Wentworth Avenue, which provides a direct connection to transit routes route along Smith (62) and Robert Street (routes 68 and 75). The future ABRT G Line will be on Robert Street, which is planned to be operating by 2030. There are also existing transit stops along Delaware to the south of the project limits (route 75), which will be more accessible with the proposed trail and sidewalk connections. Residents to the north of Marie (including apartments at Wentworth and Charlton), will also have improved trail access to Two Rivers High School.

Measure C: Affordable Housing Access

Describe any affordable housing developments existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

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

Housing along the Delaware corridor in the project area is primarily single-family residential. To the east of Delaware, near Wentworth and Charlton, is a node of multi-family units in West St. Paul. These housing units have access to the newly completed trail along Wentworth, which will connect to the proposed trail along Delaware. This connection would provide seamless trail access from the multi-family housing units to destinations such as Two Rivers High School as well as the River to River Greenway. The River to River Greenway provides eight miles of continuous trail between Lilydale and South St. Paul offering residents opportunities for both transportation, recreation, and active living.

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure.

Yes

1649942991562_Socio_Economic_Delaware_Trail.pdf

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

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

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

Bike system gap improvements include the following:

- Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);
- •Improving bikeability to better serve all ability and experience levels by:
- Providing a safer, more protected on-street facility or off-road trail;
- •Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR
- •Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.

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

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

Response:

The Delaware Avenue (CSAH 63) trail and sidewalk project will fill an important 1.5 mile gap in the regional and local network pedestrian and bicycle network. The project will provide a trail on the west side of Delaware Avenue, a sidewalk on the east side, and bikeable shoulders along the length of the project between Marie Avenue and Dodd Road (Trunk Highway 149) in Mendota Heights and West St. Paul. The roadway currently does not have dedicated bicycle or pedestrian facilities, except for a shoulder that varies in width between 2 and 6 feet. Approximately 0.5 mile of this project is along a RBTN Tier 2 Alignment (between Marie and Wentworth). Completing this gap will ensure there is a continuous trail on the east side of Delaware Avenue from Trunk Highway 62 to Dodd Road for a total distance of two miles. Both Dodd Road and TH 62 are RBTN 1 Alignments and important connections to the regional system. Other connections to the RBTN along the project include Butler Avenue (Tier 1 corridor), Wentworth Avenue (Tier 2 alignment), and Delaware south of Marie (Tier 2 alignment).

Completing this network gap will link bicyclists to miles of existing trails and important destinations. At its southern terminus (Marie Avenue), the trail connects to Two Rivers High School and the Dakota County River to River Greenway. This greenway provides eight miles of continuous trail between Lilydale and South St. Paul that crosses multiple barriers including, Robert Street, TH 52, and Concord Avenue. It also directly connects bicyclists to the river crossing at I-35E. The recently completed trail along Wentworth Avenue provides a connection between Delaware and Robert Street, an important commercial corridor, transit route, and the future Arterial Bus Rapid Transit (ABRT) G-Line.

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

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2. Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

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

Tier 1

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

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

Yes

No Improvements to barrier crossings

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

Multiple

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

Measure B: Project Improvements

Response:

Dakota County staff have access to MnDOT's crash mapping tool (MnCMAT) and analyzed crash data for the corridor between 2012 and 2021. There were no reported pedestrian or bicycle crashes within the project limits during the 10-year period. The corridor currently does not provide safe or comfortable facilities for bicyclists and pedestrians, which may cause many people to avoid biking and walking along the corridor today.

The roadway is a minor collector that carries between 6400 vehicles per day on the south end of the corridor to 3200 vehicles per day on the north end. The speed limit changes from 40 miles per hour on the south end of the corridor to 30 miles per hour on the north end. People are currently required to walk and bike in the narrow shoulders with minimal separation from vehicle traffic. The width of the existing shoulder is inconsistent throughout the corridor, ranging from two to six feet, which is unpredictable and challenging to navigate even for confident on-street bicyclists.

The proposed improvements will provide dedicated space for pedestrians and bicyclists and provide physical separation from motor vehicle traffic. The project includes a sidewalk on the east side of the roadway, a shared use path on the west side, and bikeable shoulders. According to the FHWA's "Toolbox of Countermeasures and Their Potential Effectiveness for Pedestrian Crashes" (https://safety.fhwa.dot.gov/ped_bike/tools_solve/p ed_tctpepc/), installation of sidewalks can provide an 88 percent reduction in pedestrian crashes for those related to walking along the roadway. Providing a paved shoulder of at least 4 feet, can provide a 71 percent reduction in pedestrian crashes related to traveling along the roadway.

Though specific pedestrian crossing enhancements

are not currently proposed at this early stage of project development, they will be reviewed as the project goes through public engagement and final design using the guidance provided by the nearly completed Dakota County Pedestrian Crossing Safety Assessment. Design features such as tightened corner radii at intersections, crosswalk striping, and lighting will be assessed for potential inclusion in the roadway project that will occur in conjunction with the trail and sidewalk project.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

This project implements a key policy from the Dakota County 2040 Transportation Plan to evaluate all transportation projects for opportunities to improve bicycle and pedestrian connectivity and safety. The proposed trail and sidewalk will occur in conjunction with a planned roadway reconstruction project, which ensures that the needs of all modes and users will be improved by the project. The current layout includes a 5-foot ADA accessible sidewalk on the east side of Delaware separated from motor vehicle traffic by a 5-foot boulevard. The west side includes an 8-10 foot bituminous multiuse trail with a 6-8 foot grass boulevard (exact dimensions may change as the project proceeds through final design and public engagement to minimize property impacts to residents). In addition to providing separation from traffic, which was a strong theme from the public during the County's 2040 Transportation Plan engagement, a boulevard ensures adequate snow storage for improved maintenance year-round. A bikeable shoulder is also included, providing options for on-street bicyclists who prefer not to mix with trail users operating at varying speeds. Pedestrians and bicyclists currently must operate within a narrow and variable shoulder (2' to 6'), which feels unsafe for all modes including walkers, bicyclists, and drivers of motor vehicles. These project elements provide a complete street with safety and comfort benefits for people traveling via various modes and with a wide range of needs and abilities.

Though the project does not make direct improvements to transit facilities, it does provide a key bicycle and pedestrian connection to existing transit routes by connecting residential areas along Delaware to transit stops along Wentworth Avenue (route 62) and Delaware south of Marie (route 75). The trail will also connect to Robert street via the recently completed trail along Wentworth Avenue. Robert street serves local transit routes today

(routes 68 and 75) and is the planned Arterial Bus Rapid Transit (ABRT) G Line scheduled to open by 2030.

(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. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

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

50%

At least online/mail outreach effort specific to this project with the general public 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 Yes related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

The Dakota County 2040 Transportation Plan conducted widespread public outreach from December 2019 to March 2020. Engagement during this period included both in-person and online events as much of it occurred immediately before the COVID-19 Pandemic. In-person engagement at community events or activity centers were held at strategic locations across the county including food shelves, community centers, and places of worship to hear from a diverse cross section of residents. Listening sessions were held with specific community groups that have been historically left out of traditional engagement activities including seniors, the Somali community, and the African American community. Online tools including an interactive comment map, survey, and ideas board were also successful in getting significant responses. The process was estimated to have approximately 1,300 community interactions which generated more than 1,000 unique comments. A summary of public engagement activities is attached with the application, the project website is available here: https://zan.mysocialpinpoint.com/dakotacountytrans portation.

Results from the Transportation Plan engagement indicate that Dakota County residents have a strong desire for more walking and biking facilities along County highways and specifically connecting neighborhoods to greenway corridors and destinations. Bicycle and pedestrian safety was also a key theme with a desire for more dedicated facilities for walking and biking that have a physical buffer (curb, boulevard, barrier) from motor vehicle traffic. The information identified through these engagement efforts influenced the Dakota County 2040 Transportation Plan to include a greater emphasis on multi-modal facilities in all transportation projects. This multi-modal focus also led to a change in the County Cost Participation

Policy, with the County now funding new trails and sidewalks at a rate of 85 percent with a city contribution of 15 percent. Preservation and reconstruction of existing trails and sidewalks is now 100 percent the County?s responsibility with no city cost share. These new policies have influenced the Delaware Avenue Trail and Sidewalk project by emphasizing the need for trails and sidewalks to be included with roadway projects and by making the cost share for trails and sidewalks more affordable to partner cities.

(Limit 2,800 characters; approximately 400 words)

2.Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full Yes points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

A layout does not apply (signal replacement/signal timing, standalone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1649879492555_CSAH 63 Trail Application Layout.pdf

Please upload attachment in PDF form.

Additional Attachments

1649954997609_Combined City Letters of Support.pdf

Please upload attachment in PDF form.

3. 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

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

Yes

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5.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%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$677,000.00

Enter Amount of the Noise Walls: \$0.00

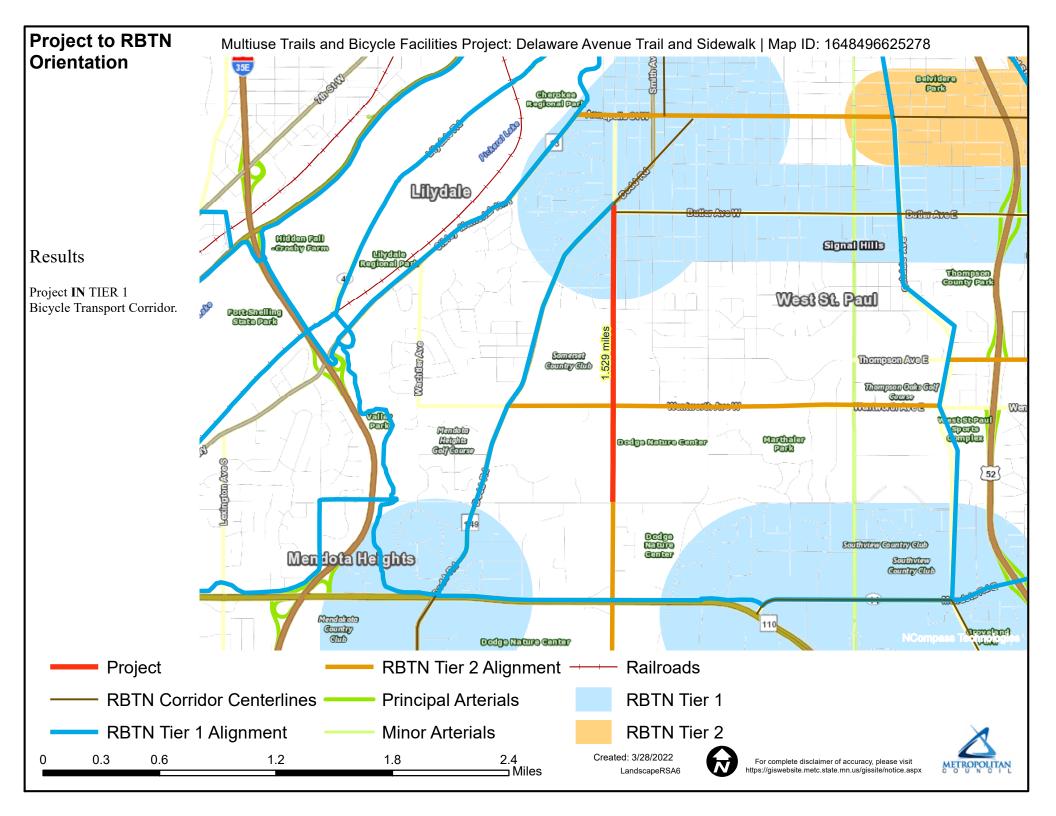
Total Project Cost subtract the amount of the noise walls: \$677,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
1 page summary Delaware Avenue Trail and Sidewalk.pdf	1 page project summary	244 KB
Combined City Letters of Support.pdf	Letters of support from City of West St. Paul and Mendota Heights including approval of layout and agreement for maintenance.	266 KB
County Board Resolution No. 22-144.pdf	Dakota County Board Resolution of Support	87 KB
Crash_Summary_20220414.pdf	10-year crash summary for the corridor	408 KB
Delaware Area Connections Map.pdf	Map of project area and surrounding context and connections	315 KB
Delaware Avenue Existing Conditions Photos.pdf	Photos of existing street conditions	820 KB
RS MnDOT Letter Dakota County_ projects.pdf	MnDOT letter of support	257 KB
Transit_Delaware_Trail.pdf	Transit map	4.4 MB

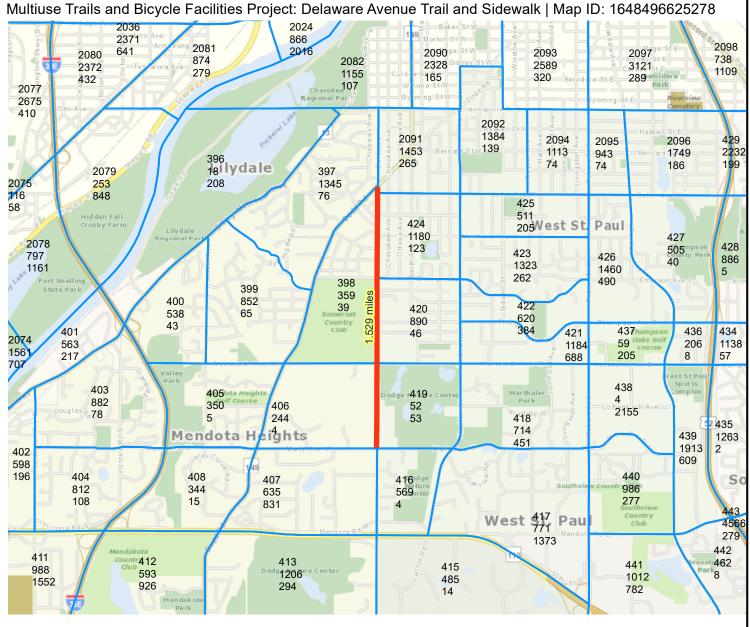


Population/Employment Summary

Results

Within ONE Mile of project: Total Population: 25952 Total Employment: 8548

0.35





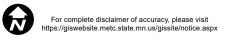
0.7

⊐ Miles

2.8

2.1

Created: 3/28/2022 LandscapeRSA4





Socio-Economic Conditions Multiuse Trails and Bicycle Facilities Project: Delaware Avenue Trail and Sidewalk | Map ID: 1648496625278 St. Anthony ජිගිෘ මොල්බ Rossville 88 Results Leke Elmo 36 Maplewood 5 35E Total of publicly subsidized rental Lenderda housing units in census والعالمات المالية 55 120 tracts within 1/2 mile: 321 Minneapolis ങ Paul Project located in census tracts that are BELOW the regional average **Lendfell** for population in poverty or population of color. 52 55 **Whydela** 149 St. Paul Weedbury 62 8000) 81. Peul MSP Mandota (Remedia) Newport Richiteld Mandata Haighte Sundah Lake Altroorts 494 55 Invar Grove Heights Rank 13

149

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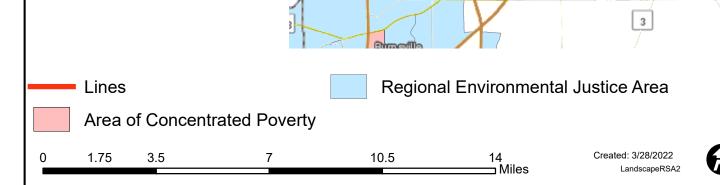
Gray Clayd Island Twp.

For complete disclaimer of accuracy, please visit

http://giswebsite.metc.state.mn.us/gissite/notice.aspx

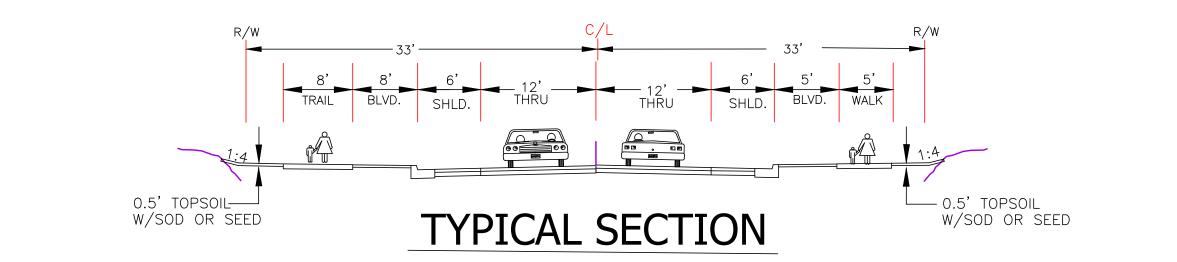
52

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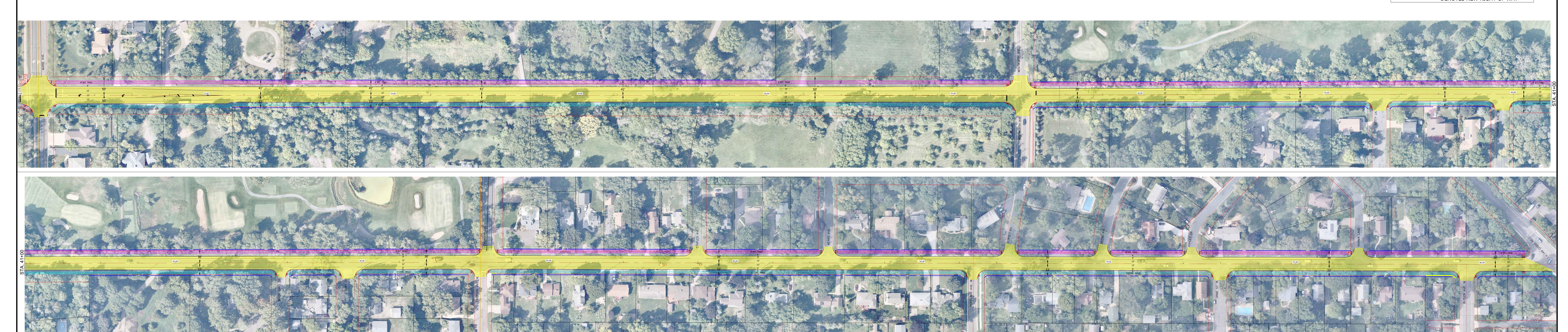
C.S.A.H. 63 (DELAWARE AVE.) ROADWAY IMPROVEMENT PROJECT



PROPOSED ROADWAY

CONCRETE WALK

BITUMINOUS TRAIL
DENOTES EXISTING R/W LINE
DENOTES NEW RIGHT OF WAY









April 7, 2022

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

Dear Ms. Koutsoukos:

The City of West St. Paul is supportive of Dakota County's application for federal funding for a shared use path and sidewalk along CSAH 63 (Delaware Avenue) between Marie Avenue and Highway 149 (Dodd Boulevard). The project will fill an important gap in the local and regional pedestrian and bicycle network by providing dedicated facilities along this county highway where none currently exist. Additionally, the project will leverage other regional investments in the area by connecting directly to the newly constructed trail along CSAH 8 (Wentworth Avenue, a previous recipient of federal funding that connects directly to Robert Street and the future G-Line Arterial Bus Rapid Transit line.)

This project will be a joint effort between Dakota County, West St. Paul, and Mendota Heights as the roadway is the border between the two cities. The east side of the roadway and proposed sidewalk are within the West St. Paul limits. Per city policy, sidewalks are the responsibility of property owners for snow clearance, which the City commits to enforcing. The City concurs with the improvements shown in the concept layout and looks forward to working with Dakota County and the public as the project goes through additional design and public engagement.

Sincerely,



Ross A. Beckwith, P.E. City Engineer/ Public Work & Parks Director



April 6, 2022

Gina Mitteco Regional and Multi-Modal Transportation Manager Dakota County Western Service Center 14955 Galaxie Avenue Apple Valley, MN 55124

Dear Gina,

On behalf of the City Council of the City of Mendota Heights, this letter is offered in support of the concept of constructing a recreational trail along County Road 63 (Delaware Avenue) from Marie Avenue to Dodd Road (Highway 149). County Road 63 (Delaware Avenue) will provide increased mobility within the communities of Mendota Heights and West St. Paul as well as providing a safer access to Two Rivers High School.

The City of Mendota Heights is prepared to provide a local match for this trail from its Municipal State Aid account and to provide winter snow and ice removal to provide year-round bicycle and pedestrian use.

The City of Mendota Heights appreciates the opportunity to work with Dakota County in exploring additional recreational trail facilities to serve the residents of our area. We look forward to continuing our cooperative efforts in this regard and providing input as Dakota County seeks to construct trails along its County Roads.

Sincerely,

Stephanie Levine

Mendota Heights Mayor

Delaware Avenue (CSAH 63) Trail and Sidewalk Connections

DAKOTA COUNTY

PROJECT DESCRIPTION

The Delaware Avenue (CSAH 63) trail and sidewalk project will fill an important pedestrian and bicycle connection in the regional and local network. The project will provide a trail on the west side of Delaware Avenue, a sidewalk on the east side, and bikeable shoulders between Marie Avenue and Dodd Road (Trunk Highway 149). Approximately 0.5 miles of this 1.5 mile project is along a RBTN Tier 2 Alignment (between Marie and Wentworth). The project also makes three important connections to the RBTN: Dodd Road (Tier 1 alignment), Butler Avenue (Tier 1 corridor), Wentworth Avenue (existing trail, Tier 2 Alignment), and Delaware south of Marie (existing trail, Tier 2 alignment). These connection points provide opportunities to safely connect to the broader regional bicycle network as well as destinations such as the Robert Street commercial area, Two Rivers High School, and the River to River Greenway Regional Trail. The connection to the existing trail along Wentworth provides a direct connection to local transit stops along as well as the future Robert Street Arterial Bus Rapid Transit (ABRT) G Line, planned for implementation by 2030.

Project Location:	Mendota Heights,
	West St. Paul
Requested Award:	\$541,600
Total Project Cost:	\$677,000



PROJECT BENEFITS

- Provides safe and comfortable operating space for pedestrians and bicyclists on a corridor that currently lacks bicycle and pedestrian facilities.
- Fills a trail and sidewalk gap on a Regional Bicycle Transportation Network (RBTN) Tier 2 alignment.
- Connects to a broader network of existing trails and greenways providing access to local and regional destinations.
- Provides improved connections to local transit routes and the future G-Line ABRT along Robert Street.
- Provides a safe trail connection between residential areas and Two Rivers High School.



April 7, 2022

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The City of Mendota Heights appreciates the opportunity to work with Dakota County in exploring additional recreational trail facilities to serve the residents of our area. We look forward to continuing our cooperative efforts in this regard and providing input as Dakota County seeks to construct trails along its County Roads.

Sincerely,

Stephanie Levine

Mendota Heights Mayor

BOARD OF COUNTY COMMISSIONERS DAKOTA COUNTY, MINNESOTA

April 5, 2022 Motion by Commissioner Hamann-Roland

Second by Commissioner Atkins

Resolution No. 22-144

Approval Of Grant Application Submittals For 2022 Regional Federal Funding Solicitation And Rebuilding American Infrastructure With Sustainability And Equity Grant Program

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

WHEREAS, the U.S. Department of Transportation is requesting project submittals for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program; and

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

WHEREAS, the RAISE federal grant program in rural areas funds up to 100 percent of project costs and 80 percent of project costs in urban areas; and

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

WHEREAS, project submittals are due on April 14, 2022; and

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

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

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

- 1) County State Aid Highway (CSAH) 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township and Rosemount
- 2) CSAH 46 (160th Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings
- 3) CSAH 42 (150th Street) from Redwood Drive to 147th Street in Apple Valley
- 4) CSAH 26 (Lone Oak Road) from TH 13 to Interstate 35E in Eagan
- 5) CSAH 46 (160th Street) at CSAH 85 (Goodwin Avenue) in Nininger and Vermillion Townships
- 6) CSAH 60 (185th Street) from CSAH 50 (Kenwood Trail) to Ipava Avenue in Lakeville
- 7) CSAH 63 (Delaware Avenue) Trail from TH 62 to Marie Avenue in Mendota Heights and West St. Paul Safe Routes To School

STATE OF MINNESOTA County of Dakota

	YES		NO
Slavik	X	Slavik	
Gaylord	X	Gaylord	
Halverson	X	Halverson	
Atkins	X	Atkins	
Workman	Absent_	Workman	
Holberg	X	Holberg	
Hamann-Roland	X	Hamann-Roland	

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 5th day of April 2022, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 5th day of April 2022.

Jeni Reynolds

- 8) CSAH 63 (Delaware Avenue) Trail from Marie Avenue to TH 149 (Dodd Road) in Mendota Heights and West St. Paul
- 9) Minnesota River Greenway Railroad Overpass in Eagan
- 10) River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights
- 11) Mendota to Lebanon Hills Greenway TH 149 South in Mendota Heights
- 12) Veterans Memorial Greenway from TH 3 to CSAH 32 (Cliff Road) in Eagan and Inver Grove Heights
- 13) CSAH 23 (Cedar Avenue) pedestrian overpass at 140th Street in Apple Valley
- 14) CSAH 42 Trail and Underpass from 145th Street to Dakota County Technical College in Rosemount

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following city led submittals to TAB for federal funding:

- 1) Nicollet Avenue and TH 13 interchange in Burnsville
- 2) CSAH 23 (Cedar Avenue) pedestrian overpass at 147th Street in Apple Valley Transit Modernization
- 3) CSAH 9 (Dodd Boulevard) Trail from 210th Street to CSAH 50 (Kenwood Trail) in Lakeville
- 4) CSAH 73 (Babcock Trail) Trail from Upper 55th St. to I-494 in Inver Grove Heights
- 5) Lake Marion Greenway from Sunset Park to Rose Bluffs in Burnsville
- 6) Lake Marion Greenway from Ritter Farm to downtown in Lakeville
- 7) North Creek Greenway from 199th St. W to Rambling River Park in Farmington

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby approves the following County led project for submittal to U.S. Department of Transportation for the RAISE grant program:

- 1) County State Aid Highway (CSAH) 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township, and Rosemount
- 2) Mississippi River Greenway Trail, Rosemount east segment

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following city led submittal to U.S. Department of Transportation for the RAISE grant program:

1) TH 13 and Nicollet Avenue grade-separated intersection in Burnsville

; and

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

STATE OF MINNESOTA County of Dakota

	YES		NO
Slavik	X	Slavik	
Gaylord	X	Gaylord	
Halverson	X	Halverson	
Atkins	X	Atkins	
Workman	Absent_	Workman	
Holberg	X	Holberg	
Hamann-Roland	X	Hamann-Roland	

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 5th day of April 2022, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 5th day of April 2022.

Jeni Reynolds



Crash Summary CSAH 63 10 year Marie To Dodd

Crash Severity/Crash Year	•											
Crash Severity	Total	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
K - Fatal	0	0	0	0	0	0	0	0	0	0	0	0
A - Serious Injury	1	0	0	0	0	0	0	1	0	0	0	0
B - Minor Injury	5	0	0	0	0	0	4	1	0	0	0	0
C - Possible Injury	5	0	0	1	2	0	0	0	0	1	1	0
N - Prop Dmg Only	48	2	3	6	6	4	4	6	4	6	6	1
U - Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	2	3	7	8	4	8	8	4	7	7	1

Crash Severity/Number of Vehicles								
Crash Severity	Total	0	1	2	3+			
K - Fatal	0	0	0	0	0			
A - Serious Injury	1	0	0	1	0			
B - Minor Injury	5	0	0	5	0			
C - Possible Injury	5	0	1	4	0			
N - Prop Dmg Only	48	0	4	43	1			
U - Unknown	0	0	0	0	0			
Total	59	0	5	53	1			

Basic Type Summary	Total	%
Pedestrian	0	0.0
Bike	1	1.7
Single Vehicle Run Off Road	3	5.1
Single Vehicle Other	1	1.7
Sideswipe Same Direction	1	1.7
Sideswipe Opposing	0	0.0
Rear End	12	20.3
Head On	2	3.4
Left Turn	0	0.0
Angle	32	54.2
Other	7	11.9
Total	59	100.0

First Harmful Event Summary	Total	%
Pedestrian	0	0.0
Bicyclist	0	0.0
Motor Vehicle In Transport	51	86.4
Parked Motor Vehicle	3	5.1
Train	0	0.0
Deer/Animal	0	0.0
Other - Non Fixed Object	1	1.7
Collision Fixed Object	4	6.8
Non-Collision Harmful Events	0	0.0
Non-Harmful Events	0	0.0
Other/Unknown	0	0.0
Total	59	100.0

Relationship to Intersection Summary	Total	%
Not at Intersection/Interchange	13	22.0
Four-Way Intersection	37	62.7
T or Y Intersection	5	8.5
Five-Way Intersection or More	0	0.0
Roundabout	0	0.0
Intersection Related	1	1.7
Driveway Access Related	1	1.7
At School Crossing	0	0.0
Railway Grade Crossing	0	0.0
Shared Use Path or Trail	0	0.0
Interchange or Ramp	0	0.0
Crossover Related	0	0.0
Acceleration/Deceleration Lane	0	0.0
Other/Unknown	2	3.4
Total	59	100.0

Weather 1 Summary	Total	%
Clear	45	76.3
Cloudy	7	11.9
Rain	1	1.7
Snow	6	10.2
Sleet, Hail (Freezing Rain/Drizzle)	0	0.0
Fog/Smog/Smoke	0	0.0
Blowing Sand/Soil/Dirt/Snow	0	0.0
Severe Crosswinds	0	0.0
Other/Unknown	0	0.0
Total	59	100.0

Light Condition Summary	Total	%
Daylight	49	83.1
Sunrise	2	3.4
Sunset	1	1.7
Dark (Str Lights On)	1	1.7
Dark (Str Lights Off)	0	0.0
Dark (No Str Lights)	5	8.5
Dark (Unknown Light)	1	1.7
Other/Unknown	0	0.0
Total	59	100.0



Crash Summary CSAH 63 10 year Marie To Dodd

Time of Da	y/Day of	Week												
From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59	Total	%
SUN	1	0	0	0	0	1	0	2	0	1	0	0	5	8.5
MON	0	0	1	0	1	0	0	1	3	0	0	1	7	11.9
TUE	0	1	0	0	4	1	4	1	0	0	2	0	13	22.0
WED	0	0	0	3	1	2	0	1	1	0	0	0	8	13.6
THU	0	0	0	1	1	0	2	5	3	1	0	0	13	22.0
FRI	0	0	0	4	1	0	0	2	2	0	0	0	9	15.3
SAT	0	0	0	1	0	0	1	0	2	0	0	0	4	6.8
Total	1	1	1	9	8	4	7	12	11	2	2	1	59	100.0
%	1.7	1.7	1.7	15.3	13.6	6.8	11.9	20.3	18.6	3.4	3.4	1.7	100.0	100.0

Driver & Non-Motorist Age/Gender Summary						
Age	М	F	NR	No Value	Total	%
<14	0	0	0	1	1	0.9
14	0	0	0	0	0	0.0
15	0	0	0	0	0	0.0
16	0	0	0	0	0	0.0
17	4	1	0	0	5	4.3
18	2	1	0	0	3	2.6
19	2	2	0	0	4	3.5
20	0	0	0	0	0	0.0
21-24	3	2	0	0	5	4.3
25-29	7	4	0	0	11	9.6
30-34	5	4	0	0	9	7.8
35-39	5	6	0	0	11	9.6
40-44	1	3	0	0	4	3.5
45-49	4	3	0	0	7	6.1
50-54	7	8	0	0	15	13.0
55-59	2	3	0	0	5	4.3
60-64	5	8	0	0	13	11.3
65-69	1	5	0	0	6	5.2
70-74	0	3	0	0	3	2.6
75-79	1	1	0	0	2	1.7
80-84	0	4	0	0	4	3.5
85-89	0	3	0	0	3	2.6
90-94	0	1	0	0	1	0.9
95+	0	0	0	0	0	0.0
No Value	0	0	0	3	3	2.6
Total	49	62	0	4	115	100.0
%	42.6	53.9	0.0	3.5	100.0	100.0

Month Summary	Total	%
January	7	11.9
February	7	11.9
March	3	5.1
April	4	6.8
May	3	5.1
June	3	5.1
July	10	16.9
August	4	6.8
September	2	3.4
October	6	10.2
November	6	10.2
December	4	6.8
Total	59	100.0

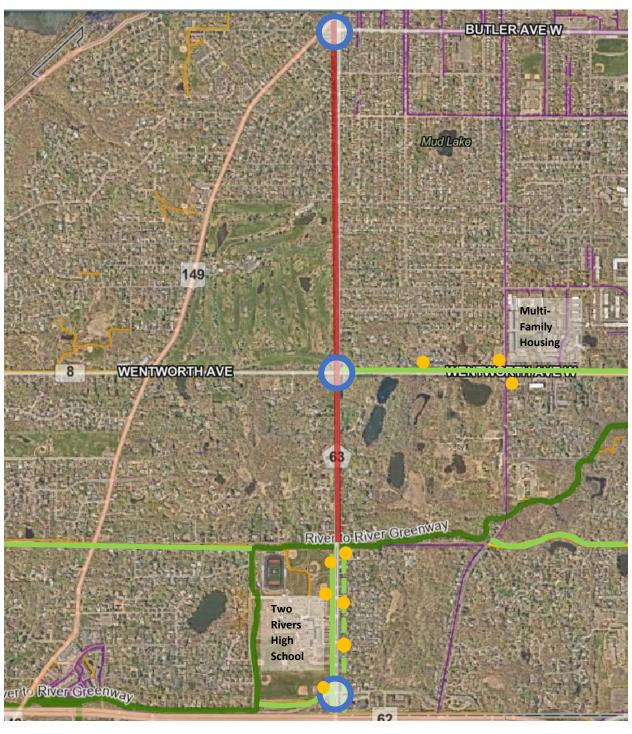
Physical Condition Summary	Total	%
Apparently Normal (Including No Drugs/Alcohol)	106	95.5
Physical Disability (Short Term or Long Term)	0	0.0
Medical Issue (III, Sick or Fainted)	0	0.0
Emotional (Depression, Angry, Disturbed, etc.)	1	0.9
Asleep or Fatigued	0	0.0
Has Been Drinking Alcohol	2	1.8
Has Been Taking Illicit Drugs	0	0.0
Has Been Taking Medications	0	0.0
Other/Unknown	2	1.8
Not Applicable	0	0.0
Total	111	100.0

Sel	ection	Filter:

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WORK AREA: County('659464') - SPATIAL FILTER APPLIED	

Analyst:	Notes:
Todd Bentley	

Delaware Avenue (CSAH 63) Trail and Sidewalk Connections—Area Connections Map





Delaware Avenue (CSAH 63) Existing Conditions (source, Google Street View)

Delaware Avenue north of Marie



Delaware north of Wentworth Avenue



Delaware north of Orme Road



Delaware near Butler Avenue





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

April 11, 2022

Gina Mitteco, Regional and Multimodal Transportation Manager Dakota County

Re: MnDOT Letter for Dakota County's Metropolitan Council/Transportation Advisory Board 2022 Regional Solicitation funding request for projects

Gina,

This letter documents MnDOT Metro District's recognition for Dakota County to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2022 Regional Solicitation for the following projects.

As proposed, the projects have impacts to MnDOT right-of-way and MnDOT will allow Dakota County to seek improvements proposed in the applications. Details of any future maintenance agreement with the County will need to be determined during project development to define how the improvements will be maintained for the project's useful life if the project receives funding.

County State Aid Highway (CSAH) 46 from TH 3 to TH 52 in Coates, Empire Township and Rosemount. Project includes the reconstruction of CSAH 46 from an undivided 2-lane roadway to a divided 4-lane roadway, a trail along the north side from Trunk Highway (TH) 3, a grade separated crossing for the Vermillion Highlands Greenway, modifying the CSAH 46/TH 52 interchange bridge into 4-lane roadway, constructing roundabouts at both TH 52 ramps, pavement preservation work, and implementing access management strategies along the corridor.

CSAH 46 (160th Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings. The project includes the reconstruction of CSAH 46 from Pleasant Drive east to TH 61 from an undivided 2-lane roadway to a divided 2-lane roadway with turn lanes, constructing multi-use trail along the north side of CSAH 46 from General Sieben Drive to TH 61, constructing multi-use trail along the south side of CSAH 46 from Pleasant Drive to the Vermillion River Bridge (east of 31st Street), constructing single lane roundabouts at both Pleasant Drive and Pine Street, implementing access management strategies, and replacing the existing bridge over the Vermillion River (east of 31st Street).

CSAH 26 (Lone Oak Road) from TH 13 to Interstate 35E in Eagan The project will reconstruct CSAH 26 between TH 13 and Pilot Knob Road and include bicycle and pedestrian facilities and drainage improvements. The project will tie into the planned signal improvements at TH 13 and CSAH 26. The section between Pilot Knob Road and I-35E will include a mill and overlay and a 4 to 3 lane conversion.

CSAH 63 (Delaware Avenue) Trail from Marie Avenue to TH 149 (Dodd Road) in Mendota Heights and West St. Paul This project will construct a multiuse trail and sidewalk along CSAH 63 between TH 149 and Marie Avenue.

The trail and sidewalk will be included in a larger roadway reconstruction project. The project's new pedestrian and bicycle facilities will tie into the ADA facilities on TH 149.

River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights—This project will construct an underpass of TH 149 north of TH 62.

Mendota to Lebanon Hills Greenway - TH 149 South in Mendota Heights—Project will construct a multiuse trail along TH 149 ROW connecting an existing trail along Mendota Heights Road to the existing Mendota to Lebanon Hills Greenway trail south of TH 62.

Veterans Memorial Greenway from TH 3 to CSAH 32 (Cliff Road) in Eagan and Inver Grove Heights – The project will create a grade separated pedestrian/bicycle bridge over TH 3 north of CSAH 32.

CSAH 63 (Delaware Avenue) Trail from TH 62 to Marie Avenue in Mendota Heights and West St. Paul — This project will construct a multi-use trail on the east side of Delaware between TH 62 and Marie Avenue to provide a safe pedestrian route and enhanced crossing of Delaware for students accessing Two Rivers High School. The trail will tie-in to MnDOT's ADA facilities at the intersection of TH 62 and Delaware.

There is no funding from MnDOT currently planned or programmed for these improvements. If your project receives funding, continue to work with MnDOT Area staff to coordinate needs and opportunities for cooperation.

If you have questions or require additional information at this time, please reach out to South Area Manager Ryan Wilson at ryan.wilson@state.mn.us or 651-234-4216.

Sincerely,

Michael Barnes, PE Metro District Engineer

CC: Ryan Wilson, Metro District Area Manager; Dan Erickson, Metro State Aid Engineer; Molly McCartney, Metro Program Director

