



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17653 - Lake Marion Greenway Trail Gap - Sunset Pond Park to Williams Drive

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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*** City:** Burnsville **State/Province:** Minnesota **Postal Code/Zip:** 55337

Phone:* 952-895-4544
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What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: BURNSVILLE, CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website:
Address: 100 CIVIC CTR PKY

* BURNSVILLE Minnesota 55337
City State/Province Postal Code/Zip
County: Dakota
Phone:* 952-895-4400
Ext.
Fax:
PeopleSoft Vendor Number 0000020927A1

Project Information

Project Name Lake Marion Greenway Trail Gap - Sunset Pond Park to Williams Drive
Primary County where the Project is Located Dakota
Cities or Townships where the Project is Located: City of Burnsville
Jurisdictional Agency (If Different than the Applicant):

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

The City of Burnsville is proposing a new trail segment as well as trail improvements to a portion of the Lake Marion Greenway. The proposed new trail segment is located between the railroad crossing in Howell Park and Williams Drive and will follow along the west side of Judicial Road. The City is proposing improvements to the existing trail at Sunset Pond by widening the trail and softening some of the curves in the trail, which will improve safety for all trail users. Once completed, the multi-modal greenway trail will be around 1.6 miles long and connect parks between Sue Fischer Park/Rudy Nature Kraemer Preserve and Kelleher Park. The proposed trail will also significantly improve regional bicycle connectivity as it fills a Tier 2 Regional Bicycle Transportation Network (RBTN) alignment gap, and also connects to a Tier 2 RBTN corridor on the south end of the project.

(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.

Multi-use trail (1.6 mi.) in the City of Burnsville from Burnsville Parkway W to Williams Drive, via Sunset Pond Park and Judicial 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) 1.6

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$1,094,673.00

Match Amount \$273,668.00

Minimum of 20% of project total

Project Total \$1,368,341.00

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds City of Burnsville

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

Preferred Program Year

Select one: 2026

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

Additional Program Years: 2025

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

Project Information

County, City, or Lead Agency Burnsville

Zip Code where Majority of Work is Being Performed 55337

(Approximate) Begin Construction Date 04/06/2026

(Approximate) End Construction Date 09/28/2026

Name of Trail/Ped Facility: Lake Marion Greenway Trail Gap - Sunset Pond Park to Williams Drive

(i.e., CEDAR LAKE TRAIL)

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

From: Sunset Pond, 3350 Burnsville Pkwy W, Burnsville, MN 55337
(Intersection or Address)

To: Williams Drive/Judicial Road
(Intersection or Address)

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

Or At: n/a

Miles of trail (nearest 0.1 miles): 1.6

**Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):** 1.6

Is this a new trail? Yes

Primary Types of Work GRADE, AGG BASE, BIT SURF, LIGHTING, BIKE TRAIL,
PED RAMPS

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: n/a

New Bridge/Culvert No.: n/a

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

Requirements - All Projects

All Projects

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

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

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

Goal B - Safety and Security: The regional transportation system is safe and secure for all users. (Chapter 2, Page 2.5)

o Strategy B6. Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.

Goal C. Access to Destinations: A reliable, affordable, and efficient multimodal transportation system supports the prosperity of people and businesses by connecting them to destinations throughout the region and beyond. (Chapter 2, Page 2.10)

o Objectives D: Increase the number and share of trips taken using transit, carpools, bicycling, and walking.

o Objective E: Improve the availability of and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations.

o Strategy C1. Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Metropolitan Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel.

o C2. Local units of government should provide a network of interconnected roadways, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles.

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

o C15. Regional transportation partners should focus investments on completing Regional Bicycle Transportation Network alignments and their direct connections with local bicycle networks.

Goal D. Competitive Economy: The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state. (Chapter 2, Page 2.26)

o Objective B. Invest in a multimodal transportation system to attract and retain businesses and residents.

o Strategy D3. The Metropolitan Council and its partners will invest in regional transit and bicycle and pedestrian facilities that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors.

Goal E. Healthy and Equitable Communities: The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments. (Chapter 2, Page 2.30)

o Objective A. Reduce transportation-related air emissions.

o Objective C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options.

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.

Lake Marion Greenway Master Plan, pp. 31-36

<https://www.co.dakota.mn.us/parks/About/TrailPlanning/Documents/LakeMarionGreenwayMasterPlan.pdf>

Burnsville Multi Modal Plan, pp. 53-54

<https://static1.squarespace.com/static/60632e5a89e59906721c1af3/t/615234ff3b530b1b95cc3d90/1632777482584/Burnsville+Multi+Modal+Plan.pdf>

Dakota County Pedestrian and Bicycle Study, pp. 2-21 and 2-22

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

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

(Limit 2,800 characters; approximately 400 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. Unique project costs are limited to those that are federally eligible.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Date plan completed: 05/08/2017

Link to plan: <http://www.burnsvillemn.gov/DocumentCenter/View/11330>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

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

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

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

[Upload PDF of Agreement in Other Attachments.](#)

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$40,000.00
Removals (approx. 5% of total cost)	\$69,665.00
Roadway (grading, borrow, etc.)	\$179,130.00
Roadway (aggregates and paving)	\$75,967.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$6,770.00
Ponds	\$0.00

Concrete Items (curb & gutter, sidewalks, median barriers)	\$21,275.00
Traffic Control	\$13,500.00
Striping	\$3,881.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$148,390.00
Bridge	\$0.00
Retaining Walls	\$137,760.00
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	\$273,668.25
Other Roadway Elements	\$0.00
Totals	\$970,006.25

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$377,238.75
Sidewalk Construction	\$13,896.00
On-Street Bicycle Facility Construction	\$7,200.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$398,334.75

Specific Transit and TDM Elements

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

Transit Operating Costs

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

Totals

Total Cost	\$1,368,341.00
Construction Cost Total	\$1,368,341.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment Yes

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map

1649950861962_RBTN Orientation Map (Met Council).pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 28578

Existing Employment Within One Mile (Integer Only) 14890

Upload the "Population Summary" map

1649950961386_Population_Employment Map (Met Council).pdf

Please upload attachment in PDF form.

Measure A: Engagement

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

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

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

The project is located in a regional environmental justice area with census tracts that are above the regional average for population in poverty or population of color. Providing a variety of engagement opportunities that can be accessed via smartphone is an excellent way to reach diverse populations. Recent Pew Research studies find that 8-in-10 or more Black, Hispanic, and White adults report they have a smartphone, and there is not a statistical difference in smartphone or tablet ownership across these groups. The project team set up the Social Pinpoint online, interactive map and project website and promoted these pages on the City's social media. During the development and design phase, we held two in-person open houses as well as one virtual open house. We promoted the events and input opportunities via social media, City e-newsletter, email, and on the project website.

Response:

The project team also understands that some populations have a difficult time attending in-person events for the sole purpose of engaging with project planning, so in addition to the virtual open house, we set up pop-up events at the actual project location to engage with trail users as part of their regular recreation. The pop-up events allowed us to speak to youth and families. We combined the use of digital tools and in-person events with traditional mailers to advise nearby residents of the project, which was important for reaching older adults and those with limited mobility outside their home.

Two in-person "pop-up" open house events were held on the trail in Sunset Park, allowing the project team to connect with people using the trail. Additionally, 587 mailers were sent to residences and businesses in the area near the park and trail. In-person outreach at the pop-up events helped to reach affected populations that may not otherwise turn up at an open house at City Hall, for example. The use of social media and Social Pinpoint

(online, interactive map) allowed users to "pin" their comments and questions on a map of the project area and allowed the project team to reach populations outside of the typical highly-engaged audience.

Significant changes were made in response to community feedback. Adjusted recommendations call for using more of the existing trail alignment around Sunset Pond (which minimizes vegetation loss), while softening some curves to meet bike and safety standards, adding striping, and widening the trail.

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

Measure B: Equity Population Benefits and Impacts

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

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

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

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

Response:

The new multiuse trail would benefit the overall public by closing a critical gap in the local and regional walking and biking network, but have particular benefits to low-income, people of color, children, people with disabilities and elderly populations. The project is located in a regional environmental justice area with census tracts that are above the regional average for population in poverty or population of color, and these populations will have nearby access to the trail improvements. The trail project will improve safety by providing an off-street multiuse trail facility along the side of Judicial Road and a new at-grade railroad crossing. All trail elements will be ADA compliant and meet the needs of trail users with disabilities. The new trail will also include safety treatments, including widening and softening curves in the existing trail.

The project will make it easier and safer to travel by foot, bike, or other non-motorized modes to destinations in the community, including park connections, businesses, services, and schools. The trail will also complete a key segment of the Lake Marion Greenway. Closure of the trail gap will better accommodate non-motorized trips to recreational areas, including multiple city parks, the Minnesota Valley National Wildlife Refuge, and safer access to the Minnesota River Greenway. In addition, this southern end of the trail is located in a job and activity center cluster, as identified in the Burnsville Comprehensive Plan.

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

Measure C: Affordable Housing Access

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

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

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

There are 229 publicly subsidized rental housing units in census tracts within 1/2 mile of the project corridor. There is an affordable housing unit that is located only 0.7 miles away from the northern end of the project area on Williams Drive, just east of Judicial Road. There are many destinations near the project area that affordable housing residents will have improved access to, including schools, parks, and businesses.

Response:

In addition to the affordable housing units located near the project area, the US EPA Environmental Justice screening and mapping tool indicates that the census tract located just west of Sunset Pond Park (0.1 mile west) has a low-income population of 74% percent, which is in the 98th percentile compared to the Minnesota statewide average. The census tract where the project is located has 24% low-income population, which is in the 59th percentile compared to the Minnesota statewide average. The trail improvements will provide a great benefit to these low-income residents by making it easier and safer for them to walk and bike in the community.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

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

Yes

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

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

1649951097181_Socio-Economic (Met Council).pdf

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

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

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

Bike system gap improvements include the following:

- *Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*

- *Improving bikeability to better serve all ability and experience levels by:*

- *Providing a safer, more protected on-street facility or off-road trail;*

- *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*

- *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

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

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

The proposed Sunset Pond and Judicial Road trail will significantly improve regional bicycle connectivity as it fills a Tier 2 Regional Bicycle Transportation Network (RBTN) alignment gap, and also connects to a Tier 2 RBTN corridor on the south end of the project. In addition, this trail gap was identified in the Burnsville Multimodal Plan, the Lake Marion Greenway Master Plan, and the Dakota County Pedestrian and Bicycle Study. Closing this gap in the Lake Marion Greenway will enhance connectivity to local destinations such as schools, park, and business, and it will also improve regional connectivity between Dakota County and Hennepin County.

Response:

In addition to filling a critical gap in the local and regional trail network, the project includes at-grade railroad crossing improvements in Howell Park. The project will also make improvements to the existing trail in Sunset Pond Park by widening the trail and softening curves. These trail improvements will improve safety conditions for both bicyclists and pedestrians. Filling this trail gap will better accommodate non-motorized trips to recreational areas, including multiple city parks, regional parks, the Minnesota Valley National Wildlife Refuge, and the Black Dog Trail segment of the Minnesota River Greenway.

(Limit 2,800 characters; approximately 400 words)

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

DEFINITIONS:

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

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

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

Tier 1

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

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Yes

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

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

Multiple

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

Measure B: Project Improvements

Response:

MnCMAT Crash Data was searched, and there were no pedestrian/bike crashes reported in the project area within the past 10 years. However, the proposed project includes several safety improvements that will reduce crashes in the future. First, the project adds a trail on the west side of Judicial road between Howell Park and Williams Drive. Currently, there is no dedicated bicycle facility along Judicial Road, so bicyclists ride on the shoulder. The trail will provide a safer bicycling environment, particularly for trail users that are less comfortable riding in traffic, such as youth, older adults, or parents with kids. By adding the new trail along Judicial Road, there will be a smaller likelihood of vehicle/bicycle crashes along Judicial Road. The project will also include other safety treatments, including widening and softening curves in the existing trail in Sunset Pond Park. These safety deficiencies - narrow existing path width and sharp curves - were identified by the project team and the proposed improvements were also supported by community members through the public engagement process.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

There are no transit connections directly along the project corridor, however, County Road 42/ Egan Drive is a bus corridor for route 444 and 447 and is located 0.2 miles south of the south end of the project corridor. The project will improve pedestrian connectivity within the neighborhood and make it easier for residents to access the bus stops at Burnsville Parkway and Egan Drive. The trail along the west side of Judicial Drive will fill a 0.2-mile gap in the pedestrian network, as it does not currently have a sidewalk on the west side of the street south of Saint John cemetery. The rail crossing will make it much more convenient for the large residential neighborhood on the east side of the railroad tracks with access to Sunset Pond Park and to the Lake Marion Trail segment to the south. Overall, the new trail will make it easier for people to walk in the project area and reach local destinations by foot.

(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:

Engagement methods and tools used for the project included open house events, both in-person and virtual. Virtual engagement for the project included the use of online, interactive mapping software Social Pinpoint (<https://wsb.mysocialpinpoint.com/burnsville#/>). A project website (<https://www.burnsvillemn.gov/2298/Lake-Marion-Trail>) was used to share the latest project developments, map updates, event notifications, and project team contact information. Contact methods included mailers to the surrounding residences, email newsletter blasts to the City's email listserv, email updates sent directly from the project manager to residents who signed up for emails, and social media updates shared by the City. The project team hosted three open houses for the project - two in-person open houses and one virtual, online open house (<https://youtu.be/UJ4LoXBxEq0>). Finally, the project team presented on project details at both a Parks & Natural Resources Commission meeting (<https://burnsville.civicweb.net/document/35325?splitScreen=true&media=true>) and a City Council Work Session. The community was advised of these events via email and on the project website. Roughly 100 community members engaged with the project, between attending the trail pop-ups, virtual open house, and digital engagement such as via Social Pinpoint.

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

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

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

100%

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

100%

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

75%

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

50%

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

25%

Layout has not been started

0%

Attach Layout

1649952703412_Preliminary Layout_Burnsville Lake Marion Greenway Gap.pdf

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

3.Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

25%

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

0%

5.Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

100%

Signature Page

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun Yes

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,368,341.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,368,341.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

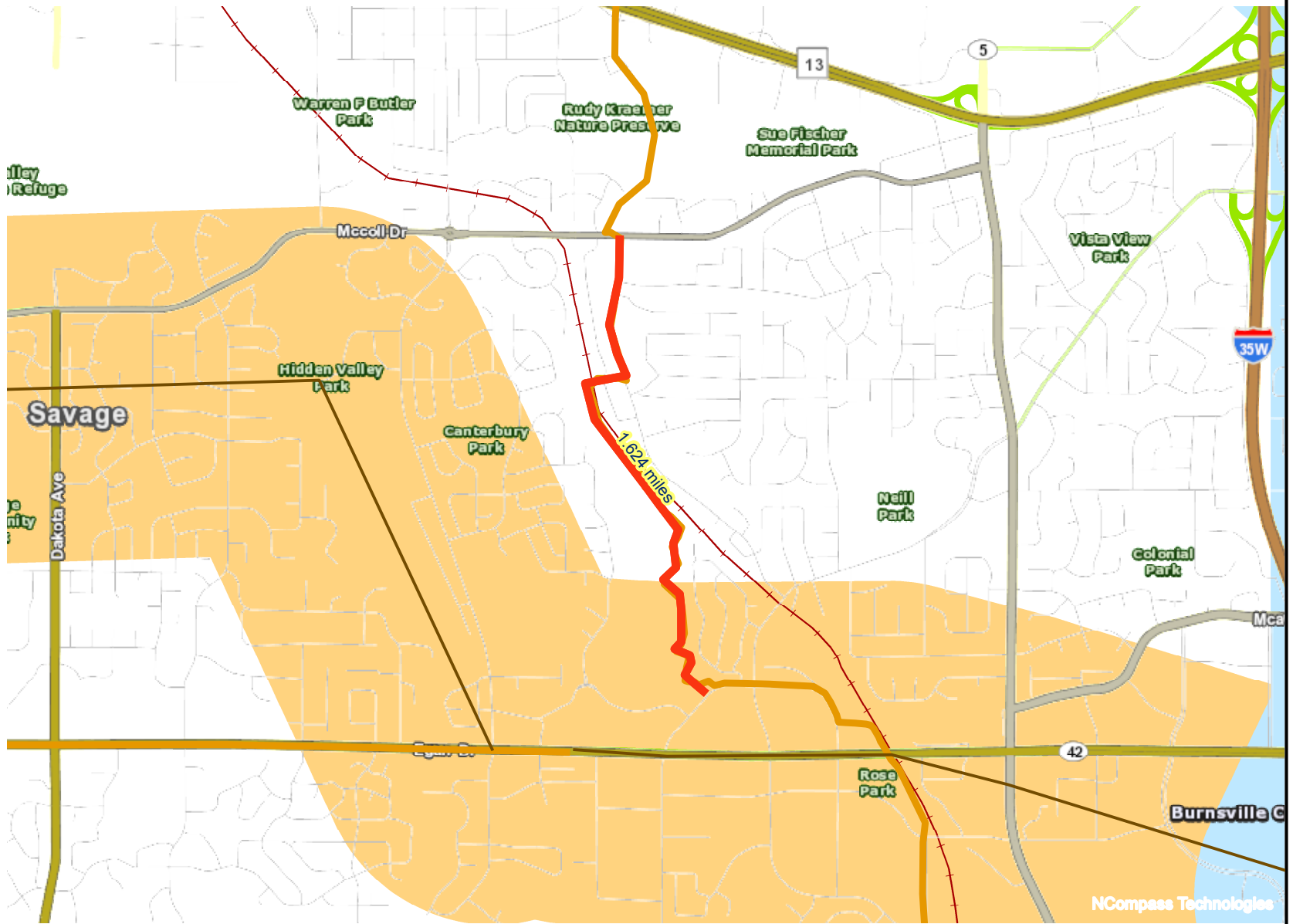
File Name	Description	File Size
2022408_Dakota County Letter_Burnsville.pdf	Dakota County Letter	168 KB
Burnsville One-page Summary.pdf	One page project summary	318 KB
City of Burnsville_Resolution 22-6903_certified copy.pdf	City of Burnsville Resolution	637 KB
Dakota County Board Resolution No. 22-144.pdf	Dakota County Resolution	87 KB
Lake Marion Greenway Gap - Existing Conditions on Judicial Road.pdf	Existing conditions photos on Judicial Road	775 KB
Transit Connection Map (Met Council).pdf	Transit connections map	2.8 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Sunset Pond-Judicial Trail | Map ID: 1646833583011

Results

Project IN TIER 2
Bicycle Transport Corridor.



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



Created: 3/9/2022
LandscapeRSA6



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



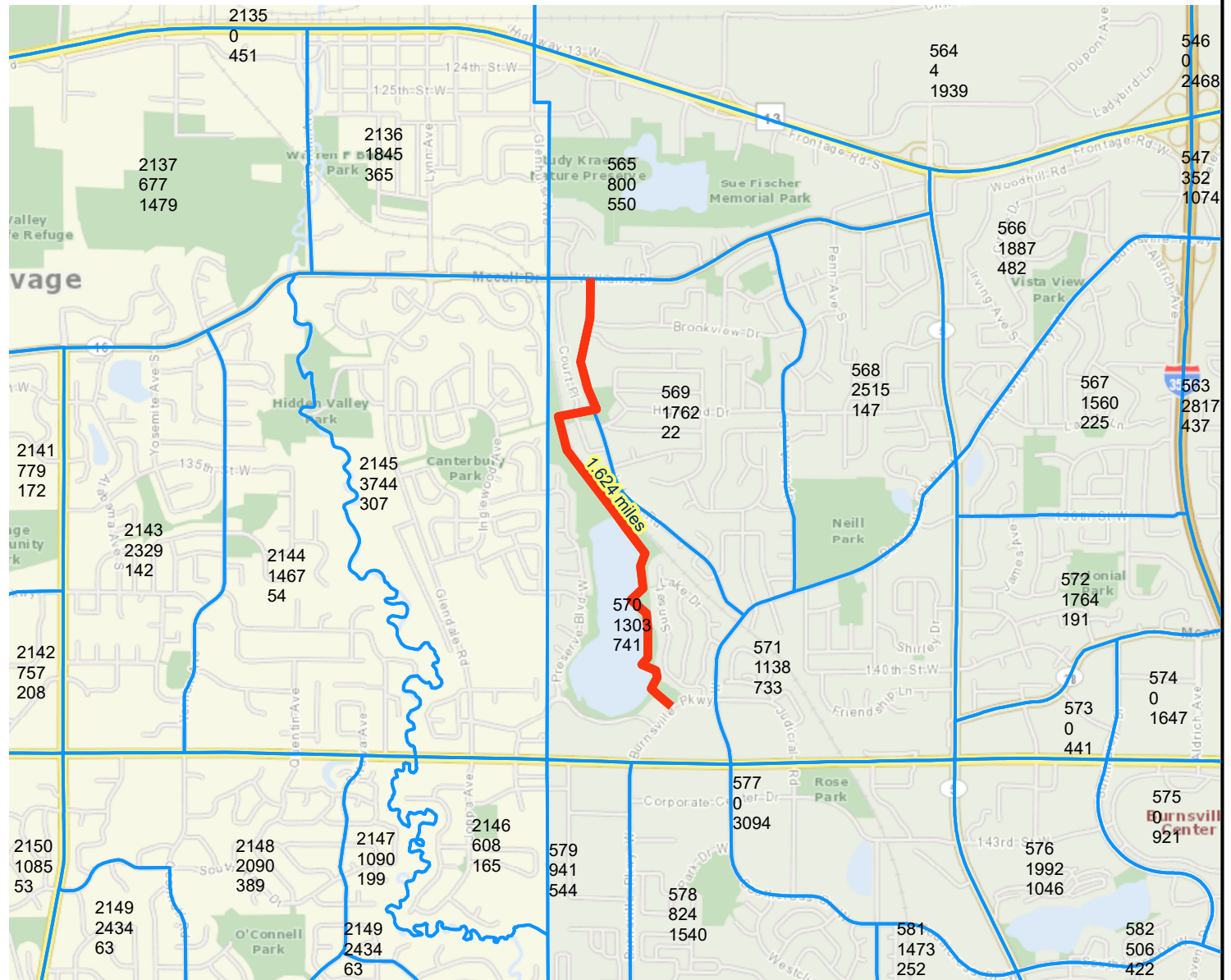
NCompass Technologies

Population/Employment Summary

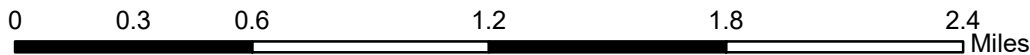
Multiuse Trails and Bicycle Facilities Project: Sunset Pond-Judicial Trail | Map ID: 1646833583011

Results

Within ONE Mile of project:
 Total Population: 28578
 Total Employment: 14890



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/9/2022
 LandscapeRSA4



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



MINNESOTA DEPARTMENT OF TRANSPORTATION CITY OF BURNSVILLE

CONSTRUCTION PLAN FOR GRADING, BITUMINOUS TRAIL, RECLAMATION, RETAINING WALLS, ADA IMPROVEMENTS, UTILITY, AND SIGNING

LOCATED ON SUNSET POND TRAIL FROM BURNSVILLE PKWY TO CSAH 34 (WILLIAMS DR)

GOVERNING SPECIFICATIONS

THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST EDITION OF THE FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

SHEET INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2 - 3	GENERAL LAYOUT
4 - 11	CONSTRUCTION PLAN

PLAN SYMBOLS

STATE LINE	----
COUNTY LINE	----
TOWNSHIP OR RANGE LINE	----
SECTION LINE	----
QUARTER LINE	----
SIXTEENTH LINE	----
RIGHT-OF-WAY LINE	----
SLOPE EASEMENT	SE
PRESENT RIGHT-OF-WAY	----
CONTROL OF ACCESS LINE	----
PROPERTY LINES (EXCEPT LAND LINES)	----
VACATED PLATTED PROPERTY	----
CORPORATE OR CITY LIMITS	----
TRUNK HIGHWAY CENTER LINE	----
RETAINING WALL	----
RAILROAD	----
RAILROAD RIGHT-OF-WAY	----
RIVER OR CREEK	----
DRY RUN	----
DRAINAGE DITCH	----
DRAIN TILE	----
CULVERT	----
DROP INLET	○
GUARD RAIL	----
BARBED WIRE FENCE	----
WOVEN WIRE FENCE	----
CHAIN LINK FENCE	----
RAILROAD SNOW FENCE	----
STONE WALL OR FENCE	----
HEDGE	----
RAILROAD CROSSING SIGN	----
RAILROAD CROSSING BELL	----
ELECTRIC WARNING SIGN	----
CROSSING GATE	----
MEANDER CORNER	----
SPRINGS	○
MARSH	----
TIMBER	----
ORCHARD	----
BRUSH	----
NURSERY	----
CATCH BASIN	CB
FIRE HYDRANT	----
CATTLE GUARD	----
OVERPASS (HIGHWAY OVER)	----
UNDERPASS (HIGHWAY UNDER)	----
BRIDGE	----
BUILDING (ONE STORY FRAME)	----
F - FRAME C - CONCRETE	----
S - STONE T - TILE	----
B - BRICK ST - STUCCO	----
IRON ROD OR PIPE	----
MONUMENT (STONE, CONCRETE, OR METAL)	MONU.
WOODEN HUB	----
GRAVEL PIT	----
SAND PIT	----
BORROW PIT	----
ROCK QUARRY	----

UTILITY SYMBOLS

POWER POLE LINE	----
TELEPHONE OR TELEGRAPH POLE LINE	----
JOINT TELEPHONE AND POWER ON POWER POLE	----
ON TELEPHONE POLES	----
ANCHOR	○
STREET LIGHT	○
PEDESTAL (TELEPHONE CABLE TERMINAL)	----
GAS MAIN	G
WATER MAIN	----
CONDUIT	----
TELEPHONE CABLE IN CONDUIT	T
ELECTRIC CABLE IN CONDUIT	E
TELEPHONE MANHOLE	----
ELECTRIC MANHOLE	----
BURIED TELEPHONE CABLE	T-BUR
BURIED ELECTRIC CABLE	E-BUR
AERIAL TELEPHONE CABLE	T-AE
SEWER (SANITARY OR STORM)	----
SEWER MANHOLE	----

SCALES

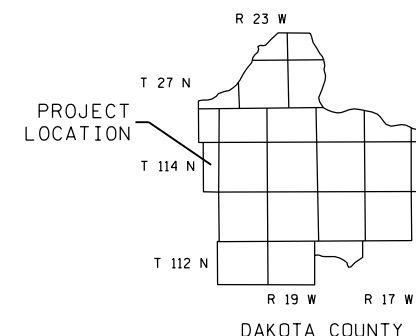
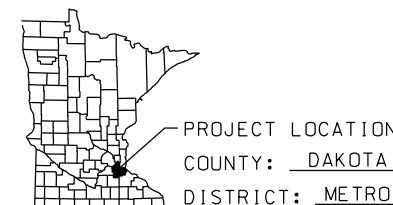
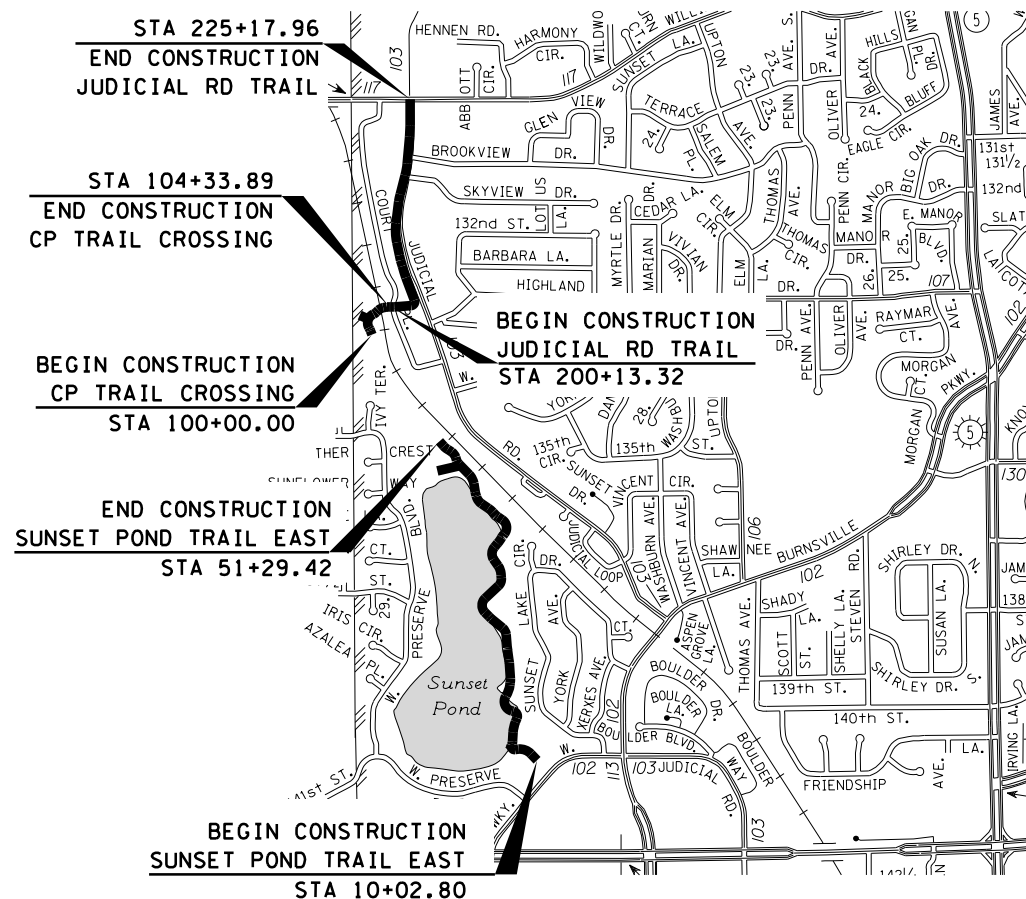
INDEX MAP	0 500 1000
PLAN	0 25 50
PROFILE HORIZ.	0 50 100
VERT.	0 5 10
CROSS SECTION	0 10 20

DESIGN DESIGNATION SUNSET POND TRAIL

DESIGN SPEED = 20 MPH
BASED ON SIGHT DISTANCE = STOPPING
HEIGHT OF EYE/HEIGHT OF OBJECT = 3.83/0.0

SUNSET POND TRAIL

GROSS LENGTH..... 8409.62 FEET.. 1.593.. MILES
BRIDGES-LENGTH..... FEET..... MILES
EXCEPTIONS-LENGTH.. 1344.47 FEET.. 0.255.. MILES
NET LENGTH..... 7065.15 FEET.. 1.338.. MILES



PLAN REVISIONS		
DATE	SHEET NO.	APPROVED BY

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

NOT FOR CONSTRUCTION

THIS PLAN CONTAINS 11 SHEETS.

ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS AND ORDINANCES WILL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.



SIGNATURE: _____ TYPED OR PRINTED NAME: _____

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

DATE: 4/14/2022 LICENSE NUMBER _____

APPROVED: CITY OF BURNSVILLE ENGINEER _____ DATE: _____

APPROVED: DAKOTA COUNTY ENGINEER _____ DATE: _____

DISTRICT STATE AID ENGINEER _____ DATE: _____
REVIEWED FOR COMPLIANCE WITH STATE AID RULES / POLICY

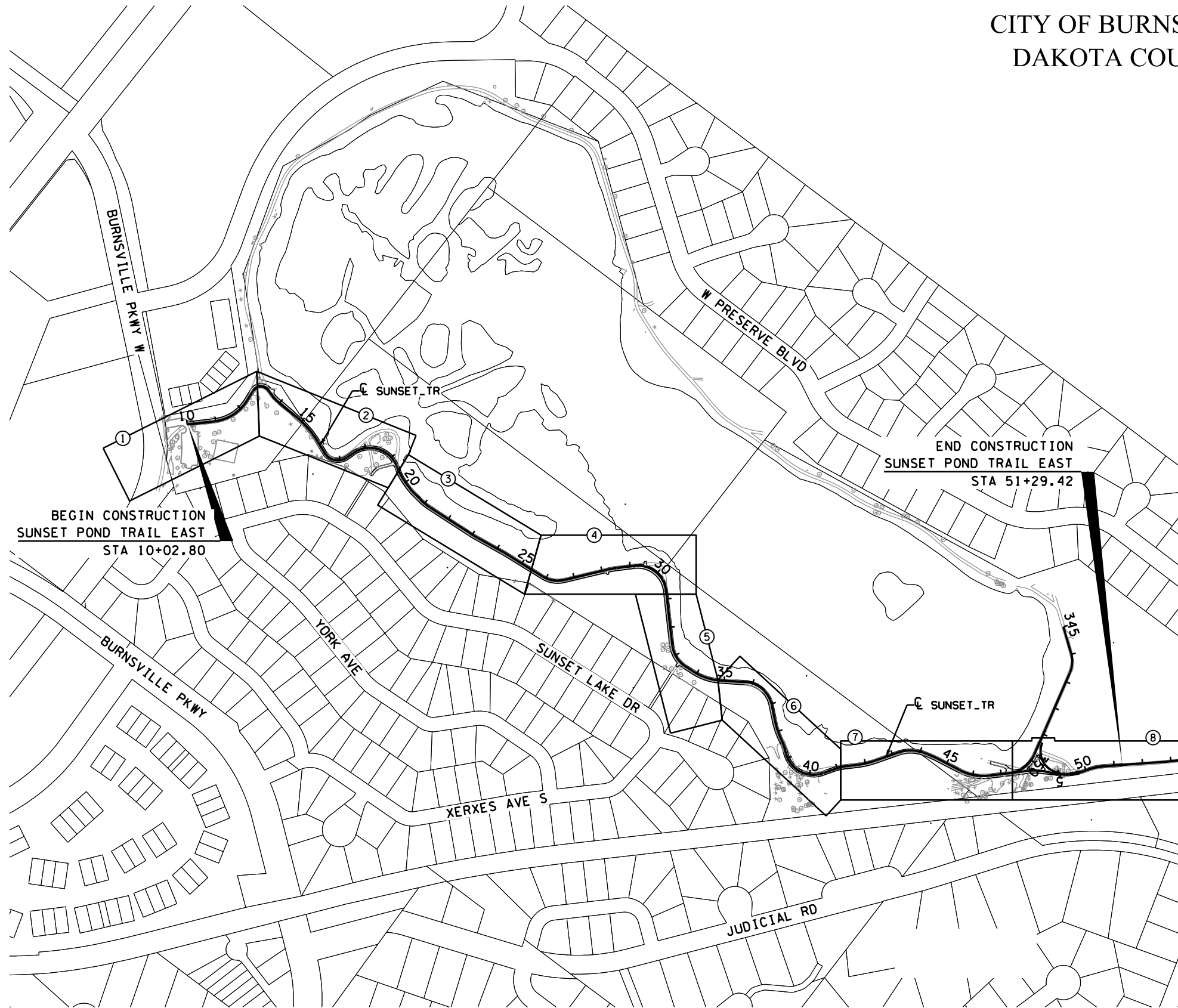
STATE AID ENGINEER _____ DATE: _____
APPROVED FOR STATE AID FUNDING

I HEREBY CERTIFY THAT THE FINAL FIELD REVISIONS, IF ANY, OF THE PLAN WERE MADE BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE _____ LIC. NO. _____

SHEET NO. 1 OF 11 SHEETS

CITY OF BURNSVILLE
DAKOTA COUNTY



BEGIN CONSTRUCTION
SUNSET POND TRAIL EAST
STA 10+02.80

END CONSTRUCTION
SUNSET POND TRAIL EAST
STA 51+29.42

MATCH LINE STA. 53+46.22
SEE SHEET 3

LEGEND								
SECTION	PLAN SHEET INDEX PER SECTION							
	1	2	3	4	5	6	7	8
INPLACE TOPOGRAPHY & UTILITIES PLAN	TOP1		TOP2		TOP3		TOP4	
MISCELLANEOUS REMOVALS	REM1		REM2		REM3		REM4	
CONSTRUCTION PLAN	4		5		6		7	
TURF ESTABLISHMENT & EROSION CONTROL PLAN	TEC1		TEC2		TEC3		TEC4	

PLOTTED/REVISED: 4/14/2022
PATH & FILENAME: Projects\Minnesota\019035-000\Cad\Plan\019035-000_gll-A.dgn

NO.	DATE	BY	CHK	REVISIONS

Design By: MRG
Plan By: KMM
Checked By: DSS
Approved By: MRG

NOT FOR CONSTRUCTION



SUNSET POND / JUDICIAL TRAIL GAP PROJECT
City of Burnsville, Minnesota

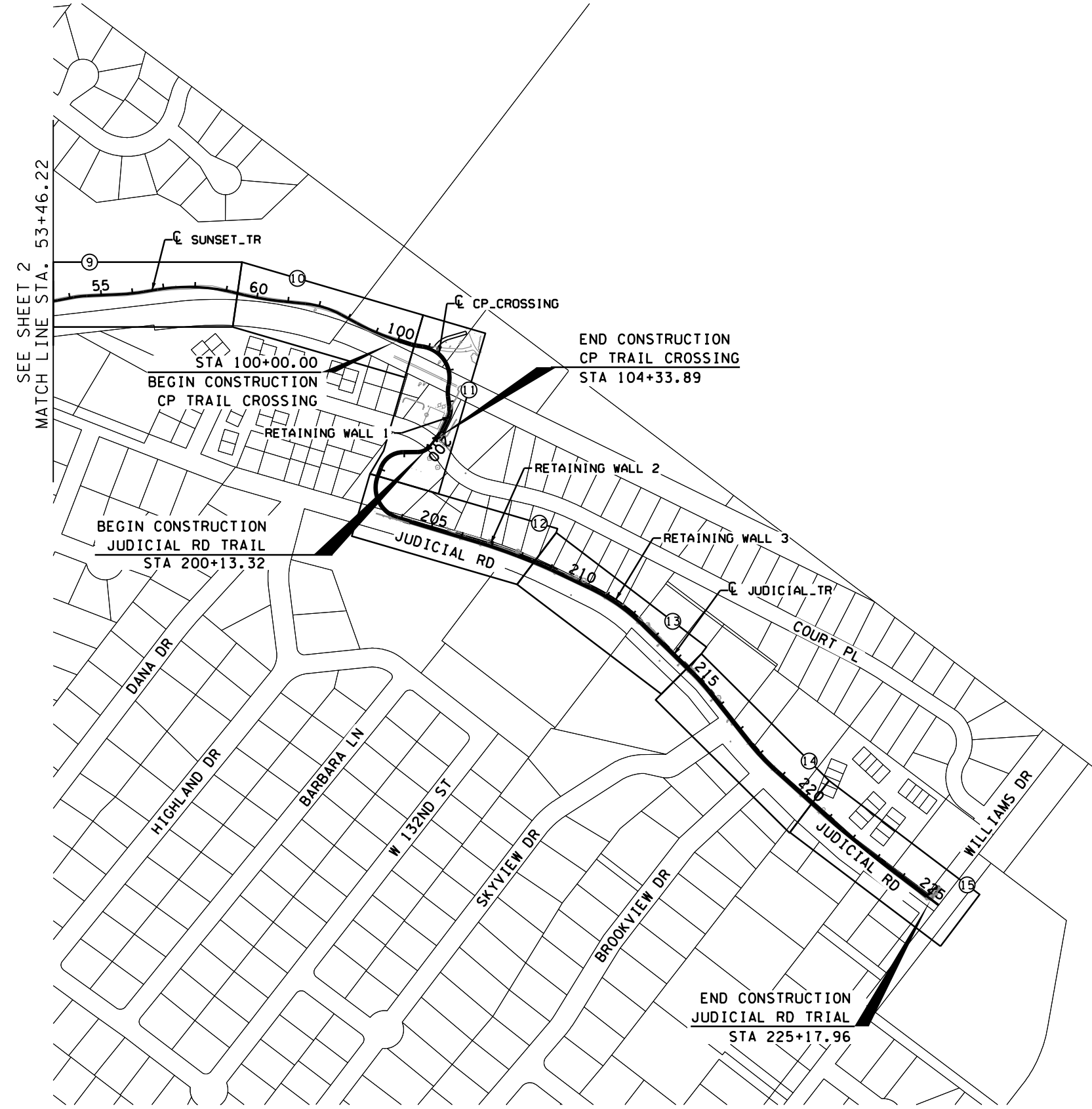
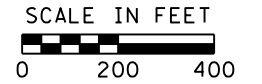
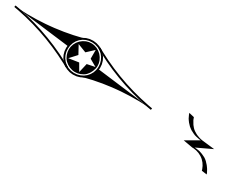
CITY OF BURNSVILLE, MINNESOTA
GENERAL LAYOUT

SHEET
2
OF
11
SHEETS

PLOTTED/REVISED: 4/14/2022

PATH & FILENAME: Projects\Minnesota\019035-000\Cad\Plan\019035-000_g12-A.dgn

CITY OF BURNSVILLE
DAKOTA COUNTY



SECTION		LEGEND							
		9	10	11	12	13	14	15	
		PLAN SHEET INDEX PER SECTION							
INPLACE TOPOGRAPHY & UTILITIES PLAN	SUNSET POND	TOP5	TOP6	TOP7	TOP8				
MISCELLANEOUS REMOVALS		REM5	REM6	REM7	REM8				
CONSTRUCTION PLAN		8	9	10	11				
TURF ESTABLISHMENT & EROSION CONTROL PLAN		TEC5	TEC6	TEC7	TEC8				

NO.	DATE	BY	CHK	REVISIONS

Design By: MRG
Plan By: KMM
Checked By: DSS
Approved By: MRG

NOT FOR CONSTRUCTION



SUNSET POND / JUDICIAL TRAIL GAP PROJECT
City of Burnsville, Minnesota

CITY OF BURNSVILLE, MINNESOTA
GENERAL LAYOUT

SHEET **3** OF **11** SHEETS

PLOTTED/REVISED: 4/14/2022

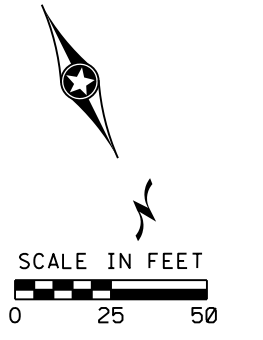
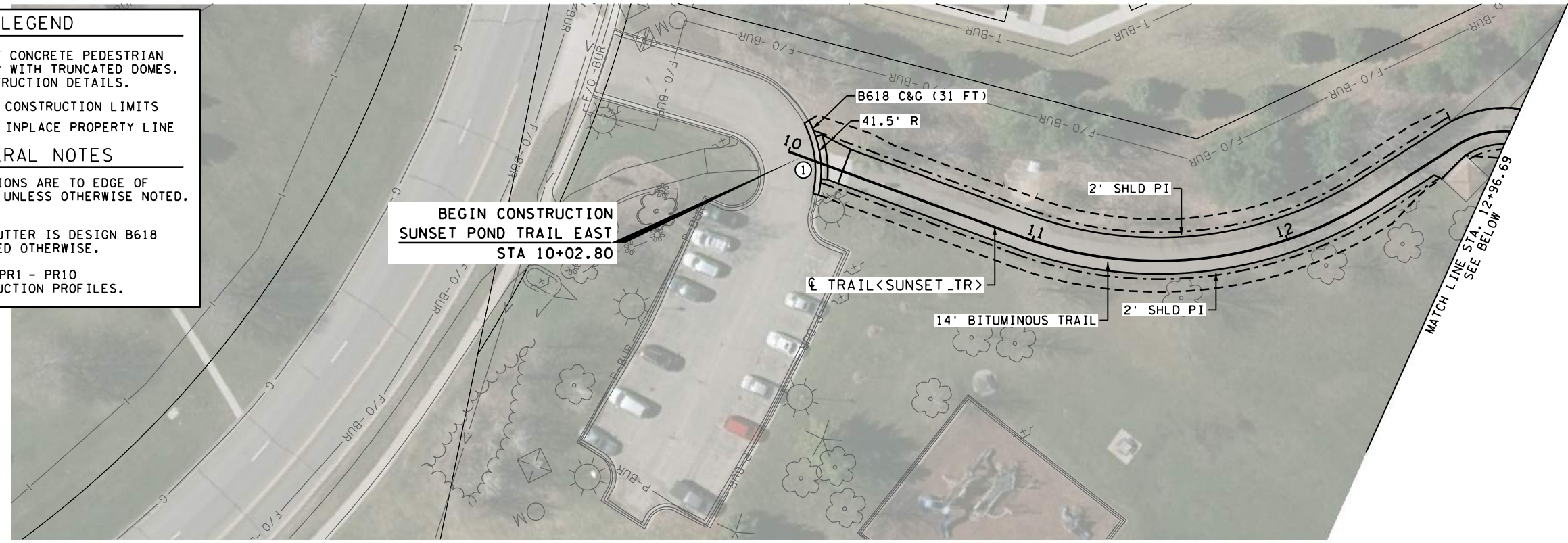
LEGEND

CONSTRUCT CONCRETE PEDESTRIAN CURB RAMP WITH TRUNCATED DOMES. SEE CONSTRUCTION DETAILS.

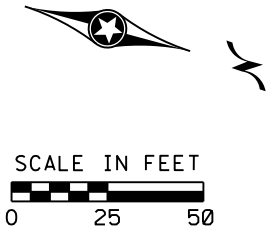
----- CONSTRUCTION LIMITS
 _____ INPLACE PROPERTY LINE

GENERAL NOTES

1. ALL DIMENSIONS ARE TO EDGE OF BITUMINOUS UNLESS OTHERWISE NOTED.
2. CURB AND GUTTER IS DESIGN B618 UNLESS NOTED OTHERWISE.
3. SEE SHEET PR1 - PR10 FOR CONSTRUCTION PROFILES.



PATH & FILENAME: Projects\Minnesota\019035-000\Cad\Plan\019035-000_cpl.dgn



NO.	DATE	BY	CHK	REVISIONS

Design By: MRG
 Plan By: KMM
 Checked By: DSS
 Approved By: MRG

NOT FOR CONSTRUCTION



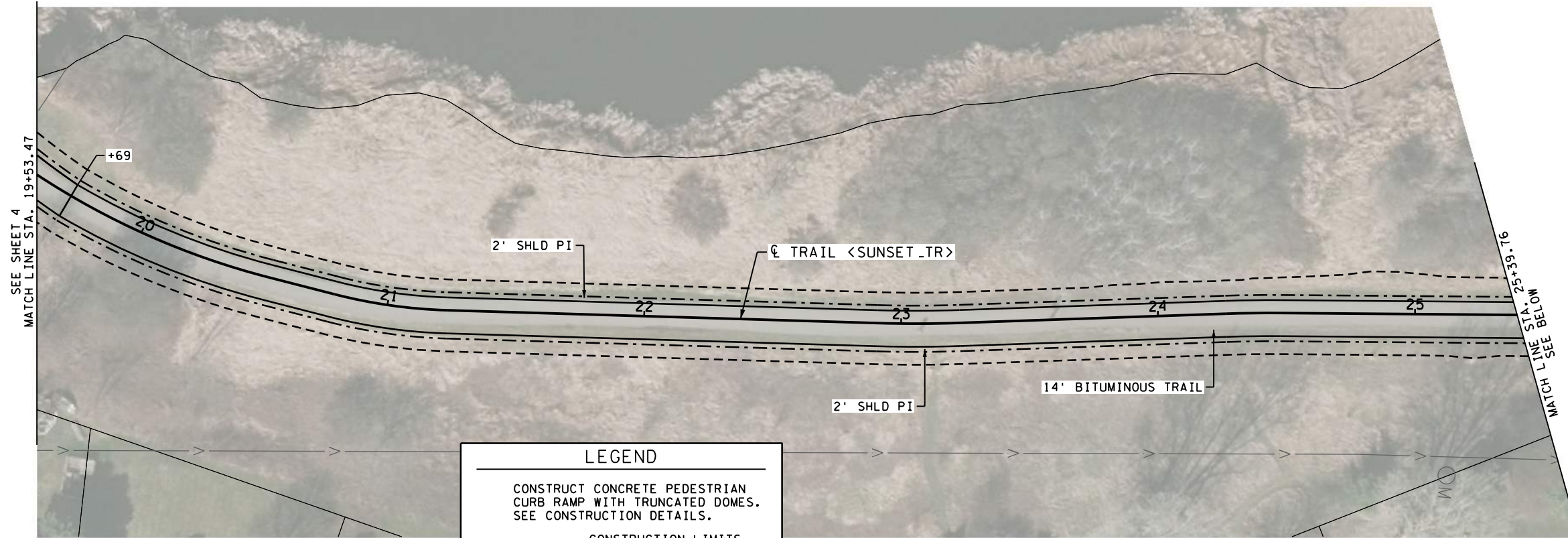
SUNSET POND / JUDICIAL TRAIL GAP PROJECT
 City of Burnsville, Minnesota

CITY OF BURNSVILLE, MINNESOTA
 STA 10+02.80 TO STA 19+53.47
CONSTRUCTION PLAN

SHEET **4** OF **11** SHEETS

PLOTTED/REVISED: 4/14/2022

PATH & FILENAME: Projects\Minnesota\09035-000\Cad\Plan\09035-000_cp2.dgn



LEGEND

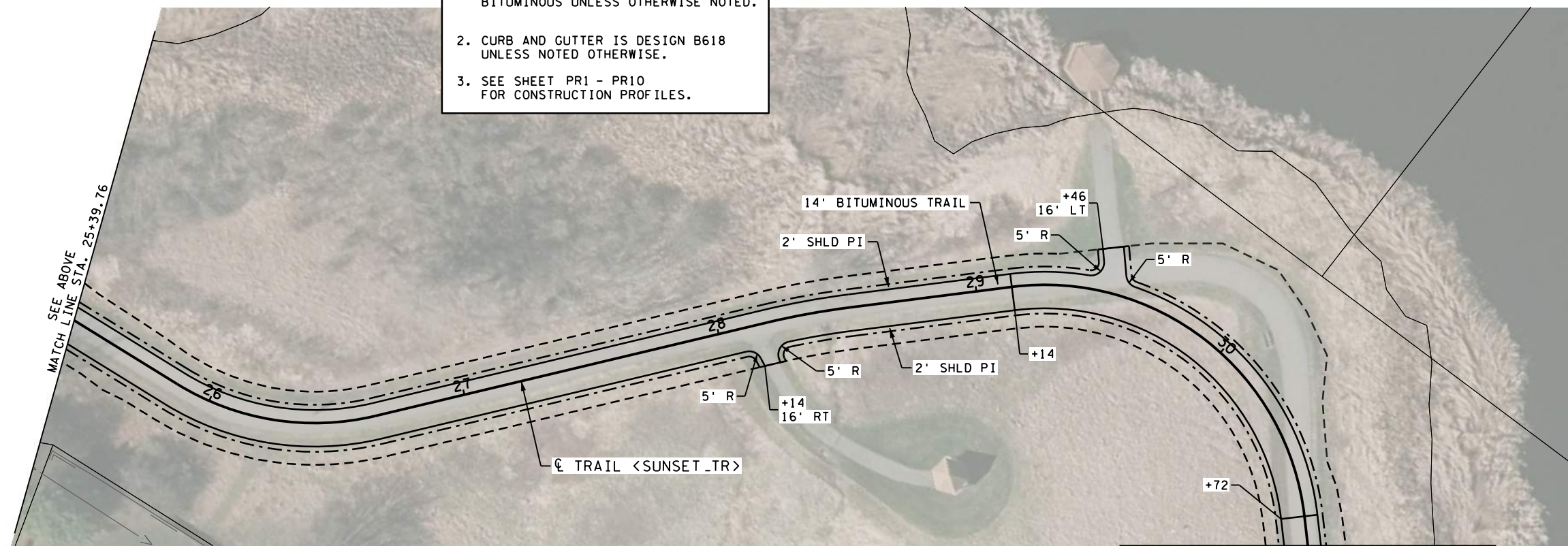
————— CONSTRUCT CONCRETE PEDESTRIAN CURB RAMP WITH TRUNCATED DOMES. SEE CONSTRUCTION DETAILS.

----- CONSTRUCTION LIMITS

————— INPLACE PROPERTY LINE

GENERAL NOTES

1. ALL DIMENSIONS ARE TO EDGE OF BITUMINOUS UNLESS OTHERWISE NOTED.
2. CURB AND GUTTER IS DESIGN B618 UNLESS NOTED OTHERWISE.
3. SEE SHEET PR1 - PR10 FOR CONSTRUCTION PROFILES.



MATCH LINE STA. 30+83.29
SEE SHEET 6

NO.	DATE	BY	CHK	REVISIONS

Design By: MRG
 Plan By: KMM
 Checked By: DSS
 Approved By: MRG

NOT FOR CONSTRUCTION

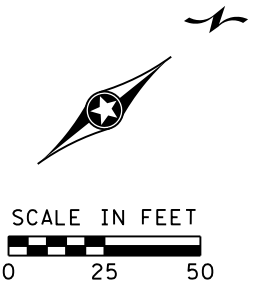
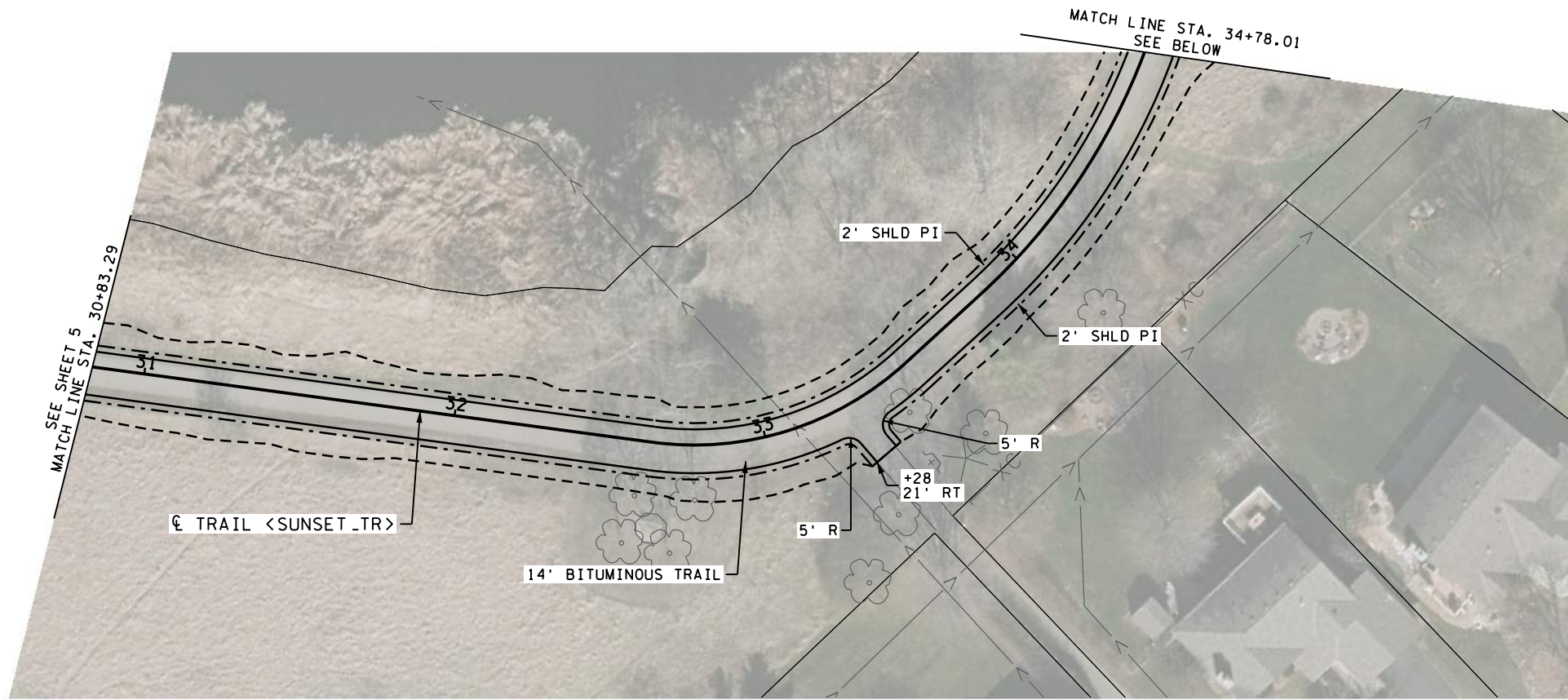


SUNSET POND / JUDICIAL TRAIL GAP PROJECT
 City of Burnsville, Minnesota

CITY OF BURNSVILLE, MINNESOTA
 STA 19+53.47 TO STA 30+83.29
CONSTRUCTION PLAN

SHEET **5** OF **11** SHEETS

PLOTTED/REVISED: 4/14/2022



LEGEND

CONSTRUCT CONCRETE PEDESTRIAN CURB RAMP WITH TRUNCATED DOMES. SEE CONSTRUCTION DETAILS.

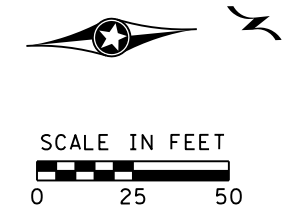
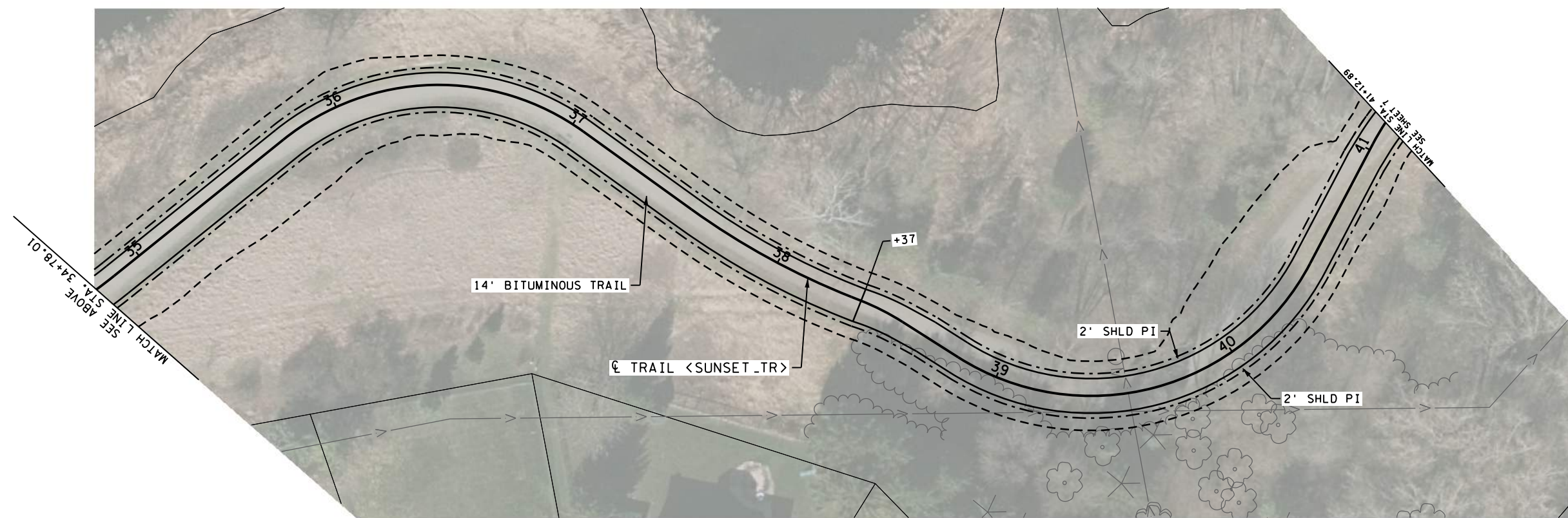
--- CONSTRUCTION LIMITS

— INPLACE PROPERTY LINE

GENERAL NOTES

1. ALL DIMENSIONS ARE TO EDGE OF BITUMINOUS UNLESS OTHERWISE NOTED.
2. CURB AND GUTTER IS DESIGN B618 UNLESS NOTED OTHERWISE.
3. SEE SHEET PR1 - PR10 FOR CONSTRUCTION PROFILES.

PATH & FILENAME: Projects\Minnesota\019035-000\Cad\Plan\019035-000_cp3.dgn



NO.	DATE	BY	CHK	REVISIONS

Design By: MRG
 Plan By: KMM
 Checked By: DSS
 Approved By: MRG

NOT FOR CONSTRUCTION



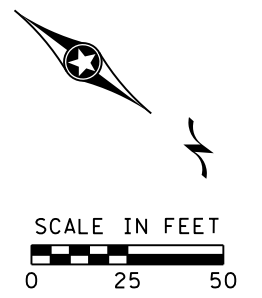
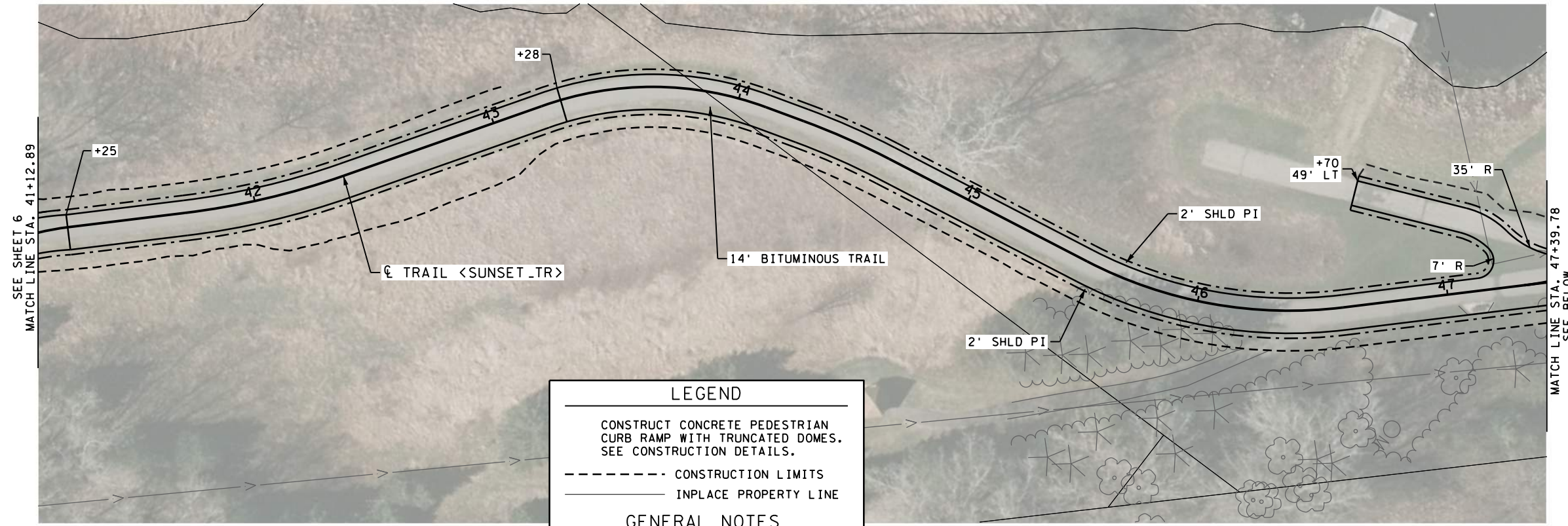
SUNSET POND / JUDICIAL TRAIL GAP PROJECT
 City of Burnsville, Minnesota

CITY OF BURNSVILLE, MINNESOTA
 STA 30+83.29 TO 41+12.89
CONSTRUCTION PLAN

SHEET
6
 OF
11
 SHEETS

PLOTTED/REVISED: 4/14/2022

PATH & FILENAME: Projects\Minnesota\019035-000\Cad\Plan\019035-000_cp4.dgn



LEGEND

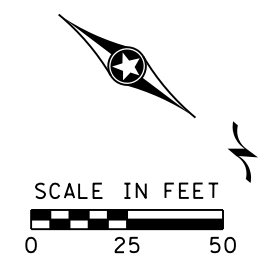
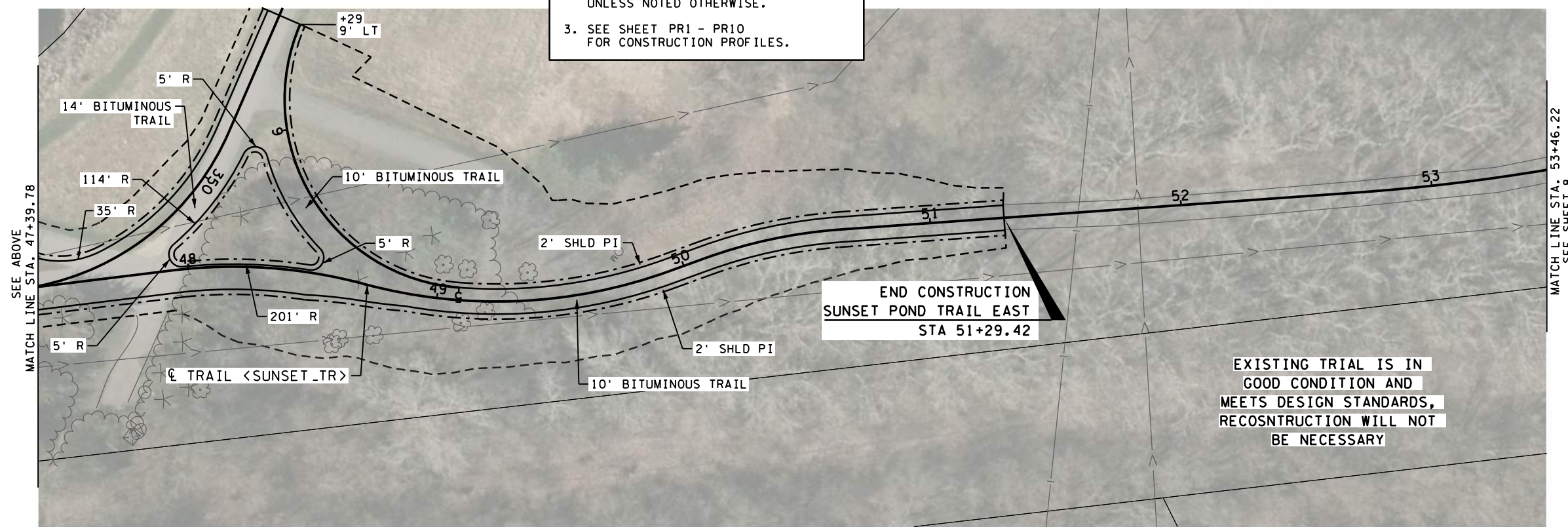
CONSTRUCT CONCRETE PEDESTRIAN CURB RAMP WITH TRUNCATED DOMES. SEE CONSTRUCTION DETAILS.

--- CONSTRUCTION LIMITS

— INPLACE PROPERTY LINE

GENERAL NOTES

1. ALL DIMENSIONS ARE TO EDGE OF BITUMINOUS UNLESS OTHERWISE NOTED.
2. CURB AND GUTTER IS DESIGN B618 UNLESS NOTED OTHERWISE.
3. SEE SHEET PR1 - PR10 FOR CONSTRUCTION PROFILES.



NO.	DATE	BY	CHK	REVISIONS

Design By: MRG
 Plan By: KMM
 Checked By: DSS
 Approved By: MRG

NOT FOR
CONSTRUCTION



**SUNSET POND / JUDICIAL
TRAIL GAP PROJECT**
City of Burnsville, Minnesota

CITY OF BURNSVILLE, MINNESOTA
STA 41+12.89 TO STA 53+46.22
CONSTRUCTION PLAN

SHEET
7
OF
11
SHEETS

PLOTTED/REVISED: 4/14/2022

PATH & FILENAME: Projects\Minnesota\019035-000\Cad\Plan\019035-000_cp5.dgn



LEGEND

CONSTRUCT CONCRETE PEDESTRIAN CURB RAMP WITH TRUNCATED DOMES. SEE CONSTRUCTION DETAILS.

----- CONSTRUCTION LIMITS

----- INPLACE PROPERTY LINE

GENERAL NOTES

1. ALL DIMENSIONS ARE TO EDGE OF BITUMINOUS UNLESS OTHERWISE NOTED.
2. CURB AND GUTTER IS DESIGN B618 UNLESS NOTED OTHERWISE.
3. SEE SHEET PR1 - PR10 FOR CONSTRUCTION PROFILES.

NO.	DATE	BY	CHK	REVISIONS

Design By: MRG
 Plan By: KMM
 Checked By: DSS
 Approved By: MRG

NOT FOR
CONSTRUCTION

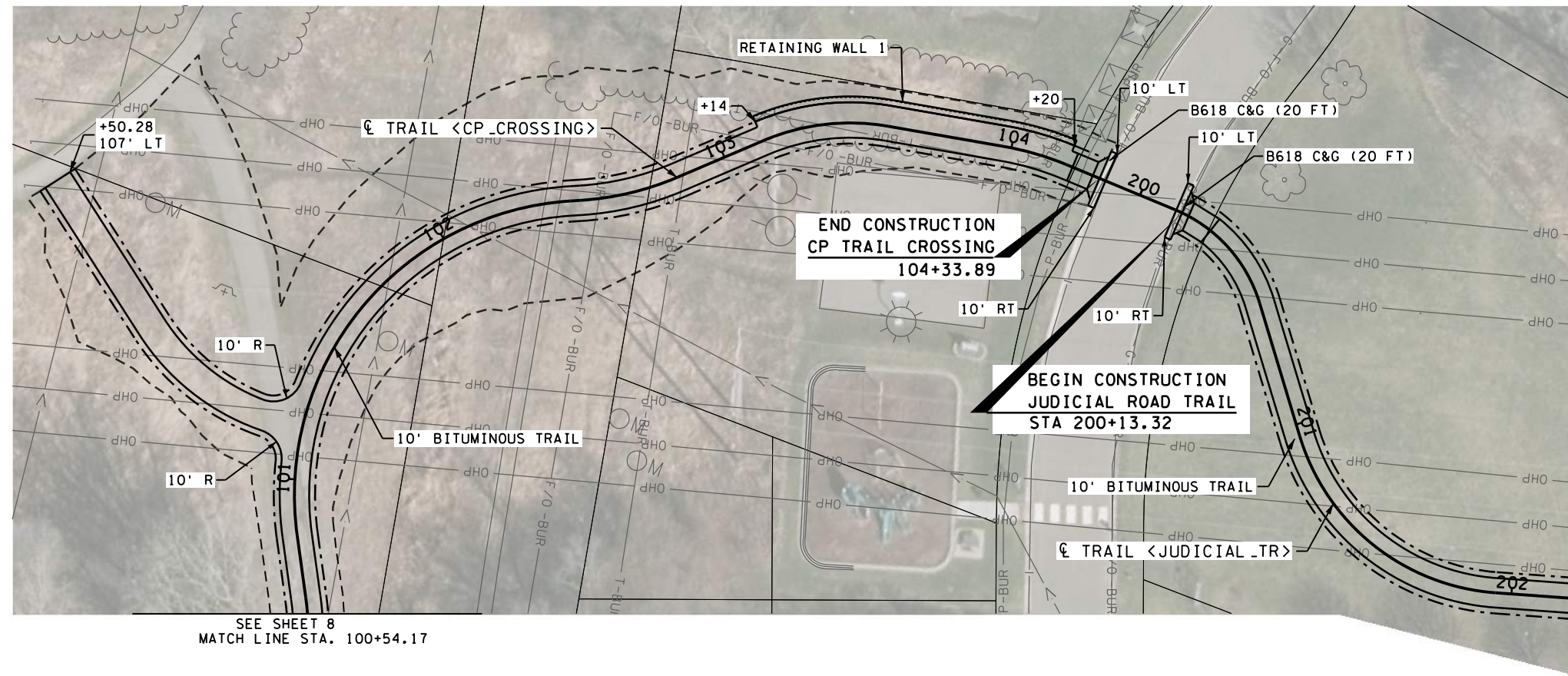


**SUNSET POND / JUDICIAL
TRAIL GAP PROJECT**
City of Burnsville, Minnesota

CITY OF BURNSVILLE, MINNESOTA
STA 53+46.22 (SUNSET_TR) TO STA 100+54.17 (JUDICIAL_TR)
CONSTRUCTION PLAN

SHEET
8
OF
11
SHEETS

PLOTTED/REVISED: 4/14/2022



LEGEND

CONSTRUCT CONCRETE PEDESTRIAN CURB RAMP WITH TRUNCATED DOMES. SEE CONSTRUCTION DETAILS.

--- CONSTRUCTION LIMITS

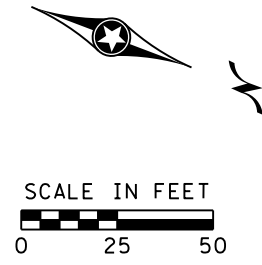
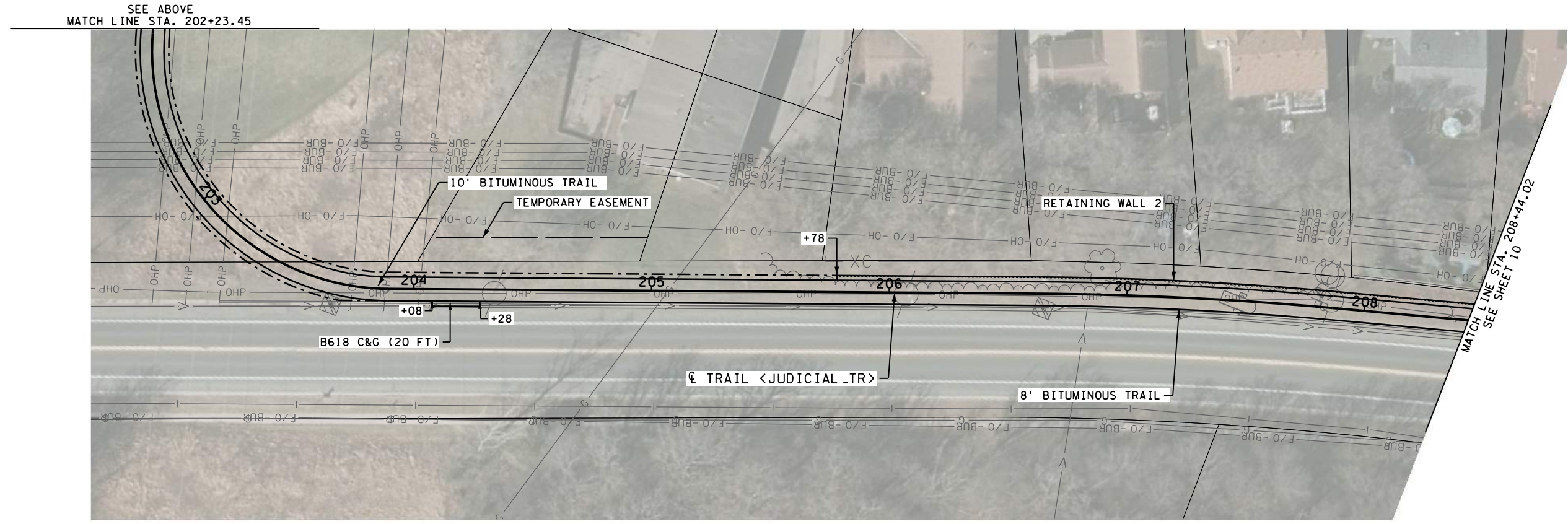
--- INPLACE PROPERTY LINE

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PATH & FILENAME: Projects\Minnesota\019035-000\Cad\Plan\019035-000_cp6.dgn



NO.	DATE	BY	CHK	REVISIONS

Design By: MRG
 Plan By: KMM
 Checked By: DSS
 Approved By: MRG

NOT FOR CONSTRUCTION



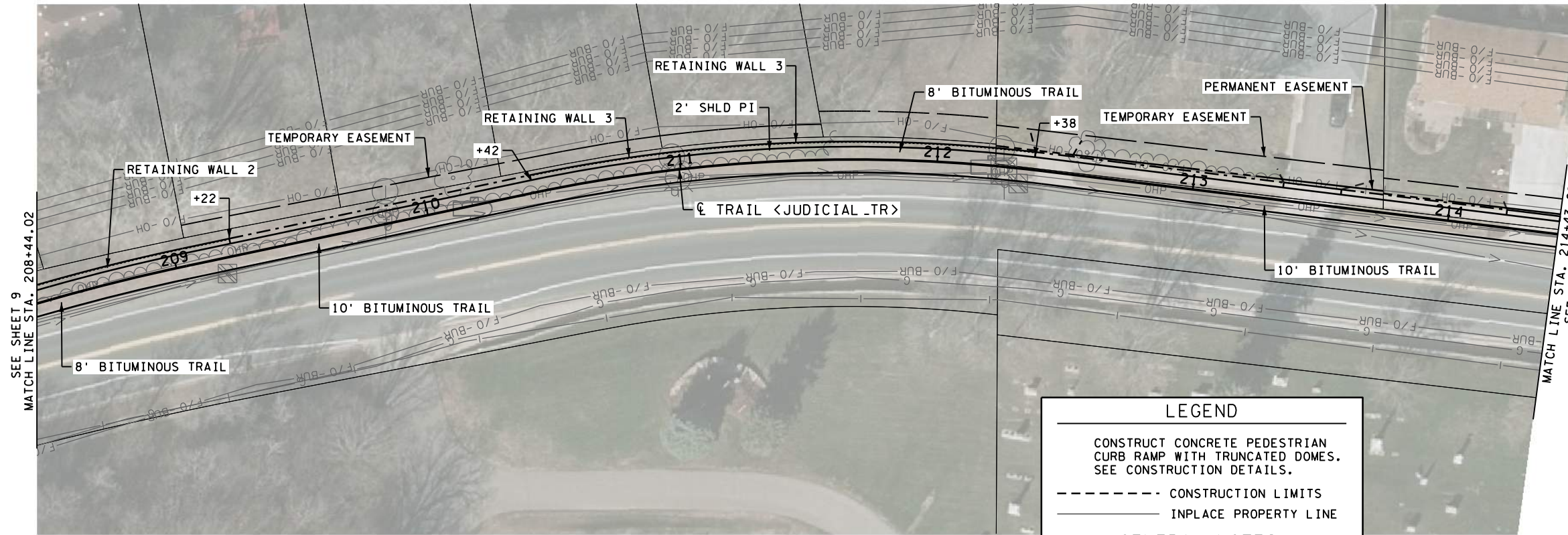
SUNSET POND / JUDICIAL TRAIL GAP PROJECT
 City of Burnsville, Minnesota

CITY OF BURNSVILLE, MINNESOTA
 STA 100+54.17 (CP_CROSSING) TO STA 208+44.02 (JUDICIAL_TR)
CONSTRUCTION PLAN

SHEET **9** OF **11** SHEETS

PLOTTED/REVISED: 4/14/2022

PATH & FILENAME: Projects\Minnesota\019035-000\Cad\Plan\019035-000_cpl.dgn



LEGEND

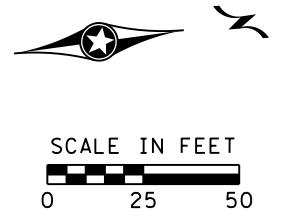
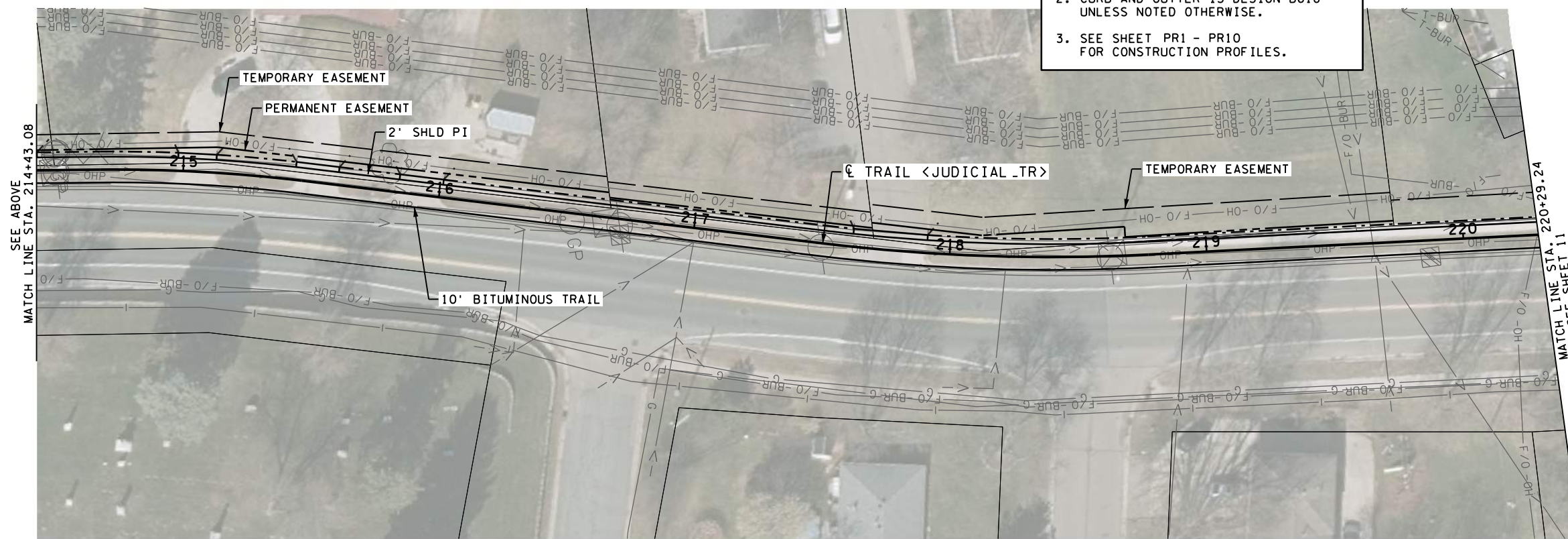
CONSTRUCT CONCRETE PEDESTRIAN CURB RAMP WITH TRUNCATED DOMES. SEE CONSTRUCTION DETAILS.

----- CONSTRUCTION LIMITS

----- INPLACE PROPERTY LINE

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NO.	DATE	BY	CHK	REVISIONS

Design By: MRG
 Plan By: KMM
 Checked By: DSS
 Approved By: MRG

NOT FOR
CONSTRUCTION



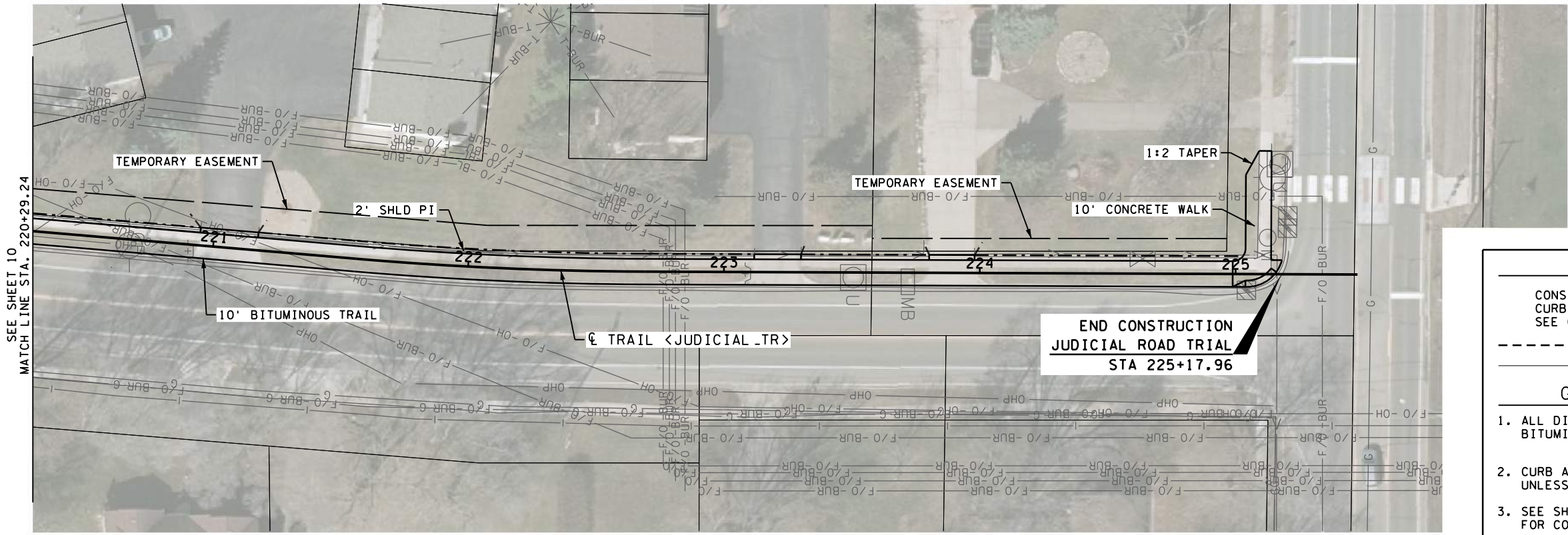
**SUNSET POND / JUDICIAL
TRAIL GAP PROJECT**
City of Burnsville, Minnesota

CITY OF BURNSVILLE, MINNESOTA
STA 208+44.02 TO STA 220+29.24
CONSTRUCTION PLAN

SHEET
10
OF
11
SHEETS

PLOTTED/REVISED: 4/14/2022

PATH & FILENAME: Projects\Minnesota\019035-000\Cad\Plan\019035-000_cp8A.dgn



LEGEND

CONSTRUCT CONCRETE PEDESTRIAN CURB RAMP WITH TRUNCATED DOMES. SEE CONSTRUCTION DETAILS.

----- CONSTRUCTION LIMITS

———— INPLACE PROPERTY LINE

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NO.	DATE	BY	CHK	REVISIONS

Design By: MRG
 Plan By: KMM
 Checked By: DSS
 Approved By: MRG

NOT FOR
CONSTRUCTION



**SUNSET POND / JUDICIAL
TRAIL GAP PROJECT**
 City of Burnsville, Minnesota

CITY OF BURNSVILLE, MINNESOTA
 STA 220+29.24 TO STA 225+17.96
CONSTRUCTION PLAN

SHEET
11
 OF
11
 SHEETS



April 8, 2022

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

Physical Development Division
Steven C. Mielke, Director

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

952.891.7000
Fax 952.891.7031
www.dakotacounty.us

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

Office of Planning

Parks, Facilities and Fleet
Parks
Facilities Management
Fleet Management

Transportation
Highway
Surveyor's Office
Transit Office

RE: Regional Solicitation: Multiuse Trails and Bicycle Facilities
Application: Lake Marion Greenway from Sunset Park to Rose Bluffs in Burnsville

Dear Ms. Koutsoukos:

Please see the attached Dakota County Board resolution regarding the Regional Solicitation federal funding application for the Lake Marion Greenway from Sunset Park to Rose Bluffs in Burnsville. Dakota County has reviewed and approves the layout. The layout is consistent with Dakota County standards for regional greenway trails.

The trail will be part of the Dakota County Regional Greenway Trail System. As the owner of these facilities, Dakota County is committed to operating and maintaining the improvements listed in this proposal for the useful life of the facilities, to provide year-round use for pedestrians and bicyclists.

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

Dakota County is committed to the long-term completion of a regional trail network that supports regional multi-modal transportation goals, recreational activity, and provides safe and enjoyable means for experiencing the outdoors for people throughout the county. This project is a significant step in realizing these goals.

Sincerely,

A handwritten signature in black ink, appearing to read "Niki Geisler".

Niki Geisler
Dakota County Parks Director

Project Name: Lake Marion Greenway Trail Gap - Sunset Pond Park to Williams Drive

Applicant: City of Burnsville

Project Location: Sunset Pond to Williams Dr.

Total Project Cost: \$1,368,341

Requested Federal Award Amount: \$1,094,673

Local Match: \$273,668



Project Description:

The City of Burnsville is proposing filling a gap in the Lake Marion Greenway system by constructing a new trail segment on Judicial Road as well as improving the trail in Sunset Pond Parks. The proposed new trail segment is located on the west side of Judicial Road between the proposed railroad crossing at Howell Park and Williams Drive. The City is proposing improvements to the existing trail at Sunset Pond by widening the trail and softening some curves in the trail, which will improve safety for all trail users. Once completed, the multi-modal greenway trail will be 4.5 miles long and connect parks between Sue Fischer Park/Rudy Nature Kraemer Preserve and Kelleher Park. This proposed trail segment is approximately 1.6 miles long and will significantly improve regional bicycle connectivity as it fills a Tier 2 Regional Bicycle Transportation Network (RBTN) alignment gap, and also connects to a Tier 2 RBTN corridor on the south end of the project.

Project Benefits:

- Fills a gap in the regional bicycle transportation network (RBTN)
- Provides a railroad crossing at Howell Park
- Reduces risk of crashes and conflicts between bike/peds and vehicles
- Improves access to a mix of land uses and existing and planned transit services

Key Connections:

- Located on an RBTN Tier 2 alignment
- Connection to RBTN Tier 2 corridor on south end
- Direct connections to Sunset Pond Park, Westview Park, and Howell Park
- Connection to County Road 42, large employers, Kelleher Park, and existing Lake Marion Greenway segment
- Connection to Rudy Kraemer Nature Preserve and Minnesota River Greenway via Rose Bluff Trail at Williams Dr and Judicial Rd
- Access to Hidden Valley Elementary School and Eagle Ridge Middle School (Located just west of Sunset Pond)

Project Area:



Existing Conditions on Judicial Road:



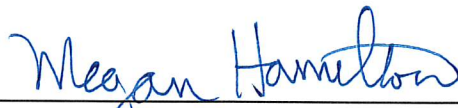
STATE OF MINNESOTA)

COUNTY OF DAKOTA)

CITY OF BURNSVILLE)

I, the undersigned, being the duly qualified and acting Deputy City Clerk of the City of Burnsville, hereby certify that this is an exact and true copy of Resolution No. 22-6903 passed and duly adopted by the City Council of the City of Burnsville on March 22, 2022.

WITNESS my hand officially as Deputy City Clerk this 29th day of March, 2022.



Megan Hamilton, Deputy City Clerk
City of Burnsville

SEAL

RESOLUTION NO. 22-6903

CITY OF BURNSVILLE, MINNESOTA

RESOLUTION IN SUPPORT OF CONSTRUCTION OF A MISSING MULTI-USE TRAIL SEGMENT OF THE LAKE MARION GREENWAY FROM THE SUNSET POND PARKING LOT TO WILLIAMS DRIVE/JUDICIAL ROAD FOR THE METROPOLITAN COUNCIL TRANSPORTATION ADVISORY BOARD 2022 FEDERAL FUNDING SOLICITATION APPLICATION

WHEREAS, this route is included as a Tier 2 Corridor and Alignment in the Metropolitan Council's Regional Bicycle Transportation Network (RBTN); and

WHEREAS, buildout of the Lake Marion Greenway is a City of Burnsville and Dakota County priority; and

WHEREAS, this proposed trail segment will fill a gap on the Lake Marion Greenway between Williams Drive at Judicial Road and the Sunset Pond Park parking lot.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Burnsville that:

1. The City of Burnsville act as the legal sponsor supporting a project to construct a multi-use trail segment on the Lake Marion Greenway from the Sunset Pond Parking Lot to Williams Drive/Judicial Road and is committed to the required local match.
2. The City of Burnsville has the legal authority to apply for financial assistance, and the institutional, managerial, and financial capacity to ensure matching funds and adequate construction of the proposed project.
3. Upon approval of its application by the Metropolitan Council, the City of Burnsville may enter into an agreement for the above referenced project and will comply with all applicable laws and regulations as stated in all contract agreements.
4. The City Council hereby supports submittal of the application to Metropolitan Council Transportation Advisory Board federal solicitation funding application for the project described above.

Passed and duly adopted by the Council of the City of Burnsville this 22nd day of March, 2022.

DocuSigned by:

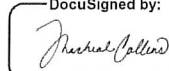


87F602077A7D426...

Elizabeth B. Kautz, Mayor

ATTEST:

DocuSigned by:



1810DB0C25F04EF...

Macheal Collins, City Clerk

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

April 5, 2022

Resolution No. 22-144

Motion by Commissioner Hamann-Roland

Second by Commissioner Atkins

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

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

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

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

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

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

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

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

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

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

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

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	<u> X </u>	Slavik	_____
Gaylord	<u> X </u>	Gaylord	_____
Halverson	<u> X </u>	Halverson	_____
Atkins	<u> X </u>	Atkins	_____
Workman	<u> Absent </u>	Workman	_____
Holberg	<u> X </u>	Holberg	_____
Hamann-Roland	<u> X </u>	Hamann-Roland	_____

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

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

Jeni Reynolds

Clerk to the Board

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

; and

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

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

; and

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

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

; and

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

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

; and

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

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	<u> X </u>	Slavik	_____
Gaylord	<u> X </u>	Gaylord	_____
Halverson	<u> X </u>	Halverson	_____
Atkins	<u> X </u>	Atkins	_____
Workman	<u> Absent </u>	Workman	_____
Holberg	<u> X </u>	Holberg	_____
Hamann-Roland	<u> X </u>	Hamann-Roland	_____

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

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



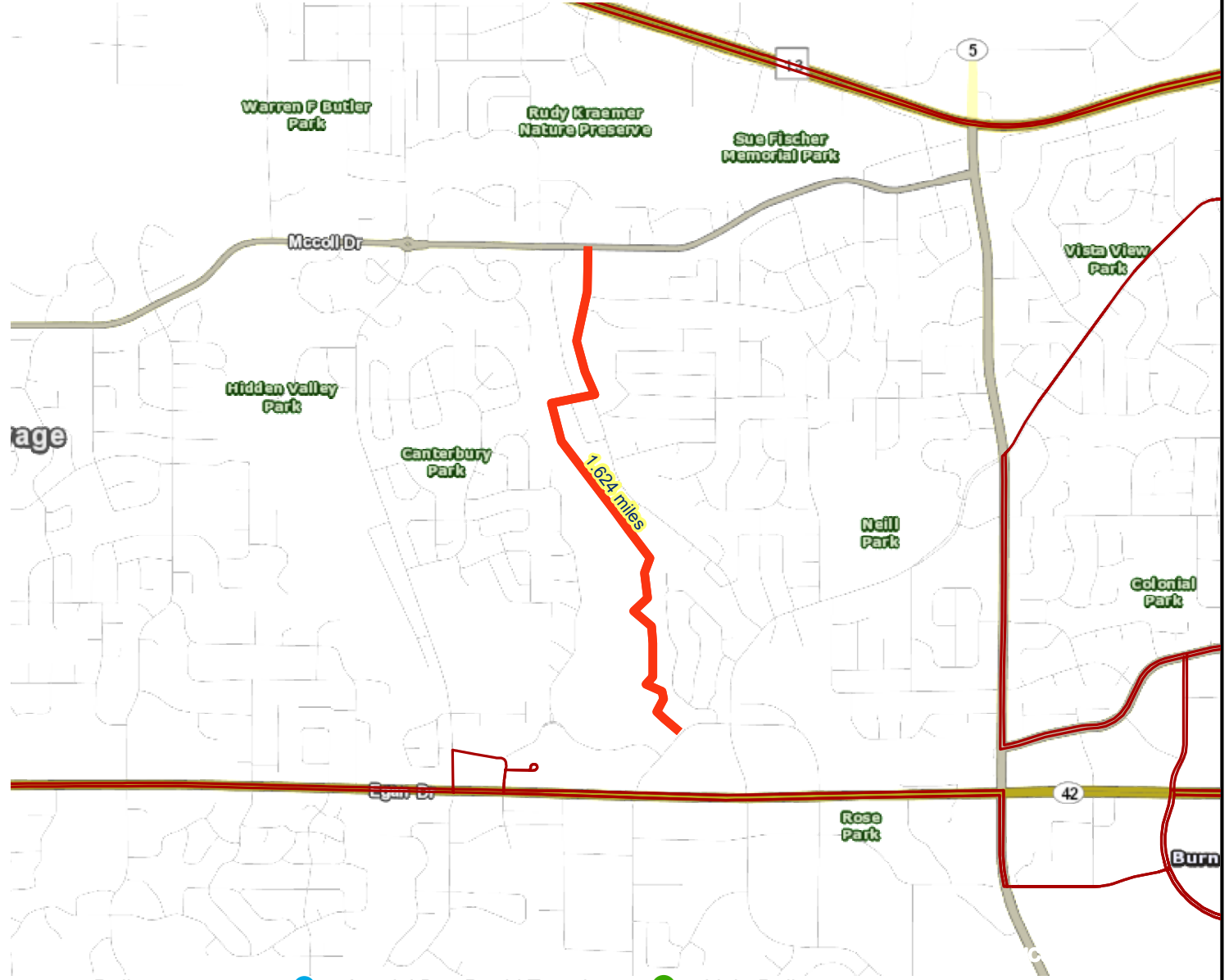
Clerk to the Board

Lake Marion Greenway Gap - Existing Conditions on Judicial Road



Transit Connections

Multiuse Trails and Bicycle Facilities Project: Sunset Pond-Judicial Trail | Map ID: 1646833583011



Results

Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

Transit Market areas: 3

- | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|----------------|
| | Project Points | | Commuter Rail | | Arterial Bus Rapid Transit | | Light Rail |
| | Project | | Dedicated Bus Rapid Transit | | Commuter Rail | | Transit Routes |
| | Project Area | | Highway Bus Rapid Transit | | Dedicated Bus Rapid Transit | | |
| | Arterial Bus Rapid Transit | | Light Rail | | Highway Bus Rapid Transit | | |



Created: 3/9/2022
LandscapeRSA3



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

