Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20227 - CSAH 42 - Apple Valley Gap and Underpass
Regional Solicitation - Bicycle and Pedestrian Facilities

Status:	Submitted
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Primary Contact

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

Organization Information

Name:	DAKOTA COUNTY		
Jurisdictional Agency (if different):			
Organization Type:	County Government		
Organization Website:			
Address:	TRANSPORTATION DEPT 14955 GALAXIE AVE		
*	APPLE VALLEY City	Minnesota State/Province	55124 Postal Code/Zip
County:	Dakota		
Phone:*	952-891-7100		Ext.
Fax:			
PeopleSoft Vendor Number	0000002621A15		

Project Information

Project Name	North Creek Greenway CSAH 42 Trail and Crossing
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.)

The North Creek Greenway CSAH 42 Trail and Crossing project will provide an essential connection in the pedestrian and bicycle network in the City of Apple Valley. The proposed project includes two trail segments and an underpass at CSAH 42. The first trail segment will be a 1 mile east-west segment from Flagstaff Avenue to Pilot Knob Road (CSAH 31) on the south side of CSAH 42. This segment completes a gap designated as a Tier 2 RBTN alignment. The second trail segment will be a 0.4 mile long extending north-south from Upper 147th Street West to an underpass at CSAH 42.

The east-west trail, when constructed, will provide an important connection for non-motorized transport along CSAH 42 from Burnsville to Rosemount. Eliminating gaps in this area will improve connectivity to major community destinations, including downtown Apple Valley, the Apple Valley Family Aquatic Center, Teen Center, Johnny Cake Ridge Park, East View High School, and Scott Highlands Middle School.

The north-south trail includes a proposed grade separated crossing under CSAH 42, that will improve safety for all modes of choice. CSAH 42 is a four-lane Principal Arterial Road with AADTs of more than 30,000 vehicles. Currently, bicyclists and pedestrians need to travel to major intersections to cross CSAH 42. The underpass will eliminate the need for pedestrians and bicyclists having to wait for the signal or fear about possible vehicles turning into them as they cross. Motorists will also have improved conditions due to the reduction of unanticipated crossings from pedestrians and bicyclists on the roadway.

In addition to local connectivity, the proposed project will improve regional connections. The underpass will address a critical gap in Dakota County's North Creek Greenway, a 14-mile route extending from Eagan to Farmington that responds to the need for continuity through central Dakota County. The fully connected North Creek Greenway will function as an element of the intermodal surface transportation system in Dakota County and the metropolitan region. By linking regional destinations such as the 2,000-acre Lebanon Hills Regional Park, the Minnesota Zoo, downtown Farmington, and the 460-acre Whitetail Woods Regional Park in the City of Empire. Similarly, to other greenways being planned in Dakota County, the North Creek Greenway is envisioned to provide multiple benefits to water quality, habitat, recreation and non-motorized transportation. Signage along the trail will include wayfinding and interpretative opportunities acknowledging the natural and cultural resources of the area.

(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.

Apple Valley, CSAH 42 from Flagstaff Avenue to Pilot Knob Road and one-half mile east of Flagstaff Avenue from Upper 147th Street W to CSAH 42, construction of multi-use trail and underpass.

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

Project Length (Miles) 1.4

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 $2,100,000.00

Match Amount $525,000.00

Minimum of 20% of project total

Project Total $2,625,000.00

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

Match Percentage 20.0%

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

Source of Match Funds	Dakota County
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:	2028
Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.	
Additional Program Years:	2025
Select all years that are feasible if funding in an earlier year becomes available.	

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)	
Please indicate here SAP/SP#.	
Location	
County, City, or Lead Agency	Dakota County
Name of Trail/Ped Facility:	CSAH 42 Trail and Crossing
(example; CEDAR LAKE TRAIL)	
IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:	
Road System	CSAH
(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)	
Road/Route No.	42
(Example: 53 for CSAH 53)	
Name of Road	150th Street West
(Example: 1st ST., Main Ave.)	
TERMINI: Termini listed must be within 0.3 miles of any work	
From: **Road System**	City Street
(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)	
Road/Route No.	
(Example: 53 for CSAH 53)	
Name of Road	Flagstaff Avenue
(Example: 1st ST., Main Ave.)	
To: **Road System**	CSAH
DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR	
Road/Route No.	31
(Example: 53 for CSAH 53)	
Name of Road	Pilot Knob Rd
(Example: 1st ST., Main Ave.)	
In the City/Cities of:	Apple Valley
(List all cities within project limits)	
IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY: **Termini: Termini listed must be within 0.3 miles of any work**	
From:	147th Street W
To:	CSAH 42 150th Street W
Or	
At:	
In the City/Cities of:	
(List all cities within project limits)	
Primary Types of Work (Check all that apply)	
Multi-Use Trail	Yes
Reconstruct Trail	
Resurface Trail	
Bituminous Pavement	Yes
Concrete Walk	
Pedestrian Bridge	
Signal Revision	
Landscaping	
Other (do not include incidental items)	Grade-Separated Crossing

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	Not yet assigned
Structure is Over/Under (Bridge or culvert name):	CSAH 42
Zip Code where Majority of Work is Being Performed	55124
Approximate Begin Construction Date (MO/YR)	04/03/2028
Approximate End Construction Date (MO/YR)	10/31/2028
Miles of Pedestrian Facility/Trail (nearest 0.1 miles):	1.4
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	1.0
Is this a new trail?	Yes

Requirements - All Projects

All Projects

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

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

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

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

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:

- 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 C15, Strategy C16, Strategy C17

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

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

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

(Limit 2,800 characters; approximately 400 words)

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

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

-City of Apple Valley 2040 Comprehensive Plan (Transportation Chapter Pages 8-15, 8-16, 8-22, 8-26, 8-39)

-Dakota County Pedestrian and Bicycle Study 2018 (Pages 2-7 to 2-11)

-County Highway 42 2040 Management Plan (Page 3, 16, 24, and Figure D)

-Dakota County North Creek Greenway Master Plan 2011 (Pages 33-34)

-Dakota County 2040 Transportation Plan (Page 6-39, 6-40, 6-43, 6-46)

(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 2024 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 future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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

Date plan completed: 06/01/2018

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

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. 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)	$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
Totals	**$0.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$1,025,000.00
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	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$1,600,000.00
Totals	**$2,625,000.00**

Specific Transit and TDM Elements

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

Transit Operating Costs

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

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

Response: The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program under the Infrastructure Investment and Jobs Act is intended to provide funds for resilience improvements within communities. The part of this project that would be eligible for PROTECT funds are the retaining walls ($250,000).

Totals

Total Cost	$2,625,000.00
Construction Cost Total	$2,625,000.00
Transit Operating Cost Total	$0.00

Measure A: Project Location Relative to the RBTN

Select one:	
Tier 1, Priority RBTN Corridor	
Tier 1, RBTN Alignment	
Tier 2, RBTN Corridor	
Tier 2, RBTN Alignment	Yes
Direct connection to an RBTN Tier 1 corridor or alignment	
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	1702506479861_Project to RBTN Orientation_All_lengthwrong.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	34662
Existing Employment Within One Mile (Integer Only)	15366
Upload the "Population Summary" map	1702499012239_Socio-Economic Conditions_All_lengthwrong.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:

1. *What engagement methods and tools were used?*
2. *How did you engage specific communities and populations likely to be directly impacted by the project?*
3. *What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?*
4. *How were the project?s purpose and need identified?*
5. *How was the community engaged as the project was developed and designed?*
6. *How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?*
7. *How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?*
8. *If applicable, how will NEPA or Title VI regulations will guide engagement activities?*

Response:

The proposed project was acknowledged directly by community input and has been incorporated into many planning reports including the North Creek Greenway Plan, Dakota County Highway 42 - 2040 Corridor Management Plan, City and County Comprehensive Plan. Through the development of these reports there was a variety of community engagement techniques; the City and County made specific efforts to reach out to underserved communities in the vicinity as part of their planning processes.

For the development of the North Creek Greenway Plan, informational brochures were sent to 1,100 property owners within a ¼ mile proximity of the project to bring awareness and inviting attendance to the scheduled events. The census track surrounding the project area was identified to have approximately 30% of people identifying as a person of color, which is higher than the county average of 19%. In addition, 4.7% of people are in poverty within the project area. Therefore, the City and County Comprehensive Plan included a host of open houses and a booth at the Apple Valley Home and Garden Expo. The community and underrepresented populations were encouraged discuss their mobility experiences and make recommendations. The Dakota County Highway 42 - 2040 Corridor Management Plan incorporated multilingual flyers and a multilingual hotline to reach non/limited-English speaking populations.

The community engagement processes, helped recognize there was a missing link in the trail network with the location and alignment of the proposed trail to be along and under CSAH 42. Reinforced through community engagement efforts, the City and County seek to improve these trail connections to support those who reside in nearby affordable housing or underserved populations. Being that CSAH 42 is a heavily utilized transportation corridor connecting three suburbs (Burnsville, Apply Valley and Rosemount) it was deemed to be a high priority implementation action.

The proposed trail and underpass will provide underrepresented groups and the rest of the community improved access to everyday needs and destinations. In the bicycle and pedestrian plans for both Apple Valley and Dakota County, it portrays the value of this new multiuse trail for transportation and recreation choices for all groups. Every effort will be made to continue to involve Apple Valley residents and property owners in the design and delivery of this project.

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

Measure B: Disadvantaged Communities Benefits and Impacts

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

? pedestrian and bicycle safety improvements;
? public health benefits;
? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
? travel time improvements;
? gap closures;
? new transportation services or modal options;
? leveraging of other beneficial projects and investments;
? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities 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.

? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
? Increased speed and/or ?cut-through? traffic.
? Removed or diminished safe bicycle access.
? Inclusion of some other barrier to access to jobs and other destinations.

Response:

The multiuse project will provide an essential benefit by eliminating a missing link in the Apple Valley trail network and the proposed 14-mile North Creek Greenway. It will increase access to jobs, schools, and services by creating a more direct non-motorized travel route that will cut down on travel time and reduce the reliance on automobiles. It will also increase the quality and safety of the trail network for those who use the routes for non-motorized transportation or recreation by separating these users with a grade separated crossing from a principal arterial roadway. These are examples of the many transportation issues will be diminished with this new multi-use trail project, inviting more people to choose multimodal options.

Disadvantaged communities such as children, older adults, low-income populations, persons with disabilities, and BIPOC populations will highly benefit from this trail connection because many people in these groups may not rely on an automobile. The proposed multiuse trail will make people feel safer and have easier access to their everyday needs through a more direct and connected trail. In addition, the new multiuse trail will provide a connection to the larger Apple Valley and Dakota County trail systems, they will be able to reach a variety of local and regional destinations, including Eastview High School, Johnny Cake Ridge Park, the Apple Valley Aquatic Center, and the Minnesota Zoo. The project will provide infrastructure to support physical activity which can decrease risk for chronic diseases such as heart disease, type 2 diabetes, stroke, certain types of cancer, and mental health problems. Communities with connected trail networks tend to have more physically active and healthier populations.

Since the trail location and proposed alignment connects to existing trails and public open space there are minimal concerns or negative impacts created by this proposed trail connection. This supports the necessary opportunity to enhance access and mobility for all residents and visitors within Apple Valley and around the CSAH 42 corridor. There were intentional efforts made by the community to locate and plan this trail near a non-environmentally sensitive area. During construction, typical impacts of construction can be anticipated, however they should be temporary. These include construction noise, dust, blocking or rerouting of existing transportation routes, and disturbance of nature. Dakota County and the City of Apple Valley will work to minimize these impacts by enforcing ordinances that address issues of noise, runoff, dust, and tree preservation.

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

Measure C: Affordable Housing Access

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

Describe the 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:

? specific direct access improvements for residents
? improved access to destinations such as jobs, school, health care or other;
? new transportation services or modal options;
? and/or community connection and cohesion improvements.

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

Response:

The proposed trail and underpass are within one-half mile of 452 publicly subsidized housing units and four miles from an area of concentrated poverty. Also within one-half mile is Downtown Apple Valley, which is the major retail and office area of the community. Currently, CSAH 42 acts as a large barrier, limiting safe pedestrian and bicycle movements in all directions. In addition, the trail gap along CSAH 42 prevents safe east-west travel along the corridor. The decision for the location and alignment of this trail was proposed because of the feedback from the community engagement noting this critical trail gap and fears of crossing the intersection. The proposed multiuse trail will provide a safer and continuous off-street route from Burnsville through Apple Valley to Rosemount.

Apple Valley's largest business and employment concentration is along CSAH 42, which is a 4-lane divided highway with traffic volumes exceeding 30,000 AADT. CSAH 42 is a significant barrier to people that need to cross the intersection to reach their destinations for employment, shopping, or other personal services. A grade separated crossing will remove this barrier to all and in particular those that are disadvantaged to access their needs without a car and no longer having to undertake the safety risk of crossing four-lanes of traffic. The North Creek Greenway Plan also has recommended additional local projects such as other trail upgrades and amenities extending the usefulness of the tunnel.

CSAH 42 is also a major barrier to children walking to Highland Elementary School, Scott Highlands Middle School, Eastview High School, and other community gathering places such as Johnny Cake Ridge Park, Apple Valley Aquatic Center, and the River Valley Church. In essence, this project could be viewed as a Safe Routes to School improvement benefiting low-income students and the disadvantaged populations access to their learning and gathering spaces easier.

Overall, the proposed grade separated crossing and additional trail connectivity will provide a safe walking and bicycling environment along the highway. The underpass will reduce crossings and will allow users of all ages and abilities to use the trails, access local and regional destinations, and make active living lifestyle choices.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:	
Project?s census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):	Yes
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.	1702501850311_Socio-Economic Conditions_All_lengthwrong.pdf

Measure A: Bikeway Network Gaps, Physical Barriers, and Continuity of Bicycle Facilities

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 parallet 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 jurisdiction?s bicycle facility.

Response:

The proposed project addresses a gap in both regional and local trail networks, while the grade-separated crossing of CSAH 42 will serve the regional and local community by removing a large safety barrier and improving trail connectivity. Locally, the project will safely connect southern Apple Valley residents to the City's Downtown, improving access to major employers, commercial destinations, and government services. The elimination of the 1.0-mile gap will also promote east-west connectivity from Burnsville to Rosemount. The grade separated crossing will directly benefit Dakota County's North Creek Greenway, a 14-mile route from Eagan to rural Empire that connects the 2,000-acre Lebanon Hills Regional Park, Minnesota Zoo, Whitetail Woods Regional Park, Vermillion River, and Downtown Farmington. The implementation of the grade separated crossing will improve the safety of the trail network and allow recreational and novice trail users to feel comfortable navigating the local and regional trail system.

The nearest parallel crossing of CSAH 42 is about a half-mile away at Johnny Cake Ridge Rd. At this intersection, CSAH 42 has 4 traffic lanes and turning movements from all directions, a posted speed limit of 50 mph, and traffic volumes around 30,000 cars daily. The current crossing includes a button-activated walk signal, and bike trails leading to the east and west. These facilities have not been sufficient to prevent 9 crashes involving cyclists and pedestrians in the last 10 years, with the majority during a clear sunny day. The proposed grade-separated crossing under CSAH 42 would allow pedestrians and bicyclists of all ages and abilities to safely cross the highway without interrupting traffic or waiting for a crossing signal.

(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

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

Tier 2 Yes

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

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

Measure B: Deficiencies corrected or safety problems addressed

Response:

The proposed project will significantly improve safety along and across CSAH 42. The project will include a grade separated crossing of CSAH 42 at a location approximately halfway between Flagstaff Avenue and Johnny Cake Ridge Road. CSAH 42 is a principal arterial with an annual average daily traffic of 30,000 cars daily. Traffic volumes increase to 34,500 at the intersection of Flagstaff Avenue. This large volume of traffic makes crossing CSAH 42 intimidating and a safety risk for pedestrians and bicyclists. This poses a number of safety issues as more pedestrians and bicyclists are taking chances to cross CSAH 42 away from a proper intersection crossing because the next nearest crossing is at the Johnny Cake Ridge Road intersection a half-mile away. These unexpected crossings significantly increase risks where they may be a poor reaction time of motorist for braking and crashing into the non-motorist or it can cause a driver to stop suddenly and get rear-ended. According to MNDOT, there were 2 crashes involving bicycles within the project area in 2022. In the last 10 years, there have been 9 crashes between bicyclists or pedestrians and motor vehicles, all resulting in some sort of injury. These crashes happened at the two major intersections of CSAH 42 at Flagstaff Ave and Johnny Cake Road.

Among the many goals this multiuse trail would accomplish (climate, multimodal, healthy living etc..) safety is the main priority with a crash report of net zero in mind. The proposed multiuse trail project will reduce crash potential by routing all bicycle and pedestrian traffic off of CSAH 42 and allowing trail users to utilize a grade separated crossing under CSAH 42 to existing trail routes without stopping. The grade separated crossing can decrease travel time eliminating the need for bicyclists and pedestrians to wait at a large intersection with the potential interaction of cars. The underpass would deter these type of safety incidents and allow traffic to flow at a more consistent speed.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

This project will improve the travel experience and safety for users of all transportation modes by removing pedestrians and cyclists from CSAH 42 to a designated trail and safer, undisrupted crossing. In that respect, the proposed project will provide the following benefits from a multimodal perspective:

Bicyclists & Pedestrians: The proposed project will help close a gap in the Regional Bicycle Transportation Network (RBTN). The project is an RBTN Tier 2 Alignment that connects an adjacent RBTN Tier 1 Alignment with a RBTN Tier 2 search corridor. This project creates an east-west pedestrian and bicycle connection between commercial and employment destinations, as well as provides a safe, grade-separated crossing for users travelling north-south. The underpass could be an opportunity to move the RBTN Tier 1 alignment off of Flagstaff Ave and onto the North Creek Greenway alignment as more trail segments are installed or upgraded within the Greenway. Nonetheless, the grade-separated crossing will allow pedestrians to cross safely, without interruption, while reducing conflict and wait time for motorized vehicles. The planned 10-foot width will provide the space necessary for pedestrians and cyclists of varying skill levels to safely share the trail. The proposed underpass is a critical component of Dakota County's 14-mile North Creek Greenway, allowing trail users to travel from Eagan to rural Empire Township. Safe crossings will allow trail users of all ages and abilities to feel safe and comfortable using the trail system.

Transit: This segment will function as an element of Apple Valley's intermodal transportation system. The trail connects to Metro Transit Route 420, linking Apple Valley to Rosemount, with stops at retail centers, parks, an elementary school, and middle school. The CSAH 42 trail will also connect with a trail that leads to the Apple Valley Transit Station on Cedar Ave 2 miles southwest for access to the Red Line, local bus route 420, or Minneapolis commuter bus with free park and ride options. Furthermore, CSAH 42 has been identified as a critical component to the regional transit system in the Dakota County East-West Transit Study. This study recognizes the corridors importance in channeling people to transit services.

(Limit 2,800 characters; approximately 400 words)

Upload Transit map 1702502445050_Transit Connections_All_lengthwrong.pdf

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.

Response:

The proposed project has been incorporated into various plans each with different community engagement approaches. The following is a summary of all the outreach opportunities and engagement details:

For the North Creek Greenway Plan there was stakeholder input that was gathered from a technical advisory group which met five times over eight months. An initial open house was held to gather input on the greenway trail alignment, interpretive themes, and approach to natural resource and water quality improvement. Staff notified all landowners within 1/4 mile of the North Creek and Minnesota River greenways (about 1,100 people) with a brochure outlining the project and an invitation to the open house where approximately 30 people attended. A second open house was held to review the North Creek Greenway Plan and The Minnesota River Greenway Plan,17 people attended.

The City of Apple Valley 2040 Comprehensive Plan had a kick-off to the planning process that began in April 2017 at the City's Home and Garden Expo. A website with draft materials was made available for the duration of the update, and two open houses were held to solicit input at key points in the process. A public hearing was also conducted by the Planning Commission on June 6, 2018.

The County Highway 42 Visioning Study was completed during the public health concern of COVID-19. However, there was success in the three-phase community engagement approach utilizing online tools and in-person activities with social distancing measures to interact with the community and gather feedback. Outreach activities included listening sessions with diverse groups of residents, cities and transit agencies. Interactive Wikimap and online survey, focus groups, social media posts, multilingual fliers, and coordination with county public health officials to target underrepresented populations. A project website and email updates to provide project information and advertise outreach opportunities.

Lastly the Bike and Walk Apple Valley Pedestrian and Bicycle Plan had a task force of the Planning Commission, Parks & Rec, Traffic Safety, and other stakeholder groups. There were a handful of stakeholders that were interviewed including the Apple Valley Mayor, Apple Valley Planning Commission, Apple Valley Parks and Recreation Advisory Committee, Apple Valley Transportation Safety Advisory Committee, President and CEO of Apple Valley Chamber of Commerce, President of Valley Bike and Ski Shop, Bike Friendly Apple Valley Committee, Community Health Specialists and Dakota County Public Health Department.

(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 project?s 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%

Yes

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	1702607557817_CSAH 42 Trail and Underpass Layout.pdf
Please upload attachment in PDF form	
Additional Attachments	1702607557805_LOS_CSAH 42 North Creek Greenway.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	Yes
50%	
Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified	
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

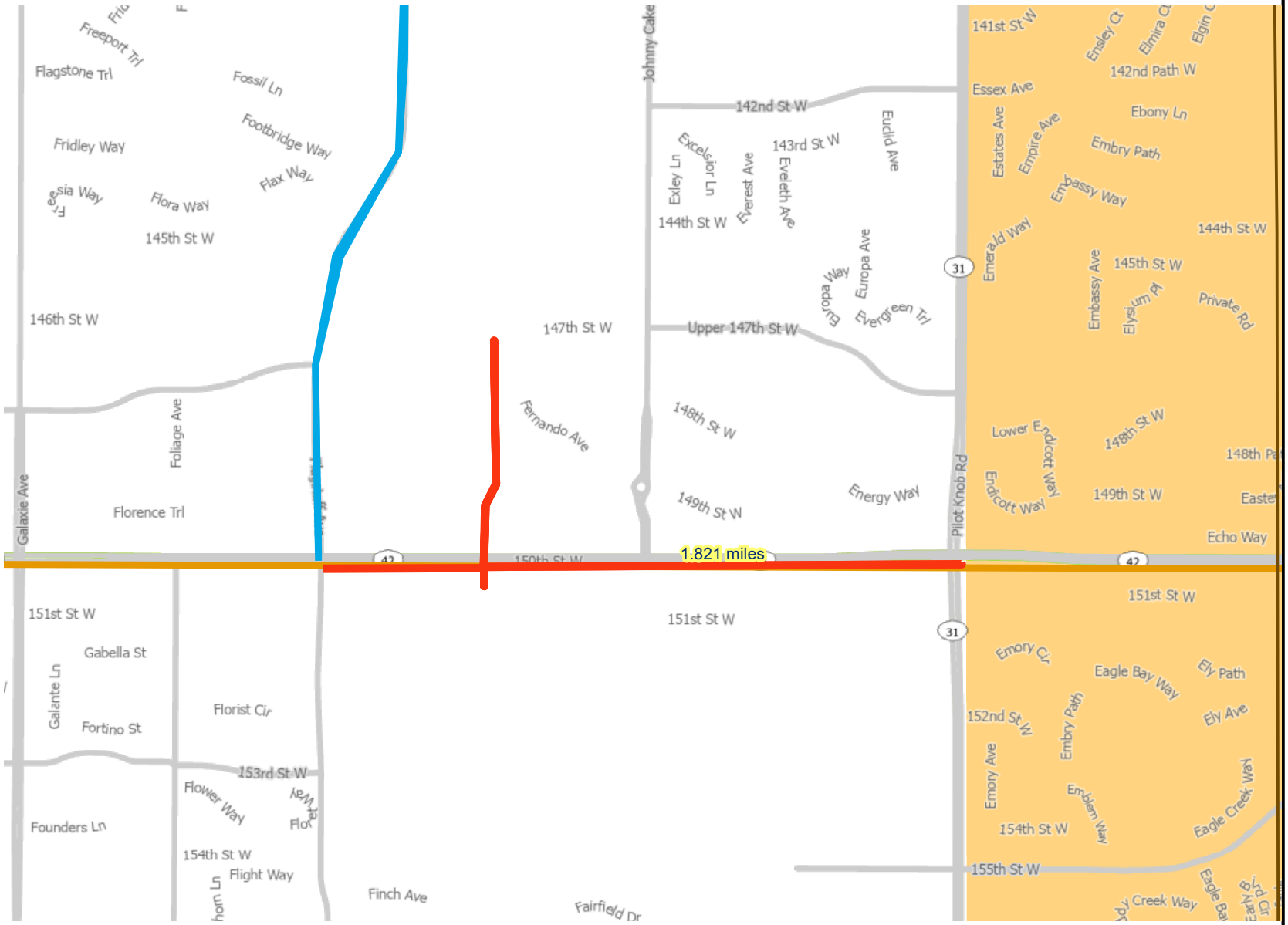
Total Project Cost (entered in Project Cost Form):	$2,625,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$2,625,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
Existing Conditions.pdf	Existing condition images.	578 KB
LOS_CSAH 42 North Creek Greenway.pdf	Letter of Support from Apple Valley for the project	41 KB
Multifamily housing and destinations.pdf	Multifamily housing and destinations	1.7 MB
North Creen Greenway CR 42 Multi Use Trail Map.pdf	Location Map	1.8 MB
Project Summary_NCG.pdf	Project Summary Page	564 KB
Resolution No. 23-424.pdf	Resolution to apply for grants.	78 KB
Resolution No. 23-542.pdf	Authorization To Approve Letters Of Support	78 KB
Snow and Ice Letter DC - North Creek CSAH 42 20231206.pdf	Snow and Ice Letter	191 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Dakota County North Creek Greenway CR 42 Multiuse Trail | Map ID: 1698680560



Project

RBTN Corridor Centerlines

RBTN Tier 1 Alignment

RBTN Tier 2 Alignment

Principal Arterials

Minor Arterials

RBTN Tier 1

RBTN Tier 2

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 10/30/2023
LandscapeRSA6

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

METROPOLITAN COUNCIL

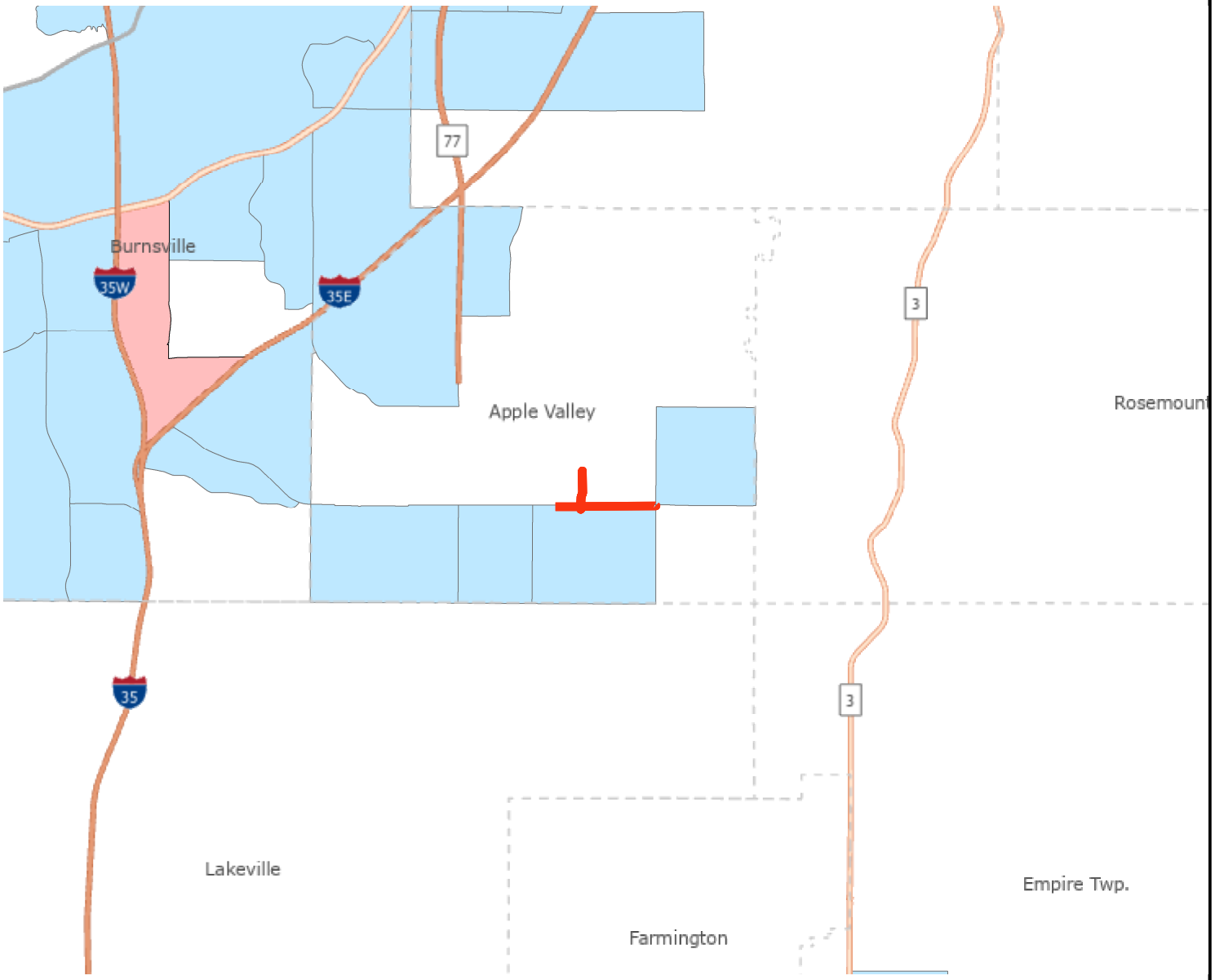
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Dakota County North Creek Greenway CR 42 Multiuse Trail | Map ID: 16986805

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 452

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



Lines

Regional Environmental Justice Area

Area of Concentrated Poverty

0 1 2 4 6 8 Miles

Created: 10/30/2023
LandscapeRSA2

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

METROPOLITAN COUNCIL

Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Dakota County North Creek Greenway CR 42 Multiuse Trail | Map ID: 16986805

Results

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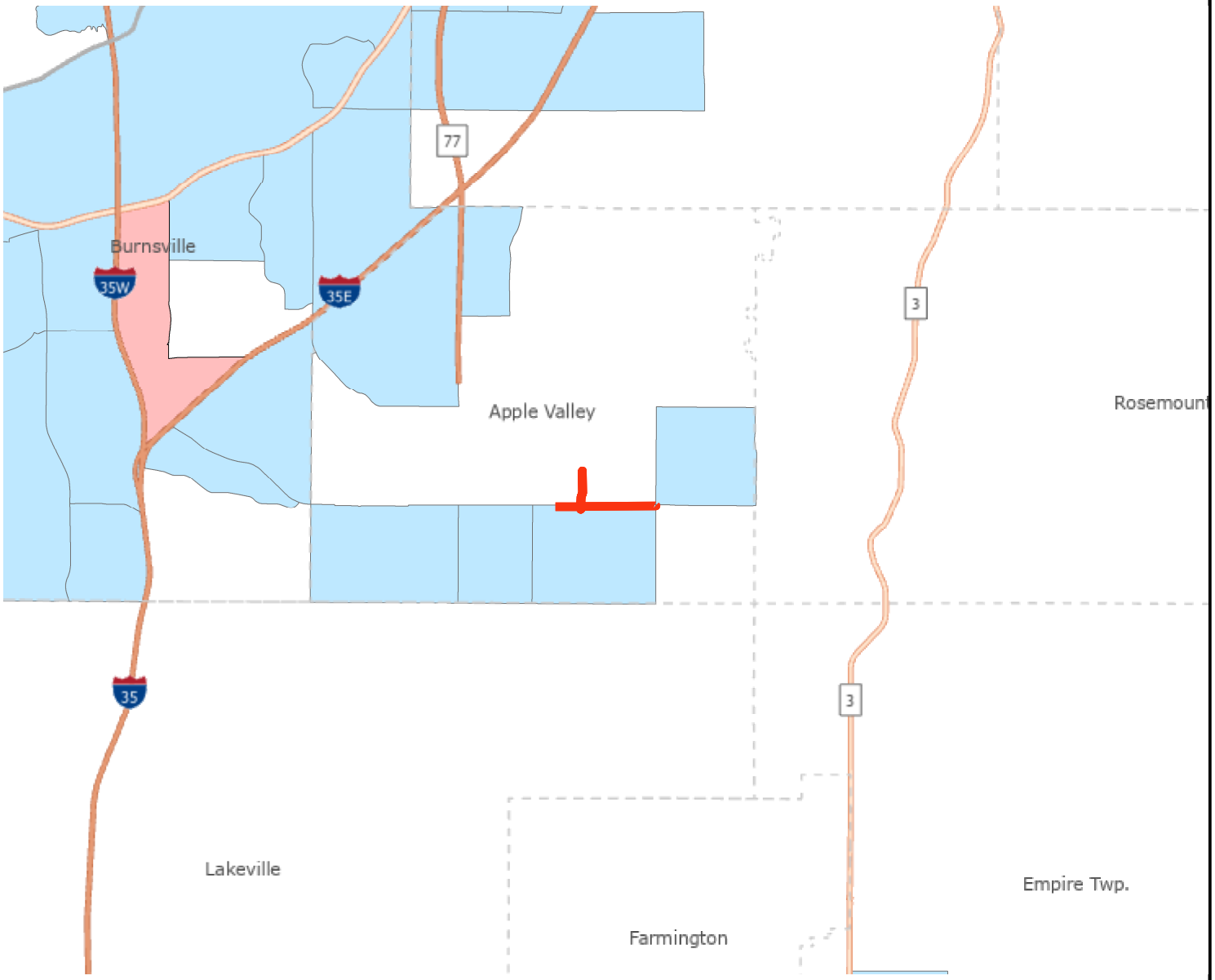


Lines

Regional Environmental Justice Area

Area of Concentrated Poverty

0 1 2 4 6 8 Miles

Created: 10/30/2023
LandscapeRSA2

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

METROPOLITAN COUNCIL

Transit Connections

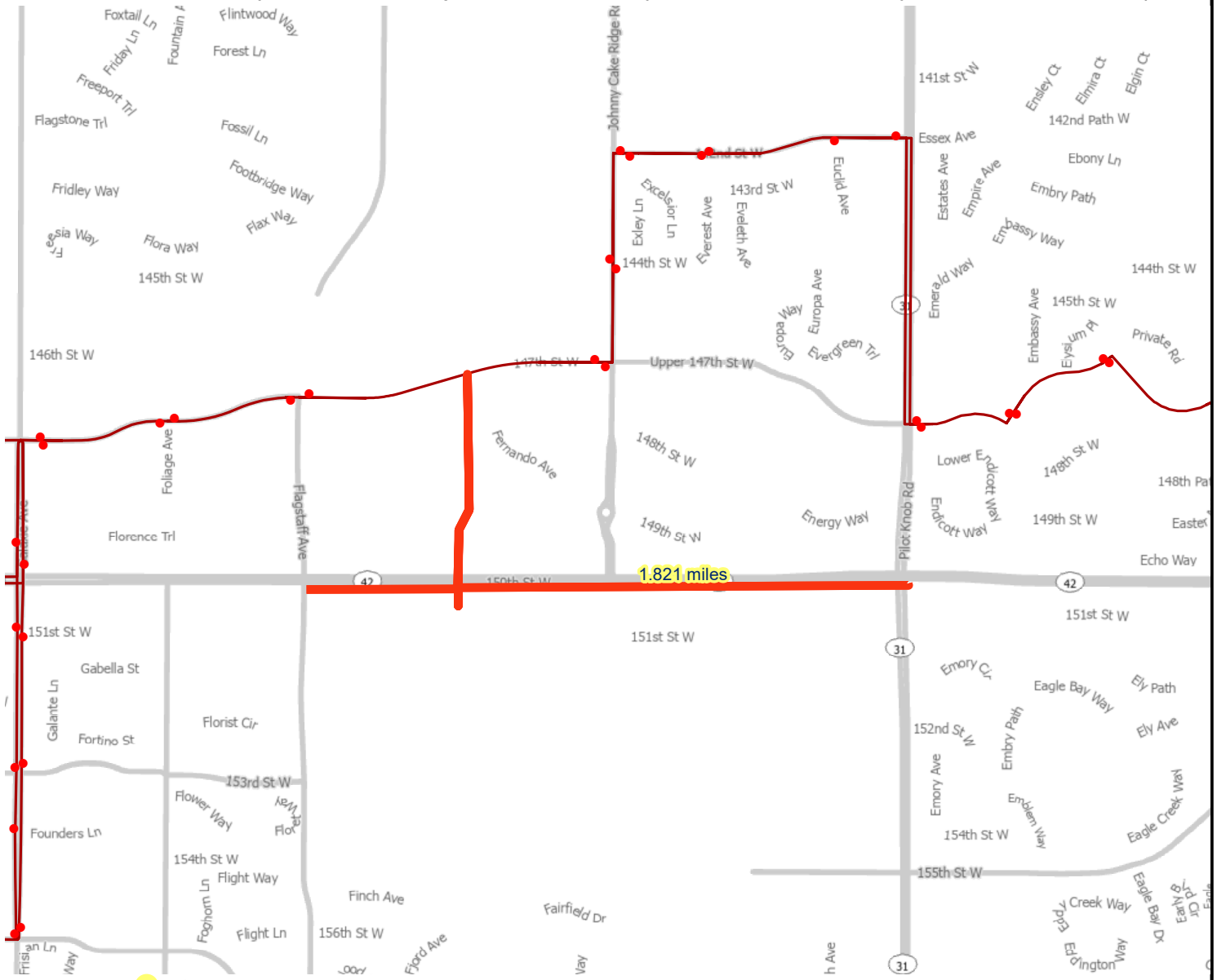
Multiuse Trails and Bicycle Facilities Project: Dakota County North Creek Greenway CR 42 Multiuse Trail | Map ID: 1

Results

Transit with a Direct Connection to project: 420

**indicates Planned Alignments*

Transit Market areas: 3



Project Points
Project
Project Area
Active Stop
Arterial Bus Rapid Transit

Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Arterial Bus Rapid Transit

Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Transit Routes

Arterial Bus Rapid Transit
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Modern Streetcar

Undetermined
Arterial Bus Rapid Transit
Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit

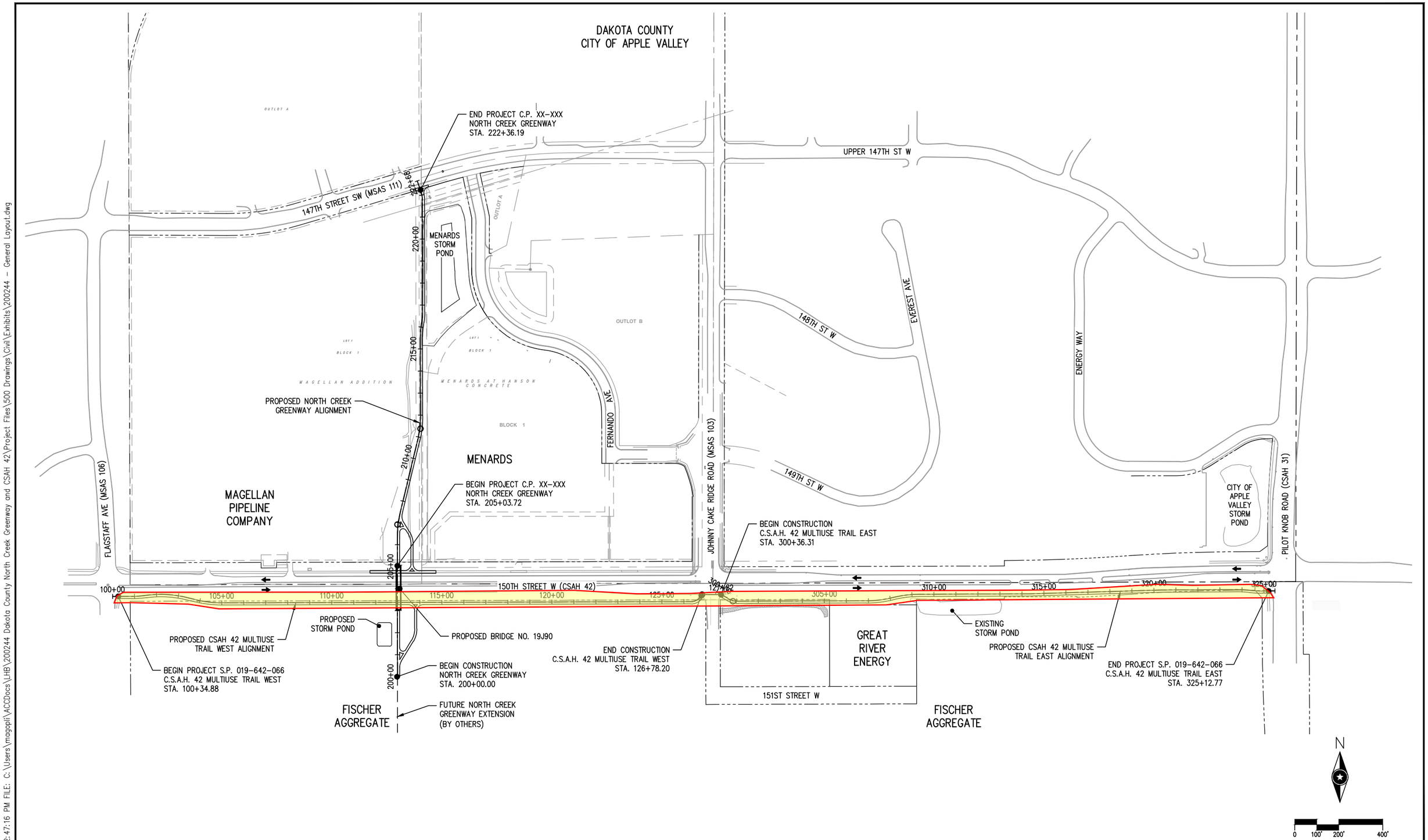
Light Rail
Modern Streetcar
Undetermined

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 10/30/2023
LandscapeRSA3

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

METROPOLITAN COUNCIL



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

NAME: _____ LIC. NO. ___--___ DATE ___-___-___

DESIGNED MAG
DRAWN MAG, PAB
CHECKED BPS

PERFORMANCE DRIVEN DESIGN.
LHBcorporate 21 W. Superior St., Ste. 500 | Duluth, MN 55802 | 218.727.8446

PRELIMINARY
NOT FOR CONSTRUCTION

REV.	BY	DATE

S.P. 019-642-066
NORTH CREEK GREENWAY TRAIL & CSAH 42 MULTIUSE TRAIL
GENERAL LAYOUT

SHEET 2 OF 54

PLOT DATE: 4/20/2021 2:47:16 PM FILE: C:\Users\magopli\ACCDocs\LHB\200244 Dakota County North Creek Greenway and CSAH 42\Project Files\500 Drawings\Civil\Exhibits\200244 - General Layout.dwg

Dakota County
NORTH CREEK GREENWAY CSAH 42 TRAIL & CROSSING

PROJECT DESCRIPTION

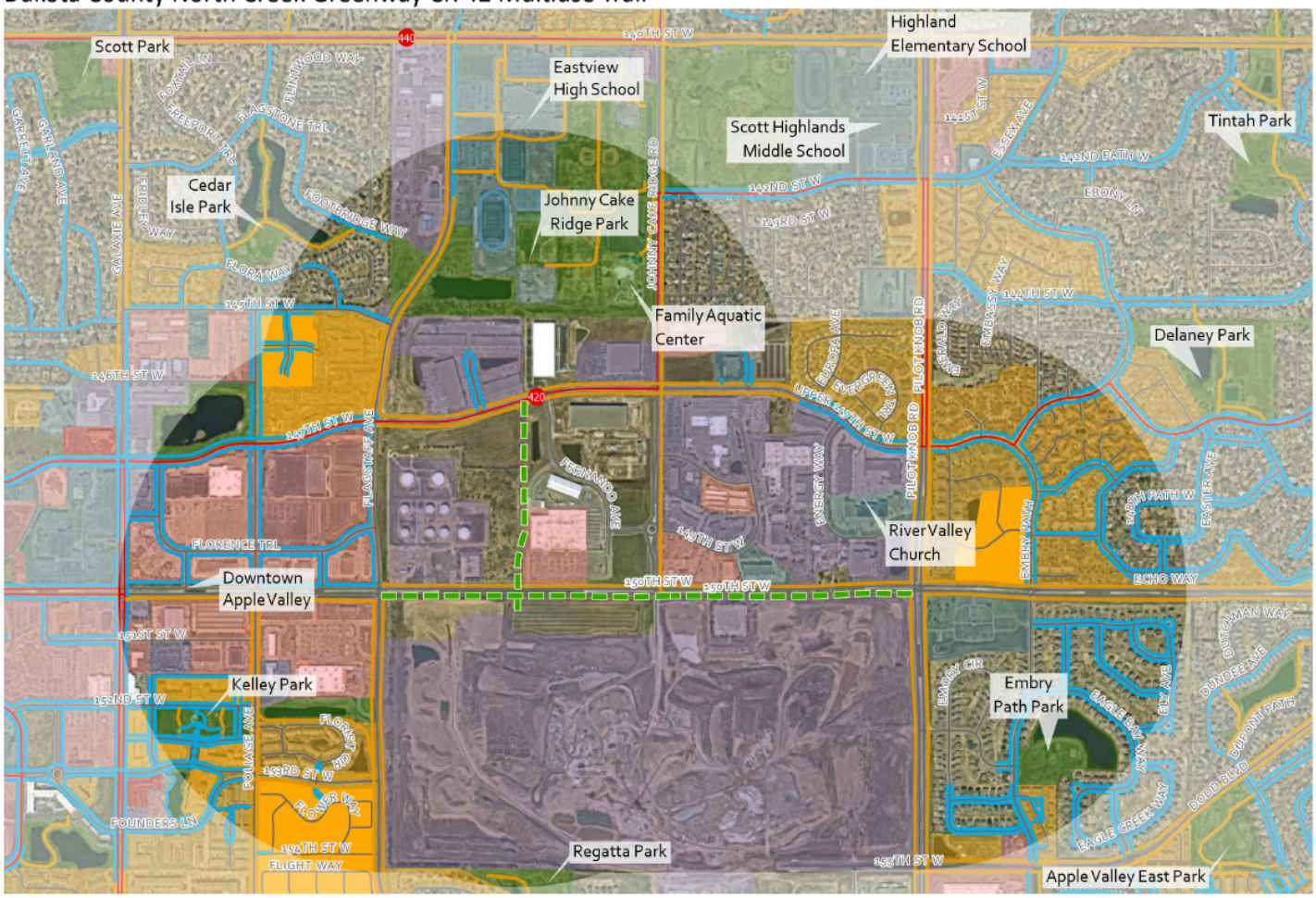
The North Creek Greenway CSAH 42 Trail and Crossing project will provide an essential connection in the pedestrian and bicycle network in the City of Apple Valley. The proposed project consists of two segments. The first extends 0.4 miles north-south from Upper 147th Street West to CSAH 42 and includes an underpass of CSAH 42. The second segment is proposed to extend 1 mile west-east along the south side of CSAH 42 between Flagstaff Avenue and CSAH 31/Pilot Knob Road.

Project Location: Apple Valley	
Requested Award Amount:	$2,100,000
Total Project Cost:	$2,625,000

PROJECT BENEFITS

- *Fills the gaps in the local and regional trail system, including addressing one of the last gaps in the 14-mile North Creek Greenway which extends from Eagan to rural Empire*
- *Improves safety by constructing a grade-separated crossing below CSAH 42, a four-lane principal arterial with more than 30,000 daily vehicles*
- *Encourages use of non-motorized transportation for commuting and recreation, particularly to reach downtown Apple Valley's extensive commercial and government offices*
- *Improves connectivity to nearby destinations, including Eastview High School, Scott Highlands Middle School, Johnny Cake Ridge Park, and the Family Aquatic Center*

Dakota County North Creek Greenway CR 42 Multiuse Trail



BOARD OF COUNTY COMMISSIONERS
DAKOTA COUNTY, MINNESOTA

September 26, 2023 | Resolution No. 23-424

Motion by Commissioner Hamann-Roland | Second by Commissioner Atkins

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Authorization To Submit And Accept Grant Funds For 2023-2024 Regional Federal Funding Solicitation Grant Opportunity

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Infrastructure Investment and Jobs Act (IIJA) through the Regional Solicitation process; and

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

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

WHEREAS, project submittals are due on December 15, 2023; and

WHEREAS, all projects proposed are consistent with the adopted Dakota County 2040 Comprehensive Plan; and

WHEREAS, subject to federal funding award for the projects identified hereto, 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 authorizes the submittal of the following County-led projects to the Regional Solicitation application process for federal funding:

Highway Projects

1.1 County State Aid Highway (CSAH) 50 (Kenwood Trail) from 172nd to 175th and Interstate-35 interchange in Lakeville (Strategic Capacity Category)
1.2 CSAH 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township and Rosemount (Strategic Capacity Category)
1.3 CSAH 32 (117th Street) from US 52 to CSAH 71 in Inver Grove Heights (Reconstruction Category)
1.4 CSAH 46 (160th Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings CSAH 32 (117th Street) from US 52 to CSAH 71 in Inver Grove Heights (Reconstruction Category)
1.5 CSAH 32 (122nd St) at frontage road on east side of interstate 35 in Burnsville (Spot Mobility Category)
1.6 CSAH 4 (Butler Ave) trail from Roberts Street to US Highway 52 in West St. Paul (Multi-Use Trails Category)
1.7 CSAH 42 (Egan Drive) trail from CSAH 5 to CSAH 11 in Burnsville (Multi-Use Trails Category)

Safe Routes to School Projects

2.1 CSAH 4 (Butler Ave) from CSAH 63 to Smith Ave. in West St. Paul
2.2 CSAH 60 (185th St) from CSAH 50 to CSAH 9 in Lakeville

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	X	**Slavik**	
Atkins	X	**Atkins**	
Halverson	X	**Halverson**	
Droste	X	**Droste**	
Workman	X	**Workman**	
Holberg	X	**Holberg**	
Hamann-Roland	X	**Hamann-Roland**	

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 26th day of September 2023, now on file in the Office of the County Manager Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 26th day of September 2023.

Jeni Reynolds

Clerk to the Board

Greenway Multiuse Trails and Bicycle Facilities Projects

3.1 North Creek Greenway – CSAH 42 Grade Separation and Trail to Flagstaff Road in Apple Valley
3.2 Lake Marion Greenway through the Industrial Park in Lakeville
3.3 North Creek Greenway from 199th Street to downtown Farmington
3.4 River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to accept grant funds, if awarded, and execute grant agreements subject to approval as to form by the Dakota County Attorney's Office.

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	X	**Slavik**	
Atkins	X	**Atkins**	
Halverson	X	**Halverson**	
Droste	X	**Droste**	
Workman	X	**Workman**	
Holberg	X	**Holberg**	
Hamann-Roland	X	**Hamann-Roland**	

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 26th day of September 2023, now on file in the Office of the County Manager Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 26th day of September 2023.

Jeni Reynolds

Clerk to the Board

BOARD OF COUNTY COMMISSIONERS
DAKOTA COUNTY, MINNESOTA

November 28, 2023 | Resolution No. 23-542

Motion by Commissioner Hamann-Roland | Second by Commissioner Halverson

---

Authorization To Approve Six Letters Of Support For Submittal To 2023-2024 Regional Solicitation And Authorization Of Replacement Of Projects Being Submitted To 2023-2024 Regional Solicitation For Federal Funding

WHEREAS, the Transportation Advisory Board is requesting project submittals for federal funding under the Infrastructure Investment and Jobs Act through the Regional Solicitation process; and

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

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

WHEREAS, project submittals are due on December 15, 2023; and

WHEREAS, all projects proposed are consistent with the adopted Dakota County 2040 Comprehensive Plan; and

WHEREAS, by Resolution No. 23-424 (September 26, 2023), the County Board authorized staff to submit 13 applications to the Regional Solicitation; and

WHEREAS, since then, the City of Farmington has taken lead on the North Creek Greenway application and the City of Lakeville has taken lead on the 185th Street (CSAH 60) regional solicitation applications; and

WHEREAS, this Resolution replaces Resolution No. 23-424 (September 26, 2023), for authorization to submit 11 projects to the Regional Solicitation.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby supports the following submittals by others:

Projects Led By Others Requesting Letters of Support

1.1 Greenwood Drive Sidewalk from Leah's Apartments to CSAH 5 – Lead Agency: Burnsville
1.2 Lothenbach Avenue Sidewalk Project from TH 3 (Robert Street) to CSAH 73 (Oakdale Avenue)– Lead Agency: West St. Paul
1.3 North Creek Greenway from 195th to Downtown Farmington - Lead Agency: Farmington
1.4 185th St (CSAH 60) from CSAH 50 (Kenwood Trail) to CSAH 9 (Dodd Blvd) – Lead Agency: Lakeville
1.5 Marie Avenue from 3rd Avenue to 21st Avenue – Lead Agency: South St. Paul

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	X	**Slavik**	
Atkins	X	**Atkins**	
Halverson	X	**Halverson**	
Droste	X	**Droste**	
Workman	X	**Workman**	
Holberg	X	**Holberg**	
Hamann-Roland	X	**Hamann-Roland**	

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 28th day of November 2023, now on file in the Office of the County Manager Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 28th day of November 2023.

Jeni Reynolds

Clerk to the Board

1.6 Trunk Highway 13 from Lynn Avenue in Savage to Washburn Avenue in Burnsville - Lead Agency: 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

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the submittal of the following County-led projects to the Regional Solicitation application process for federal funding:

County-Led Highway Projects

2.1 County State Aid Highway (CSAH) 50 (Kenwood Trail) from 172nd to 175th and I-35 interchange in Lakeville (Strategic Capacity Category)

2.2 CSAH 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township, and Rosemount (Strategic Capacity Category)

2.3 CSAH 32 (117th Street) from US 52 to CSAH 71 in Inver Grove Heights (Reconstruction Category)

2.4 CSAH 46 (160th Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings (Reconstruction Category)

2.5 CSAH 32 (122nd St) at frontage road on east side of interstate 35 in Burnsville (Spot Mobility Category)

2.6 CSAH 4 (Butler Ave) trail from Roberts Street to US Highway 52 in West St. Paul (Multi-Use Trails Category)

2.7 CSAH 42 (Egan Drive) trail from CSAH 5 to CSAH 11 in Burnsville (Multi-Use Trails Category)

County-Led Safe Routes to School Projects

2.8 CSAH 4 (Butler Ave) from CSAH 63 to Smith Ave. in West St. Paul

County-Led Greenway Multiuse Trails and Bicycle Facilities Projects

2.9 North Creek Greenway: CSAH 42 Grade Separation and Trail to Flagstaff Road in Apple Valley

2.10 Lake Marion Greenway through the Industrial Park in Lakeville

2.11 River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to accept grant funds, if awarded, and execute grant agreements subject to approval as to form by the Dakota County Attorney's Office.

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	X	**Slavik**	
Atkins	X	**Atkins**	
Halverson	X	**Halverson**	
Droste	X	**Droste**	
Workman	X	**Workman**	
Holberg	X	**Holberg**	
Hamann-Roland	X	**Hamann-Roland**	

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 28th day of November 2023, now on file in the Office of the County Manager Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 28th day of November 2023.

Jeni Reynolds

Clerk to the Board

Physical Development Division
Steven C. Mielke, Director

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

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Environmental Resources
Environmental Initiatives
Groundwater Protection
Land Conservation
Vermillion River Watershed
Water Resources
Waste Regulation

Office of Planning

Parks, Facilities and Fleet
Parks
Facilities Management
Fleet Management

Transportation
Highway
Surveyor's Office
Transit Office

December 8, 2023

Elaine Koutsoukos
TAB Coordinator
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

RE: Regional Solicitation: Multiuse Trails and Bicycle Facilities
Application: North Creek Greenway CSAH 42 Trail and Crossing

Dear Ms. Koutsoukos:

I am writing to confirm that the North Creek Greenway CSAH 42 Trail and Crossing will be part of the Dakota County Regional Greenway Trail system. As the owner of these facilities, Dakota County is committed to operating and maintaining the improvements listed in this proposal for the useful life of the facilities, to provide year-round use for pedestrians and bicyclists.

In keeping with Dakota County Regional Trails Maintenance Standards, the Dakota County Grounds Maintenance Department will be responsible for snow and ice removal to accommodate year-round bicycle and pedestrian use. Dakota County budgets funding to remove snow and ice annually and has sufficient resources to provide this service. Plowing, brooming, and/or blowing of snow is typically completed within 48 hours after a snow event. Intersections are to be cleared of snow and are to have clear sightlines.

Sincerely,

Niki Geisler
Dakota County Parks Director