Burnsville - Public Works

CSAH 38 (McAndrews Rd) CSAH 5 to Aldrich Ave

Regional Solicitation - Roadways Including Multimodal Elements

ID: R-2026-05003

Logan Vlasaty

Requested: $10,000,000

Status Initial Review

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What application category are you applying for.*

Roadway Modernization

General Information

Organization Name: Burnsville - Public Works

▼ Organization Information

Organization Name	Burnsville - Public Works
Legal Name	Burnsville - Public Works
Street Address	13713 Frontier Court
Street Address 2	
City	Burnsville,
County	Dakota
State	Minnesota
Country	United States of America
ZIP Code	55337

▼ Contact Information

Contact	Full Name	Email	Phone
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Grant Administration			
Developer 1	Kelly Besser	kbesser@stonebrookeengineering.com	952-402-9202
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▼ Project Information

Project Name*
CSAH 38 (McAndrews Rd) CSAH 5 to Aldrich Ave

Select Primary county where project is located*
Dakota

Cities or Townships where the Project is located*
Burnsville

Jurisdictional Agency (if different than applicant):

Brief project description*

The CSAH 38 (McAndrews Rd) Modernization Project will reconstruct roughly 0.8 miles of Dakota County State-Aid Highway 38 between CSAH 5 and Aldrich Ave. Classified as an A-Minor Expander, CSAH 38 carries 16,000 vehicles daily and serves important regional shopping destinations.

The project addresses documented safety concerns and provides crucial pedestrian connections between residential and commercial areas. CSAH 38 acts as a barrier, with no marked crosswalks between CSAH 5 and Aldrich Ave. The project mitigates this deficit by adding four new crosswalks at two intersections with Irving and Burnhaven Ave. The crosswalks at Irving Ave will include rectangular rapid flashing beacons (RRFBs). The project reduces crossing distances by installing nine new pedestrian refuges in the medians at four intersections and enhances accessibility by installing 37 new ADA-compliant curb ramps. The project improves pedestrian connectivity by constructing 0.8 miles of 10-ft. bituminous trail on the south side of CSAH 38 and reconstructing the existing northside trail.

Dakota County's CSAH 38 Corridor Study (2025) identified 105 crashes along the project corridor between 2019 and 2023. Intersections with Irving Ave and 141st St. exceeded the critical crash rate. The majority of crashes were right-angle crashes, which the project addresses by constructing a roundabout at Irving Avenue and by restricting left turns from 141st St.

A second left-turn lane from southbound CSAH 5 will be added, and the westbound CSAH 38 approach will be restriped to permit left turns from the center lane. These modifications will expand intersection capacity and reduce delay. A new traffic signal system at Burnhaven Ave will improve comfort for pedestrians, cyclists, and drivers.

For transit riders, this project improves access to MVTA Routes 425 and 444. Bus stops will be relocated to the far side of intersections, with ADA pads included, to improve transit service speed, safety, and reliability.

Transportation Improvement Program (TIP) Description*

CSAH 38 (MCANDREWS RD) FROM CSAH 5 TO ALDRICH AVE – RECONSTRUCT AND PARTIALLY MILL & OVERLAY 0.8 MILES OF CSAH 38, ROUNDABOUT AT IRVING AVENUE, NEW BITUMINOUS TRAIL, NEW CROSSWALKS, ADA IMPROVEMENTS.

Provide the project length to the nearest one-tenth of a mile*	0.8
Lead Agency*	City of Burnsville
ZIP Code where majority of work is being performed*	55337
Functional Class of Road*	Minor Expander
Road System*	CSAH
Road/Route No. (i.e., 53 for CSAH 53)*	38
Name of Road (Example: 1st st., Main Ave)*	McAndrews Rd
Approximate begin construction date (mo/yr)*	5/1/2029
Approximate end construction date (mo/yr)*	10/31/2029

Name or description of trail/ped facility (i.e., Cedar Lake Trail, University Avenue Sidewalk)

Lake Marion Greenway – Lebanon Hills Search Corridor

Termini (Termini listed must be within 0.3 miles of any work) (Do not include legal description; include name of roadway if majority of facility runs adjacent to a single corrdior)

Roadway Name*	McAndrews Rd
From Cross-Street*	CSAH 5
To Cross-Street*	Aldrich Ave S
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	1.6
Multiuse trail*	1.6
Separated bicycle facility*	0
On-street bicycle facility*	0
Sidewalk*	0
Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles)*	0.3
Miles of new RBTN facilities*	0.3
Miles of improved existing RBTN facilities*	0.3
Miles of facility on the regional trail network (nearest 0.1 miles)*	0.8
Miles of new Regional Trail facilities*	0.8
Miles of improved existing Regional Trail facilities*	0.8
Miles of Facility along Updated Regional Truck Corridors:	0
Miles along Tier 1 facilities:	0

Miles along Tier 2 facilities: 0

Miles along Tier 3 facilities: 0

Number of improved ADA ramps* 37

Number of intersection improvements* 9

Primary types of work (Examples: Grade, AGG Base, BIT Base, BIT Surf, Sidewalk, Signals, Lighting, Guardrail, Bike path, Ped Ramps, Bridge, Parek and ride, etc.)*

Grading, aggregate base, mill & overlay, bituminous pavement, concrete pavement, curb and gutter, sidewalk, signals, lighting, guardrail, bike path, ped ramps, storm sewer, BMPs, bus stops

Bridge/culvert projects (if applicable)

Current Bridge/Culvert No.

New Bridge/Culvert No.

Structure is over/under (Bridge or Culvert Name):

If the project constructs new left-turn lanes: Yes

Peak hour direction 1 travel time savings: 2.1

Off peak direction 1 travel time savings: 0.1

Peak hour direction 2 travel time savings: 2.4

Off peak direction 2 travel time savings: 0

If the project synchronizes traffic signals to reduce delay time: Yes

Peak hour travel time savings: 39.9

Off peak travel time savings: 25.1

Project Funding

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

No

Grant Request Amount, US$* $10,000,000.00

Project Total: $* $12,540,000.00

Match Amount: $ (Minimum of 20% of the project total for federally funded projects)

Match Amount: $2,540,000.00

Match Percentage (Minimum of 20% for federally funded projects)

Match percentage: 20%

Source of Match Funds (For federally funded projects, 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)

Source of Match Funds* Dakota County State Aid funds

Please check the years that are feasible for your program.* 2028 (All projects), 2029 (All projects), 2030 (Federal projects), 2031 (Federal projects)

To provide the required budget information, complete the Total Project Cost Worksheet and then upload into the Documents section. Refer to the Total Project Cost Instructions for instructions on what to submit in Fluxx.

Roadway Costs*	$11,175,200.00
Bicycle/Pedestrian Costs*	$1,364,800.00
Transit/TDM Capital Costs*	$0.00
Transit/TDM Operating Costs*	$0.00

One of the 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.

The project includes the reconstruction of catch basins and storm sewers to accommodate heavier rainfall and roadway runoff. Retaining walls will be utilized to stabilize slopes. The project will seek to preserve existing vegetation and bioswales (e.g., in the southwest quadrant of the Aldrich Ave intersection) to slow stormwater runoff.

Following the completion of construction, there will be deep tilling to remediate soil compaction and improve stormwater infiltration, reducing the runoff of pollutants (especially volatile organic compounds) into surrounding neighborhoods and waterways. Native plants, with deeper roots that anchor soil and absorb excess water, will be utilized where possible in boulevards and medians.

As part of this application process, you must enter your project location(s) information into our Geographic Information System (GIS) via the link below.

The GIS link is not generated until a project name has been added to the question "Project Name" above and the application has been saved. For multiple locations, you will refresh the window to add additional locations. If you make a mistake, please refresh and add the correct location and add a comment describing the error and correction. The project location(s) are used to determine some of the outcomes below. Please note that it may take several minutes for the GIS data to be populated in the application below.

Please click the following link which opens in a new window: Draw Project Location

I acknowledge that I clicked the GIS link and entered the required information. Yes

▼ Document Requirements

Instructions

Upload a PDF for the applicable project elements listed below. Multiple files can be uploaded with the attachment link below. Each individual attachment must be saved as an 8.5''X11''pdf and cannot be more than 15 pages in length to be considered. Only pdf files that meet the size and length limits will be accepted. Please do not submit entire plans or studies.

Summary

1. Applicants are required to submit a one-page project summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.
2. A photograph from within the past year showing the existing conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant agrees to allow the Council to use this photograph. Applicants should not use copyrighted images from other sources.

Maps

1. All infrastructure projects must include a map or concept drawing of the proposed improvements that clearly labels the beginning and end of the project, all roadways in the project area and any bicycle, pedestrian, and transit components anticipated upon completion of the project.

Coordination

1. The applicant must include a letter of support from the agency that owns/operates the facility, will operate the transit service, or will be expected to maintain the project (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
2. Transit applicants that propose a project that begins or ends within another agency's service area must

include a letter of support from the other transit agency.
3. If the applicant expects any other agency or competitive grant program to provide part of the local match, the applicant must include a staff-level letter from the other agency agreeing to financially participate/documentation of the competitive award.

To add a document, select the green plus sign on the far right of the screen in the row below. A new screen will appear. Upload files by selecting Add files on the bottom left of the screen. After all files have been added, select Start Upload. (Note: if you need to add more files to the same group of attachments, use the green + button in the "Documents" section at the bottom.)

▼ Documents

To add other documents, click the green + sign, then click "Add Files." Then select the document category from the dropdown and click "Start Upload"

APPLICATION DOCUMENTS

Filter by Type: All document types (7)

CSAH 38 Concept Drawing.pdf
Map or Concept Drawing
Added by Brandon Wagenfeld at 9:21 AM on June 24, 2026

Synchro Reports.pdf
Synchro Report
Added by Brandon Wagenfeld at 6:36 AM on June 24, 2026

CSAH 38 One-Pager_FINAL.pdf
Project Summary
Added by Brandon Wagenfeld at 6:51 AM on June 22, 2026

Total-Project-Cost-Worksheet.pdf
Total Project Cost Worksheet
Added by Brandon Wagenfeld at 9:56 AM on June 18, 2026

Maintenance Commitment.pdf
Year-Round Maintenance Commitment
Added by Brandon Wagenfeld at 6:46 PM on June 17, 2026

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Jump to Page

▼ Qualifying Requirements

The applicant must show that the project meets all the qualifying requirements to be eligible to be scored and ranked against other projects. All qualifying requirements must be met before completing an application.

By selecting each checkbox, the applicant confirms compliance with the following project requirements:

The project will follow all applicable federal and state design standards, including state statutes such as State Aid Rule 8820 as required.

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

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The project is consistent with the goals, objectives, policies, and actions of the 2050 Transportation Policy Plan Briefly list the applicable 2050 TPP objectives and policies.

Briefly list the applicable 2050 TPP objectives and policies*

Goal: Our communities are healthy and safe
- Objective #1: People do not die or face life-changing injuries when using any form of transportation
- Objective #2: People feel safer, more comfortable, and more welcome when using any form of transportation
- Objective #3: We mitigate and avoid harm to people caused by nearby transportation infrastructure and use
- Objective #4: People are better connected to community and cultural resources that support their physical, emotional, and mental well-being
- Objective #5: People can increase physical activity with more opportunities to walk, roll, or bike

- Policy #9: Quality transportation facilities
- Policy #10: Eliminate traffic deaths and serious fatalities
- Policy #11: Bicycle and pedestrian safety

- Action #10A: Prioritize projects that improve safety for all modes of travel
- Action #11B: Prioritize projects that improve safety, comfort, and ease of use for pedestrians and bicyclists, with a focus on areas that are overrepresented in negative safety outcomes
- Action #13A: Promote investment in active transportation modes with a focus on disadvantaged communities and places where access to healthy transportation options is less developed, such as suburban and rural communities
- Action #13I: Provide multimodal connections to essential destinations, including cultural and social community gathering places and grocery stores

Goal: our region is dynamic and resilient
-Objective #4: People and businesses can rely on predictable and cost-effective movement of freight and goods

- Policy #22: Multimodal Connections
- Policy #23: Complete Streets Approach
- Policy #27: Mitigate Climate Impacts

- Action #23B: Include All Ages and Abilities multimodal improvements for traveling along and across roadways. Consider the safety and mobility of all users in the project area
- Action #23C: Implement speed management and traffic calming measures on roadways that have excessive lane capacity or in areas where there is high demand for nonmotorized travel
- Action #27A: Identify areas prone to weather- and climate-related issues to mitigate climate and weather-related impacts. Preserve or expand tree cover within transportation rights-of-way

Goal: our region is equitable and inclusive
Objective #3: We better meet the transportation needs of people who have disabilities or limited mobility

Goal: We protect and restore natural systems
Objective #1: The region’s transportation system protects, restores, and enhances natural systems (for example, air, water, soil, vegetation, and habitat quality)

Policy #33: Protect natural systems
Action #33A: When planning and designing transportation projects, explore and prioritize green stormwater infrastructure before expanding gray stormwater infrastructure. This could include incorporating natural

features into projects, stream or riverbank stabilization, tree cover, permeable pavements, native plantings, onsite stormwater infiltration, or others.

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

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The project or the specific transportation problem/need that the project addresses must be in a local planning or programming document completed within the last 10 years. Reference the name of the comprehensive plan, regional/statewide plan, capital improvement program, corridor study, Safe Routes to School Plan, Bicycle System Plan, or other approved/adopted plan or program of the applicant agency. The Active Transportation Planning application category (whose projects will be creating the plan itself) is exempt from this requirement.

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

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List the applicable document(s) and pages*

Dakota County Bicycle and Pedestrian Study (December, 2018)
- Figure E-1: Bicycle Gaps on County Highways (ES-4)
- Figure 2-9: Dakota County Highway Bicycle Gaps (2-20)

Dakota County 2040 Transportation Plan
- County Highway Pedestrian and Bicycle Gaps (Figure 27, 6-39) (references Bicycle and Pedestrian Study)

McAndrews Road Corridor Study

The project complies with the Americans with Disabilities Act (ADA).

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

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

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

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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 and pedestrian facilities per FHWA direction established 9/27/2008 and updated 4/15/2019. Project sponsors of standalone bicycle and pedestrian projects or bicycle and pedestrian facilities that are part of a roadway project must include information on how the requirement to maintain facilities for year-round use will be met. This information may include:
- A local ordinance or policy that requires abutting property owners to maintain pedestrian or bicycle facilities, or that directs agency staff to maintain pedestrian and bicycle facilities.
- A letter or resolution that confirms the proposed local facility will be maintained by agency staff or abutting private property owners.
- A cross-jurisdictional agreement with another agency to maintain the proposed local pedestrian or bicycle

facility.

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

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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 other construction elements to be delivered for the proposed project to be achieved.

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

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The infrastructure 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. 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 the requirement above.* Yes

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The project applicant has sent written notification regarding the proposed project to all affected units of government prior to submitting the application. Staff-level letters of support are required if another agency owns the roadway, will deliver the transit service, will contribute financially to the project, will be expected to sponsor the project, or will be expected to maintain the project. Transit projects proposing a project that crosses into another agency’s service area must include a letter of support from all relevant transit agencies.

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

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The Metropolitan Council and the Transportation Advisory Board (TAB) get the first opportunity to utilize a share of the greenhouse gas and vehicle miles traveled offsets of any awarded federal or active transportation regional sales tax projects proportionate to the share of the total project cost funded by TAB to fulfill state requirements for the Greenhouse Gas Impact Assessment (MN Statute 161.178) enacted in 2023. Each offset can only be used one time. If the projects are not needed by the Metropolitan Council and TAB as offsets to other awarded Regional Solicitation highway projects, ownership of them will revert, in whole or in part, to the original project sponsor. Based on inputs provided in the application, Met Council staff will calculate the magnitude of the offsets.

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

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The applicant agrees to provide Metropolitan Council staff with post-construction data, as requested, in order to perform before-and-after analyses.

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

Federally funded projects must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way acquisition 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 that is otherwise eligible.

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

Applicant is a public entity (e.g., county, city, tribal government, transit provider, etc.), or non-profit organization in the TDM category only. Applicants for federal funds that are not State Aid cities 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. Applicants for the three application categories funded with Active Transportation Regional Sales Tax funds do not need to be a State Aid city or a county to apply.

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

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 transition plan must be completed by the local agency before the Regional Solicitation application deadline.

Choose one*	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.
Date plan completed by governing body*	3/1/2020
Link to plan*	https://www.burnsvillemn.gov/DocumentCenter/View/21379/03-30-2020-Burnsville-ADA-Transition-Plan-Update?bidId=

All projects that are located within right-of-way occupied by an active railroad must confirm that the railroad has been engaged in project planning.

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

The roadway project is identified as a principal arterial (non-freeway facilities only) or minor arterial as shown on the latest functional classification map. Bridge Connections, Proactive Safety and Reactive Safety projects have broader eligibility and can 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 the requirement above.*	Yes

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

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

This project involves the construction of a new/expanded interchange or new interchange ramps.*	No

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

Category Definition: The Roadway Modernization application category seeks to fund projects that implement a complete streets approach in policy, planning, operations and maintenance of roads; emphasize and prioritize the safety of people outside vehicles in the transportation right-of-way; and plan for and invest in first/last mile freight connections between major freight generators and the regional highway system.

This application contributes to these 2050 TPP Objectives or Policies:
- People do not die or face life-changing injuries when using any form of transportation.
- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People and businesses can rely on predictable and cost-effective movement of freight and goods.
- The region's transportation system protects, restores, and enhances natural systems (air, water, vegetation, and habitat quality).

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- Roadway reconstructions that add new or upgrade existing multimodal elements, such as bicycle facilities, new or improved sidewalks, and transit facilities
- Roadway reconstructions that add raised medians, frontage roads, shoulders, access modifications, or other safety improvements
- Roadway reconstructions that reduce the likelihood of flooding, reduce impervious surface areas, and increase the existing tree canopy
- Roadway reallocation or lane conversions, such as four- to three-lane conversions
- Existing interchange reconstructions/modernizations
- New alignments that maintain the same number of lanes as the previous alignment

▼ Evaluative Criteria

1. Multimodal/Complete Streets Connections

This criterion measures how the project improves travel experience, safety, and security for other modes of transportation and addresses the safe integration of these modes. The Transportation Policy Plan requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of projects.

Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)

Describe the new or improved multimodal connections (transit, bicycle, pedestrian, etc.) along, across or underneath the project and/or TDM elements (400 words or less).*

Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- How does the project reduce the level of traffic stress (reference the Oregon Department of Transportation level of traffic stress analysis procedure or another similar methodology) for all users of multimodal facilities?
- How will the project improve the comfort and quality of the travel experience for bicyclists, pedestrians, and transit users of all ages and abilities?
- How will the project reduce delays for these users?
- How will the project improve access or expand connections for these users?
- How will the project use TDM to encourage the use of other modes?
- Does the project provide a high-quality connection based on the surrounding land use and/or community context?

The project creates additional multimodal connections by introducing four new crosswalks along the McAndrews Road corridor between CSAH 5 and Aldrich Avenue, where none currently exist. Pedestrian crossings will be spaced no greater than 1,250 feet apart, closing the existing 4,400-foot gap. The project also improves pedestrian comfort and reduces crossing distances by adding nine new pedestrian refuge islands at four intersections and 37 ADA-compliant curb ramps. A new crossing at 141st Street will provide a more direct connection for Summit Townhomes residents and townhome residents along 140th Street to Costco.

The crosswalks at the Irving Avenue roundabout will be equipped with rectangular rapid flashing beacons (RRFBs) for the multilane approaches, which reduce pedestrian stress at crossings. These RRFBs will satisfy the Public-Right-of-Way Accessibility Guidelines (PROWAG) for multilane roundabout approaches. The PROWAG requires that multilane roundabout approaches include crosswalk treatments to enhance safety. These improvements provide safer connections to the Salvation Army Thrift Store, Dragon Star Buffet, and ALDI.

The CSAH 5 / McAndrews Road intersection will be reconstructed to add a second southbound turn lane and restriped to establish dual westbound left turn lanes. This will be accompanied by signal upgrades and retiming, reducing delays for both motorists and pedestrians. The new traffic signal at Burnhaven Drive will reduce traffic stress, especially for left-turning traffic from the northbound and westbound legs. The reconstructed intersection will reduce crossing distance, which, combined with the dedicated pedestrian signal, will greatly improve pedestrian comfort. Far-side bus stops with ADA pads will increase accessibility and transit speed along the corridor. Finally, a 10-foot wide trail will be added to the south side of CSAH 38, with the existing trail on the north side being rehabilitated and reconstructed.

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria. The project rating will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed.

- High: The highest rated projects in this measure will significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology. Projects that are on the Regional Bicycle Transportation Network (RBTN) AND provide new or improved bicycle facilities designed to cater to uses of all ages and abilities will receive a high score.
- Medium-High
- Medium: Mid-range projects in this measure may significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project but without quantitative or qualitative data or using a less established methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Low rated projects in this measure will not include quantitative or qualitative data and may not provide clear information to create confidence that the project will provide benefits.
- Non-responsive/Not relevant: Projects that do not improve the multimodal travel experience, safety and security should receive zero points in this measure.

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2. Safety

This criterion measures the project's ability to promote safety for all users, including how the project responds

to existing risks and makes use of proven safety countermeasures.

Measure A - Connection to Existing Safety Planning Efforts
Project Location (or part of the location) is listed in the Regional Safety Action Plan on any of the following lists (note an online map is being developed and a link will be provided in final application)

	Identified on Regional Top 25 Priority lists, Identified on County Top 10 priority lists (reactive or proactive)
Project location is not listed in a regional or local safety plan but provides a parallel or alternative route that will improve safety for people walking or biking.*	No
Location is listed in another safety plan that prioritizes reducing fatal and serious injury crashes.	No

Measure A Scoring Guidance

The project will be scored based on the scorer's discretion, using the following guidance:

- High: Project is identified in the regional safety action plan on either the regional top 25 or county top 10 lists or project provides a viable parallel or alternative route to a location listed.
- Medium-High
- Medium: Project location is identified in a regional safety action plan on High Injury Streets or Crash Risk Index, or project provides a viable parallel or alternative route to a location listed.
- Medium-Low
- Low: Project location is identified in a local (e.g. county or city) safety action plan, local or district Safe Routes to School plan, or project has a completed targeted study (e.g., NEPA document, corridor study, intersection study, ICE report, etc.) that identifies the specific safety measures needed to improve safety and those safety measures have been incorporated into the proposed project or project provides a viable parallel or alternative route to a location listed or project provides a viable parallel or alternative route to a location listed.
- Non-responsive/Not relevant: Projects that are not identified in the Regional Safety Action Plan or any local safety plan. This could also include projects that also have not completed a targeted study that defines an existing safety issue (e.g., NEPA document, corridor study, intersection study, ICE report, etc.)

Measure B - Safety Improvements for People Outside of Vehicles

Please provide a written response that explains how the project will mitigate existing risk factors noted above and any other steps taken to ensure the project promotes safety for all users. Please cite any specific proven safety countermeasures that will be part of the project's design or methods the project will use to promote safety for people outside of vehicles (600 words or less).*

Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- Will crossing distances or times between protected crossings for people outside of vehicles be increasing or decreasing? If so, how many locations will be affected? If increasing, what measures will be considered to recognize the increase in distance between crossing opportunities?
- Describe what measures are being used to reduce exposure and delay for people outside of vehicles.
- If grade separated pedestrian crossings are being added and increasing crossing times, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option.
- 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.
- Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements. Note any strategies or treatments being considered that are intended to help motorists drive slower or protect pedestrians and bicyclists if motorist speeds will increase.
- Consider these resources for safety improvements: Regional Safety Action Plan's Programmatic Recommendations, FHWA's Safe System Roadway Design Hierarchy, and MnDOT's Traffic Engineering Countermeasures

This project removes severe conflicts between pedestrians and motorists (Tier 1 of the FHWA's Safe System Roadway Design Hierarchy) by restricting left turns from Bryant Lane, 140th Street, and 141st Street, and by closing the median at Fremont Avenue. Left-turning traffic accounts for a substantial share of pedestrian

crashes and fatalities, and limiting left-turn movements on high-volume streets reduces high-risk conditions.

A new roundabout at the McAndrews Road/Irving Avenue intersection will include channelization and horizontal deflection to slow motorists' speeds and optimize reaction time. According to the FHWA, roundabouts are associated with a 40% decrease in collisions involving pedestrians and cyclists, a 75% reduction in severe injuries, and a 90% reduction in fatalities. One major factor is speed reduction: a pedestrian struck by a car traveling 20 miles per hour has a 90% chance of survival, while a pedestrian struck at 40 miles per hour has only a 10-20% chance of survival. Currently, the median travel speed on CSAH 38 between 141st Street and Irving Avenue is 37 mph. Traffic typically enters two-lane roundabouts at 20-25 mph, as the curved geometry forces speeds below 30 mph. Rectangular rapid flashing beacons (RRFBs) will also be installed at crosswalks on the McAndrews Road legs of the roundabout, and pedestrian-scale lighting will be installed elsewhere, further improving pedestrian visibility. These countermeasures align with Tiers 2 (Reduce Vehicle Speeds) and 3 (Manage Conflicts in Time) of the FHWA's Safe System hierarchy.

The project installs nine new pedestrian refuge islands at four intersections, drastically reducing crossing distances at Irving Avenue, 141st Street, Burnhaven Drive, and Aldrich Avenue. Pedestrian crossings will be spaced no greater than 1,250 feet apart, closing the existing 4,400-foot gap, and eliminating the need for pedestrians and cyclists to detour to distant signalized intersections. This aligns with Tiers 2 and 3 of the FHWA's Safe System hierarchy.

McAndrews Road/Burnhaven Drive is currently a minor road stop-controlled intersection, with no crosswalk on McAndrews Road. The 85th-percentile speed on westbound CSAH 38 east of the intersection is currently 47 mph, compared to the 40 mph posted limit. This project will install new traffic signals at the Burnhaven Drive intersection, providing pedestrians crossing McAndrews Road with a dedicated phase to safely cross the roadway, and will meter traffic entering other intersections. This aligns with Tier 3 of the FHWA Safe System hierarchy.

Measure B Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- High: The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide frequent, safe, at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- Medium-High
- Medium: Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less frequent at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.
- Non-responsive/Not relevant: Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

Measure C - Safe System Approach

Please describe how the project aligns with the Safe System Approach where the transportation system is designed to minimize the consequences of human errors by implementing multiple layers of protection (400 words or less).*

Consider the following when developing your response. Note that not all considerations need to be addressed, but please respond to those that are applicable.

- Are safety improvements focused on reducing fatal and serious injury crashes?

- Does the project utilize proven safety countermeasures?
- Consider these resources for safety improvements: Regional Safety Action Plan's Programmatic Recommendations or MnDOT's Traffic Engineering Countermeasures

This project focuses on reducing fatal and serious-injury crashes by limiting the likelihood of high-speed right-angle collisions through proven countermeasures such as roundabouts (Irving Avenue) and three-quarter-access intersections (140th and 141st Streets, Bryant Lane). Right-angle crashes account for 55% of intersection crashes along the corridor, with one Severity A (incapacitating) crash at 141st Street between 2019 and 2023.
Two intersections in particular (Irving Ave and 141st St) exceeded the critical crash rate. The crash rate at the CSAH 38/Irving Ave intersection was 0.68 per 100,000 vehicle miles traveled, which is double the critical rate (0.34). Likewise, the crash rate at the CSAH 38/141st St intersection (0.53 per 100,000 VMT) was well above the critical rate (0.35).

16 of 21 crashes at Irving Avenue between 2019 and 2023 were right-angle crashes, 6 of which involved northbound vehicles being struck by eastbound vehicles. This project implements a roundabout at Irving Avenue, which features horizontal deflection on the EB and WB approaches to adjust the approach angle and slow traffic. Yielding to traffic inside the roundabout forces traffic to slow, reducing the likelihood of high-speed collisions. Conflicts between entering and circulating traffic occur at lower speeds and lower angles, limiting the potential for severe crashes.

Of the 14 crashes at 141st Street, 11 were right-angle collisions. The project will restrict left turns from 141st Street, simplifying driver decisions and reducing the risk of severe crashes. Similar turn restrictions will be added at 140th Street and Bryant Lane. At Fremont Avenue, the median will be closed to eliminate left turns from both CSAH 38 and the side street.
The project will also implement nine pedestrian refuge islands, which will reduce crossing distances and increase pedestrian visibility, especially in combination with Rectangular Rapid Flashing Beacons (RRFBs) at Irving Avenue.

There are limited sightlines at the existing Burnhaven Drive intersection. The Burnhaven Drive leg of the intersection will be reviewed for a possible slight realignment toward CSAH 38 to create a more perpendicular configuration and improve sightlines. The existing contours of the adjacent properties on the south side of CSAH 38 create sightline obstructions. The design will account for a review of existing sightlines to ensure adequate sight distances for the design speed.

Measure C Scoring Guidance

The project will be scored based on the scorer's discretion, using the following guidance: Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria. Consider the information and narrative provided by the applicant and score projects based on the benchmarks provided below.

- High: The highest scoring projects in this criterion will align with the Safe System Approach and significantly improve safety for all users and cites specific safety best practices or countermeasures that will be included in the project. Scorer is confident the project sponsor will design the project to prioritize safety for people outside of vehicles. The response will include quantitative metrics showing a high level of improvement using a sound methodology.
- Medium-High
- Medium: Mid-range projects in this criterion may align with the Safe System Approach and improve safety for all users but without quantitative data or using a less solid methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Low scoring projects may not provide quantitative data to assess the claim of adherence to the Safe Systems approach.
- Non-responsive/Not relevant: Projects that do not align with the Safe System Approach or improve the travel experience, safety and security for people outside of vehicles should receive zero points in this criterion.

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3. Freight

Tying regional policy in the 2050 Transportation Policy Plan to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how it aligns with the Regional Truck Corridor Study.

Measure A – Regional Truck Corridor Study Tiers

This measure relies on the results on the Truck Highway Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: 2021 Updated Regional Truck Corridors.

Select the highest one for your project, based on the 2021 updated Regional Truck Corridors*

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

Measure A Scoring Guidance

Applicants will be awarded points as assigned in the above tiers: (for new alignments, use the tier of the existing alignment or parallel alignment that the new connection is replacing):

- 10 points: Projects along Tier 1
- 8 points: Projects along Tier 2
- 6 points: Projects along Tier 3
- 4 points: Projects that provide a direct and immediate connection to a corridor
- 0 points: None of the tiers

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4. Natural Systems Protection and Restoration

This criterion measures the project's ability to protect and preserve the region's natural systems and build more resilient infrastructure.

Measure A - Flood mitigation, stormwater treatment, other environmental benefits

Describe how the project protects and restores natural systems through flood mitigation, stormwater treatment, etc. (600 words or less)*

Consider the following when developing your response. Note that not all considerations need to be addressed, but please respond to those that are applicable.

- Does the project increase or decrease impervious surface area?
- Does the project use alternative construction methods (e.g., recycling pavement materials or using surfaces more friendly to freeze/thaw cycles)?
- Does the project use landscaping or streetscaping appropriate for the area/climate?
- Does the project preserve existing mature trees or plan new trees with associated establishment period?
- Does the project use soil amendments to improve environmental performance (e.g., biochar food-derived compost)?
- Is the project designed to industry standard flood events (e.g., 100-year flood events)?
- Does the project manage stormwater more efficiently or mitigate an existing stormwater runoff concern?
- Does the project add new infrastructure that is more resilient to wetter and warmer conditions?
- Does the project improve habitat connectivity?

CSAH 38 plays a crucial role in the local stormwater management system, acting as a barrier between elevated impervious surfaces from commercial land uses to the south and residential neighborhoods to the north. This project will increase the capacity of stormwater systems to respond to more frequent and more intense flash-flood events. The final design will include a robust hydraulic analysis to determine the quantities and sizes of new drainage pipes and culverts, while accounting for the capacity of the existing storm sewer system at the tie-in location. It will incorporate innovative flood-mitigation best practices, such as bioswales, that utilize the corridor's natural grade changes to redirect, store or infiltrate stormwater.

A mill & overlay will be performed where feasible in the project corridor (particularly at the CSAH 5 intersection) to reduce the footprint of topsoil disruption. Where topsoil is removed, the project will follow MS4 and MPCA requirements, including restoring topsoil depth to 8 inches and using compost as a soil amendment to ensure adequate organic matter. Deep tilling will also be completed before soil amendments and topsoil restoration to remediate subsoil compaction and improve stormwater infiltration. These measures will reduce the runoff of pollutants (especially volatile organic compounds) into surrounding neighborhoods and waterways.

Burnsville soils are mostly sandy loams and silt loams, which are well-draining but can be susceptible to

erosion, especially in steeper parts of the city where McAndrews Road runs. The project will employ erosion control best practices, including erosion control blankets and hydro mulching. Particular attention will be paid to the south side of CSAH 38, which receives substantial runoff from adjacent commercial development. Native plants, with deeper roots that anchor the soil and absorb excess water, will be widely used.

The existing corridor features roadside trees that provide shade for pedestrians and help protect against erosion. These will be preserved to the maximum extent practicable. There may be opportunities to incorporate additional trees and plantings along the corridor to provide visual interest and bolster erosion protection. The existing bioswale in the southwest quadrant of the Aldrich Avenue intersection, adjacent to the Kohl's parking lot, will also be preserved.

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- High: Projects in this range will significantly improve, protect, and restore natural systems over the existing condition. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- Medium-High
- Medium: Projects in this range will somewhat improve, protect, and restore natural systems over the existing condition. The response will include qualitative or quantitative metrics showing a smaller level of improvement using an established methodology.
- Medium-Low
- Low: These projects make a case as to how the project somewhat improves, protects, and restores natural systems without qualitative or quantitative data or using a less solid methodology. Projects in this range have smaller improvements to natural systems.
- Non-responsive/Not relevant: Projects that do not improve, protect or restore natural systems or do not provide adequate information should receive zero points for this measure.

Community Considerations

The Regional Solicitation Community Considerations criterion draws on multiple Metropolitan Council and Transportation Advisory Board (TAB) policies, including:

Imagine 2050 and Transportation Policy Plan (TPP) Goal: Our region is equitable and inclusive. Racial inequities and injustices experienced by historically marginalized communities have been eliminated and all people feel welcome, included, and empowered.

Imagine 2050 Equity Statement: Equity means that historically excluded communities – especially communities of color – have measurably improved outcomes through an intentional and consistent practice of adapting policies, systems, services, and spending so that they contribute to the repair of both historic and ongoing injustice.

Imagine 2050 contains an Equity and Environmental Justice Framework, which is a people-centered approach that should guide regional processes and actions to work toward a more equitable region. A description of the framework is linked here Imagine 2050: Regional Vision, Values, Goals - Revised for Adoption. The three components of the framework include:

- A people-centered, data-driven decision-making approach
- Prioritized engagement with overburdened communities
- Provision of benefits to the communities that go beyond harm mitigation

TPP Policies or Objectives: TPP Policies and Objectives related to achieving the regional equitable and inclusive goal include:

- Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.
- Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.
- Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.
- Implement strategies against gentrification and displacement caused by transportation investments.

TAB Communities to Consider: Beginning with the Regional Solicitation redesign in 2014, the Transportation Advisory Board has identified “specific communities” that should be prioritized in transportation decision-making processes: people of color, Indigenous people, low-income, disabled, youth and older adult

populations. These specific communities should be engaged and empowered in transportation decision-making processes, and projects should be developed to specifically address their transportation needs.

Metropolitan Council staff have provided an interactive map that can be used to understand the composition of the communities of consideration within your project area. This map can serve as a basis for your response to each measure but applicants are encouraged to provide additional detail and understanding of community.

Other Key Concepts

Community Definition: For the Community Considerations scoring criterion, “community” is defined as people and groups of people who are adjacent to and/or impacted by the proposed project. This includes those who live, work, attend school, or access essential destinations (such as healthcare, shopping, or services) within the project area. Prioritized consideration is given to communities of color, Indigenous communities, low-income, disabled, youth, and older adult populations. The term “community” does not include transportation system users who only travel through the area without connecting to destinations within it. Transit users and others outside personal vehicles may be considered part of the community if their trips begin, end, or include stops within the project area.

Scoring: Three qualitative measures are used for the Community Considerations criterion as described below. Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures: (1) Community Data and Context, (2) Community Needs and Future Engagement, and (3) Community Benefits.

Funding Priority: Projects receiving a high score on each of the three measures, if any, will be considered for funding priority. Up to one (1) project from each solicitation round that was not otherwise selected for funding will be recommended for full funding in either the Roadway, Bike/Ped, Transit, or Environment categories.

Applicant Training Opportunities: The Met Council will provide optional yearly trainings for local agency staff to build their understanding of the Community Considerations criterion and measures. This training will also be centered around best practices set forth by the Council’s Equity Evaluation of Regional Transportation Investment Processes study.

Community Considerations Scoring: Scorers for the Community Considerations criterion will be selected based upon their experience and knowledge in community work, will have completed the Community Considerations training, and will meet multiple times as a group of scorers to discuss and agree upon scoring expectations. Projects recognized as a funding priority will be reviewed and agreed upon by all Community Considerations scorers. 2-3 Community Considerations scorers will be assigned to each project application.

This criterion measures the project’s ability to ensure the needs of specific populations are considered and prioritized in transportation decisions.

A. Community Data and Context

Describe the project area’s community data and context* including locations of specific communities and important regional and local destinations those community members access regularly. Relate the community data to the project purpose. Supplement widely available demographic data with community-specific information via additional maps or descriptions. Include any transportation history impacting the communities and intentional or unintentional past and ongoing harms caused by the transportation system (600 words or less).*

*Examples of detailed community data: demographics (race, ethnicity, age, low income, disabled), affordable housing locations, essential services, employers/job centers, schools, cultural resources, places of worship and social destinations.

Burnsville, Minnesota, was historically inhabited by the Dakota people, particularly the Mdewakanton band, which established Black Dog Village along the Minnesota River in 1750. The area was sparsely populated until the construction of Interstate 35W during the 1960s.

CSAH 38 was constructed during the early 1980s. The surrounding residential and commercial area was built during that decade. Infrastructure was constructed with little consideration for pedestrian traffic. Consequently, for decades, CSAH 38 has acted as a barrier between the commercial area to the south and the neighborhoods to the north.

The residents on the north side of CSAH 38 live in a mix of housing types. The eastern end of the corridor comprises single-family homes, while the western end is lined with townhomes, including the Summit Townhomes community at Irving Avenue. The residents of Summit Townhomes and the townhome community immediately to the north are more diverse than elsewhere along the corridor. Census Block 6, which encompasses all of the townhomes along CSAH 38, is 37% White, 30% Black, 23% Hispanic, and 7% Asian. Comparatively, Census Block Group 1, which includes all residents north of CSAH 38 and south of 136th Street, is 57% White, 19% Black, 13% Hispanic, and 7% Asian.

The Twin Cities have welcomed new immigrants and refugees over the past few decades. In particular, 13% of residents along the corridor are foreign-born, with the largest group being Somali Americans, who make up 4.6% of the population along CSAH 38. Immigration Medical Clinic, located at 14051 Burnhaven Drive, provides medical exams that are required for green card holders and refugees. Burnsville Family Physicians and Twin Cities Orthopedics Urgent Care are other crucial medical providers for the community.

The CSAH 38 corridor is not located within any census tract (607.45) where 20% or more of the population is below the poverty level, but surrounding census tracts (607.09, 607.10, 607.39, and 607.46) are considered 'possible high poverty areas' by the U.S. Economic Development Administration, meaning that the high-end of the confidence interval for poverty rate exceeds 20%.

CSAH 38 provides access to affordable destinations, including the Salvation Army Thrift Store, TJ Maxx, Play It Again Sports, Aldi, and Dollar Tree. The land uses to the south are retail-heavy, including grocery stores like Costco, Cub Foods, and Target. Other notable retailers include Hobby Lobby, Barnes and Noble, Kohl's, DSW Shoes, Best Buy, and Men's Warehouse. These stores draw customers from across the region, generating high traffic volumes and necessitating measures to ensure safety for all modes of travel.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
- has granular, neighborhood-scale data and context on specific communities
- identifies cultural assets & significant sites validated by the communities (e.g., this community of low-income residents expressed a need to be able to walk to a health care destination)
- Describes any past and present transportation harms to community
- Has data on cultural history of communities

Medium: The project application:
- Has local maps and/or description beyond census data
- Has granular data or maps (e.g., knowledge of a concentration of a large youth population in this neighborhood or location)
- Identifies affordable housing locations and areas of low-income
- Links data to project purpose
- Identifies past system burdens.

Low: The project application:
- Include general census data on "specific communities," (e.g. "community has x% low-income population, versus the regional average of y%")
- Has a basic list of important destinations without demonstrating local knowledge
- Has a project area community description but lacks community insight or context

B. Community Needs and Future Engagement

Describe how the project was identified, and how it addresses a community need. Community needs may be identified through long-range or strategic planning, community surveys, formal or informal meetings and conversations with community members or neighborhood groups, outreach, and other means. Describe any discussion with specific communities, and how it contributed to identifying the project need. Describe how community engagement will occur throughout the project. Reference the engagement spectrum on page 55 of the Imagine 2050 Regional Vision, Values, and Goals chapter of the Regional Development Guide. Describe and link (if possible) documented organizational structures that support future engagement on the project; these structures could include policies, procedures, financial or staff resources, or other documents (600 words or less).*

The Dakota County Pedestrian and Bicycle Study identifies the project vicinity as a high-demand pedestrian and bicycle area. The south side of CSAH 38 is identified as a county highway bicycle gap. The Lebanon Hills-Lake Marion Greenway Regional Trail Search Corridor (TSC14 in the 2050 Regional Parks and Trails System Plan) follows CSAH 38.

The Metropolitan Council's Regional Safety Action Plan flags CSAH 38 between 140th Street and Burnhaven Drive as a Top 25 Proactive Corridor, ranked #16 based on its high crash risk index. CSAH 38 between CSAH 5 and Portland Avenue was also recognized as a Top 10 High Crash Risk Corridor for Dakota County, ranked #7 overall and the third riskiest corridor for bicyclists.

Project needs were identified through a community engagement process conducted in 2024 and 2025. The engagement process aligned with the Consult level on the Imagine 2050 engagement spectrum. It included

three open houses (May 2024 and May 2025 at the Burnhaven Library, September 2024 at Summit Townhomes); two public surveys; and one pop-up event at the City of Burnsville's Party on the Plaza community event. The project team sent 2,000 postcard invites for each open house.

Open house materials were published on the project website, and the first two open houses each directed participants to the online public survey. The first survey received 73 responses, with the public articulating the need for improved safety (especially for bikes and pedestrians) and congestion relief.

At the first open house, an aerial photo map of the project corridor was displayed, and participants were encouraged to place Post-It notes with comments and concerns. 14 participants placed a total of 23 Post-Its. The majority of comments requested improved pedestrian connections and raised concerns about intersection sightlines. Multiple comments expressed a need for bus pull-offs, and seven comments expressed support for roundabouts, including three at Irving Avenue. One Summit Townhomes resident commented that "residents are locked in with only one access out," referring to Irving Avenue.

The Summit Townhomes event influenced the decision to construct a roundabout at Irving Avenue. Participants also expressed a desire for improved pedestrian crossings, which were incorporated into the design. Residents also requested bump-outs for city and school buses, which will be accommodated in the final design.

As the design is finalized, the City of Burnsville and Dakota County will continue to consult with affected residents and businesses, including low-income residents, people with disabilities, and immigrants. It is anticipated that two additional public open-house engagement meetings will be conducted during the final design phase to ensure that the project's purpose and need align with community values and address critical safety and infrastructure needs. Local businesses will be engaged, and the project timeline will be communicated clearly to minimize disruption. Lastly, Dakota County is willing to commit to a post-construction community feedback session.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:

- References documented organizational structures that support future engagement on the project, e.g. Policy, procedure, and/or budget to compensate engagement participants; Formal, approved engagement plan; Anti-displacement policy, strategy, or funding; Reparative project goals shaped by community; Commitment to financial opportunity for local businesses and contractors; Advisory committee charter; Dedicated project engagement staff; Other governing board or council action demonstrating a commitment to community considerations.

Medium: The project application:

- Describes how the project need was identified through planning and information-gathering work with communities
- Describes how input from engagement with "specific communities" helped identify the project need and purpose
- References Imagine 2050 Engagement Spectrum (engagement and power sharing levels) and identifies future community engagement activities
- Describes how specific communities will be included and prioritized in future engagement efforts

Low: The project application:

- Does not link past planning and information-gathering work with communities to identify project need
- References planning work that is too broad to practically influence project need
- Does not include description of input and interactions with "specific communities" that helped identify the project need
- Does not include description or commitment to future engagement efforts with communities

C. Community Benefits

Provide a description of the anticipated project benefits and how these benefits address the needs of the identified communities. Describe any past or ongoing burdens the project will mitigate and how any potential new impacts or burdens will be addressed (600 words or less).*

By creating four additional crosswalks and nine pedestrian refuge islands, the project is helping connect residents on the north side of CSAH 38 to commercial and medical destinations on the south side. Crosswalks at Irving Avenue and 141st Street provide streamlined access from the Summit Townhomes to grocery stores such as Costco and Cub Foods, as well as restaurants such as Dragon Star Buffet, Chick-fil-A, and Jersey Mike's Subs. Crosswalks at Burnhaven Drive connect residents with Twin Cities Orthopedics, Burnsville Family

Physicians, and Immigration Medical Clinic, crucial providers of primary and specialty care for people of all backgrounds. The latter institution provides required medical examinations for green card holders and refugees. Huntington Bank, US Bank, and Western Credit Union provide banking services to local residents. Target and Kohl's are important shopping destinations for essential items like clothing and household goods. Target is a popular hangout for teens, with many arriving by bicycle or on foot.

For schoolchildren, bus stops will be located in safer, more comfortable areas, with bump-outs on the far side of intersections. These elements were added in response to resident feedback at the Summit Townhomes complex.

The new bituminous trail along the south side of CSAH 38 may serve as a future regional trail link between the Lake Marion Greenway and the Lebanon Hills Regional Park, connecting residents to one of Dakota County's premier outdoor recreation destinations. It will also eliminate a gap identified in the county's Pedestrian and Bicycle Study. And most importantly, it will address urgent safety concerns identified in the Metropolitan Council's Regional Safety Action Plan.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
- Describes how project repairs past burdens and barriers
- Describes how project improves safe access to priority destinations
- Describes how project adds context-sensitive features beyond transportation needs (e.g. art, greenspace, other community-influenced elements).

Medium: The project application:
- Describes benefits for specific communities
- Ties benefits directly to community-identified needs
- Describe how benefits were identified through engagement
- Includes early mitigation plans for project burdens.

Low: The project application:
- Does not describe project benefits for specific communities
- Describe benefits in general terms for all users
- Does not acknowledge potential project burdens, despite high potential for them to arise.

▼ **Funds & Payments** - Internal

Current Amount Recommended:

▼ Funding Sources

Funding Sources

No Funding Sources available

▼ Payments and Refunds

Payments and Refunds

Add Payment

No transactions available

▼ **Grant Requirements** - Internal

Progress Reports

Progress Reports

No Progress Reports available

▼ **ArcGIS** - Internal

gis_taz_population:

gis_taz_jobs:

gis_regional_destinations:

gis_project_location_description:

▼ **Review & Feedback** - Internal

Program:	Regional Solicitation
Sub Program:	Regional Solicitation - Roadways Including Multimodal Elements
Assigned Council Program Contact:	No
Finance Unit Reviewer:	

External Reviewers

Reviewers

▼ Internal Reviewers

Comments Returned to Applicant:

Program Feedback:

▼ Evaluative Criteria

Measure A – Multimodal/Complete Streets Connections:

Measure A – Connection to existing safety planning efforts:

Measure B – Safety improvements for people outside of vehicles:

Measure C – Safe system approach:

Measure A – Regional Truck Corridor Study Tiers:

Measure A – Flood mitigation, stormwater treatment, other environmental benefits:

Evaluative Criteria Total: 0
Save to update the total.

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested: $10,000,000.00

Total Project Budget:

▼ **Communications & Relationships** - Internal

Relationships

Interactions

► Signals (0 Signals)

► Internal Notifications (0 internal notifications)

OUTLOOK EMAIL COMPONENT

SYSTEM GENERATED EMAIL ALERTS

▼ **Notes & History** - Internal

Status Initial Review

NOTES

Draft → Initial Review
Created by Logan Vlasaty at 5:20 AM on June 25, 2026

HISTORY

Show History

Updated By: Logan Vlasaty

Created By: Brandon Wagenfeld

Updated At: 6/25/2026

Created At: 5/20/2026