Application

19837 - 2024 Roadway Spot Mobility
20181 - Roundabout at CSAH 32 (Cliff Road) and I-35W East Frontage Road
Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
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Primary Contact

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What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name: DAKOTA COUNTY
Jurisdictional Agency (if different):
Organization Type: County Government
Organization Website:
Address: TRANSPORTATION DEPT
14955 GALAXIE AVE

* APPLE VALLEY (City) Minnesota (State/Province) 55124 (Postal Code/Zip)
County: Dakota
Phone:* 952-891-7100 (Ext.)
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Project Information

Project Name Roundabout at CSAH 32 (Cliff Road) and I-35W East Frontage Road
Primary County where the Project is Located Dakota
Cities or Townships where the Project is Located: Burnsville
Jurisdictional Agency (If Different than the Applicant): (na)

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

The roundabout is planned to replace a side-stop-controlled T intersection on CSAH 32 (Cliff Road), an A-Minor Arterial, in Burnsville. The CSAH 32 project intersection is located at the I-35W east frontage road connecting to the I-35W northbound on- and off-ramps approximately 500 feet north. The roundabout project, including frontage road reconstruction, will fit with I-35W interchange needs, complimenting the existing roundabout on the west side of I-35W (constructed in 2022). This 2028 project will also fit with MnDOT's I-35W reconstruction in 2025-2026, which includes replacement of the I-35W bridge over CSAH 32 west of the project intersection (see: www.dot.state.mn.us/metro/projects/i35wburnsville). That prior MnDOT project will include a north shift of the CSAH 32 centerline under the bridge and a wider opening for CSAH 32 and trails.

In 2023, the City of Burnsville and Dakota County undertook a corridor study of CSAH 32 from I-35W to TH 13, also considering the City's Nicollet Ave corridor from TH 13 to CSAH 32 (see: https://burnsvillemn.gov/2357/Cliff-Corridor-Study). This study identified safety and traffic operational concerns which make the project intersection a top priority for investment. The study also reviewed the feasibility for conversion to a roundabout, which is now considered an optimal approach. Dakota County's experience with similar intersections has shown that a roundabout will accumulate more long-term safety and mobility benefits for all user modes than can be achieved with the existing or similar T-intersection layout. The planned roundabout design will also provide for safer and more efficient roadway cross sections along all three approaches.

The primary need addressed is improved safety. While there are no fatalities or serious-injury crashes in the five most recent years of crash data, the total crash rate = 0.471 vs. a statewide avg. of 0.128 for comparable intersections. The area's roadway infrastructure is also beyond 20 years from last being constructed (in 2000). Therefore, the time has come to make the investment.

The project provides the opportunity to cut the number of crashes in half based on the applicable crash modification factor (CMF) for conversion to a roundabout. Crash severity and risks for fatal or serious-injury crashes will also be reduced because of fewer conflict points in the roundabout vs. the existing intersection.

The context around the intersection further supports the future roundabout based on current and forecast volumes and the improvements needed and included for trail connections and ped/bike safety within a Tier 1 RBTN corridor connected to the Minnesota River Greenway. See more on contextual fit in the Pedestrian Safety and Multimodal Elements sections.

(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.	Roundabout at CSAH 32 (Cliff Road) and I-35W East Frontage Road
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)	0.2
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)	(na)
Federal Amount	$1,901,760.00
Match Amount	$475,440.00
Minimum of 20% of project total	
Project Total	$2,377,200.00

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, City of Burnsville, and possibly MnDOT

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: 2027

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

Project Information: Roadway Projects

NOTE: If your project has already been assigned a State Aid Project # (SAP or SP), please Indicate SAP# here

SAP#: (na)

County, City, or Lead Agency Dakota County

Functional Class of Road A-Minor Arterial

Road System CSAH

TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET

Road/Route No. 32

i.e., 53 for CSAH 53

Name of Road Cliff Road

Example; 1st ST., MAIN AVE

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

From:
Road System

Road/Route No.

i.e., 53 for CSAH 53

Name of Road

Example; 1st ST., MAIN AVE

To:
Road System

DO NOT INCLUDE LEGAL DESCRIPTION

Road/Route No.

i.e., 53 for CSAH 53

Name of Road

Example; 1st ST., MAIN AVE

In the City/Cities of:

(List all cities within project limits)

OR:

At:
Road System I-35W East Frontage Road

(TH, CSAH, MSAS, CO. RD., TWP. RD., City Street)

Road/Route No. 35

i.e., 53 for CSAH 53

Name of Road East Frontage Road (The project includes approximately 600 feet along the frontage road, as well as the T intersection, to be reconstructed as the roundabout, and the approaches to match into CSAH 32.)

Example; 1st ST., MAIN AVE

In the City/Cities of: Burnsville

(List all cities within project limits)

PROJECT LENGTH

Miles 0.2

(nearest 0.1 miles)

Primary Types of Work (check all the apply)

New Construction

Reconstruction Yes

Resurfacing

Bituminous Pavement

Concrete Pavement

Roundabout Yes

New Bridge	
Bridge Replacement	
Bridge Rehab	
New Signal	
Signal Replacement/Revision	
Bike Trail	Yes
Other (do not include incidental items)	
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	
Structure is Over/Under (Bridge or culvert name):	
OTHER INFORMATION:	
Zip Code where Majority of Work is Being Performed	55337
Approximate Begin Construction Date	03/01/2027
Approximate End Construction Date	10/15/2027
Miles of Trail (nearest 0.1 miles)	0.3
Miles of Sidewalk (nearest 0.1 miles)	0
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0.2
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:

With reference to the 2020 Update of the Thrive MSP 2040 TPP, the planned roundabout relates primarily to these goals and corresponding objectives & strategies:

A. Transportation System Stewardship (page 2.2): The project needs were identified partly based on reviews of infrastructure condition, including the need to address aging infrastructure and related needs to preserve and modernize facilities. The existing CSAH 32 pavement in the project segment was completed as part of a general reconstruction project in 2000 and has not been overlayed since. Pavement conditions are deteriorating and will be due for improvement in the coming few years. The intersection also needs to be modernized to address safety, context, and service/performance for all travel modes.

B. Safety and Security (page 2.5): The roundabout will help the region accumulate more long-term safety benefits than could be achieved with the existing intersection. While not all locations on the system are suitable for roundabouts, this intersection is an example of a strategic long-term safety priority, balanced with other goals. As detailed in the sections below, safety and security enhancements are integral to the recommendation to replace the intersection with a roundabout. Specifically, the project will mitigate crash rates that exceed statewide averages.

C. Access to Destinations (page 2.10): The roundabout project will improve the interconnected system of arterial roads, streets, and bike/ped facilities; it is multimodal, follows Complete Streets principles, and will enhance conditions for all travelers and modes within a freeway interchange area, including short- and long-term recreational uses in a Tier 1 RBTN corridor (see also the Pedestrian Safety and Multimodal Elements sections).

E. Healthy and Equitable Communities (page 2.30): The improvements to traffic operations and to ped/bike facilities in the project will encourage more trail use and promote healthy lifestyles (see also 4B).

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 intersection improvement project is included in the preliminary Dakota County CIP for 2024-2028, page Trans 67 (attached to this application as supporting information). The current CIP accounting notes the possible use of Transportation Advancement Account funds for design and construction of the project; this will be revised to note the use of federal funds as appropriate, including matching amounts.

The project is included in the Dakota County CIP based on the previously noted corridor study of CSAH 32 from I-35W to TH 13 (see: https://burnsvillemn.gov/2357/Cliff-Corridor-Study). The recent study found that safety and traffic operational concerns make the roundabout project a top priority for investment along the CSAH 32 corridor. Please see the corridor study web page for the study's current findings and recommendations.

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 elements in more than one funding application category.

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below 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).

Strategic Capacity (Roadway Expansion): *$1,000,000 to $10,000,000*
Roadway Reconstruction/Modernization: *$1,000,000 to $7,000,000*
Traffic Management Technologies (Roadway System Management): *$500,000 to $3,500,000*
Spot Mobility and Safety: *$1,000,000 to $3,500,000*
Bridges Rehabilitation/Replacement: *$1,000,000 to $7,000,000*

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

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

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

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

(TDM and Unique Project Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

Date plan completed: 06/01/2018

Link to plan: 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

Roadways Including Multimodal Elements

1. All roadway projects must be identified as a principal arterial (non-freeway facilities only) or A-minor arterial as shown on the latest TAB approved roadway functional classification map. Bridge Rehabilitation/Replacement projects must be located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas.

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

Roadway Strategic Capacity and Reconstruction/Modernization and Spot Mobility projects only:

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

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

Bridge Rehabilitation/Replacement and Strategic Capacity projects only:

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

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

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

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

Bridge Rehabilitation/Replacement projects only:

5. The length of the in-place structure is 20 feet or longer.

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

6. The bridge must have a Local Planning Index (LPI) of less than 60 OR a National Bridge Inventory (NBI) Rating of 3 or less for either Deck Geometry, Approach Roadway, or Waterway Adequacy as reported on the most recent Minnesota Structure Inventory Report.

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

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

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact David Elvin at MnDOT (David.Elvin@state.mn.us or 651-234-7795) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$108,000.00
Removals (approx. 5% of total cost)	$110,000.00
Roadway (grading, borrow, etc.)	$140,000.00
Roadway (aggregates and paving)	$190,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$245,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$240,000.00
Traffic Control	$109,000.00
Striping	$1,700.00
Signing	$15,300.00
Lighting	$168,000.00
Turf - Erosion & Landscaping	$99,000.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$549,000.00
Other Roadway Elements	$269,000.00
Totals	**$2,244,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$73,000.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$60,200.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$133,200.00**

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 two line items above: Storm Sewer and Turf (Erosion & Landscaping)

Totals

Total Cost	$2,377,200.00
Construction Cost Total	$2,377,200.00
Transit Operating Cost Total	$0.00

Congestion within Project Area:

Free-Flow Travel Speed:	33
The free-flow travel speed is the black number	
Peak Hour Travel Speed:	34
The peak hour travel speed is the red number	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):	-3.03%
Upload the "Level of Congestion" map:	1701380501016_Map-Level of Congestion.pdf

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	TH 13
Adjacent Parallel Corridor Start and End Points:	
Start Point:	I-35W

End Point:	Nicollet Ave
Free-Flow Travel Speed:	56
The Free-Flow Travel Speed is black number.	
Peak Hour Travel Speed:	42
The Peak-Hour Travel Speed is red number.	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):	25.0%
Upload the "Level of Congestion" map:	1701380501016_Map-Level of Congestion.pdf

Principal Arterial Intersection Conversion Study:

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

(70 Points)

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

(65 Points)

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

(60 Points)

Not listed as a priority in the study:	Yes
(0 Points)	

Congestion Management and Safety Plan IV:

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

(70 Points)

Not listed as a CMSP priority location:	Yes
(0 Points)	

Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the updated 2021 Regional Truck Corridor Study:

Along Tier 1:	Yes
Miles:	0.2
(to the nearest 0.1 miles)	
Along Tier 2:	
Miles:	0
(to the nearest 0.1 miles)	
Along Tier 3:	
Miles:	0
(to the nearest 0.1 miles)	

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

None of the tiers:

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 City of Burnsville and Dakota County have actively engaged to inform those nearby and those interested in project issues. This has recently included work on the Cliff Road, or CSAH 32, corridor study (see: https://burnsvillemn.gov/2357/Cliff-Corridor-Study). The County and City sent direct-mail notices to more than 120 surrounding property owners, including those living in multi-family and affordable housing units near the project location (see also Measures B and C below). The mid-2023 outreach efforts included a public open house at Cliff Fen Park on August 16, 2023, promoted in advance through the mailings, social media, and by intercepting park visitors on that evening. The outreach and project website tools also included a survey, through which we received several specific comments.

The project partners also reached out specifically to business representatives, with businesses occupying most of the properties adjacent to CSAH 32. This included a Burnsville Chamber of Commerce Transportation Forum on June 9, 2023, and targeted outreach for business focus-group meetings held October 26 and 27, 2023. The community outreach helped build awareness of transportation project needs along CSAH 32 and has yielded many comments, questions, and a responsive approach to develop future corridor improvement projects. Please see the Risk Assessment section for more details on the public engagement results, including a summary of comments received.

(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:

Census data (2020) shows that approximately 30 percent of the population in the project area is of non-white ethnicity (Census Tract 607.48, extending mostly to the east of the project location). The below-attached Socioeconomic Conditions Map further confirms that the project's Census tract is above the regional averages for residents of color and experiencing poverty.

The roundabout project will provide many transportation equity benefits for the often-underrepresented stakeholders addressed in this question, and it will serve as a catalyst for other investments along CSAH 32. The main benefits will be integral with the characteristics of a roundabout vs. the existing conventional intersection at the junction of an A-Minor Arterial (CSAH 32) and the freeway frontage road. These benefits include: (1) the safety benefits of the roundabout, reducing crash risks; (2) mobility benefits, as the roundabout will reduce overall traffic delays and improve access to destinations; (3) benefits for pedestrians and bicyclists, as trails and crossings will be added and reconstructed at the intersection and in the approaches; and (4) additional safety and contextual benefits and opportunities extending along the intersection approaches, including improved medians and the center island which will create safer access and improved aesthetics.

See the Pedestrian Safety section for more on crash-reduction benefits and the Multimodal Elements section for benefits to all modes, including connections to the nearby Minnesota River Greenway, Cliff Fen Park, and nearby businesses/employment.

(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:

See supplemental pages on affordable housing in the below-attached Socioeconomic Conditions Map.

Most development in the project area is not residential, with business and commercial land uses prevalent. Based on HousingLink data, there are many housing units eligible for housing vouchers or tax credits in Census tracts within 0.5-mile from the project location (see supplemental attachments); but all of those subsidized housing examples are technically located more than 0.5-mile from the project. Nevertheless, the Dakota Station Apartment development is located approximately 0.5-mile from the project intersection within or next to the area of concentrated poverty shown on the below-attached the Socioeconomic Map. Dakota Station appears to offer affordable housing options based on 2023 affordability limits and rental rates in currently available units. Please see the additional attached pages which show available units, number of bedrooms per unit, and affordability based on 2023 HUD affordability limits.

The project will be a catalyst for other elements of the CSAH 32 long-term vision, to substantially enhance access to destinations for area residents and improve community connections and cohesion. For example, the project will contribute to filling trail gaps and will create improved access to the Minnesota River Greenway (the project is located within a RBTN Tier 1 corridor). Similarly, the project and further upgrades along CSAH 32 will improve access to the many jobs offered along the corridor and to local community assets such as shopping and services - for example, the Walmart located approximately 1,000 feet from the project intersection. The project is also located adjacent to the Minnesota River Greenway and near Cliff Fen Park, 0.6 mile to the east. See more details in the Pedestrian Safety and Multimodal Elements sections.

(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):	Yes
Upload the ?Socio-Economic Conditions? map used for this measure.	1701882661222_Socioeconomic and Affordable Housing CSAH 32 I-35W 2023.pdf

Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/Vehicle)	Volume without the Project (Vehicles per hour)	Volume with the Project (Vehicles Per Hour):	Total Peak Hour Delay without the Project:	Total Peak Hour Delay by the Project:	Total Peak hour Delay Reduced by project	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
4.0	0	4.0	2069	2069	8276.0	0	8276.0	na	1701988827297_HCM Reports CSAH 32 I-35W Frontage.pdf
						0			

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	Total Peak Hour Delay Reduced	Delay Reduced Total
8276.0	0	8276.0

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

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
1.24	2.09	-0.85
1	**2**	**-1**

Total

Total Emissions Reduced:	-0.85
Upload Synchro Report	1701989290880_HCM Reports CSAH 32 I-35W Frontage.pdf

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

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

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

Total Parallel Roadway

Emissions Reduced on Parallel Roadways	0
Upload Synchro Report	

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

New Roadway Portion:

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

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

Cruise speed in miles per hour without the project:	0
Vehicle miles traveled without the project:	0
Total delay in hours without the project:	0
Total stops in vehicles per hour without the project:	0
Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	0
Fuel consumption in gallons (F2)	0

Fuel consumption in gallons (F3)	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	

Measure A: Benefit of Crash Reduction

Crash Modification Factor Used:

CMF ID 227, Convert intersection with minor-road stop control to modern roundabout

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:

The selected CMF of 0.56 is the best fit to the planned project type. Note, the B/C ratio was calculated based on 3 years of data as required by the application instructions for crashes only at the CSAH 32/frontage road intersection. Incidentally, there was one additional crash in 3 years at the frontage road intersection with the I-35W ramps. For the future roundabout intersection, note the crash rate was also greater over 5 years than it was over 3 years as follows:

** 5 years (2018-2022): 14 crashes; crash rate = 0.471 vs. 0.128 MN avg

** 3 years (2020-2022): 6 crashes; crash rate = 0.202 vs. 0.128 MN avg

Please consider too that the estimated project cost includes reconstruction extending more than 600 feet to the north along the frontage road, while the crash reduction was calculated only for the proposed roundabout. Overall, the roundabout and frontage road project provides the opportunity to reduce elevated crash rates and crash risks at many conflict points.

(Limit 1400 Characters; approximately 200 words)

Project Benefit ($) from B/C Ratio	$1,462,797.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	0
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	6
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	0
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	3
Worksheet Attachment	1701987588082_CMF 227 and B-C Worksheet for Cliff 35W FR.pdf

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

Measure B: Pedestrian Safety

Determine if these measures do not apply to your project. *Does the project match either of the following descriptions?*

If either of the items are checked yes, then ***score for entire pedestrian safety measure is zero****. Applicant does not need to respond to the sub-measures and can proceed to the next section.*

Project is primarily a freeway (or transitioning to a freeway) and does not provide safe and comfortable pedestrian facilities and crossings.	No
Existing location lacks any pedestrian facilities (e.g., sidewalks, marked crossings, wide shoulders in rural contexts) and project does not add pedestrian elements (e.g., reconstruction of a roadway without sidewalks, that doesn?t also add pedestrian crossings and sidewalk or sidepath on one or both sides).	No

SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements

To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web page.

Please answer the following two questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered, to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.

1. Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, midblock locations, and roundabouts.

Treatments and countermeasures should be well-matched to the roadway?s context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links.

Response:

The roundabout design will incorporate well-marked crosswalks, full compliance with ADA standards, and pedestrian refuge islands in the three intersection approaches, allowing for 2-stage crossings. Other features that are integral with the characteristics of a roundabout include: (1) traffic-calming characteristics; (2) improved safety for pedestrians and bicyclists through improved trails and roadway crossings, aided by full ADA compliance, traffic-calming features, and enhanced lighting; and (3) many contextual opportunities and optional features, such as user-activated crossing lights, to be considered and addressed in final design.

The features listed above will help to manage traffic speeds and improve safety for pedestrians and bicyclists in a Tier 1 RBTN corridor; plus, the roundabout will be a catalyst for other CSAH 32 improvements (esp. to the east). For example, the corridor vision includes improvements to other intersections, including another possible roundabout to the east. The corridor to the east has also been studied for conversion from a 4-lane undivided cross section to a 2-lane divided or 3-lane cross section to improve safety for all travelers. The addition of multi-use trails to fill current gaps and new or improved marked crossings and 2-stage crossings of CSAH 32 are also likely. This longer-term vision will further improve access and safety for key destinations like Cliff Fen Park located 0.6 mile east of the roundabout project (a midblock crossing has been proposed at or near the Park).

(Limit 2,800 characters; approximately 400 words)

Is the distance in between signalized intersections increasing (e.g., removing a signal)?

Select one: No

If yes, describe what measures are being used to fill the gap between protected crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, turning signal into a roundabout to slow motorist speed, etc.).

Response:

The project replaces an unsignalized T-intersection (side-stop controlled) with a roundabout and adds trail connections. These changes will improve safety for pedestrians.

(Limit 1,400 characters; approximately 200 words)

Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).

Select one: No

If yes,
? How many intersections will likely be affected?

Response:

? Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.)

Response:

The roundabout will include two-stage crossings with median islands at all three crossing locations.

(Limit 1,400 characters; approximately 200 words)

? If grade separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesn?t require much elevation change instead of pedestrian bridge with numerous switchbacks).

Response:

na

(Limit 1,400 characters; approximately 200 words)

If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest protected or enhanced crossing opportunity).

Response:

na

(Limit 1,400 characters; approximately 200 words)

2. Describe how motorist speed will be managed in the project design, both for through traffic and turning movements. *Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians if increasing motorist speed (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.).*

Response:

The existing T intersection often exhibits speeds along CSAH 32 which exceed the posted speed of 30 mph, including observed speeds through the project intersection at the I-35W east frontage road (see Section 1A, Level of Congestion).

The planned conversion to a roundabout will provide the integral traffic-calming characteristics, slowing entering traffic equally in all directions to 15-20 mph. Yet still, the conversion to a roundabout will reduce or manage long-term peak-period traffic delays to remain within acceptable levels (Section 3A).

(Limit 2,800 characters; approximately 400 words)

If known, what are the existing and proposed design, operation, and posted speeds? Is this an increase or decrease from existing conditions?

Response:

The roundabout will decrease speeds approaching and through intersection as described above. While the posted speed along CSAH 32 will remain at 30 mph, speeds within the roundabout will be 15-20 mph. Therefore, the project will decrease average speeds along CSAH 32.

(Limit 1,400 characters; approximately 200 words)

SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following factors are present. Applicants receive more points if more risk factors are present.

Existing road configuration is a One-way, 3+ through lanes

or

Existing road configuration is a Two-way, 4+ through lanes	Yes
Existing road has a design speed, posted speed limit, or speed study/data showing 85th percentile travel speeds in excess of 30 MPH or more	Yes
Existing road has AADT of greater than 15,000 vehicles per day	
List the AADT	12000

SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following existing location exposure factors are present. Applicants receive more points if more risk factors are present.

Existing road has transit running on or across it with 1+ transit stops in the project area (If flag-stop route with no fixed stops, then 1+ locations in the project area where roadside stops are allowed. Do not count portions of transit routes with no stops, such as non-stop freeway sections of express or limited-stop routes.)	Yes
Existing road has high-frequency transit running on or across it and 1+ high-frequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays.)	
Existing road is within 500? of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant)	Yes

If checked, please describe:

Flag-stop transit (MVTA Connect service) can safely stop in the project area, and there are retail destinations next to project intersection, namely Walmart and Northern Tool & Equipment. Existing conditions include the MVTA Connect service and MVTA Route 425, known as the Orange Link, which has a fixed stop at the Walmart entrance. See more in the Multimodal Elements section below.

The project will be engineered to allow flexibility for transit stops near the roundabout.

(Limit 1,400 characters; approximately 200 words)

Existing road is within 500? of other known pedestrian generators (e.g., school, civic/community center, senior housing, multifamily housing, regulatorily-designated affordable housing)

If checked, please describe:

na

(Limit 1,400 characters; approximately 200 words)

Measure A: Multimodal Elements and Existing Connections

Response:

The project's existing location includes concrete sidewalks along the north side of CSAH 32, with no sidewalks or trails present along the south side of the county highway nor along the east I-35W frontage road. The sidewalks and curb ramps at the intersection are not compliant with ADA standards nor with other Dakota County design guidance to provide multiuse trails along both sides of the roadway where practical. For example, the existing concrete sidewalks on the north side of CSAH 32 are 5 feet wide versus guidance and a CSAH 32 long-term vision for 10-12-foot-wide bituminous trails on both sides of CSAH 32. The Minnesota Valley Transit Authority (MVTA) operates bus transit services along CSAH 32, including MVTA Connect rideshare services (on-demand stops) and Route 425, known as the Orange Link. Route 425 connects to I-35W through the project intersection and provides several local fixed stop connections (for example, at Walmart) with route links to the Metro Transit Orange Line and the Burnsville Transit Station.

In 2025-2026, MnDOT will replace the I-35W bridge over CSAH 32 just west of the roundabout project location. That project, combined with the later roundabout construction, will include trail improvements that will provide the catalyst for other elements of the CSAH 32 long-term vision to fill trail gaps and provide trail connections throughout the area. In fact, the project is along the Tier 1 RBTN corridor extending north to the Minnesota River Greenway and now across the Minnesota River on the I-35W bridge, as recently completed (see www.burnsvillemn.gov/2207/I-35W-Bridge-Crossing-Multi-use-Trail). Therefore, the roundabout project will contribute to reduction of Regional Bicycle Barriers and will connect to a completed river-crossing project which previously addressed a MRBBC.

The roundabout project will provide significantly enhanced roadway safety and mobility functions at the intersection while mitigating ADA- and guidance-deficient pedestrian and bicycle facilities. It will serve to calm traffic, ensure ADA compliance, and enhance connections and safety for pedestrians and bicyclists - whether for use along the Tier 1 RBTN corridor, for recreation along Minnesota River, or for other travel needs. The new infrastructure will also enhance safety and operations on bus transit routes and will improve rider access to transit stops (engineering to allow flexibility for transit stops near the roundabout).

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

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

Yes

100%

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

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

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

Response:

The City of Burnsville and Dakota County have actively engaged to inform those nearby and those interested in project issues. This has recently included work on the Cliff Road, or CSAH 32, corridor study (see: https://burnsvillemn.gov/2357/Cliff-Corridor-Study). Efforts included:

** Direct-mail notices to more than 120 surrounding property owners

** Public open house at Cliff Fen Park on August 16, 2023, promoted in advance through the mailings, social media, and by intercepting park visitors on that evening.

** Online survey, through which we received several specific comments.

** Focus-group meetings with business representatives, as businesses occupying most of the properties adjacent to CSAH 32 (Burnsville Chamber of Commerce Transportation Forum on June 9, 2023, and targeted outreach for business focus-group meetings held October 26 and 27, 2023)

The planned roundabout has not been controversial, and participation is moderate, with substantive comments received from approximately two dozen stakeholders. Without exception, the comments support improvements along CSAH 32 including design measures to improve safety for all users. For example, supportive feedback was provided from a senior representative of Northern Tool & Equipment, located next to the planned roundabout. In general, the comments received have supported CSAH 32 corridor concepts which include conversion from 4-lane undivided to 3-lane cross sections east of the UP Railroad crossing.

Looking at risk assessment topics below, the planned roundabout has these characteristics:

** Layout: The recommended layout for the roundabout project and frontage road was developed with consideration of future reconstruction of CSAH 32 to the west extending under I-35W (bridge to be replaced by MnDOT in the 2025-2026 I-35W project). The roundabout location is optimal compared to other alternatives and tradeoffs considered, and the design will be matched into an adjusted CSAH 32 alignment under I-35W to be built first with the MnDOT bridge replacement.

** Right-of-way and Section 106: The project appears to be feasible without need for any permanent land acquisition; there is space available in existing Dakota County and MnDOT R/W.

** Railroad: While the UP RR is located near the project, with an at-grade crossing of CSAH 32, the project will not present any conflicts. The existing four lanes along CSAH 32 will be retained at the rail crossing to keep the current queuing capacity.

(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%

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. 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 1702334366097_Layout - Roundabout at I-35W CSAH 32 Final RegSol.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 Yes

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

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

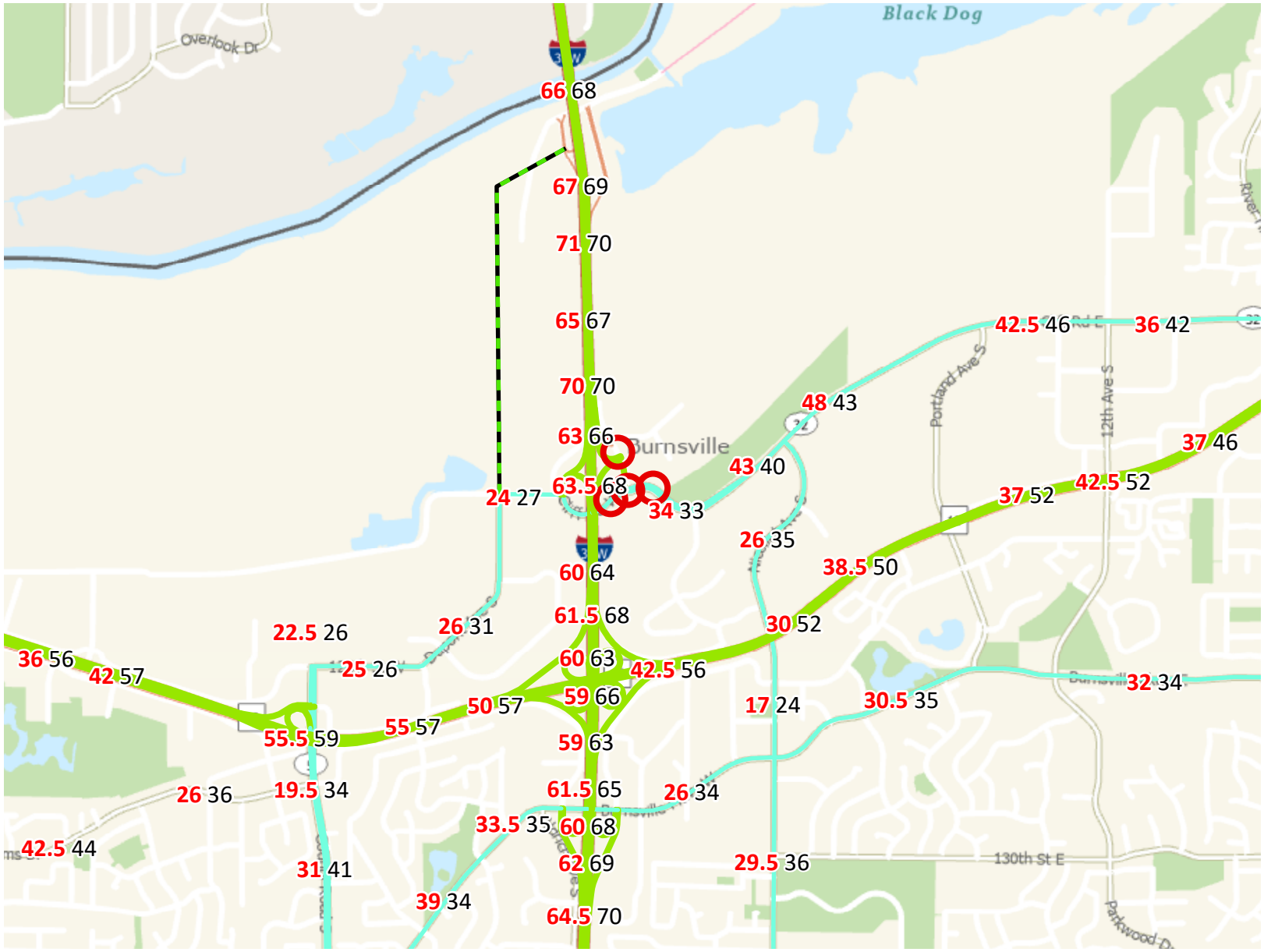
Total Project Cost (entered in Project Cost Form):	$2,377,200.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$2,377,200.00
Enter amount of any outside, competitive funding:	$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
CB Resolutions Supporting Project Sep+Nov 2023.pdf	Dakota County Board resolutions of supprt for regional solicitation project submittals	110 KB
CP 32-113 CIP Page 2024-2028 Program.pdf	Dakota Co Capital Improvement Program (CIP) project reference page	2.0 MB
DakotaCo RBTN Map & ProjectLocation.pdf	Figure from Dakota County 2040 Transportation Plan ref to RBTN corridors with project location noted	694 KB
ProjOnePager RegSol 2024 DakotaCo CSAH 32-35W.pdf	One Page Project Summary	372 KB
RegSol Ltr Support Burnsville cp32-113.pdf	City of Burnsville letter of support with commitments	148 KB
RegSol Ltr Support MnDOT cp32-113 +Others.pdf	MnDOT letter of support for project, with reference to others	224 KB
SignedLayoutApproval-CSAH 32 (Cliff Rd) & I-35W E Fr Rd RS App.pdf	Dakota County layout approval letter with the layout attached (same layout attached to Section 6)	2.1 MB

Level of Congestion

Roadway Spot Mobility & Safety Project: Roundabout - CSAH 32 (Cliff Rd) & I-35W East Frontage Road | Map ID: 1699279704768



Project Points
A Minor Arterials
A Minor Arterials Planned
Principal Arterials
Principal Arterials Planned

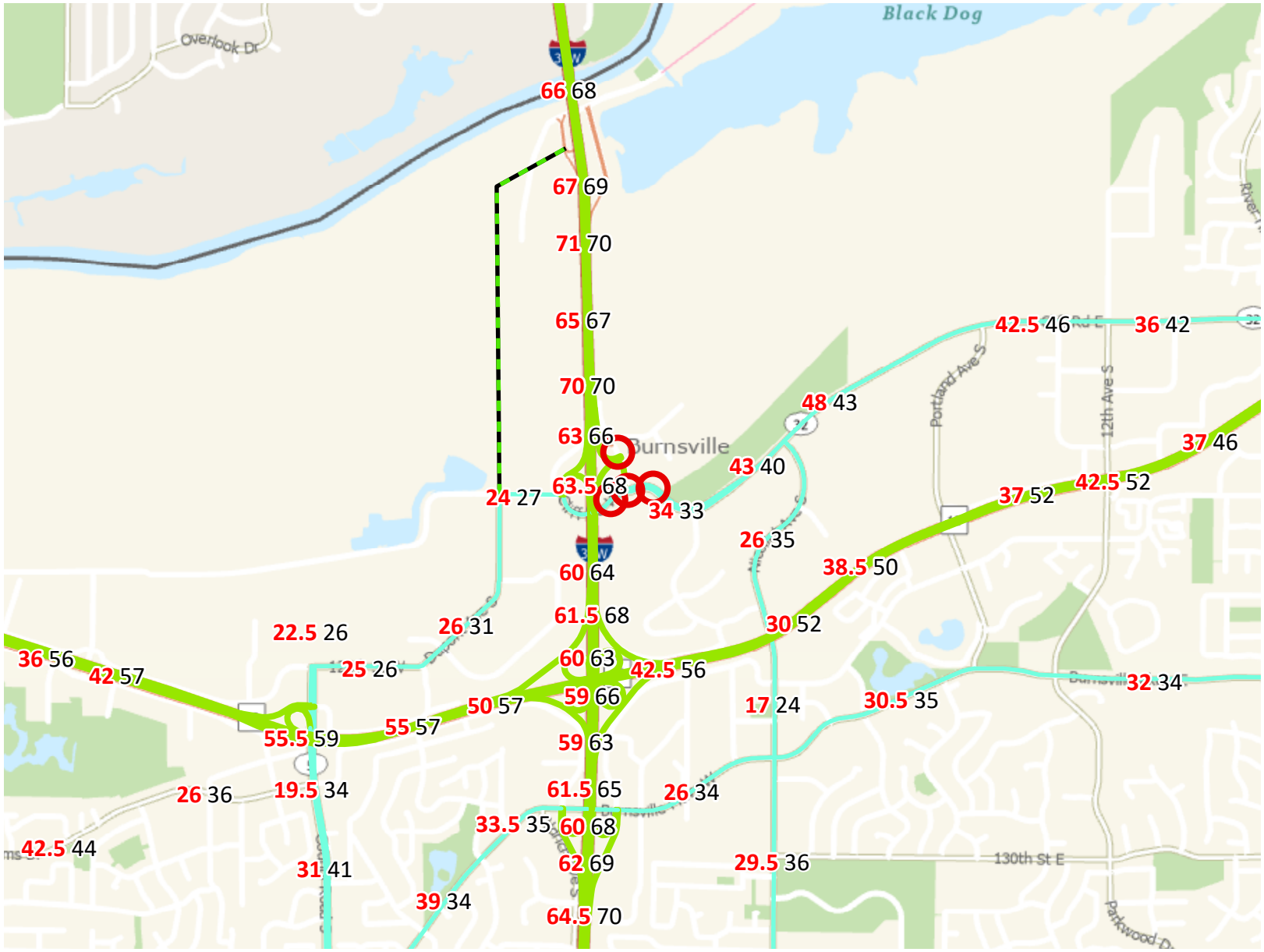
0 0.275 0.55 1.1 1.65 2.2 Miles

Created: 11/6/2023
LandscapeRSA1

METROPOLITAN COUNCIL

Level of Congestion

Roadway Spot Mobility & Safety Project: Roundabout - CSAH 32 (Cliff Rd) & I-35W East Frontage Road | Map ID: 1699279704768



Project Points
A Minor Arterials
A Minor Arterials Planned
Principal Arterials
Principal Arterials Planned

0 0.275 0.55 1.1 1.65 2.2 Miles

Created: 11/6/2023
LandscapeRSA1

METROPOLITAN COUNCIL

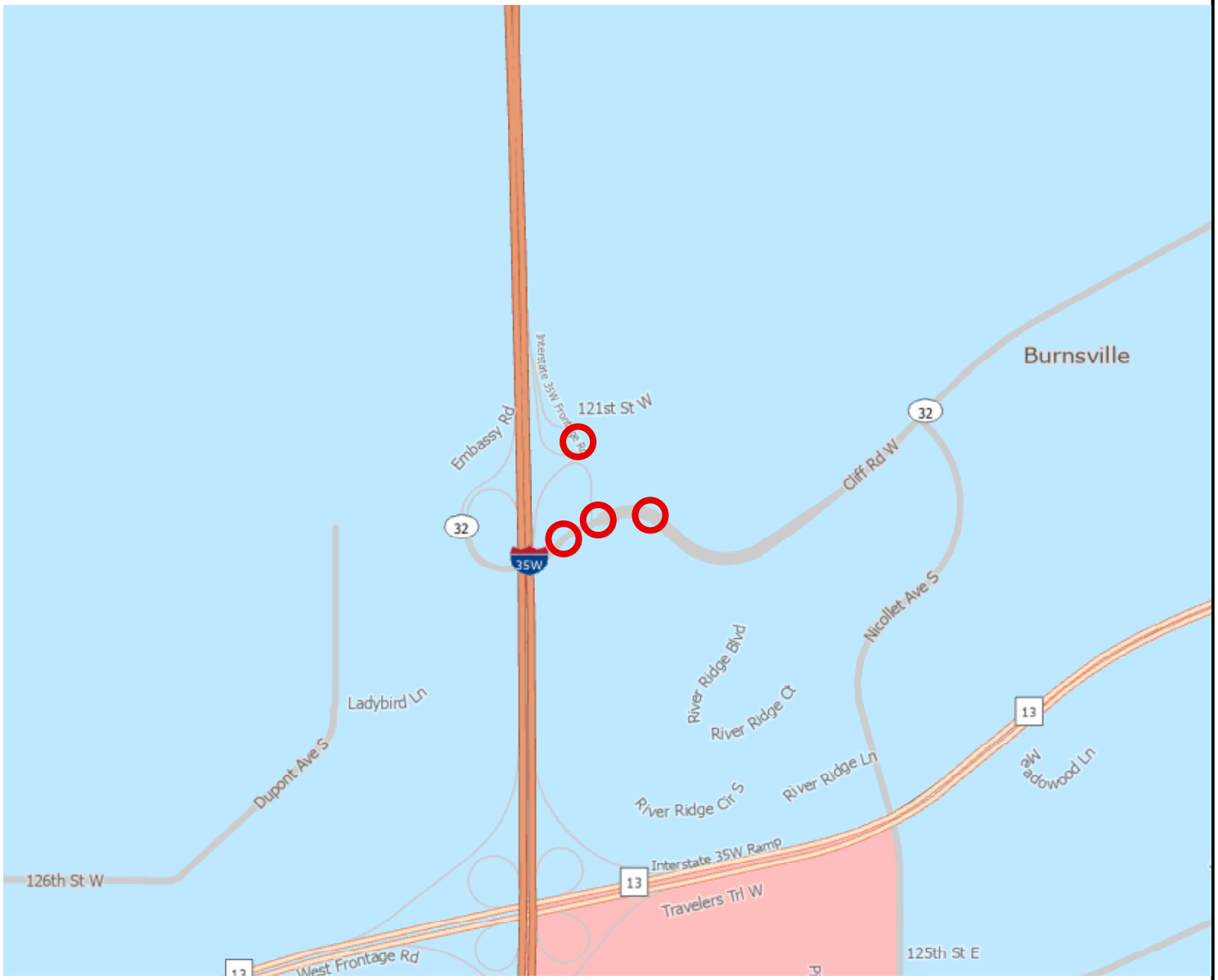
Socio-Economic Conditions

Roadway Spot Mobility & Safety Project: Roundabout - CSAH 32 (Cliff Rd) & I-35W East Frontage Road | Map ID: 169927970

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 279

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



Points

Regional Environmental Justice Area

Area of Concentrated Poverty

0 0.125 0.25 0.5 0.75 1 Miles

Created: 11/6/2023
LandscapeRSA2

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

METROPOLITAN COUNCIL

Avoid scams!

Don't Venmo, wire or mail money to anyone until you have met the landlord, toured the property inside and out, applied for the apartment, and agreed to lease terms.

Click for more

Burnsville, MN, USA | Distance | Rent | Bedrooms | Building Type | 2 item(s) sel... | Seniors/Disabled | Accessibility | Pets | Amenities | Bathrooms | Programs

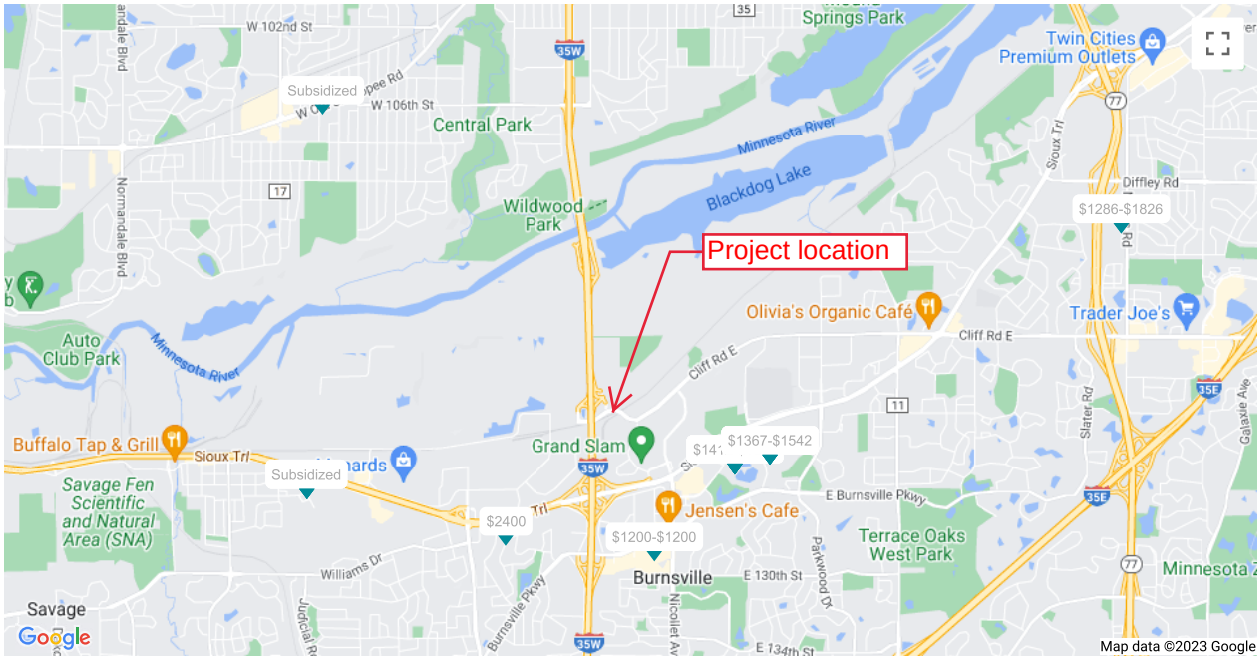
Show Listings | List View | Map View | Save Search

Options Selected: Clear Selections Print All Listings

X Subsidized Housing (% of income, Project Based Section 8, Public Housing, Section 811/PRAD)

X Section 42/Tax Credit

Distance filter is ignored in Map View



AFFORDABLE HOUSING ACCESS

This HousingLink map shows the locations of housing units eligible for housing vouchers or tax credits -- most located in census tracts within 0.5-mile from the project location. Note, most development in the project area is not residential, with business and commercial land uses more prevalent. However, the Dakota Station Apartment development is located approximately 0.5-mile from the project intersection within or next to the area of concentrated poverty shown by the Met Council map on the previous page. Dakota Station appears to offer affordable housing options based on 2023 affordability limits and rental rates for currently available units. See additional pages attached below.

NOTE: The Dakota Station Apartments might not offer subsidized housing. However, the location is approximately 0.5-mile from the project location and the rental amounts shown below are comparable to subsidized housing rates and within the ranges for 2023 affordability listed on the HUD index page at the end of this attachment.

12/5/2023

Dakota Station Apartments

124 Highway 13 East | Phone: (952) 846-0450

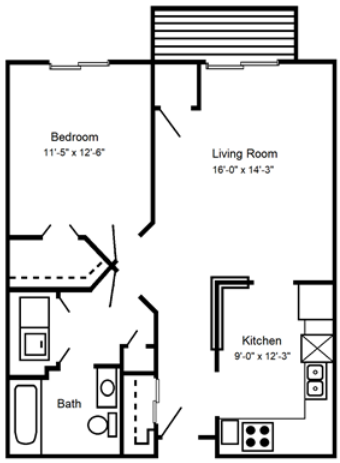
Location! Live in the midst of a retail-rich, mass-transit hub! Easy in and easy out – Dakota Station Apartments provide various, nicely-appointed floor plans, in a complex that has excellent amenities and features, located within the Burnsville community which offers many conveniences and services. Please contact us for income requirements.



Floor Plans

Apartment A

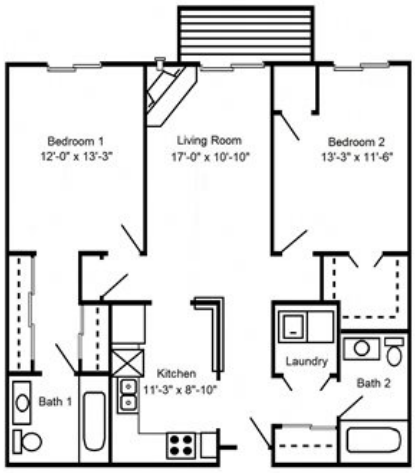
1 Bed / 1 Bath
800 SF



$1,103

Apartment B

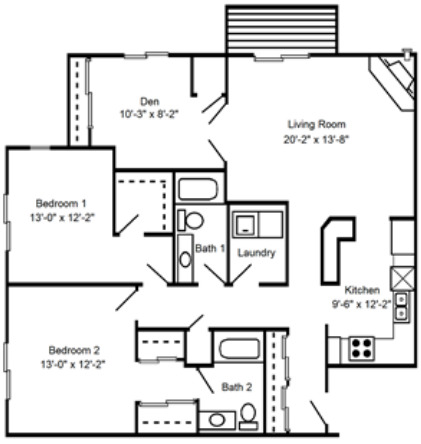
2 Beds / 2 Baths
1,070 SF



$1,355

Apartment E

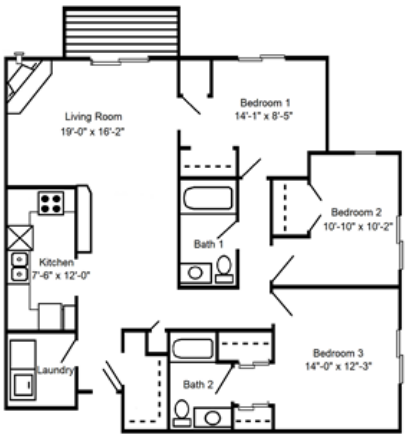
2 Beds / 2 Baths
1,430 SF



$1,721

Apartment G

3 Beds / 2 Baths
1,360 SF



$1,480

Amenities

Community Amenities

- Bike Racks
- Clubhouse
- Controlled Access/Gated
- Covered Parking
- Elevator
- Fitness Center
- Garage
- Guest Room
- High Speed Internet
- Off Street Parking
- On-Site Maintenance
- On-Site Management
- Playground
- Pool
- Public Transportation
- Recycling
- Short Term Lease
- Spanish Speaking Staff

Apartment Amenities

- Air Conditioning
- Cable Ready
- Carpeting
- Dishwasher
- Disposal
- Efficient Appliances
- Electronic Thermostat
- Extra Storage
- Fireplace
- Handrails
- Large Closets
- Microwave
- Patio/Balcony
- Refrigerator
- View
- Washer/Dryer
- Wheelchair Access
- Window Coverings

Pet Policy

Pets - allowed

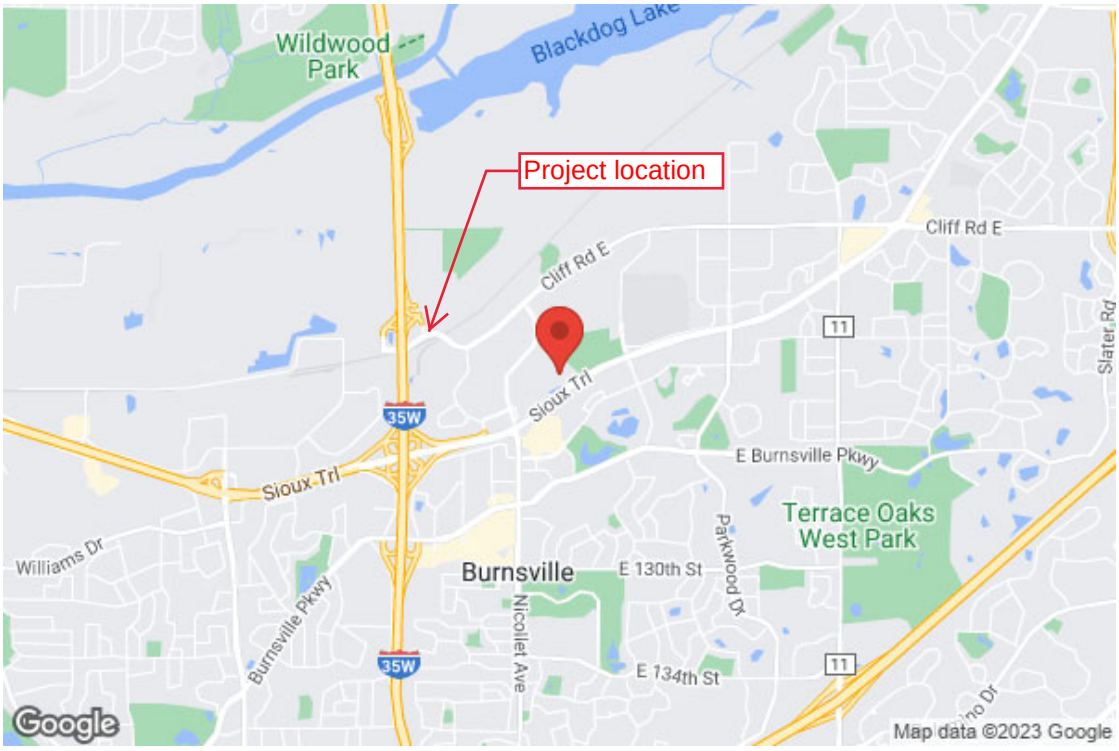
Restrictions: Must be 1 year of age, and spayed or neutered.

Cats - 2 allowed One time Fee $150.00, Rent $15.00, Deposit $150.00,

Office Hours

Monday-Friday 9AM-5PM

Our Location



Dakota Station Apartments
124 Highway 13 East
Burnsville, MN 55337| Phone: (952) 846-0450

U.S. DEPARTMENT OF HUD
STATE:MINNESOTA

---------- 2023 HOME PROGRAM RENTS ----------

PROGRAM	EFFICIENCY	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Minneapolis-St. Paul-Bloomington, MN-WI HUD Metro FMR Area							
LOW HOME RENT LIMIT	1007	1149	1397	1615	1801	1988	2173
HIGH HOME RENT LIMIT	1007	1149	1410	1916	2209	2502	2720
For Information Only:							
FAIR MARKET RENT	1007	1149	1410	1916	2209	2540	2872
50% RENT LIMIT	1087	1165	1397	1615	1801	1988	2173
65% RENT LIMIT	1394	1494	1796	2066	2285	2502	2720
Le Sueur County, MN HUD Metro FMR Area							
LOW HOME RENT LIMIT	711	755	994	1335	1490	1643	1797
HIGH HOME RENT LIMIT	711	755	994	1376	1625	1869	2113
For Information Only:							
FAIR MARKET RENT	711	755	994	1376	1625	1869	2113
50% RENT LIMIT	898	963	1156	1335	1490	1643	1797
65% RENT LIMIT	1149	1232	1481	1702	1879	2055	2230
Mille Lacs County, MN HUD Metro FMR Area							
LOW HOME RENT LIMIT	676	758	992	1146	1280	1411	1543
HIGH HOME RENT LIMIT	676	758	998	1408	1606	1754	1901
For Information Only:							
FAIR MARKET RENT	676	758	998	1408	1700	1955	2210
50% RENT LIMIT	772	827	992	1146	1280	1411	1543
65% RENT LIMIT	984	1056	1269	1457	1606	1754	1901
Rochester, MN HUD Metro FMR Area							
LOW HOME RENT LIMIT	847	985	1224	1534	1711	1888	2065
HIGH HOME RENT LIMIT	847	985	1224	1740	2085	2373	2579
For Information Only:							
FAIR MARKET RENT	847	985	1224	1740	2085	2398	2711
50% RENT LIMIT	1032	1106	1327	1534	1711	1888	2065
65% RENT LIMIT	1323	1419	1704	1960	2168	2373	2579
Fillmore County, MN HUD Metro FMR Area							
LOW HOME RENT LIMIT	659	663	873	1184	1323	1469	1606
HIGH HOME RENT LIMIT	659	663	873	1184	1323	1521	1720
For Information Only:							
FAIR MARKET RENT	659	663	873	1184	1323	1521	1720
50% RENT LIMIT	803	861	1033	1193	1331	1469	1606
65% RENT LIMIT	1025	1099	1321	1517	1673	1827	1982
Wabasha County, MN HUD Metro FMR Area							
LOW HOME RENT LIMIT	593	727	826	1174	1372	1514	1655
HIGH HOME RENT LIMIT	593	727	826	1174	1407	1618	1829
For Information Only:							
FAIR MARKET RENT	593	727	826	1174	1407	1618	1829
50% RENT LIMIT	828	887	1065	1230	1372	1514	1655
65% RENT LIMIT	1056	1133	1362	1565	1726	1887	2047

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

20: Frontage Road & I-35W NB

Direction	All
Future Volume (vph)	509
Total Delay / Veh (s/v)	7
CO Emissions (kg)	0.49
NOx Emissions (kg)	0.09
VOC Emissions (kg)	0.11

NOTE: For consistency with other analyses in the funding app (including crash reduction and B/C ratio) these values for the frontage road intersection with the I-35W ramps were not included in the Congestion Reduction/Air Quality calculations.

30: Cliff Road & Frontage Road

Direction	All
Future Volume (vph)	922
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.38
NOx Emissions (kg)	0.07
VOC Emissions (kg)	0.09

20: Frontage Road & I-35W NB

Direction	All
Future Volume (vph)	554
Total Delay / Veh (s/v)	8
CO Emissions (kg)	0.56
NOx Emissions (kg)	0.11
VOC Emissions (kg)	0.13

NOTE: For consistency with other analyses in the funding app (including crash reduction and B/C ratio) these values for the frontage road intersection with the I-35W ramps were not included in the Congestion Reduction/Air Quality calculations.

30: Cliff Road & Frontage Road

Direction	All
Future Volume (vph)	1147
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.49
NOx Emissions (kg)	0.10
VOC Emissions (kg)	0.11

Intersection	
Intersection Delay, s/veh	5.8
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	424	455	101
Demand Flow Rate, veh/h	432	464	103
Vehicles Circulating, veh/h	82	51	89
Vehicles Exiting, veh/h	110	463	426
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.1	6.1	3.6
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	432	464	103
Cap Entry Lane, veh/h	1269	1310	1260
Entry HV Adj Factor	0.980	0.981	0.981
Flow Entry, veh/h	424	455	101
Cap Entry, veh/h	1244	1285	1236
V/C Ratio	0.340	0.354	0.082
Control Delay, s/veh	6.1	6.1	3.6
LOS	A	A	A
95th %tile Queue, veh	2	2	0

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Direction	All
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Total Delay / Veh (s/v)	7
CO Emissions (kg)	0.49
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30: Cliff Road & Frontage Road

Direction	All
Future Volume (vph)	922
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.65
NOx Emissions (kg)	0.13
VOC Emissions (kg)	0.15

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	560	531	130
Demand Flow Rate, veh/h	572	541	133
Vehicles Circulating, veh/h	100	78	167
Vehicles Exiting, veh/h	200	594	452
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.7	7.1	4.1
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	572	541	133
Cap Entry Lane, veh/h	1246	1274	1164
Entry HV Adj Factor	0.980	0.981	0.977
Flow Entry, veh/h	560	531	130
Cap Entry, veh/h	1221	1250	1138
V/C Ratio	0.459	0.425	0.114
Control Delay, s/veh	7.7	7.1	4.1
LOS	A	A	A
95th %tile Queue, veh	2	2	0

20: Frontage Road & I-35W NB

Direction	All
Future Volume (vph)	555
Total Delay / Veh (s/v)	8
CO Emissions (kg)	0.57
NOx Emissions (kg)	0.11
VOC Emissions (kg)	0.13

NOTE: For consistency with other analyses in the funding app (including crash reduction and B/C ratio) these values for the frontage road intersection with the I-35W ramps were not included in the Congestion Reduction/Air Quality calculations.

30: Cliff Road & Frontage Road

Direction	All
Future Volume (vph)	1147
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.81
NOx Emissions (kg)	0.16
VOC Emissions (kg)	0.19

20: Frontage Road & I-35W NB

Direction	All
Future Volume (vph)	509
Total Delay / Veh (s/v)	7
CO Emissions (kg)	0.49
NOx Emissions (kg)	0.09
VOC Emissions (kg)	0.11

NOTE: For consistency with other analyses in the funding app (including crash reduction and B/C ratio) these values for the frontage road intersection with the I-35W ramps were not included in the Congestion Reduction/Air Quality calculations.

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Future Volume (vph)	554
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Direction	All
Future Volume (vph)	1147
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CO Emissions (kg)	0.49
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Intersection	
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Intersection LOS	A

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Demand Flow Rate, veh/h	432	464	103
Vehicles Circulating, veh/h	82	51	89
Vehicles Exiting, veh/h	110	463	426
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
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Lane	Left	Left	Left
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95th %tile Queue, veh	2	2	0

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Future Volume (vph)	922
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.65
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VOC Emissions (kg)	0.15

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Approach	EB	WB	SB
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Demand Flow Rate, veh/h	572	541	133
Vehicles Circulating, veh/h	100	78	167
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Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.7	7.1	4.1
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
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Cap Entry Lane, veh/h	1246	1274	1164
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VOC Emissions (kg)	0.19

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF DETAILS

CMF ID: 227

CONVERT INTERSECTION WITH MINOR-ROAD STOP CONTROL TO MODERN ROUNDABOUT

DESCRIPTION:

PRIOR CONDITION: *NO PRIOR CONDITION(S)*

CATEGORY: INTERSECTION GEOMETRY

STUDY: *NCHRP REPORT 572: APPLYING ROUNDABOUTS IN THE UNITED STATES*, RODEGERDTS ET AL., 2007

Star Quality Rating:	★★★☆☆ [VIEW SCORE DETAILS]
Rating Points Total:	90

Crash Modification Factor (CMF)

Value:	0.56
Adjusted Standard Error:	0.05
Unadjusted Standard Error:	0.04

Crash Reduction Factor (CRF)

Value:	44 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	5
Unadjusted Standard Error:	4

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Street Type:	
Minimum Number of Lanes:	1
Maximum Number of Lanes:	2
Number of Lanes Direction:	
Number of Lanes Comment:	

Crash Weather:	Not specified
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	All
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	4-leg
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	

Development Details

Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes

Other Details

Included in Highway Safety Manual?	Yes. HSM lists this CMF in **bold** font to indicate that it has the highest reliability since it has an adjusted standard erro less.
Date Added to Clearinghouse:	Dec 01, 2009
Comments:	Countermeasure name changed from "convert two-way stop-controlled intersection to roundabout" to match HSM

VIEW THE FULL STUDY DETA

EXPORT DETAIL PAGE AS PDF

This site is funded by the **U.S. Department of Transportation Federal Highw**
and maintained by the **University of North Carolina Highway Safet**

For more information, contact Sarah Weissman Pascual at **sara**

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	Cliff Road and River Rid	**District**	Metro	**County**	Dakota
Begin RP		**End RP**		**Miles**	0.100
Location	Cliff Road and River Ridge Boulevard (I35 NB Ramps)				

B. Project Description

Proposed Work	Converstion of a stop controlled intersection to a single lane roundabout		
Project Cost*	$2,377,200	**Installation Year**	2027
Project Service Life	20 years	**Traffic Growth Factor**	3.0%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.56	**Fatal (K) Crashes**	**Reference**	227
0.56	**Serious Injury (A) Crashes**		
0.56	**Moderate Injury (B) Crashes**	**Crash Type**	All
0.56	**Possible Injury (C) Crashes**		
0.56	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

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

E. Crash Data

Begin Date 1/1/2019 **End Date** 12/31/2021 3 years

Data Source MnCMAT

Crash Severity	All	< optional 2nd CMF >
K crashes	0	
A crashes	0	
B crashes	0	
C crashes	3	
PDO crashes	3	

F. Benefit-Cost Calculation

$1,462,797	**Benefit (present value)**	**B/C Ratio = 0.62**
$2,377,200	**Cost**	

Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$13,300,000
A crashes	$750,000
B crashes	$230,000
C crashes	$120,000
PDO crashes	$13,000

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

Real Discount Rate:	0.7%	Default
Traffic Growth Rate:	3.0%	**Revised**
Project Service Life:	20 years	**Revised**

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.00	0.00	$0
B crashes	0.00	0.00	$0
C crashes	1.32	0.44	$52,800
PDO crashes	1.32	0.44	$5,720
			$58,520

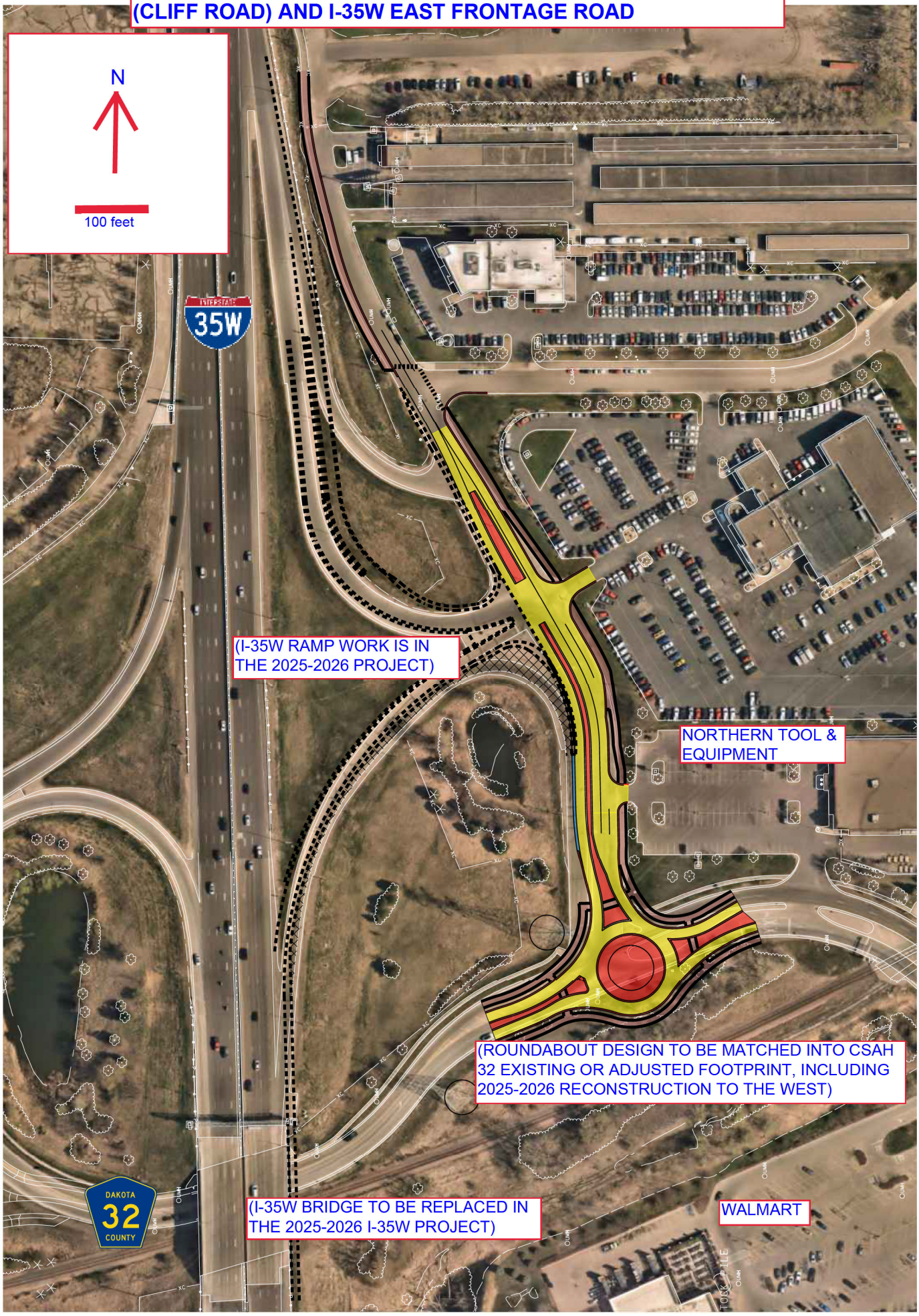
H. Amortized Benefit

Year	Crash Benefits	Present Value
2027	$58,520	$58,520
2028	$60,276	$59,857
2029	$62,084	$61,224
2030	$63,946	$62,622
2031	$65,865	$64,052
2032	$67,841	$65,515
2033	$69,876	$67,012
2034	$71,972	$68,542
2035	$74,131	$70,108
2036	$76,355	$71,709
2037	$78,646	$73,347
2038	$81,005	$75,022
2039	$83,436	$76,736
2040	$85,939	$78,488
2041	$88,517	$80,281
2042	$91,172	$82,115
2043	$93,907	$83,990
2044	$96,725	$85,909
2045	$99,626	$87,871
2046	$102,615	$89,878
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $1,462,797

NOTE:
This calculation relies on the real discount rate, which accounts for inflation. No further discounting is necessary.

CONCEPT LAYOUT - ROUNDABOUT AT DAKOTA CSAH 32 (CLIFF ROAD) AND I-35W EAST FRONTAGE ROAD



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

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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

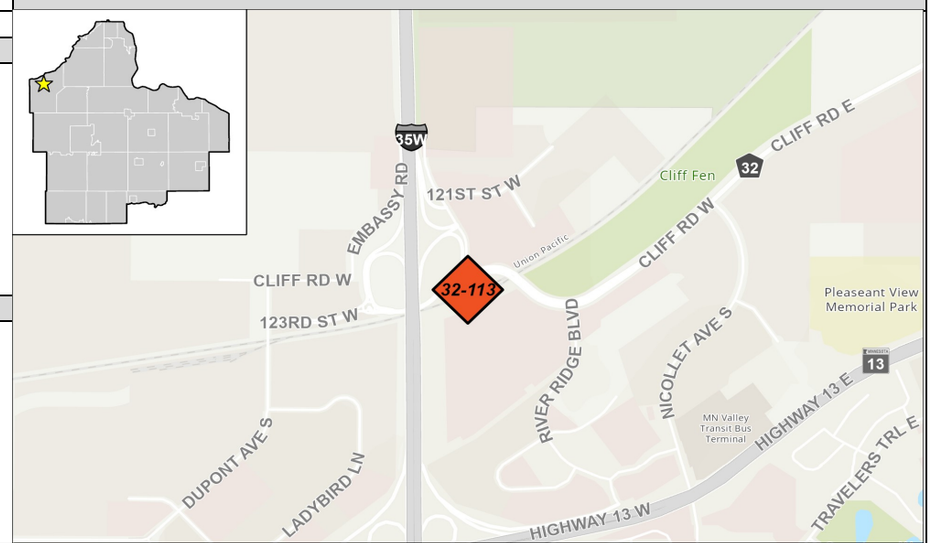
Clerk to the Board

PRELIMINARY - SUBJECT TO CHANGES

2024 CAPITAL BUDGET

and 2024 - 2028 TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM

Project Title:	CSAH 32 (Cliff Road) at the I-35W east frontage road in Burnsville	**Project Graphic**
Project Number(s):	32-113	
Year of Board Authorization:	2024	**Project Description:**
Target Completion:	2026	RESOURCES: Design – Consultant
Project Type:	Management	MANAGEMENT: Intersection Improvements
JL Key:	T32113	
Project Location:		CSAH 32 (Cliff Road) at the I-35W east frontage road in Burnsville intersection improvements. This project will improve intersection operations, make safety improvements, and provide for increased traffic levels.
City of Burnsville		



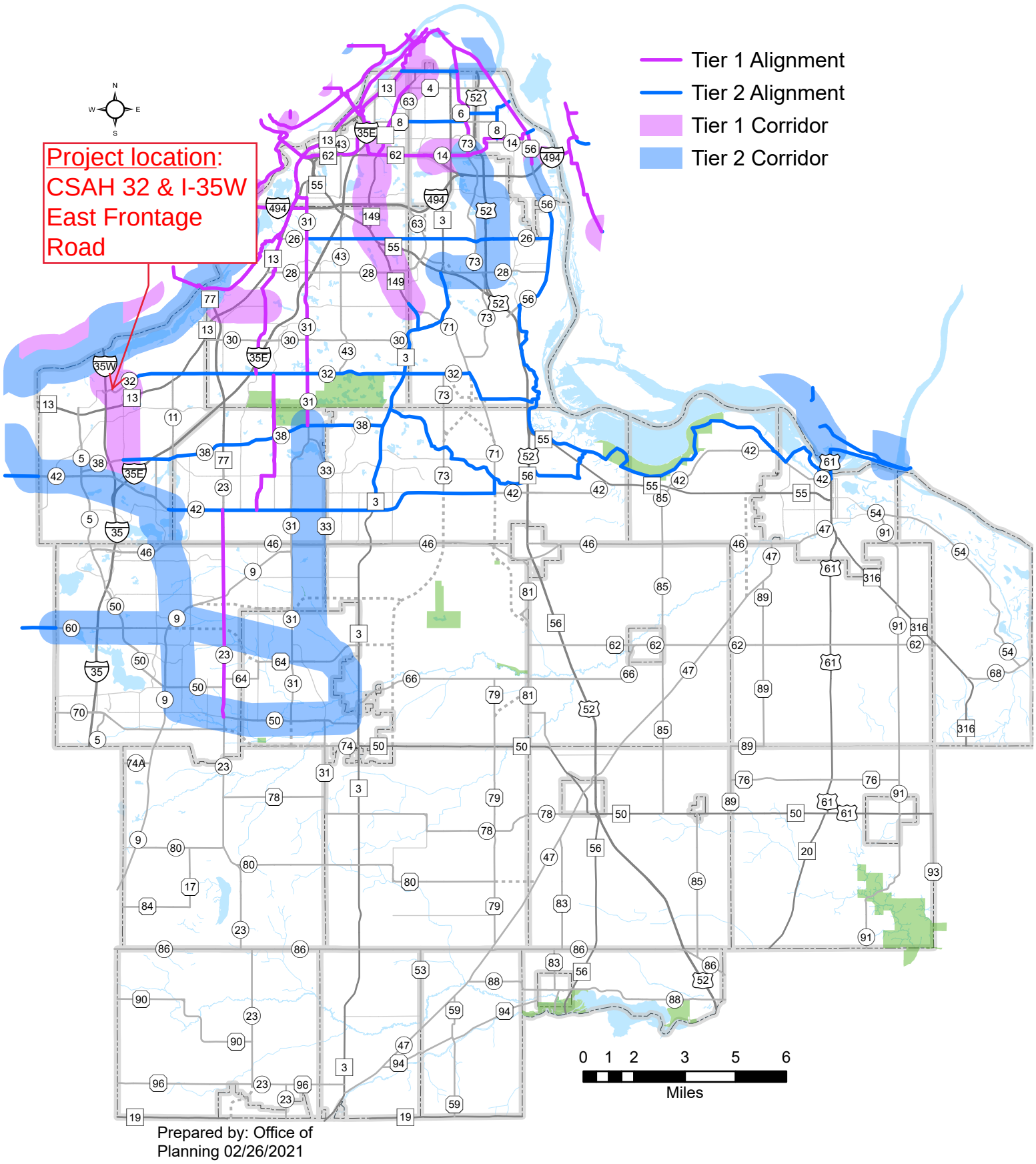
Project and Fiscal History:

TAA - Other (Complete Streets, Transit)

Project Revenues	Original Project Estimate	Approved Budget	2024 Budget	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	Beyond 2028	Total Revised Project Revenues Estimate	2024 Project Revenues Estimate Change
Local	-	-	45,000	75,000	300,000	-	-	-	420,000	420,000
Transportation Advancement Account	-	-	255,000	425,000	1,700,000	-	-	-	2,380,000	2,380,000
Total	**-**	**-**	**300,000**	**500,000**	**2,000,000**	**-**	**-**	**-**	**2,800,000**	**2,800,000**

Project Expenditures	Original Project Estimate	Approved Budget	2024 Budget	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	Beyond 2028	Total Revised Project Expenditures Estimate	2024 Project Expenditures Estimate Change
Land Acquisition	-	-	-	500,000	-	-	-	-	500,000	500,000
Consulting Services	-	-	300,000	-	-	-	-	-	300,000	300,000
New Construction	-	-	-	-	2,000,000	-	-	-	2,000,000	2,000,000
Total	**-**	**-**	**300,000**	**500,000**	**2,000,000**	**-**	**-**	**-**	**2,800,000**	**2,800,000**

Regional Bicycle Transportation Network



Dakota County 2040 Transportation Plan - Figure 28

Roundabout at CSAH 32 (Cliff Road) and the I-35W East Frontage Road

Submitted by Dakota County in partnership with the City of Burnsville
(Regional Solicitation 2024 – Submitted December 15, 2023)

The project will improve safety for all travel modes by replacing a side-stop-controlled T intersection with a roundabout at the I-35W east frontage and CSAH 32 (Cliff Rd).

Project name

Roundabout at CSAH 32 (Cliff Road) and the I-35W East Frontage Road

Capital Project No.

County Project 32-113

Funding Category

Spot Mobility

Project Manager

Doug Abere, Senior PM
(doug.abere@co.dakota.mn.us)

Project Area (Existing)

Project Summary

Description – This project is located at the County State Aid (CSAH) 32 intersection with the I-35W east frontage road. The I-35W interchange northbound exit and entrance ramps are tied into the frontage road 500 feet north. ***The planned roundabout, including frontage road reconstruction, will fit into the I-35W interchange design*** by complimenting the existing roundabout on the west side of I-35W (constructed in 2022). This 2028 roundabout project is also coordinated with MnDOT's I-35W reconstruction in 2025-2026, which includes replacement of the I-35W bridge over CSAH 32 west of the project intersection.

Need for the Project – The primary need addressed is improved safety. While there are no fatalities or serious-injury crashes in the five most recent years of crash data, ***the total crash rate is well above the statewide average for comparable intersections*** (0.471 vs. an average of 0.128). The area's roadway infrastructure is also beyond 20 years from last being constructed (in 2000). Therefore, the time has come to make the investment.

Project Benefits – Dakota County's experience with similar intersections shows that a roundabout will accumulate more long-term safety benefits for all users than possible with the T-intersection layout – including the ***opportunity to cut the crash numbers in half***. The planned roundabout design will also provide for ***safer and more efficient roadway cross sections on all three approaches with little or no need for new right-of-way***.

The context around the intersection further supports the future roundabout based on current traffic volumes and other needs, including the CSAH 32 role in providing ***access to many jobs within a Tier 1 Regional Truck Corridor***. The project will also include improvements for trail connections enhancing safety for pedestrians and bicyclists. In fact, the project will provide ***user benefits within a Tier 1 Regional Bicycle Transportation Network (RBTN) corridor*** connected to the Minnesota River Greenway and to the new I-35W trail crossing of the Minnesota River.

The new roundabout and trail improvements will serve as a catalyst for needed investments along CSAH 32, which has recently been studied for project development needs from I-35W to Highway 13. The roundabout and further corridor investments respond to recent stakeholder comments and ***will provide transportation equity benefits in a Census tract above the regional averages for residents of color and experiencing poverty***.

Project Cost and Timeline

Cost Estimate (with frontage road): $2,377,200

Federal Funding Request (80% max): $1,901,760

Scoping concepts & public outreach: In progress

Preliminary and Final Engineering: 2025-2027

Bid Advertisement: Late 2027

Construction: 2028

City Of Burnsville

952-895-4400

100 Civic Center Parkway • Burnsville, Minnesota 55337-3817

www.burnsvillemn.gov

November 20, 2023

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

RE: Support for Dakota County's Regional Solicitation Application for a Roundabout at CSAH 32 and the I-35W East Frontage Road

Dear Ms. Koutsoukos:

The City of Burnsville is writing to express support for Dakota County's federal grant application for a roundabout at the intersection of CSAH 32 (Cliff Road) and the I-35W east frontage road in Burnsville.

Throughout 2023, the City of Burnsville has led a study of CSAH 32 from I-35W to TH 13, also considering the City's Nicollet Ave corridor from TH 13 to CSAH 32. We worked closely with Dakota County and MnDOT, and with many stakeholders, to address needs and design concepts – including issues at the intersection of CSAH 32 and the I-35W east frontage road. Our work in 2023 found that safety concerns make the proposed project intersection a top priority for investment within the study area.

The City and County analyzed future concepts for the intersection, and we determined that conversion to a roundabout will improve intersection operations, reduce the number of conflict points, reduce crashes/severity, and accommodate increases in traffic. The planned roundabout is also a good fit with I-35W interchange needs and design context, complimenting the existing roundabout on the west side of I-35W (constructed in 2022) and providing for safer and more efficient roadway cross sections on all approaches.

The City and County partnered to prepare the draft concept layout submitted with the funding application. In addition, we posted information about the corridor study and proposed project on the City's website and engaged with more than 120 stakeholders based on mailings and business outreach activities.

Burnsville is an active partner in its support of this intersection improvement project, and we will include the project in Burnsville's 2025-2029 Capital Improvement Plan (CIP) – confirming the City's participation in costs with federal funds and per Dakota County's Cost Share Policy.

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

Sincerely,

Logan Vlasaty, PE
Interim City Engineer

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

11/29/2023

Erin Laberee
Transportation Director
14955 Galaxie Ave.
Apple Valley, MN 55124-8579

Re: MnDOT Letter for Dakota County
Metropolitan Council/Transportation Advisory Board 2024 Regional Solicitation Funding Request for Various Projects

Dear Erin Laberee,

This letter documents MnDOT Metro District's recognition for Dakota County to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2024 Regional Solicitation for the following projects.

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

County State Aid Highway (CSAH) 4 from TH 3 (Robert Street) to TH 52 in West St. Paul. Project will construct a multi-use trail along the south side of CSAH 4 (Butler Avenue) from TH 3 (Robert Street) in West St. Paul to Sperl Street/Stassen Lane and along the north side of CR 4 from Sperl Street/Stassen Lane to TH 52. The trail will tie into MnDOT's ADA facilities at both CSAH 4 intersections with TH 3 and with TH 52.

117th Street from CSAH 71 (Rich Valley Boulevard) to TH 52 in Inver Grove Heights. This project includes the reconstruction of 117th Street from an undivided 2-lane road to a divided 2-lane roadway with turn lanes and shoulders, the upgrade of two existing railroad crossings to current design standards, and the construction of a multiuse trail on the north side.

CSAH 46 (160th Street) from General Sieben Drive to Highway 61 in Hastings. The project includes the reconstruction of CSAH 46 from Pleasant Drive east to TH 61 from an undivided 2-lane roadway to a 2-lane divided roadway with turn lanes, construction of a multi-use trails on north side for the entire length and the south side from Pleasant Dr to Pine St, constructing single-lane roundabouts at the Pleasant Drive and Pine Street intersections, implementing access management strategies, and replacing the existing bridge over the Vermillion River (east of 31st Street).

CSAH 42 trail (North Side) from CSAH 5 and Nicollet Avenue in Burnsville. This project will upgrade the existing sidewalk to a ten-foot multi-use trail, provide accessible minor-approach crossings, and include any necessary utility relocations.

CSAH 46 from TH 3 to TH 52 in Coates, Empire, and Rosemount. The project includes the reconstruction of CSAH 46 from an undivided 2-lane roadway to a divided 4-lane roadway with turn

lanes, construction of a new multi-use trail along the north side, modifying the CSAH 46 bridge over TH 52 to accommodate 4-lanes, a grade-separated crossing for the Vermillion Highlands Greenway, constructing multilane roundabouts for the CSAH 46/TH 52 interchange intersections, and implementing access management strategies along the corridor.

CSAH 32 (Cliff Road) at the intersection of the I-35W east frontage road in Burnsville. This project includes the construction of a roundabout, reconstruction of the east frontage road, and construction of a multi-use trail around the intersection and along the east side of the east frontage road.

River to River Greenway from Marie Avenue to TH 149 (Dodd Road) underpass in Mendota Heights. This project will construct a 1-mile segment of the River to River Greenway regional trail through Valley Park as well as a grade-separated crossing of TH 149 just north of the TH 62 intersection.

MnDOT does not anticipate partnering on local projects beyond current agreements. If your project receives funding, continue to work with MnDOT Area staff to coordinate and review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Dakota County as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to South Area Manager Bryant Ficek at bryant.ficek@state.mn.us or 651-443-2564.

Sincerely,

Sheila Kauppi

Digitally signed by Sheila Kauppi
Date: 2023.11.29 13:50:37 -06'00'

Sheila Kauppi, PE
Metro District Engineer

CC: Bryant Ficek, Metro District Area Manager; Aaron Tag, Metro Program Director; Dan Erickson, Metro State Aid Engineer

Transportation Department
14955 Galaxie Ave.
Apple Valley, MN 55124-8579

December 14, 2023

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

RE: 2023 Regional Solicitation Application for County State Aid Highway (CSAH) 32 at the intersection of I-35W east frontage Road in Burnsville

Dear Ms. Koutsoukos:

Dakota County has reviewed and approved the general layout of the CSAH 32 project at the intersection of I-35W at the east frontage Road in Burnsville. The project layout has been attached to this letter.

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

Sincerely,

Erin Laberee
Dakota County Transportation Director/County Engineer

CC:

CONCEPT LAYOUT - ROUNDABOUT AT DAKOTA CSAH 32 (CLIFF ROAD) AND I-35W EAST FRONTAGE ROAD