



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17680 - Babcock Trail - Multi-Use Trail Gap

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 04/14/2022 12:40 PM

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Fax:

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

Organization Information

Name: INVER GROVE HEIGHTS, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

8150 BARBARA AVE

*

INVER GROVE
HEIGHTS

Minnesota

55077

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:*

651-450-2500

Ext.

Fax:

PeopleSoft Vendor Number

0000020955A1

Project Information

Project Name

Inver Grove Heights Babcock Trail

Primary County where the Project is Located

Dakota

Cities or Townships where the Project is Located:

Inver Grove Heights

Jurisdictional Agency (If Different than the Applicant):

Dakota County

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

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

The project will complete a critical bicycle transportation link by closing a high priority gap in the City of Inver Grove Heights bicycle and pedestrian network, as well as address the #1 priority gap from the Dakota County Pedestrian and Bicycle Study (2018). The project area is also completely located within a Tier 2 RBTN corridor. This connection provides a link from Inver Grove Heights into West St. Paul and Sunfish Lake, and this project will create connections to the existing trail and sidewalk network within the City of Inver Grove Heights, as well as connections to several regional trails including the River to River Greenway trail to the north, the Mississippi River Trail to the east, and the Swing Bridge trailhead. These regional trails offer over 85 miles of paved trails that residents and employees located around the proposed Babcock Trail would be able to access for both transportation and recreation purposes.

(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.](#)**

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

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) 0.5

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 \$419,040.00

Match Amount \$104,760.00

Minimum of 20% of project total

Project Total \$523,800.00

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds City of Inver Grove Heights and Dakota County

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2026, 2027

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

Additional Program Years: 2023, 2024, 2025

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

Project Information

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

Zip Code where Majority of Work is Being Performed 55077

(Approximate) Begin Construction Date 04/01/2026

(Approximate) End Construction Date 10/30/2026

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

(i.e., CEDAR LAKE TRAIL)

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

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

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

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

Or At:

Miles of trail (nearest 0.1 miles): 0.5

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

Is this a new trail? Yes

Primary Types of Work Grading, Aggregate Base, Bituminous Surface, Pedestrian Ramps, Crosswalk Markings, Wayfinding, Concrete Pads for Bus Stops

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.

The proposed project is consistent with the 2040 TPP goals, objectives and strategies. More specifically, the proposed project aligns with the following TPP pedestrian and bicycle goals, objectives and strategies. Examples include:

1. Goal B: Safety and Security (page 2.5) - Objective A, Strategy B6
2. Goal C: Access to Destinations (page 2.10) - Objective A, Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C15, Strategy C16, Strategy C17
3. Goal D: Competitive Economy (page 2.26) - Objective A, Objective B, Strategy D3
4. Goal E: Healthy Environment (page 2.30) - Objective A, Objective B, Objective C, Objective D, Strategy E3, Strategy E4, Strategy E5, Strategy E6, Strategy E7
5. Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.35) - Objective A, Objective C, Strategy F6

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

(Limit 2,800 characters; approximately 400 words)

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

Dakota County Bicycle and Pedestrian Study
(2018): Pg. 2-21, 2-22, Appendix D-2

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

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

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

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

Salem Hills Safe Routes to School Plan (2021): Pg.
35 - 36

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

(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: 04/03/2017

Link to plan: <https://www.invergroveheights.org/DocumentCenter/View/5934/ADA-Transition-Plan>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

Upload Agreement PDF

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$21,825.00
Removals (approx. 5% of total cost)	\$21,825.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$33,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$3,300.00
Striping	\$1,000.00
Signing	\$1,500.00

Lighting	\$0.00
Turf - Erosion & Landscaping	\$15,000.00
Bridge	\$0.00
Retaining Walls	\$82,500.00
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	\$179,950.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$286,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$9,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$2,200.00
Bicycle and Pedestrian Contingencies	\$43,650.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$340,850.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$3,000.00
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	\$3,000.00

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	\$523,800.00
Construction Cost Total	\$523,800.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor Yes

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1649941085337_RBTN.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	18875
Existing Employment Within One Mile (Integer Only)	5833
Upload the "Population Summary" map	1649879251094_Pop Employment.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:

Residential areas adjacent to the project are more racially and ethnically diverse, as compared to the population of Dakota County. ACS 5-Year estimates (2015-2019) show the block group west of Babcock Trail has 1,387 residents with 52% people of color; the block group east of Babcock Trail has 2,575 residents with 38% people of color. Of the total population of Dakota County, 17.9% are people of color. Residents within a half mile of the project area tend to be older; 15% of residents east of Babcock Trail are over the age of 64, compared to 8.2% of county residents. 40% of residents who live west of Babcock Trail are considered low-income, while 21% who live east of Babcock Trail are considered low-income.

Response:

Community engagement was primarily conducted during the CR 73/Babcock Trail Feasibility Study (2017). Identified key stakeholders included: CHS employees, multi-family residents, business owners, members of Cross Roads Church, and families at Salem Hills Elementary. Input was gathered at two public meetings, through online surveys, and through stakeholder meetings. Information and surveys were accessible through a City website and distributed by email and social media. Flyers were also distributed at Salem Hills Elementary. Feedback gathered confirmed support and a need for a separated trail along Babcock Trail, with preference over an existing parallel route along Highway 52.

Engagement for the 2018 Dakota County Ped and Bike Study emphasized reaching people of color, low-income populations, youth and the elderly. Over 20 activities engaged more than 850 participants. Activities included pop-up events, open houses, an online map, and listening sessions. Participants provided feedback on safety, gaps and barriers, and preferred facility types.

Participants overwhelmingly preferred trails separated from roads.

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

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.

The project will improve safety for area residents and employees. Several multi-family developments, including a senior housing development, are located along the trail corridor, and many of the residents walk to nearby destinations such as the church, a convenience store, and a restaurant located along Upper 55th Street E. Of the 1,000 employees at CHS Inc., located along Babcock Trail, many regularly travel as pedestrians for transportation and for exercise. Because there are no existing pedestrian or bicycle facilities on Babcock Trail today, people wishing to walk or bike must travel along the shoulder of the roadway. Several "desire lines" have been worn into the turf alongside Babcock Trail where people have chosen to create their own path, separate from roadway vehicles. The proposed trail will follow these desire lines to provide an ADA-accessible trail that is comfortable and safe. A multi-use trail with painted pedestrian crossings and ADA-compliant crossing improvements along Babcock Trail will meet the high pedestrian and bicycle demand in the area and provide a safer means of travel.

Response:

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

The project will provide public health benefits. The segment will support physical activity; inactivity is one of the most important chronic disease risk factors for Americans. In Dakota County, 83% of

students do not engage in the recommended 60 minutes of daily physical activity (2019) and 12.2% of adults reported no leisure-time activity during the previous month in 2019. Nationally, older adults, women, African-American adults, and Hispanic adults are at risk for not getting enough physical activity.

There are no known negative externalities associated with the project. The project will not displace residents or businesses, but merely provide positive outcomes by enhancing the local and regional trail network. Standard construction mitigation measures such as limiting hours of construction and using materials which minimize dust will be utilized in compliance with the City of Inver Grove Heights and Dakota County's standards to mitigate any short-term impacts from construction activities such as increased noise and dust.

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

Measure C: Affordable Housing Access

Describe any affordable housing development 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.

A separated trail will improve transit, bicycle, and pedestrian access for residents of affordable housing locations within a half-mile of the project by connecting to and extending the existing bicycle and pedestrian network. There are (4) existing bus stops along the proposed trail. There are currently 880 existing market rate apartment units at densities (8 u/ac and above) that support naturally-occurring affordable housing. In 2021, the Babcock Crossing Apartments broke ground with funding available through Dakota County CDA. This multi-family residential development will provide workforce rental housing that will add 49 units at the corner of Babcock Trail and East 55th Street by the end of 2022, at which time there will be a total of 929 units of multi-family housing within the project area. The Babcock Trail project is located in an area with a significantly high density of residents who do not own a vehicle. For the people who live along this corridor, there are no other alternate pedestrian routes to cross I-494.

Response:

The proposed project will increase and support multi-modal access to key community destinations, such as Cross Roads Church and Salem Hills Elementary School. On a larger scale, the Babcock Trail project will provide residents and visitors to the area with access to the existing City and regional trail network. The proposed trail will connect with areas north of I-494 including commercial areas, parks, and connect to the River to River Greenway trail, an eight-mile regional trail linking the Minnesota River to the Mississippi River through Lilydale, Mendota Heights, West St. Paul and South St. Paul. To the south and east, the Babcock Trail connects to the City trail network which leads to amenities including Simley High School, the Inver Hills Community College, commercial areas, parks, the Mississippi River Trail and the Swing Bridge trailhead.

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

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

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):

Yes

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

1649879488720_SocioEconomic Conditions.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 proposed project will complete a critical bicycle transportation link by closing a high priority gap in the City of Inver Grove Heights bicycle and pedestrian network. The proposed trail is located within a Tier 2 RBTN corridor. The proposed trail project connects to an existing trail segment just south of the crossing of I-494 and continues along the east side of Babcock Trail to Upper 55th St E. This connection provides a link from Inver Grove Heights into West St. Paul and Sunfish Lake. The Babcock Trail project will connect directly to existing local trails east on Cenex Drive and Upper 55th St. E, further overcoming an expressway barrier at Highway 52. This project will support the network of regional trails including the River to River Greenway trail to the north, the Mississippi River Trail to the east, and the Swing Bridge trailhead. These regional trails offer over 85 miles of paved trails that residents and employees located around the proposed Babcock Trail would be able to access for both transportation and recreation purposes. The trail will also provide access to the only pedestrian crossing of I-494 in the area.

The project includes installing high visibility crosswalk markings, to cross Babcock Trail at an existing bus stop location and provide better connection to the new trail from the west side of the roadway. This will provide a much-needed safety upgrade for residents living west of Babcock Drive to cross the roadway to meet transit. Additionally, high visibility crosswalk marking will be installed where the future trail crosses Cenex Drive, creating a consistent trail experience along the route.

Currently there are "desire lines" along Babcock Trail, which have resulted from pedestrians seeking a pathway along Babcock Trail for travel in the absence of any formal, paved trail. This area is experiencing growing pedestrian and bicycle

demand from residents of several existing and future multi-family housing developments as well as from employees (over 1,000 employees) working at the CHS Inc. headquarters, all of whom would benefit from the creation of a formal off-road trail. The proposed trail will provide a safer facility for pedestrians and bicyclists than the shoulder of the road. The trail will be eight feet wide with a five-foot separation/buffer for additional safety. The trail along the west side of Babcock Trail, with marked crosswalks, ADA-compliant pedestrian ramps, and accessible at intersections will increase safety and accessibility for residents in the multi-family residential developments located along the west side of Babcock Trail.

(Limit 2,800 characters; approximately 400 words)

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

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

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

Tier 1

Yes

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

No Improvements to barrier crossings

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

Multiple

Yes

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

Measure B: Project Improvements

The proposed project will create a paved, off-road trail in an area of high pedestrian and bicycle demand where no facilities currently exist. Today, residents and employees in the area wishing to travel without a motorized vehicle must do so on the shoulder of Babcock Trail. Babcock Trail is classified as a community collector road. It is a two-lane roadway with a posted speed limit of 40 MPH and an AADT of 7,800 (2018, MnDOT). There have been no recorded bicycle and/or pedestrian crashes along this segment of Babcock Trail since 2009 (MnCMAT data provided in 2022). However, it is evident that bicyclists and pedestrians do not feel safe traveling along the shoulder of this roadway; pedestrian desire lines show alternate informal paths taken by pedestrians and bicyclists. Within walking distance (half mile) of the proposed trail, there will be 929 units of housing by the end of 2022, and there are over 1,000 employees that work along the corridor on a daily basis. The presence of a separated trail will significantly impact the safety and comfort of pedestrians and bicyclists wishing to travel throughout the area.

Response:

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

are consistent along the trail route will enhance user visibility and reduce crash potential. Additional concrete pads at bus stops will provide a dedicated area for pedestrians waiting for buses that is physically separated from roadway and trail users.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The proposed Babcock Trail project will support pedestrians, bicyclists, and transit users, as well as provide a safe experience for motorists along the roadway corridor. Metro Transit bus Route 75 runs down Babcock Trail through the length of the proposed trail corridor. This bus route connects Inver Grove Heights directly with downtown St. Paul and indirectly to the rest of the transit network through transfers. The proposed trail will make Route 75 more accessible to users by providing a safe connection from the bus stops along Babcock Trail to CHS Inc. and to the multi-family residential developments located within a half-mile walkshed of the project area. The project includes installing concrete pads (5-ft by 8-ft in dimension), connecting the new trail to the edge of roadway at four bus stop locations along the east side of Babcock Trail. Additionally, high visibility crosswalk markings at the crossing of Babcock Trail at Cenex Drive will be installed, providing an improved pedestrian connection at a popular bus stop. These improvements will provide much-needed safety upgrades for residents living east and west of Babcock Drive to cross the roadway to meet transit.

Response:

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

The proposed trail will increase the safety of all types of transportation users. By creating a trail that is separated from the roadway, bicyclists and pedestrians traveling along the east and west sides

of Babcock Trail will no longer be forced to travel in the roadway. The proposed trail includes at least a 5-foot separation from the roadway and will be constructed with a curb, increasing the safety of those using it. By decreasing the amount of interaction and increasing the predictability between trail users and vehicles, the safety of all modes of transportation will increase.

(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.

Yes

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 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.

Community engagement was primarily conducted as part of the CR 73/Babcock Trail Feasibility Study (2017). The following is an account of the specific outreach performed for this study. The outcomes of this engagement are directly related to the project scope and identification of need, with specific feedback gathered from participants.

Engagement events for CR 73/Babcock Trail Feasibility Study:

- Project information and surveys placed on the City website and distributed through email directly to stakeholder contacts

- Meeting with Salem Elementary School principal and select staff

- Meeting with Salem Elementary PTSA group

- Project information and surveys placed on the Facebook page of the PTSA

- Meeting with CHS staff and Fit 360 wellness program manager

- Meeting with CHS employees in the lunch room

- Distributing project flyers prior to public meetings through the school and their contact list, directly to the apartment buildings, and through email to stakeholder contacts

- Two public meetings held at the Cross Roads Church

Subsequent engagement as part of other city and county-wide planning efforts further indicated a strong need for this project.

Response:

Dakota County Pedestrian and Bicycle Study (2018): This trail gap was identified during this planning process as one of the highest priority gaps on the County Road system. Engagement was structured to allow an opportunity for participants to provide information on existing conditions, gaps and barriers, and preferred facility types. Participants overwhelmingly preferred trails separated from roads. During 2017 and 2018, there were more than 20 engagement activities with a total of more than 850 participants.

Activities included:

- Pop-up meetings

- Open houses

- Interactive online map survey

- Stakeholder listening sessions

Salem Hills Elementary School Safe Routes to School Plan (2021): With the assistance of MnDOT, Dakota County, and Inver Grove Heights schools, the SRTS team engaged with members of the community and school officials during the Fall of 2020 to complete a plan to identify specific programmatic and infrastructure needs near Salem Hills Elementary School, which is located within a half-mile of the south terminal point of the project area. One of the primary projects identified included a trail connection along Babcock Trail to better connect students throughout the area, along with improved crosswalks and pedestrian ramps.

Engagement activities included:

- Caregiver survey (52 completed)

- Interactive online map survey

- Rapid Planning Workshop with student and teacher engagement

- Presentations and discussions with staff and caregivers at (4) PTO meetings

(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 points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

A layout does not apply (signal replacement/signal timing, stand-alone 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

1649880289799_Babcock Trail Layout_2022.pdf

Please upload attachment in PDF form.

Additional Attachments

1649941850219_County to IGH CSAH 73 ltr 4.11.22 (003).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):	\$523,800.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$523,800.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

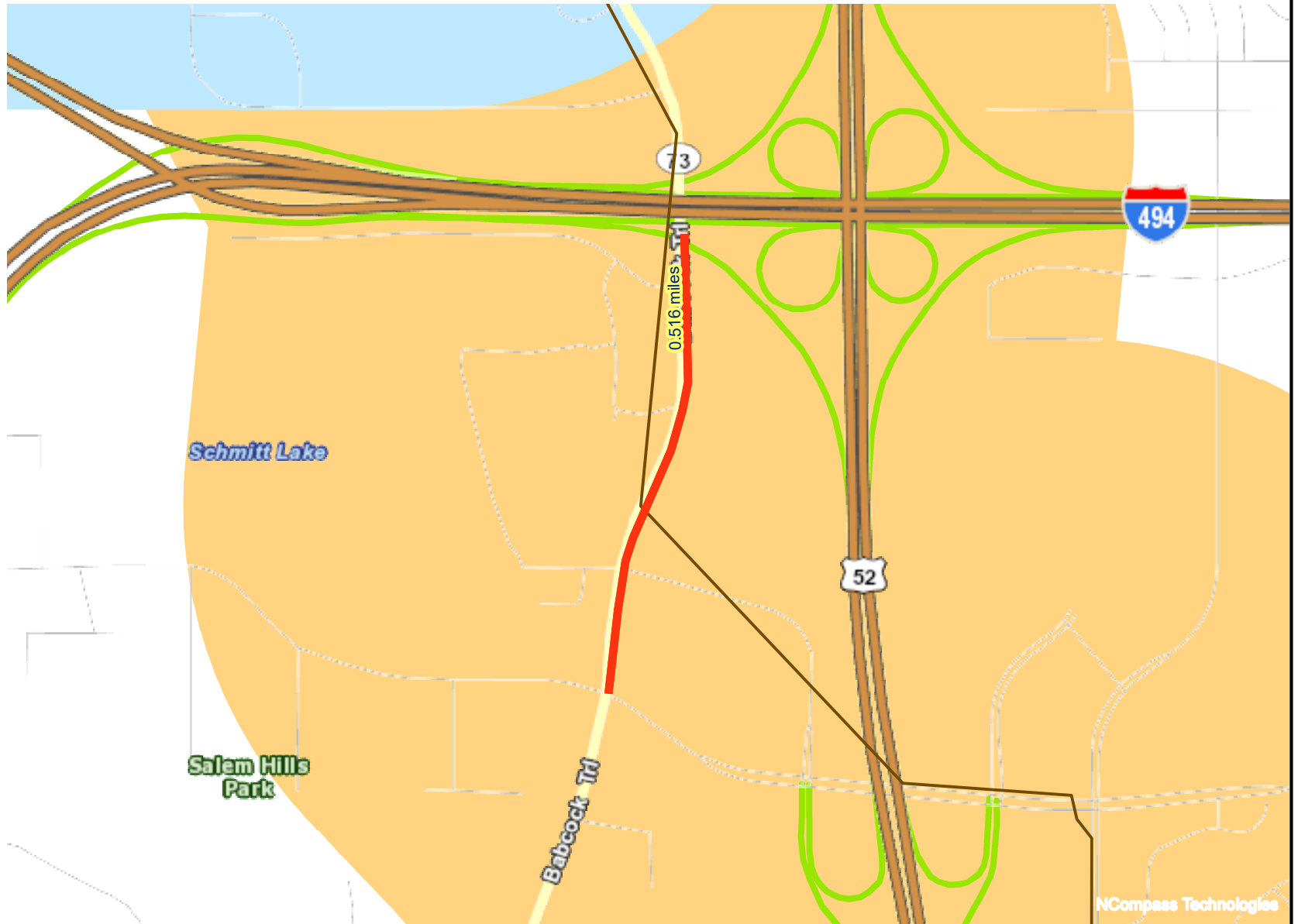
File Name	Description	File Size
20220408 - Letter of Maintenance Commitment.pdf	Owner Letter of support and snow/ice maintenance	66 KB
County Board Resolution No. 22-144.pdf	Dakota County Resolution	87 KB
County to IGH CSAH 73 ltr 4.11.22 (003).pdf	Dakota County Letter of Support	480 KB
IGH CSAH 73 Babcock_2022_Project Map.pdf	Babcock Trail Project Map	6.5 MB
IGH_CSAH 73 Babcock_Project Images.pdf	Babcock Trail Project Photos	1.8 MB
IGH_CSAH 73 Babcock_Project Summary.pdf	Babcock Trail Project Summary	6.5 MB
Resolution 2022-063 2022 Regional Solicitation Grant Funds (TAB) for Babcock Trail trailway.pdf	Inver Grove Heights Resolution	280 KB
Transit Connections.pdf	Transit Make-a-Map	2.1 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Inver Grove Heights Babcock Trail | Map ID: 1648673906213

Results

Project IN TIER 2
Bicycle Transport Corridor.



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



Created: 3/30/2022
LandscapeRSA6



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

NCompass Technologies

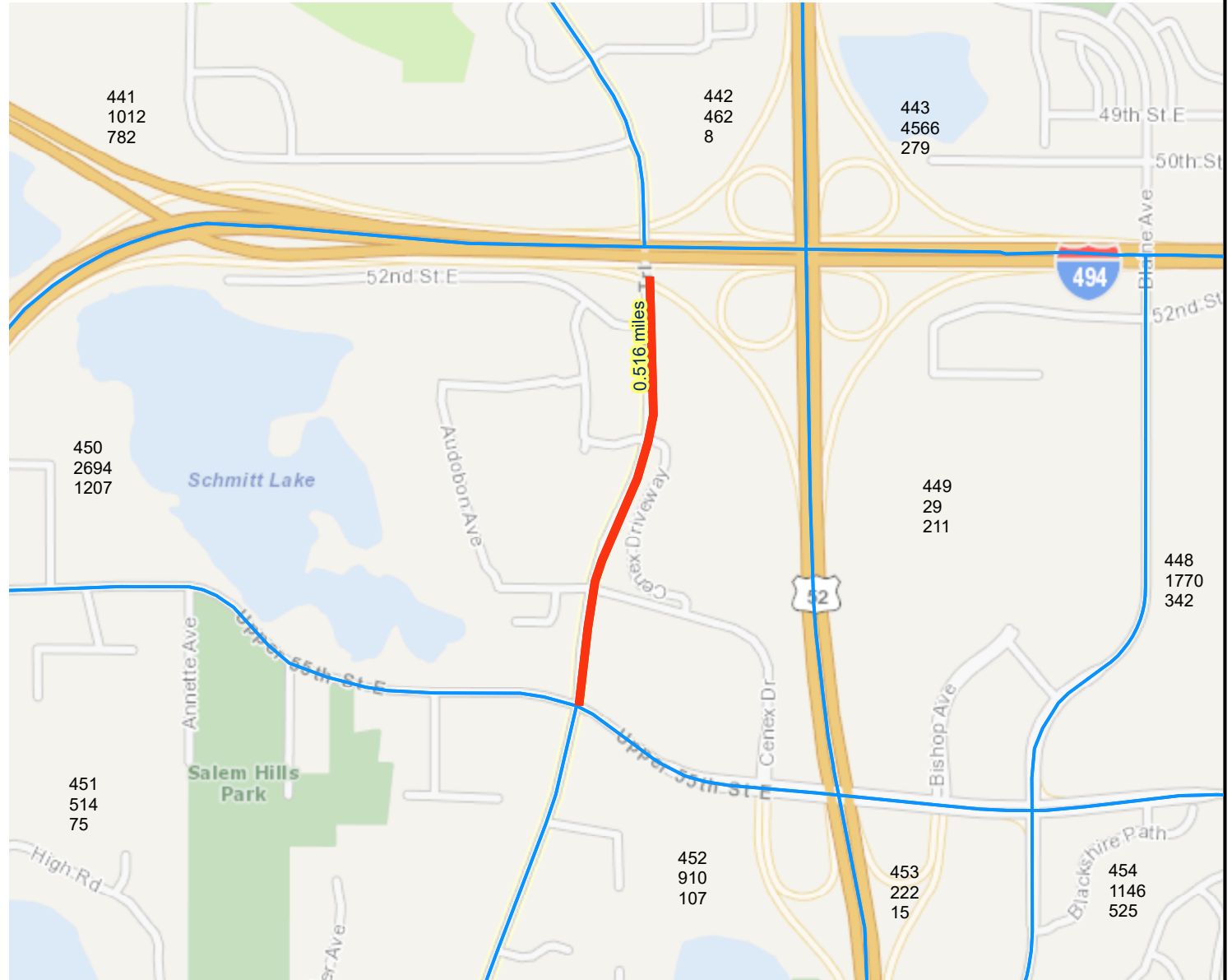


Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Inver Grove Heights Babcock Trail | Map ID: 1648673906213

Results

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



- Project Points
- Project Area
- Project
- 2016 TAZ



Created: 3/30/2022
 LandscapeRSA4



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



Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 104

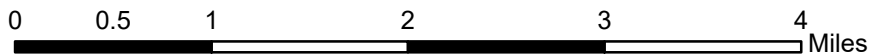
Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 3/30/2022
LandscapeRSA2



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





Inver Grove Heights Babcock Trail

MULTIUSE TRAILS AND BICYCLE FACILITIES

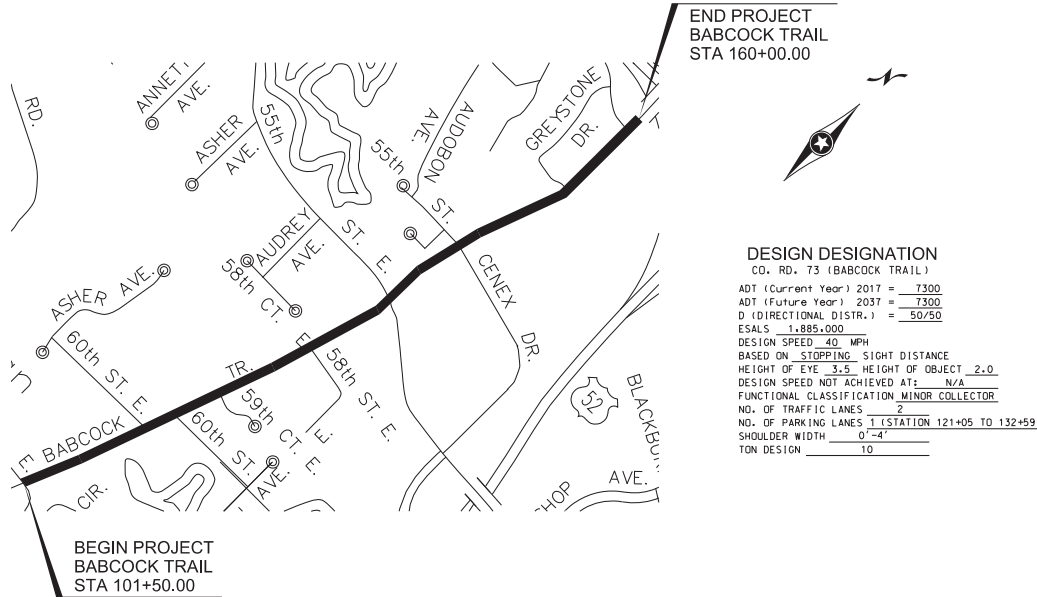
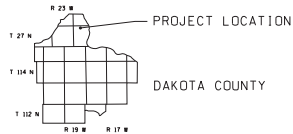
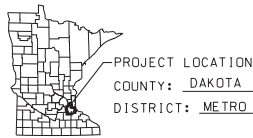
LAYOUT PLAN

MINNESOTA DEPARTMENT OF TRANSPORTATION CITY OF INVER GROVE HEIGHTS

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

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

GROSS LENGTH 5,850.00 ft 1.108 miles
BRIDGES-LENGTH _____ ft _____ miles
EXCEPTIONS-LENGTH _____ ft _____ miles
NET LENGTH 5,850.00 ft 1.108 miles



DESIGN DESIGNATION
CO. RD. 73 (BABCOCK TRAIL)

ADT (Current Year) 2017 = 7300
ADT (Future Year) 2037 = 7300
D (DIRECTIONAL DISTR.) = 50/50
ESALS 1,885,000
DESIGN SPEED 40 MPH
BASED ON STOPPING SIGHT DISTANCE
HEIGHT OF EYE 3.5 HEIGHT OF OBJECT 2.0
DESIGN SPEED NOT ACHIEVED AT: N/A
FUNCTIONAL CLASSIFICATION MINOR COLLECTOR
NO. OF TRAFFIC LANES 2
NO. OF PARKING LANES 1 (STATION 121+05 TO 132+59)
SHOULDER WIDTH 0'-4"
TON DESIGN 10

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

PLAN REVISIONS		
DATE	SHEET NO.	APPROVED BY

GOVERNING SPECIFICATIONS

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

INDEX

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

THIS PLAN CONTAINS 60 SHEETS.

DRAFT

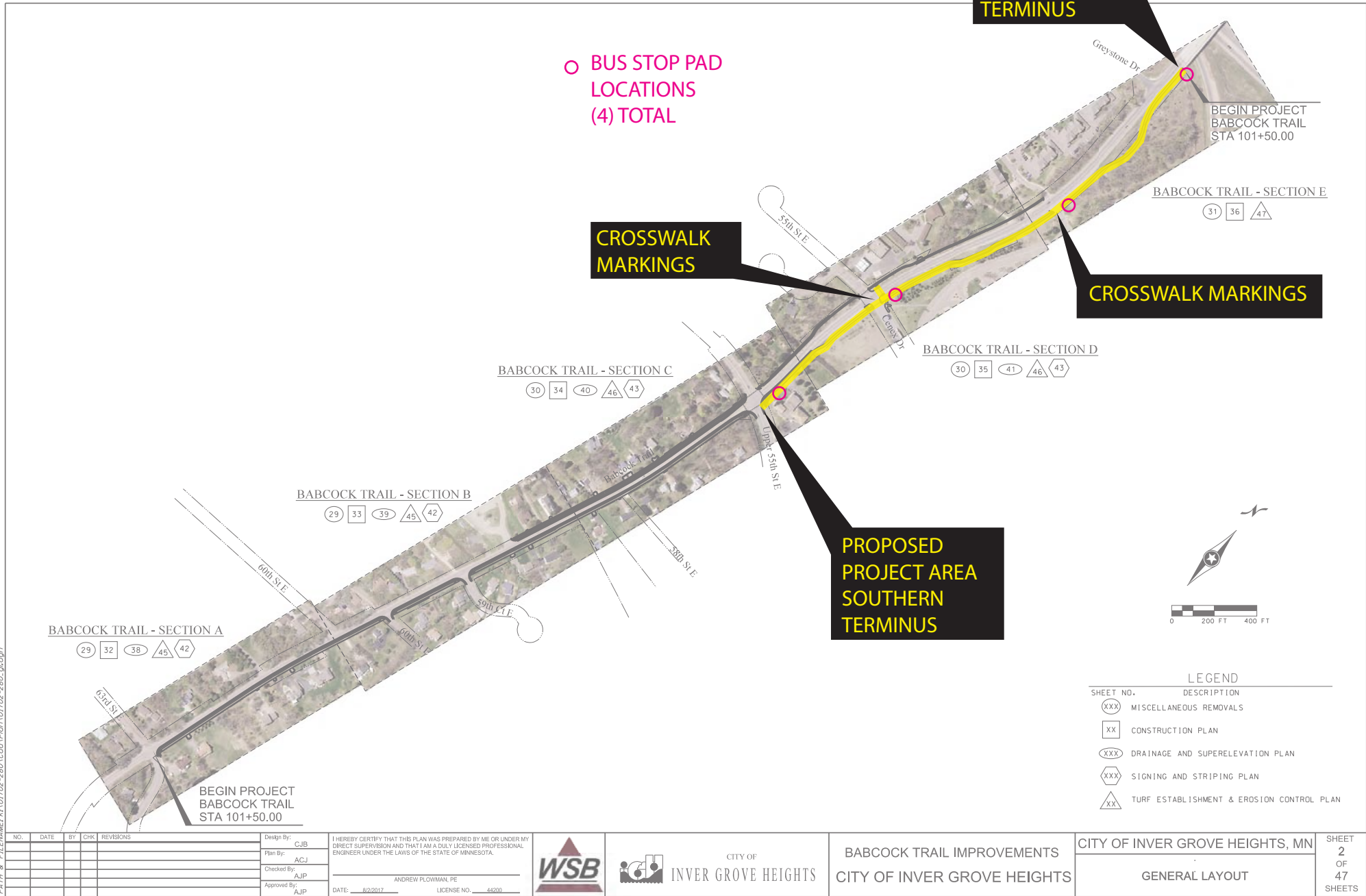
30% PLAN



Inver Grove Heights Babcock Trail

MULTIUSE TRAILS AND BICYCLE FACILITIES

LAYOUT PLAN



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

NO.	DATE	BY	CHK	REVISIONS

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

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

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



CITY OF
INVER GROVE HEIGHTS

BABCOCK TRAIL IMPROVEMENTS
 CITY OF INVER GROVE HEIGHTS

CITY OF INVER GROVE HEIGHTS, MN
 GENERAL LAYOUT

SHEET
 2
 OF
 47
 SHEETS



Physical Development Division
Steven C. Mielke, Director

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

952.891.7000
Fax 952.891.7031
www.dakotacounty.us

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

Office of Planning

Operations Management
Facilities Management
Fleet Management
Parks

Transportation
Highways
Surveyor's Office
Transit Office

April 11, 2022

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

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

Dear Ms. Koutsoukos:

Please see the attached Dakota County Board resolution regarding the Regional Solicitation federal funding application for a multiuse trail on CSAH 73 (Babcock Trail) from I-494 to Upper 55th Street in the City of Inver Grove Heights. This trail will include Pedestrian and Bicycle facilities. The County Board of Commissioners has committed to contribute to the local share of the proposed project, consistent with the County's cost participation policy.

Dakota County has jurisdiction over CSAH 73 and commits to working with the City of Inver Grove Heights to operate and maintain the trail as documented in our existing City Trail Maintenance Agreement for useful design life.

The City has shared with us and the County approves the layout of the project. Dakota County appreciates efforts to secure funding for trail construction along CSAH 73.

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

Sincerely,

A handwritten signature in blue ink that reads "Erin Laberee".

Erin Laberee, P.E.
County Engineer



**PUBLIC WORKS
DEPARTMENT**

8150 Barbara Avenue
Inver Grove Heights
Minnesota 55077

Engineering
651-450-2570

Streets and Utilities
651-450-4309

www.ighmn.gov

April 8, 2022

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

**RE: Maintenance Commitment
Babcock Trail - Multi-Modal Trail
2022 Regional Solicitation**

To Whom it may Concern,

This letter is to inform the Metropolitan Council that the City of Inver Grove Heights will be responsible for the construction, ownership, and operation of the proposed multi-modal trail facility to be constructed along Babcock Trail (CR 73) between Upper 55th St. and I-494. Upon construction, the City of Inver Grove Heights is committed to operating and maintaining the improvements listed in the proposal for the useful life of the facilities, to provide year-round use for pedestrians and bicyclists.

The City of Inver Grove Heights, through its Public Works Department, budgets for snow removal activities on trails throughout the community, including all trails located along Dakota County roadways. We have sufficient staff and equipment to include this trail, once constructed, into our trail and sidewalk plowing program. We maintain trail and sidewalk plowing maps and share information regarding plowing on our city website: ighmn.gov/512/Winter-Street-Maintenance.

Please contact me if you have any questions or concerns regarding this letter of support regarding the City's commitment to maintaining the proposed multi-modal trail facility along Babcock Trail.

Sincerely,

Brian D. Connolly, PE
Public Works Director
City of Inver Grove Heights

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

April 5, 2022

Resolution No. 22-144

Motion by Commissioner Hamann-Roland

Second by Commissioner Atkins

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	<u> X </u>	Slavik	_____
Gaylord	<u> X </u>	Gaylord	_____
Halverson	<u> X </u>	Halverson	_____
Atkins	<u> X </u>	Atkins	_____
Workman	<u> Absent </u>	Workman	_____
Holberg	<u> X </u>	Holberg	_____
Hamann-Roland	<u> X </u>	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

Clerk to the Board

- 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	<u> X </u>	Slavik	_____
Gaylord	<u> X </u>	Gaylord	_____
Halverson	<u> X </u>	Halverson	_____
Atkins	<u> X </u>	Atkins	_____
Workman	<u> Absent </u>	Workman	_____
Holberg	<u> X </u>	Holberg	_____
Hamann-Roland	<u> X </u>	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.



Clerk to the Board



Physical Development Division
Steven C. Mielke, Director

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

952.891.7000
Fax 952.891.7031
www.dakotacounty.us

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

Office of Planning

Operations Management
Facilities Management
Fleet Management
Parks

Transportation
Highways
Surveyor's Office
Transit Office

April 11, 2022

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

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

Dear Ms. Koutsoukos:

Please see the attached Dakota County Board resolution regarding the Regional Solicitation federal funding application for a multiuse trail on CSAH 73 (Babcock Trail) from I-494 to Upper 55th Street in the City of Inver Grove Heights. This trail will include Pedestrian and Bicycle facilities. The County Board of Commissioners has committed to contribute to the local share of the proposed project, consistent with the County's cost participation policy.

Dakota County has jurisdiction over CSAH 73 and commits to working with the City of Inver Grove Heights to operate and maintain the trail as documented in our existing City Trail Maintenance Agreement for useful design life.

The City has shared with us and the County approves the layout of the project. Dakota County appreciates efforts to secure funding for trail construction along CSAH 73.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Erin Laberee".

Erin Laberee, P.E.
County Engineer

INVER GROVE HEIGHTS BABCOCK TRAIL

- EXISTING SIDEWALKS
- EXISTING LOCAL TRAILS
- PROPOSED TRAIL PROJECT
- PROPOSED BUS STOP PAD
- PROPOSED HIGH-VISIBILITY CROSSWALK MARKINGS
- EXISTING TRANSIT STOPS

EXISTING LAND USE

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





Inver Grove Heights Babcock Trail

MULTIUSE TRAILS AND BICYCLE FACILITIES



PROJECT IMAGES



Babcock Trail, view south from northern terminus point. Pedestrians wishing to access the nearby bus stops are required to share the roadway with vehicle traffic.



Babcock Trail, view north towards driveway entrance for CHS with nearby bus stop. Project proposes a multi-use trail along the east side of the roadway, concrete pads at bus stops, and high visibility crosswalk markings.



Inver Grove Heights Babcock Trail

MULTIUSE TRAILS AND BICYCLE FACILITIES

PROJECT DESCRIPTION

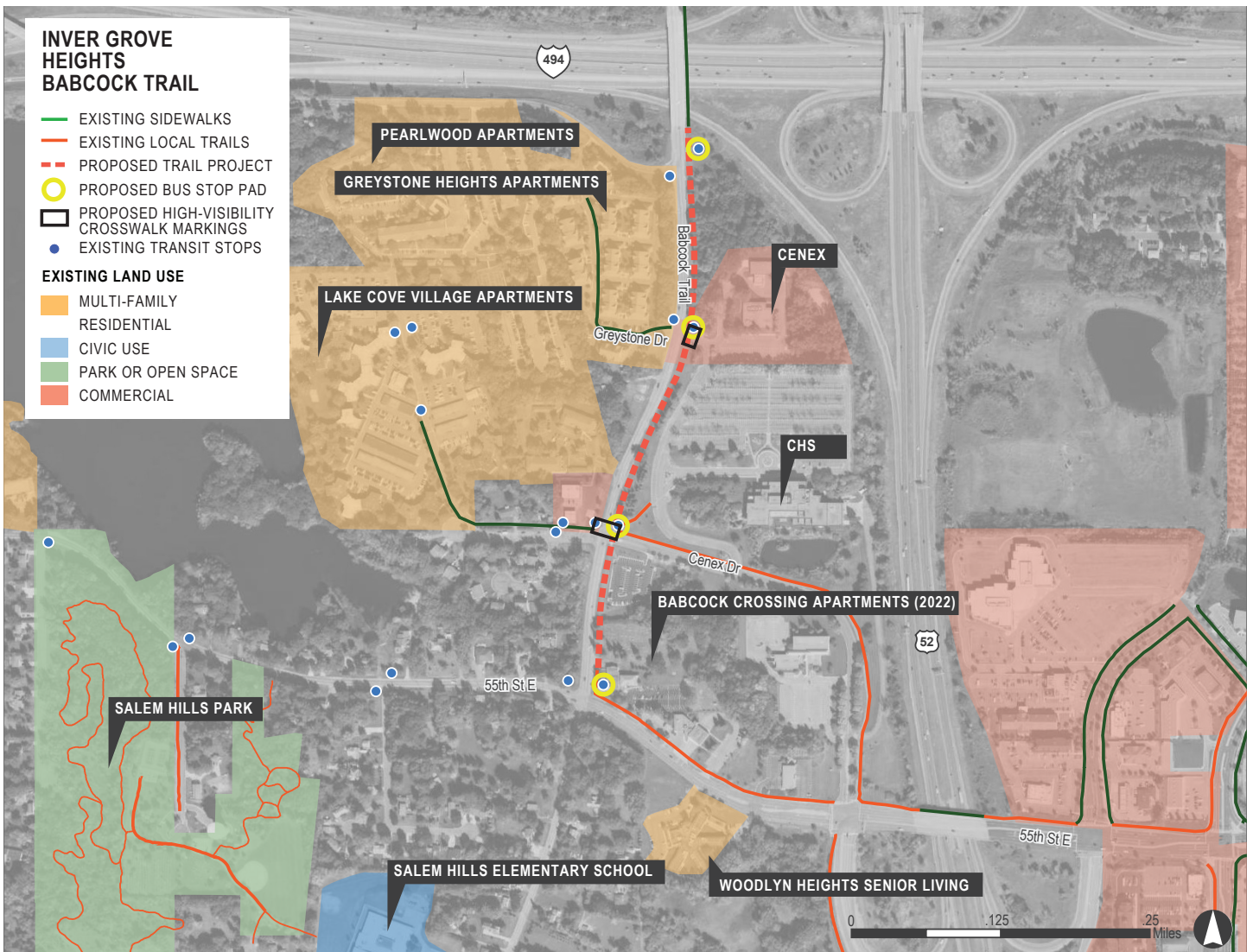
The Inver Grove Heights Babcock Trail will complete a critical gap in the bicycle and pedestrian network for the City of Inver Grove Heights. The proposed trail will be an 8-foot multi-use trail with curb ramps, crosswalk improvements, and retaining walls where necessary to meet ADA standards. A 5-foot vegetative buffer will separate trail users from roadway traffic. The entire project lies within a Tier 2 RBTN corridor with high-demand for bike and pedestrian facilities.

PROJECT BENEFITS

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

Project Location: Inver Grove Heights

Requested Award Amount:	\$419,040
Total Project Cost:	\$523,800



Project Area

CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA

RESOLUTION AUTHORIZING APPLICATION TO THE TRANSPORTATION ADVISORY BOARD
(TAB) FOR 2022 REGIONAL SOLICITATION GRANT FUNDS TO SUPPORT CONSTRUCTION OF
A MULTI-USE TRAIL ALONG BABCOCK TRAIL

RESOLUTION NO. 2022-063

WHEREAS, the Metropolitan Council and the TAB have announced the 2022 Regional Solicitation for 2026 and 2027 federal funding for motorized and non-motorized transportation projects; and

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

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

WHEREAS, an application must be submitted by April 14, 2022, for consideration; and

WHEREAS, Dakota County will provide free grant writing and submittal service for projects with City and County benefits; and

WHEREAS, the Babcock Trail corridor has been identified by the City of Inver Grove Heights and Dakota County as a priority trail gap in their respective transportation plans, and identified by the Metropolitan Council as a Regional Bicycle Transportation Network Corridor; and

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

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF INVER GROVE HEIGHTS MINNESOTA AS FOLLOWS:

1. The City of Inver Grove Heights supports seeking and authorizes submittal of a Transportation Advisory Board Regional Solicitation Grant funding for the 2022 solicitation for the construction of a multi-use trail facility along Babcock Trail from Upper 55th Street to Interstate 494.

Adopted by the City Council of Inver Grove Heights, Minnesota this 28th day of March 2022.


Thomas Bartholomew, Mayor

ATTEST:


Rebecca Kiernan, City Clerk

Transit Connections

Multiuse Trails and Bicycle Facilities Project: Inver Grove Heights Babcock Trail | Map ID: 1648673906213



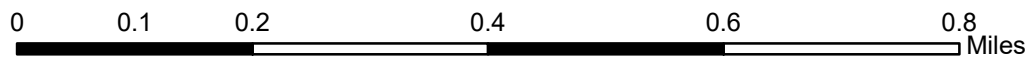
Results

Transit with a Direct Connection to project:
75

**indicates Planned Alignments*

Transit Market areas: 2, 3

- | | | | | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
| | Project Points | | Commuter Rail | | Commuter Rail | | Arterial Bus Rapid Transit | | Undetermined | | Light Rail |
| | Project | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Arterial Bus Rapid Transit | | Modern Streetcar |
| | Project Area | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Commuter Rail | | Undetermined |
| | Active Stop | | Light Rail | | Light Rail | | Light Rail | | Dedicated Bus Rapid Transit | | Highway Bus Rapid Transit |
| | Arterial Bus Rapid Transit | | Arterial Bus Rapid Transit | | Transit Routes | | Modern Streetcar | | | | |



Created: 3/30/2022
LandscapeRSA3



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

