



Application

17073 - 2022 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

17670 - Cedar Avenue Pedestrian Bridge at 140th Street - Apple Valley

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 04/13/2022 11:19 AM

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## Primary Contact

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Pronouns First Name Middle Name Last Name

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**Department:** Transportation

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**Address:** 14955 Galaxie Avenue

**\*** Apple Valley Minnesota 55124  
City State/Province Postal Code/Zip

**Phone:\*** 952-891-7986  
Phone Ext.

**Fax:** 952-891-7127

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

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## Organization Information

**Name:** DAKOTA COUNTY

**Jurisdictional Agency (if different):**

**Organization Type:** County Government

**Organization Website:**

**Address:** TRANSPORTATION DEPT  
14955 GALAXIE AVE

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

**County:** Dakota

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

**Fax:**

**PeopleSoft Vendor Number** 0000002621A15

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## Project Information

**Project Name** Cedar Avenue Pedestrian Bridge at 140th Street - Apple Valley

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

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

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

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

This project will address a significant safety hazard through the construction of a pedestrian bridge over CSAH 23 (Cedar Avenue) at 140th Street in Apple Valley. Cedar Avenue is a principal arterial with an AADT of xx,xxx vehicles that transitions into a freeway at the location of this project. At the intersection of 140th Street, Cedar Avenue is ten lanes wide, with a pedestrian crossing distance of 148 feet. The crossing distance, traffic volumes, observed travel speeds, and configuration associated with the Cedar Avenue/140th intersection pose multiple risks for pedestrians and bicyclists, including poor pedestrian visibility and high travel speeds. The immediate area, however, is fully developed, with single and multi-unit housing, businesses, schools and other institutional uses. In addition, the pedestrian network on nearby county and city roads is largely complete, providing good access and a travel option for local residents. The proposed project will provide passage over a major barrier, providing a more complete pedestrian network, and will also improve access to the METRO Red Line station at 140th Street that serves activity centers along Cedar Avenue and connects to the broader regional transit system.

*(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.**

PEDESTRIAN/BICYCLE OVERPASS

*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)**

0.1

*to the nearest one-tenth of a mile*

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## Project Funding

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

No

**If yes, please identify the source(s)**

**Federal Amount**

\$2,000,000.00

**Match Amount**

\$871,833.00

Minimum of 20% of project total

**Project Total** \$2,871,833.00

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

**Match Percentage** 30.36%

Minimum of 20%

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

**Source of Match Funds** Dakota County Sales and Use Tax

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.

**Additional Program Years:** 2024, 2025

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

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## Project Information

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

**Zip Code where Majority of Work is Being Performed** 55124

**(Approximate) Begin Construction Date** 05/01/2026

**(Approximate) End Construction Date** 09/30/2026

**Name of Trail/Ped Facility:** Cedar Avenue Pedestrian Bridge

(i.e., CEDAR LAKE TRAIL)

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

**From:**  
(Intersection or Address)

**To:**  
(Intersection or Address)

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

**Or At:** CSAH 23 (Cedar Avenue) and 140th Street

**Miles of trail (nearest 0.1 miles):** 0.2

**Miles of trail on the Regional Bicycle Transportation Network  
(nearest 0.1 miles):** 0

**Is this a new trail?** No

**Primary Types of Work** Pedestrian Bridge and trail approach

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):

CSAH 23

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## Requirements - All Projects

### All Projects

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

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

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

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

Goal B: Safety and Security (page 2.5) - Objective A, Strategy B6

Goal C: Access to Destinations (page 2.10) - Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C16, Strategy C17

Goal D: Competitive Economy (page 2.26) - Objective A, Objective B, Strategy D3

Goal E: Healthy Environment (page 2.30) - Objective A, Objective C, Objective D, Strategy E3

Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.35) - Objective A, Objective C, Strategy F6, Strategy F7

**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.

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

The proposed project is included in the 2022-2026 Dakota County Capital Improvement Plan (Trans 127). This project is supported by multiple strategies in the Dakota County 2040 Transportation Plan (pp. 6-41, 6-47).

(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

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

Link to 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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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

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

### Multiuse Trails on Active Railroad Right-of-Way:

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

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

Upload Agreement PDF

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

### Multiuse Trails and Bicycle Facilities projects only:

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

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

Upload PDF of Agreement in Other Attachments.

### Safe Routes to School projects only:

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

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

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
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	\$0.00
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
<b>Totals</b>	<b>\$0.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$2,791,502.00
Sidewalk Construction	\$0.00
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	\$53,875.00
Streetscaping	\$26,456.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$2,871,833.00</b>

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## Specific Transit and TDM Elements

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

Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

### Transit Operating Costs

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

### Totals

Total Cost	\$2,871,833.00
Construction Cost Total	\$2,871,833.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	4935
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1649075503427_RegnIEconomy.pdf

Please upload attachment in PDF form.

### Measure A: Population Summary

Existing Population Within One-Half Mile	11642
Upload Map	1649075591224_PopEmployment.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:

Need for this project was initially established through the development process of the Dakota County Comprehensive Plan (2019) and Dakota County Bicycle and Pedestrian Plan (2018).

Engagement through these efforts included:

- Statistically valid resident survey on comprehensive plan topics and priorities
  
- Project website
  
- Online residential survey
  
- Vision summits with communities and key agencies
  
- Small stakeholder group meetings targeting underrepresented populations
  
- Informational booth at well-attended events, including County Fair, local festivals, farmers markets, public concerts

**Response:**

Public engagement activities were integrated into the planning and design process for the proposed pedestrian bridge. While much of this work was done during the early months of the COVID-19 pandemic, the project received input from a representative cross-section of the local population, including seniors, students, transit riders, disabled residents. Methods included online open houses, direct transit rider outreach, project website, and direct outreach to residents adjacent to the project. The feedback gathered from residents and potential users was considered throughout the design process and ultimately changed the layout of the project to improve the usability for all users. The current design now includes staircases on each side to reduce crossing distances for pedestrians, and additional access paths for those going to and from areas north of the bridge.

The Dakota County Comprehensive Plan and the Dakota County Bicycle and Pedestrian Plan helped to inform the County's planning and programming for this project. Both processes involved direct outreach to communities of color and groups that are not typically active in local planning and project development. Methods of outreach included focus groups, group presentations, and pop-up tables and larger public events.

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

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## **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 provides benefit to the following populations:

Populations Above the Regional Poverty Average and BIPOC populations: The project is located north of census tracts that are above the regional average for population in poverty or population of color. These census tracts are located near the Cedar Avenue/147th Street intersection and near Cedar Avenue and McAndrews Road to the north.

Residents: Transit routes serving the 140th Street Station, and those routes nearby, make direct connections to resources that enable individuals to meet basic needs and participate in the regional economy, including major employment centers, schools, retail destinations, medical care, and social services. Transit service provides an important bi-directional link to core cities, as well as the University of Minnesota and MSP Airport, providing access to employment and services for low-income populations in the region. The approximately 8,000 housing units within ½ mile of the project area include several senior-only housing developments (Legends, Summerhill), as well as 66 workforce housing units managed by the Dakota County Community Development Agency.

Response:

Vulnerable populations: The proposed pedestrian bridge will provide a safe crossing across Cedar Avenue, a six-lane principal arterial. Under existing conditions, Cedar Avenue is particularly hazardous to crossing pedestrians due to high traffic speeds and volumes, high volume turning movements, and a long crossing distance. This is particularly challenging for those who need a long time to make the crossing or use mobility devices. Vulnerable members of the population including children, the elderly and the disabled will have a greatly improved ability to access destinations across Cedar Avenue, including the METRO Red Line station, local services and institutions, and Apple

## Valley High School.

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

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### **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 project's 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.*

The 140th Street Station has been a hub for larger residential developments that include apartment complexes and multi-family units (e.g., duplexes and quadplexes). For example, there are approximately 8,000 housing units within a 1/2 mile of the project. The proposed project will link these neighborhoods to transit options and a larger pedestrian/bicycle network. Notable housing developments that participate in affordable housing programs include Summerhill (a nonprofit cooperative corporation for senior living), Legends

(affordable housing options for ages 55+), and 66 workforce housing units through the Dakota County Community Development Agency (CDA). Other developments of note within proximity

include:

**Response:**

- The Glazier Family Townhome neighborhood is a 15-unit family townhome development operated by the Dakota County Community Development Authority (CDA). It immediately abuts the 147th Street Station.

- Chasewood Townhomes (27 units) is located just east of Cedar Avenue on 155th Street, which is part of the CDA's work force housing program. Applicants must meet minimum income levels to qualify. The development is for moderate-income families with children under the age of 18 and provides affordable one-, two- or three-bedroom townhomes.

- Orchard Square (50 units) and Cortland Square (60 units) are both located east of Cedar Avenue off of 157th Street, which is part of the CDA's workforce housing program. Applicants must meet

minimum income levels to qualify. The development is for moderate-income families with children under the age of 18 and provides affordable one-, two- or three-bedroom townhomes.

Apple Valley continues to guide land uses along the Cedar Avenue corridor that support affordable housing options. This initiative is reflected in the City's 2040 FLU Plan, which has guided the project area for a mix of uses that will support affordable housing developments. Apple Valley is also targeting development along the corridor to help meet its 2030 affordable housing goals.

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

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## **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.**

1649186079057\_SocioEconomic.pdf

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



**Response:**

The proposed pedestrian bridge aims to provide a safer and more convenient crossing of Cedar Avenue for pedestrians, bicyclists, and users of the METRO Red Line service over the existing crosswalk. At the location of the project, Cedar Avenue is a six-lane highway that transitions to a freeway north of its intersection with 140th Street. The AADT at this location is 51,000 vehicles (MnDOT, 2019). The posted speed limit in the area is 45 mph, although observed speeds are generally higher for vehicles traveling northbound as they enter the freeway. This intersection poses a significant barrier and safety risk to pedestrians and bicyclists attempting to cross, due to high speeds and travel volumes, long crossing distance, and sightline issues. As a result, overall pedestrian activity levels are considerably lower at this intersection compared to adjacent intersections on 140th Street.

The proposed bridge will provide a grade separated crossing of Cedar Avenue, removing all risk of pedestrian/vehicle accidents at the location, improving the travel and recreational options for nearby residents, workers, and transit users. It will also provide a more convenient connection to a pedestrian network within the local area that otherwise provides good access in the area.

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

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**Measure B: Project Improvements**

**Response:**

The proposed project to construct a pedestrian bridge over Cedar Avenue is expected to substantially reduce the recognized hazards to pedestrians posed by the intersection of Cedar Avenue and 140th Street. The bridge will provide pedestrian and bicyclists with grade separation for the crossing of Cedar Avenue on the north side of 140th Street where is both a high volume of through traffic (51,000 AADT) and a high volume of turning movements onto Cedar Avenue from 140th Street in the AM peak period (1,685 total turn movements). MnCMAT data has recorded three pedestrian/vehicle collisions and one bicycle/vehicle collision at this intersection in the past ten years, with two resulting in verified injuries and two resulting in possible injuries. Dakota County evaluated several prospective changes to this intersection to improve pedestrian safety. However, a pedestrian bridge was the only alternative that can eliminate pedestrian/vehicle conflicts both today and under future conditions at this location.

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

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**Measure A: Multimodal Elements and Connections**

The design process for the bridge has produced 90% plans which address user needs for pedestrians, bicycles, and persons using mobility devices. The bridge and its approach trails are between 10 to 14 feet in width, allowing adequate space for all users and for passing. The turn radii for all curves on the bridge and approach ramps are 30 feet or longer to allow for comfortable navigation on bicycle. All vertical and cross slopes are ADA compliant.

**Response:**

This proposed bridge is a short distance from the 140th Street Station for the METRO Red Line. Transit riders coming to or from the station on foot often need to cross Cedar Avenue at some point. The bridge will aid the safety and ease of access for transit riders navigating the immediate area on foot and reaching their destinations.

For all potential bridge users, this connection will provide a key connection over a major barrier and give broader access to what is a generally complete pedestrian network along Cedar Avenue, 140th Street and residential streets. This will provide a much higher quality system for all types of non-motorized transportation and will also benefit recreational users of the trails.

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

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## **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**

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## **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.*

During the design process, project staff sought input into the design of the bridge from the general public, residents in the immediate area, and prospective users of the bridge.

-Two virtual open houses. The first open house focused on understanding community needs for the bridge. The second open house was held to share a preliminary design for feedback which was used to refine the design.

-one-on-one resident meetings were held to discuss potential project impacts, right-of-way needs, and design considerations to help lessen the visual impact of the bridge and also maintain resident privacy.

**Response:**

-An online survey was also conducted to gauge community support, understand expected usage, and understand concerns with the construction and function of the bridge.

-The planning and design process for the bridge was publicized through a project web page and social media announcements from county accounts (Twitter, Facebook, Nextdoor) for public involvement opportunities.

-Notification of the project was posted at the METRO Red Line station at 140th St., directing transit users to the project website and online survey.

*(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.

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](mailto: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. Yes

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

1649866682779\_Cedar ped bridge - 90pct layout.pdf

Please upload attachment in PDF form.

Additional Attachments

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): \$2,871,833.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$2,871,833.00

**Points Awarded in Previous Criteria**

Cost Effectiveness \$0.00

**Other Attachments**

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
Apple Valley support letter and resolution.pdf	Letter and resolution of support from Apple Valley	282 KB
Before Photo - Cedar Ped Bridge.pdf	Existing conditions photograph for Cedar Pedestrian Bridge	324 KB
BikeCorridors.pdf	Bicycle corridor map generated on Met Council map application	2.4 MB
Bridge Layout - Cedar Ped Bridge.pdf	Layout and nearby infrastructure for the Cedar Ped Bridge	819 KB
Cedar Ped Bridge - 2022 one pager.pdf	One-page project summary for Cedar Pedestrian Bridge	426 KB
PopEmployment.pdf	Population and employment map generated on Met Council map application	3.3 MB
RegnlEconomy.pdf	Regional economy map generated on Met Council map application	1.5 MB
SocioEconomic.pdf	Socioeconomic map generated on Met Council map application	3.0 MB



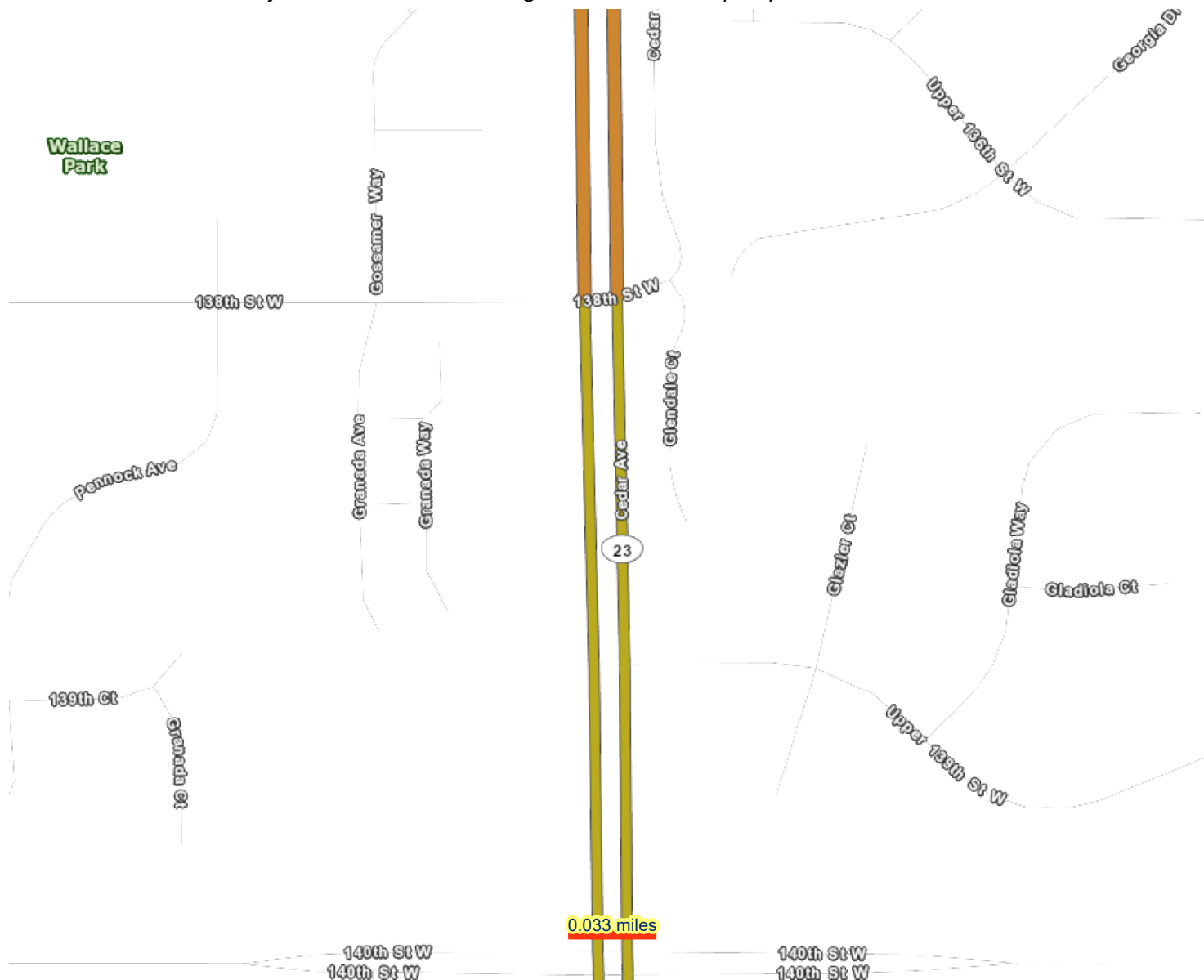
# Regional Economy

Pedestrian Facilities Project: Cedar Avenue Bridge at 140th Street | Map ID: 1649074542898

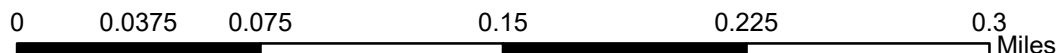
## Results

Within HALF Mi of project:  
Postsecondary Students: 0

Total Population: 11642  
Total Employment: 4935  
Mfg and Dist Employment: 293



-  Project
-  Job Concentration Centers
-  Manufacturing/Distribution Centers



Created: 4/4/2022  
LandscapeRSA5



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

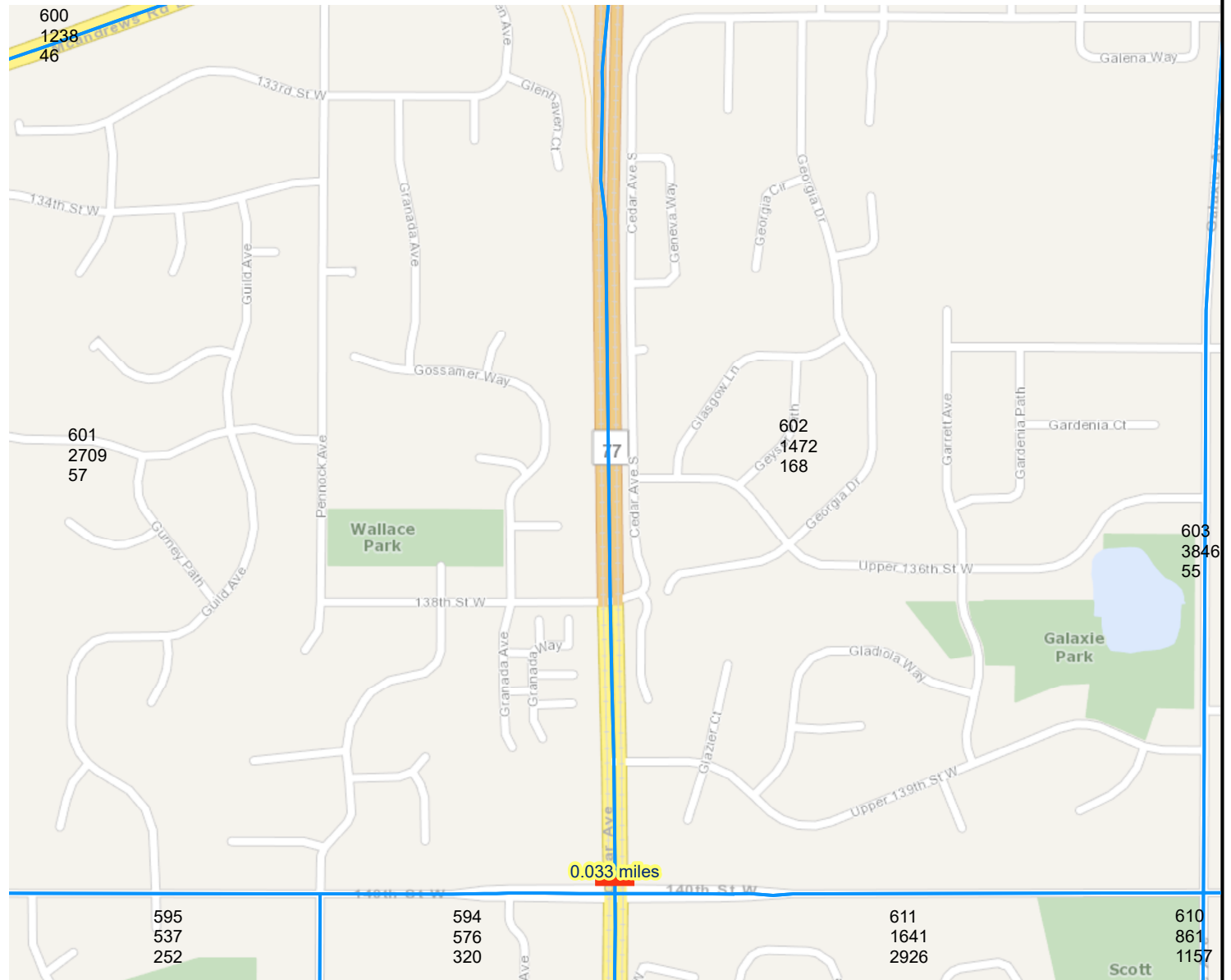


# Population/Employment Summary

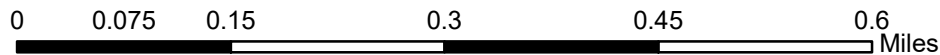
Pedestrian Facilities Project: Cedar Avenue Bridge at 140th Street | Map ID: 1649074542898

## Results

Within HALF Mile of project:  
Total Population: 11642



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/4/2022  
LandscapeRSA4



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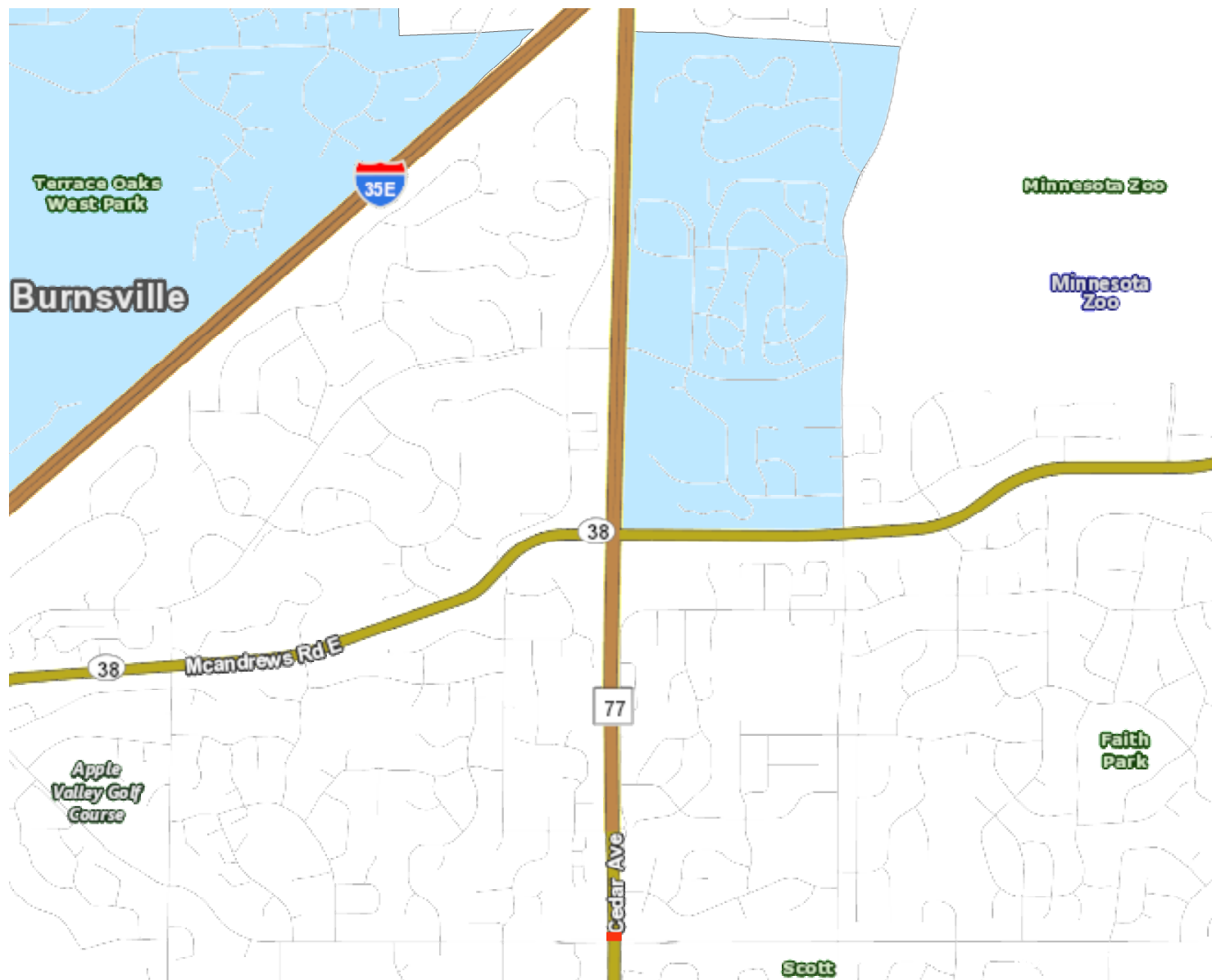
# Socio-Economic Conditions

Pedestrian Facilities Project: Cedar Avenue Bridge at 140th Street | Map ID: 1649074542898

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 291

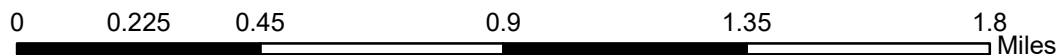
Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



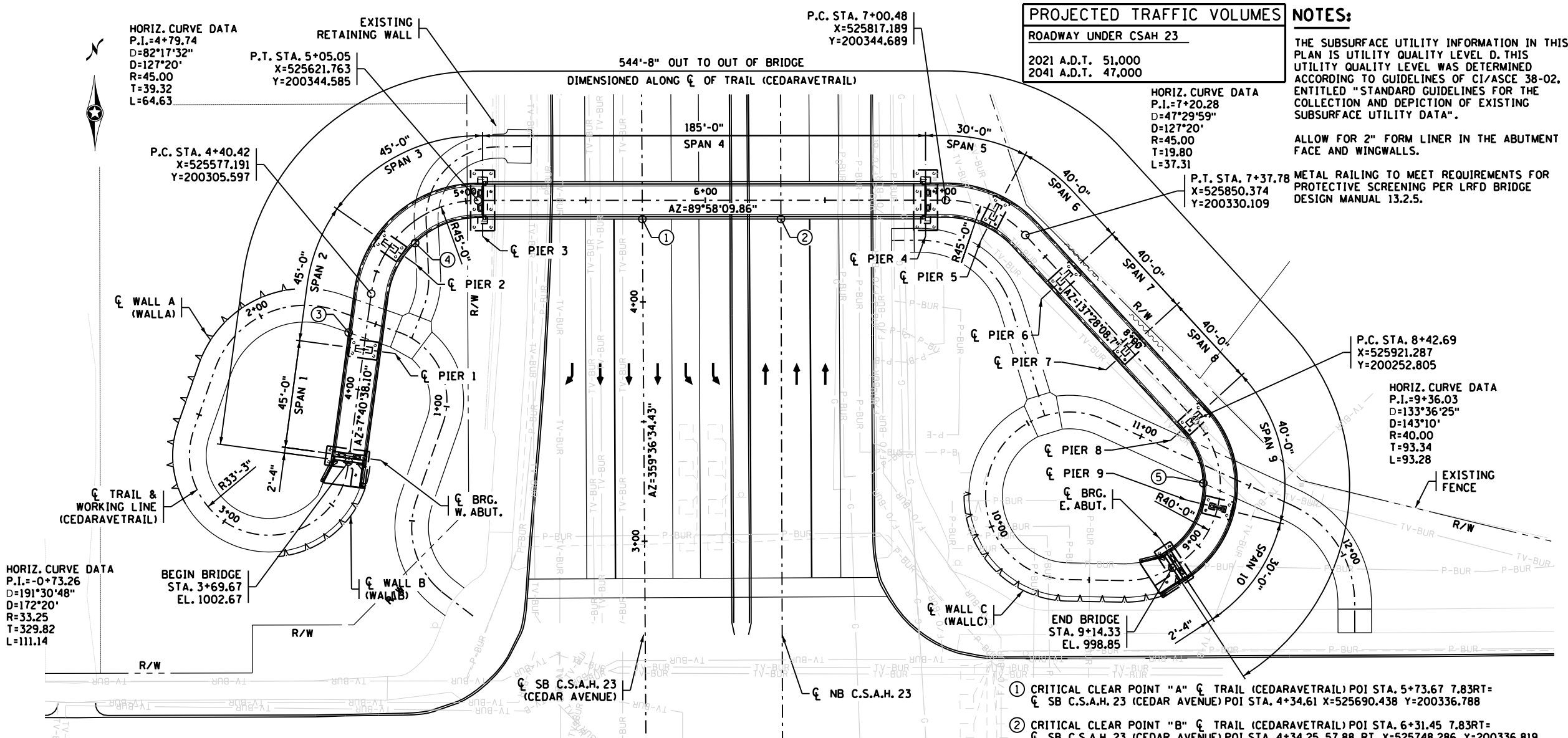
Created: 4/4/2022  
LandscapeRSA2



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**PROJECTED TRAFFIC VOLUMES**

ROADWAY UNDER CSAH 23

2021 A.D.T. 51,000  
 2041 A.D.T. 47,000

**NOTES:**

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

ALLOW FOR 2" FORM LINER IN THE ABUTMENT FACE AND WINGWALLS.

METAL RAILING TO MEET REQUIREMENTS FOR PROTECTIVE SCREENING PER LRFD BRIDGE DESIGN MANUAL 13.2.5.

**DESIGN DATA**

2020 AND CURRENT INTERIM AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND 2009 LRFD GUIDE SPECIFICATIONS FOR THE DESIGN OF PEDESTRIAN BRIDGES AND CURRENT INTERIM.

LOAD AND RESISTANCE FACTOR DESIGN METHOD.

DESIGN LOADING:  
 90 PSF OR H10 (20,000 LBS.) MAINTENANCE VEHICLE (WITHOUT IMPACT) LIVE LOAD

MATERIAL DESIGN PROPERTIES:  
 REINFORCED CONCRETE:  
 $f'_c = 4$  KSI CONCRETE  
 $n = 8$  FOR REINFORCEMENT

STRUCTURAL STEEL (PAINTED):  
 $F_y = 36$  KSI STRUCTURAL STEEL SPEC. 3306  
 $F_y = 50$  KSI STRUCTURAL STEEL SPEC. 3309  
 TUBING TYPE A (RAILING) STEEL SPEC. 3361  
 TUBING TYPE C (TRUSS) STEEL SPEC. 3361

APPROXIMATE DECK AREA = 7,800 SQ.FT.

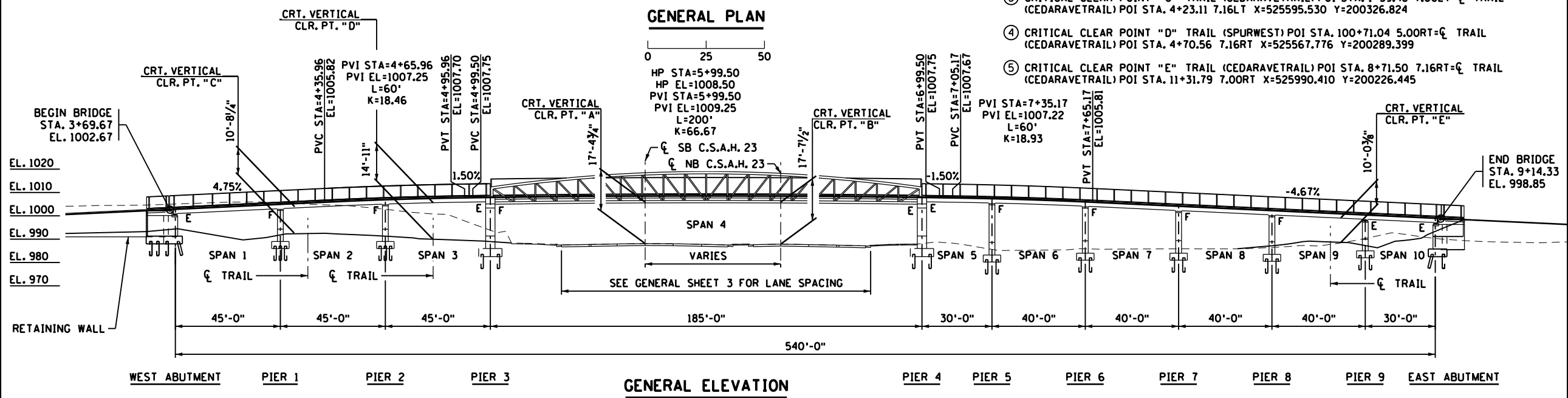
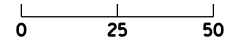
DESIGN SPEED:  
 OVER = 18 MPH (40' RADIUS DESIGN EXCEPTION, SIGNAGE PROVIDED)  
 UNDER = 45 MPH

**LIST OF SHEETS**

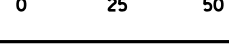
	DESCRIPTION
1	TITLE SHEET
2-4	GENERAL PLAN & ELEVATION
5	TRANSVERSE SECTIONS & QUANTITIES
6	BRIDGE LAYOUT
7-8	AESTHETIC DETAILS
9-26	ABUTMENT DETAILS
27-57	PIER DETAILS
58	CORNER DETAILS
59-69	SUPERSTRUCTURE DETAILS
70-80	ORNAMENTAL METAL RAILING
81-82	WATERPROOF EXPANSION RAILING DEVICE
83-84	B-DETAILS
85	APPROACH PANEL DETAILS
86	AS-BUILT BRIDGE DATA
87	BRIDGE SURVEY
88-90	BRIDGE SURVEY - PLAN & PROFILE
91-97	SOIL BORINGS

- CRITICAL CLEAR POINT "A"  $\phi$  TRAIL (CEDARAVETRAIL) POI STA. 5+73.67 7.83RT= $\phi$  SB C.S.A.H. 23 (CEDAR AVENUE) POI STA. 4+34.61 X=525690.438 Y=200336.788
- CRITICAL CLEAR POINT "B"  $\phi$  TRAIL (CEDARAVETRAIL) POI STA. 6+31.45 7.83RT= $\phi$  SB C.S.A.H. 23 (CEDAR AVENUE) POI STA. 4+34.25 57.88 RT X=525748.286 Y=200336.819
- CRITICAL CLEAR POINT "C" TRAIL (CEDARAVETRAIL) POI STA. 1+59.48 7.00LT= $\phi$  TRAIL (CEDARAVETRAIL) POI STA. 4+23.11 7.16LT X=525595.530 Y=200326.824
- CRITICAL CLEAR POINT "D" TRAIL (SPURWEST) POI STA. 100+71.04 5.00RT= $\phi$  TRAIL (CEDARAVETRAIL) POI STA. 4+70.56 7.16RT X=525567.776 Y=200289.399
- CRITICAL CLEAR POINT "E" TRAIL (CEDARAVETRAIL) POI STA. 8+71.50 7.16RT= $\phi$  TRAIL (CEDARAVETRAIL) POI STA. 11+31.79 7.00RT X=525990.410 Y=200226.445

**GENERAL PLAN**



**GENERAL ELEVATION**



**SEH** 3535 VAONAIS CENTER DRIVE  
 ST. PAUL, MN 55110  
 PHONE (651) 490-2000  
 FAX (651) 490-2150

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.

SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_  
 NAME: MICHAEL H DUPONT LIC. NO. 43375

MINNESOTA  
 DEPARTMENT OF TRANSPORTATION

90% PLAN  
 BRIDGE NO. 19574

PEDESTRIAN BRIDGE OVER  
 CEDAR AVENUE (CSAH 23)  
 MULTI-SPAN PEDESTRIAN BRIDGE=544'-8"

IDENTIFICATION NO.  
 WEST APPROACH 209  
 MAIN SPAN 302  
 EAST APPROACH 209

SEC. 22 TWP. 115 N. R. 23 W.  
 CITY OF APPLE VALLEY DAKOTA COUNTY

DES. MHD	DR. RAD	19574
CHK. MKM	CHK. MHD	

C.P. NO.: 99-012

SHEET NO. 1 OF 97 SHEETS

April 12, 2022

Erin Laberee  
Dakota County Engineer  
14955 Galaxie Avenue 3<sup>rd</sup> Floor  
Apple Valley, MN 55124

Re: 2022 Regional Solicitation Letter of Support for Dakota County CP 99-12 – Cedar Avenue  
Pedestrian Bridge at 140th Street

Dear Ms. Laberee:

The City of Apple Valley is supportive of Dakota County's application for federal funding for the Cedar Avenue pedestrian bridge at 140<sup>th</sup> Street to construct a grade separated crossing of Cedar Avenue for pedestrians and bicyclists. The purpose of this project is to eliminate a known hazard for pedestrians and bicyclists at a high volume intersection where Cedar Avenue transitions into a freeway. In addition to addressing safety needs, this project will provide expanded options for non-motorized transportation for local residents and improve access to transit services.

This project is a joint effort between Dakota County and the City of Apple Valley. The City has participated in the design work and public involvement activities for the bridge and has provided input throughout the process. The City concurs with the improvements shown in the current design and is supportive of the implementation of the project.

Let me know if you have any questions or need anything further.

Sincerely,

CITY OF APPLE VALLEY



Matt Saam, P.E.  
Public Works Director

C: Joseph Morneau, Dakota County Sr. Project Manager

CITY OF APPLE VALLEY  
RESOLUTION NO. 2022-41

APPROVE RESOLUTION OF SUPPORT FOR 2022 REGIONAL  
SOLICITATION GRANT APPLICATIONS

WHEREAS, every two years, the Regional Solicitation process allocates federal transportation funds to locally-initiated projects to meet regional transportation needs; and

WHEREAS, City and County staff have been working closely on determining the various projects within the City of Apple Valley; and

WHEREAS, one of the requirements for each of the applications is that a Letter of Support be included from the governing jurisdiction where the project is located.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Apple Valley, Dakota County, Minnesota, that the Public Works Director is allowed to sign letters of support for each of the below project applications:

1. Red Line BRT Skyway at the 147th Street Station
2. Red Line BRT Pedestrian Bridge at 140th Street
3. CSAH 42 (150th Street) from Redwood Drive to 147th Street

ADOPTED this 24th day of March, 2022.

  
\_\_\_\_\_  
Clint Hooppaw, Mayor

ATTEST:

  
\_\_\_\_\_  
Pamela J. Gackstetter, City Clerk

# Cedar Avenue Pedestrian Overpass

## Pedestrian Facilities



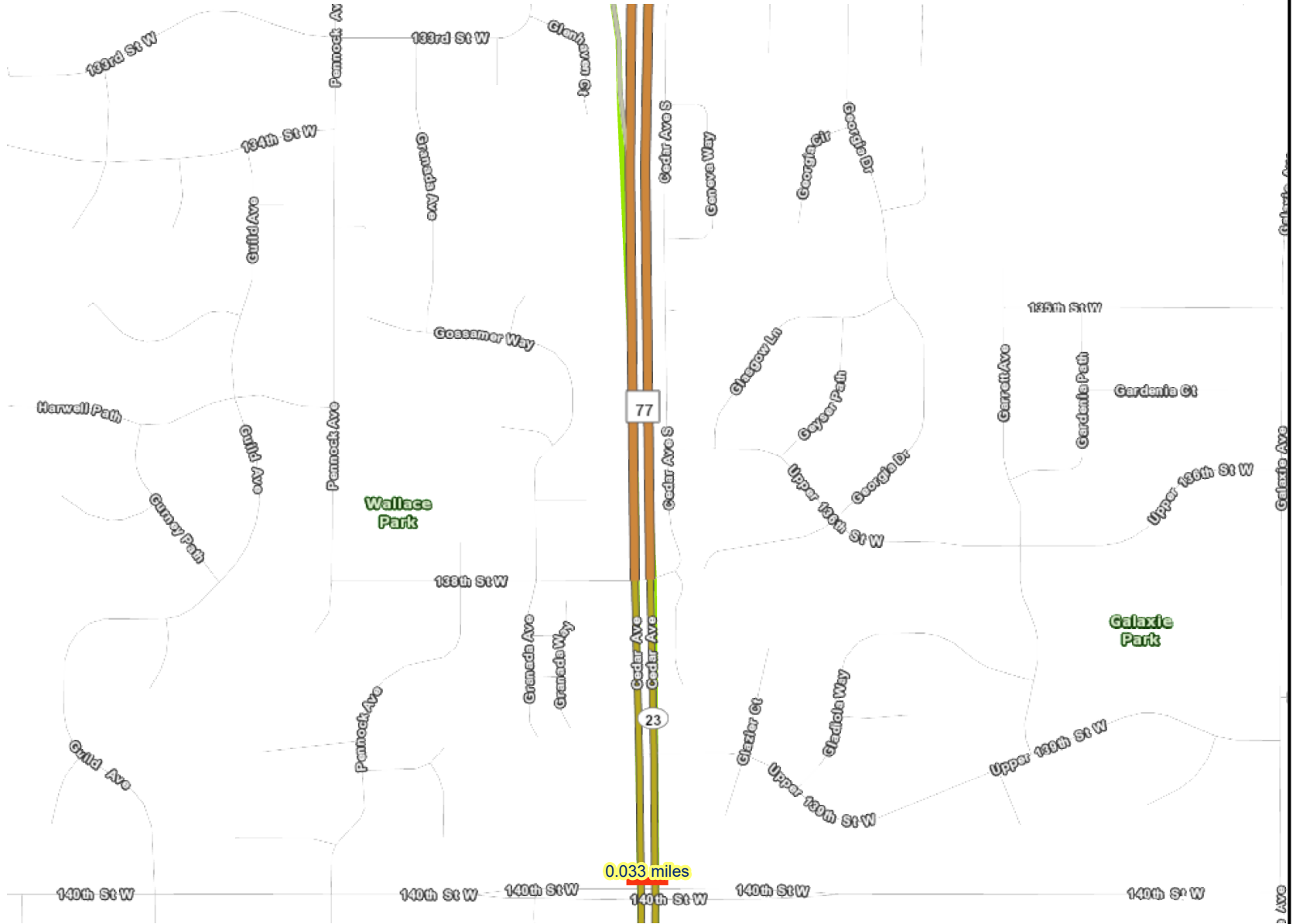
*Existing Conditions: Cedar Avenue at 140<sup>th</sup> Street, facing north towards the project site.*

# Project to RBTN Orientation

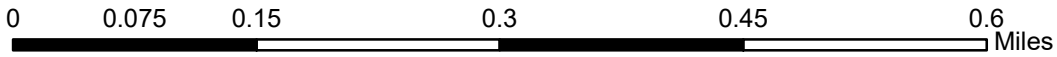
Pedestrian Facilities Project: Cedar Avenue Bridge at 140th Street | Map ID: 1649074542898

## Results

Project NOT IN Regional Bicycle Transportation Corridor.



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



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LandscapeRSA6

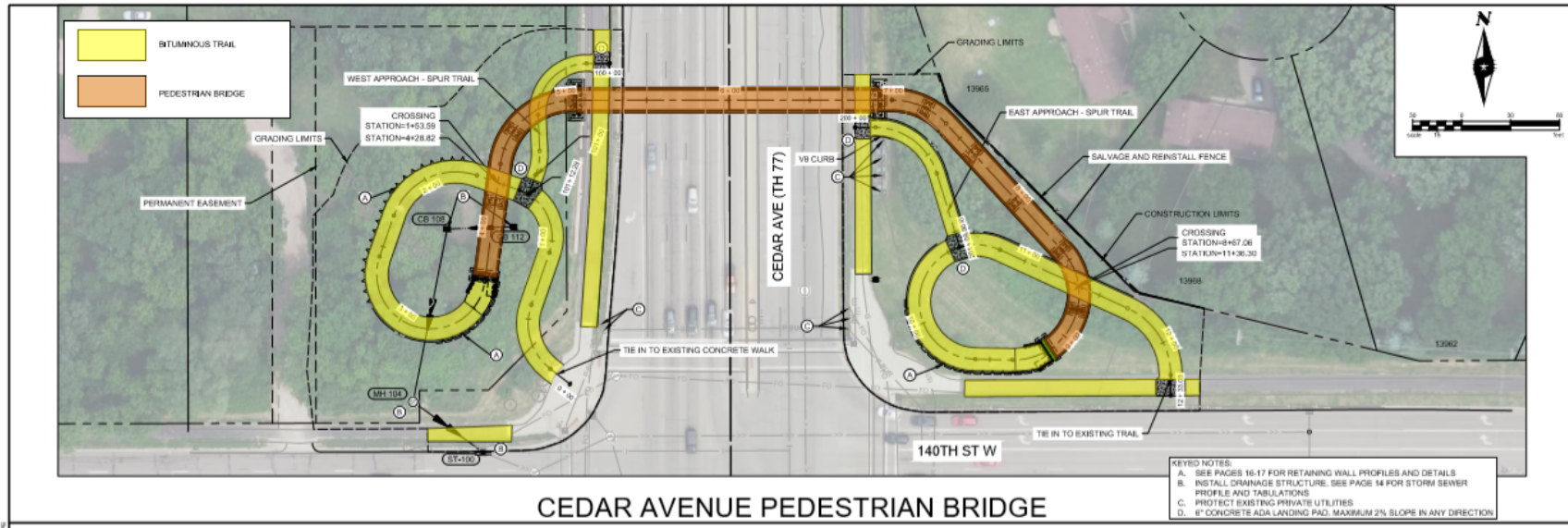


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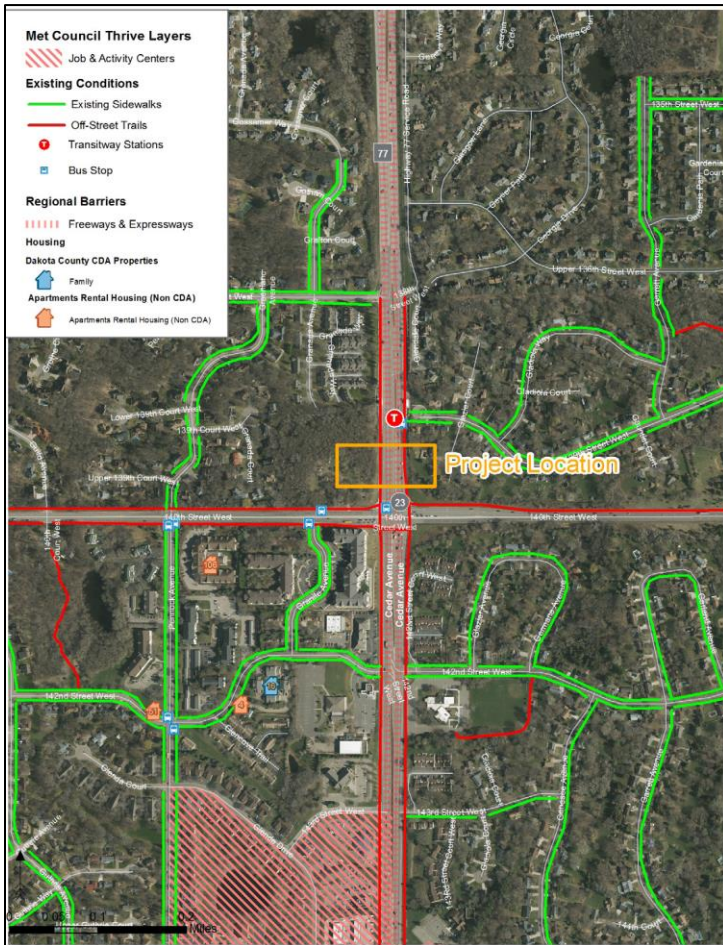
# Layout for the Cedar Avenue Pedestrian Bridge



Note: This graphic represents 60% design. The current design is substantially the same, but now includes staircases on each side that will land at the corners of the intersection.

# Cedar Avenue Pedestrian Bridge at 140th Street

## DAKOTA COUNTY



Project Location:	Apple Valley
Requested Award:	\$2,000,000
Total Project Cost:	\$2,871,833

### PROJECT DESCRIPTION

The proposed bridge will provide a safe, grade separated crossing of CSAH 23 (Cedar Avenue) at 140th Street. This bridge will replace a crosswalk across Cedar Avenue that is subject to high travel volumes and speeds, as well as a high volume of turn movements that pose a further risk to pedestrians. This project will provide improved access for all pedestrian and bicycle trip purposes within the local area by removing a major barrier. Access to and from the METRO Red Line Station at 140th Street will also be substantially improved.

### PROJECT BENEFITS

- This overpass will provide a safe connection for pedestrians, bicyclists, and transit users over Cedar Avenue, a principal arterial with a current traffic volume of over 51,000 vehicles per day, improving access to employers, commercial destinations and institutions.
- The overpass will effectively address continuing concerns for pedestrian safety by replacing an at-grade crossing.
- The overpass will help complement a larger network of off-street trails and sidewalks used for accessing transit service, employment, schools and recreation.
- The overpass will help overcome a transportation barrier recognized in the Metropolitan Council's Regional Bicycle Barriers Study.
- The overpass will help promote recreational use of the local trail network by increasing the safety of pedestrian facilities and improving access to local parks.

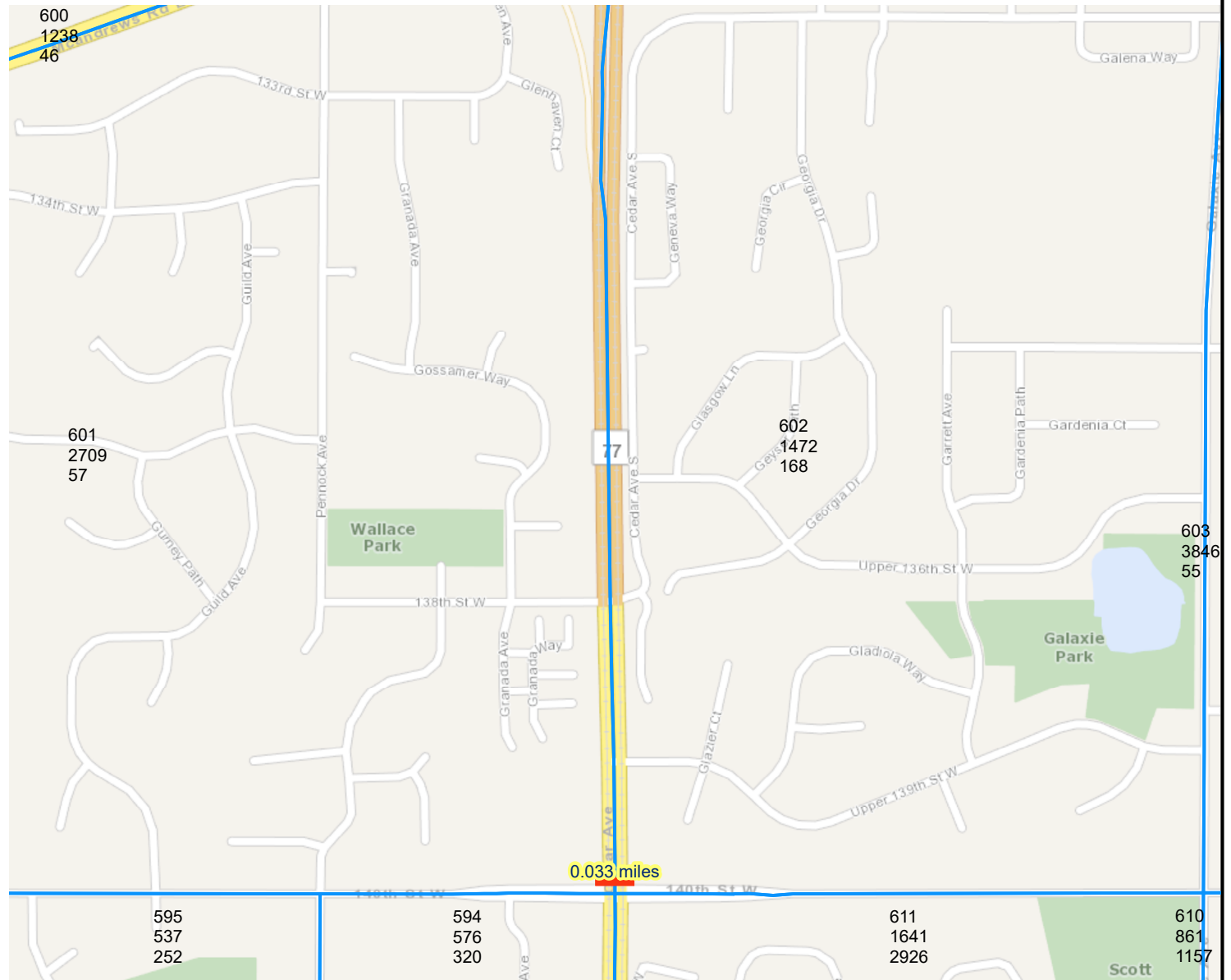




# Population/Employment Summary

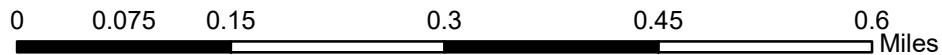
Pedestrian Facilities Project: Cedar Avenue Bridge at 140th Street | Map ID: 1649074542898

## Results

Within HALF Mile of project:  
Total Population: 11642



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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LandscapeRSA4



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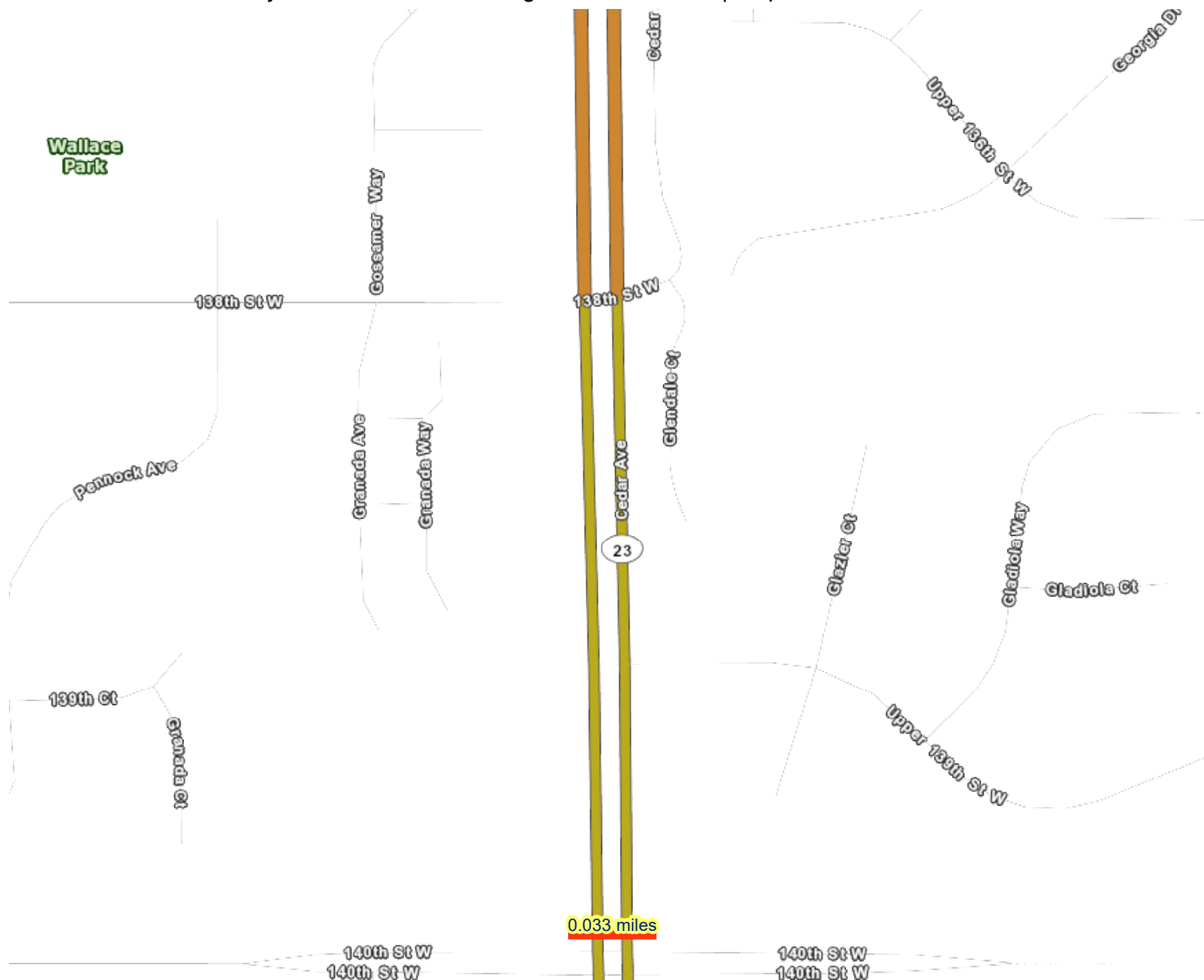
# Regional Economy

Pedestrian Facilities Project: Cedar Avenue Bridge at 140th Street | Map ID: 1649074542898

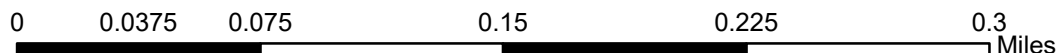
## Results

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Postsecondary Students: 0

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Total Employment: 4935  
Mfg and Dist Employment: 293



-  Project
-  Job Concentration Centers
-  Manufacturing/Distribution Centers



Created: 4/4/2022  
LandscapeRSA5



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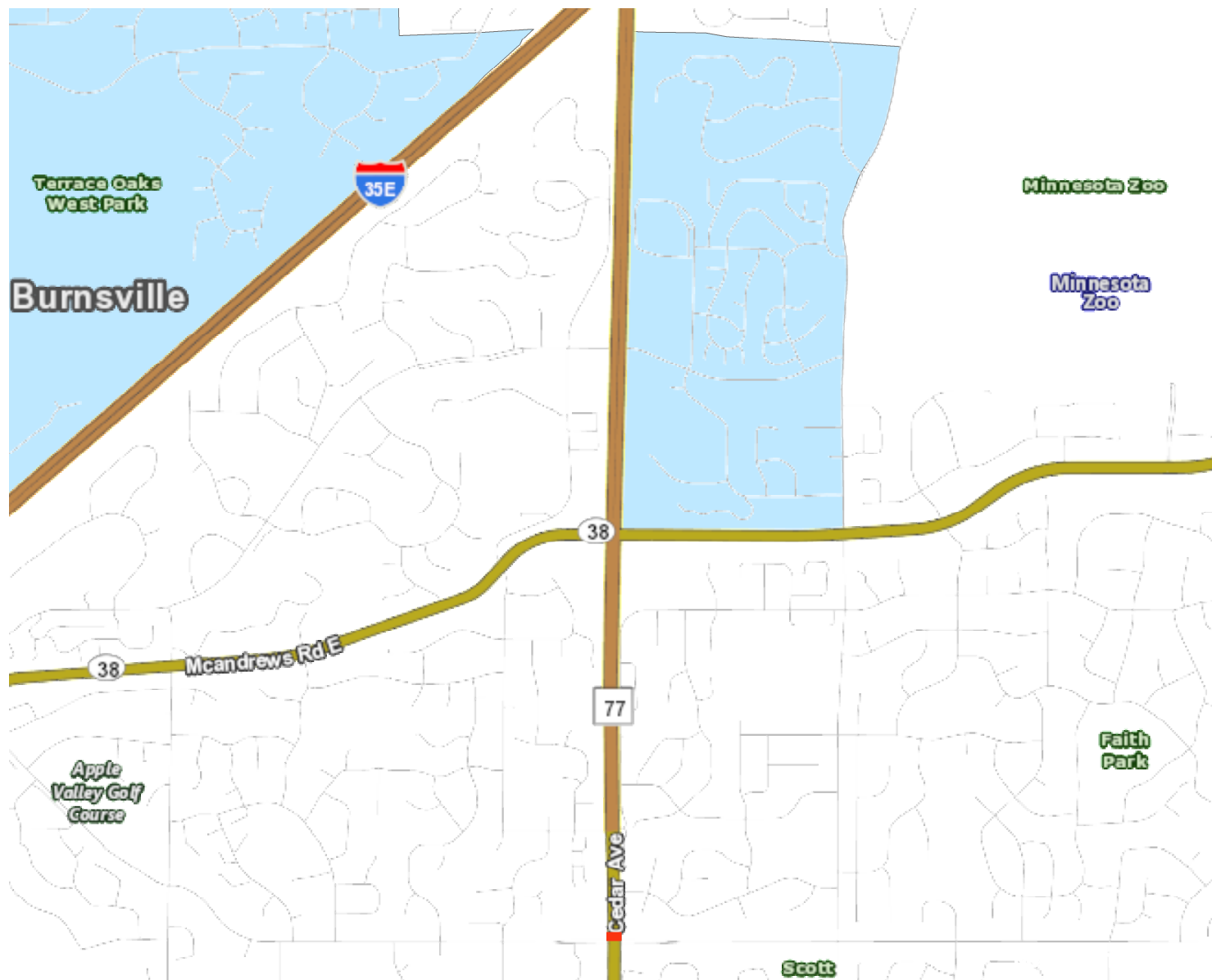
# Socio-Economic Conditions

Pedestrian Facilities Project: Cedar Avenue Bridge at 140th Street | Map ID: 1649074542898

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 291

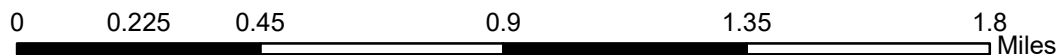
Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 4/4/2022  
LandscapeRSA2



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