



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02154 - North Creek Regional Greenway Trail Farmington Section

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/01/2014 9:50 AM

Primary Contact

Name:* Randy Distad
Salutation First Name Middle Name Last Name

Title: Parks and Recreation Director

Department: Parks and Recreation

Email: rdistad@ci.farmington.mn.us

Address: 430 Third Street

***** Farmington Minnesota 55024
City State/Province Postal Code/Zip

Phone:* 651-280-6851
Phone Ext.

Fax:

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

Organization Information

Name: FARMINGTON, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

325 OAK ST

*

FARMINGTON

Minnesota

55024

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:*

651-463-7111

Ext.

Fax:

PeopleSoft Vendor Number

0000020943A1

Project Information

Project Name

North Creek Greenway - Farmington Gap

Primary County where the Project is Located

Dakota

Jurisdictional Agency (If Different than the Applicant):

The application seeks funding for the North Creek Greenway-Farmington trail connection, a bike and pedestrian link that will eliminate a 2-mile gap from 195th St W to just south of 208th St W. The North Creek Greenway is a high priority segment of the 2030 Dakota County Park System Plans vision for over 200 miles of greenways. With 75% of the North Creek Greenway completed or funded for construction in the next few years, elimination of this gap is important to reducing the confusion and frustration of an incomplete system. The Farmington Connection will function as an element of the Metropolitan Regions surface transportation system and regional trail system. It will link regional and local destinations in central Dakota County, including Downtown Farmington, the Vermillion River, the Minnesota Zoo, Lebanon Hills Regional Park, and Whitetail Woods Regional Park.

Brief Project Description (Limit 2,800 characters; approximately 400 words)

Locally, the North Creek Greenway-Farmington segment will provide a safe and convenient mode of transportation with no vehicular crossings. It will begin at 195th Street near Jim Bell Park and Preserve and use the newly constructed underpass of 195th Street to travel south along the west side of North Creek until the creek itself veers east. At that point the trail will continue south, crossing Middle Creek, to the Vermillion River where it can connect to two schools, local parks, three commercial areas, Rambling River Senior Center, and Downtown Farmington. Trail construction includes site clearing, trail bed preparation and surfacing, orientation signage, a pedestrian bridge, landscaping and site restoration. This request also involves the construction of a 12-foot wide by 30-foot long bridge over Middle Creek.

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles)

2.0

Connection to Local Planning:

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 MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

- The North Creek Greenway Master Plan pages 70-72

- Farmington 2030 Comprehensive Plan page 6

Connection to Local Planning

- The Dakota County 2030 Park System Plan pages 2.15 and 4.7

- Vermillion River Corridor Plan 2010 pages 40 & 58

Project Funding

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

If yes, please identify the source(s)

Federal Amount \$936,000.00

Match Amount \$234,000.00

Minimum of 20% of project total

Project Total \$1,170,000.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Dakota County

Preferred Program Year

Select one: 2019

Project Information

County, City, or Lead Agency City of Farmington

Zip Code where Majority of Work is Being Performed 55024

(Approximate) Begin Construction Date 05/01/2019

(Approximate) End Construction Date 10/01/2019

LOCATION

From: 195th Street W
(Intersection or Address)

Do not include legal description;
 Include name of roadway if majority of facility
 runs adjacent to a single corridor.

To: Vermillion River and Downtown Farmington (Just south of
(Intersection or Address) 208th St W)

Type of Work grading, aggregate base, landscaping, trail amenities, signage,
 retaining walls and road crossing improvements, bridge

*Examples: grading, aggregate base, bituminous base, bituminous surface,
 sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,
 Park & Ride, etc.)*

BRIDGE/CULVERT PROJECTS
(If Applicable)

Old Bridge/Culvert? No

New Bridge/Culvert? No

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$60,000.00
Removals (approx. 5% of total cost)	\$60,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$175,000.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$115,000.00
Bridge	\$50,000.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00

RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$460,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$523,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$1,500.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$23,500.00
Bicycle and Pedestrian Contingencies	\$115,000.00
Other Bicycle and Pedestrian Elements	\$47,000.00
Totals	\$710,000.00

Specific Transit and TDM Elements

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

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$1,170,000.00
Construction Cost Total	\$1,170,000.00
Transit Operating Cost Total	\$0.00

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 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

2. Applicants that are not 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

3. 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

4. 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. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

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

5. The project must comply with the Americans with Disabilities Act.

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

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

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

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

8. 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

9. 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

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and 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

2. The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).

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

3. The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.

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

4. Seventy percent of the project cost must fall under one of the following eligible activities:

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

For Safe Routes to School Projects Only

5. 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.

6. All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student 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 project meets this requirement.

7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.

Other Attachments

File Name	Description	File Size
NCG-Farmington_Attachments.pdf	Local match resolution, map of trail segment, and North Creek Greenway Master Plan.	531 KB

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 2, RBTN Corridor

Yes

(Tier 1 or Tier 2)

Direct connection to the RBTN

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 or city plan

Upload Map

RBTN-Evaluation_NCG_Farmington.pdf

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only) 17927

Existing Employment Within One Mile (Integer Only) 5331

Completed by Metropolitan Council Staff

Total Project Cost \$1,170,000.00

Cost Effectiveness for Population \$65.26

Cost Effectiveness for Employment \$219.47

Upload Map

Population-Summary_NCG_Farmington.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

Projects census tracts are above the regional average for population in poverty or population of color

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly.

Yes

There is a geographical disconnect between Farmington's northern neighborhoods and Downtown. A large swath of agricultural land in the middle forces those traveling between the north and south for work, school, or recreation to go the long way around, crossing intersections, traveling next to traffic, and exposing them to safety conflicts. For children attending Riverview Elementary or Dodge Middle School, and for older adults participating in programs at the Rambling River Senior Center and/or living in the Vermillion River Crossing, the proposed Farmington segment will mitigate these issues.

Response (Limit 1,400 characters; approximately 200 words)

This project provides a key local and regional connection for children, people with disabilities, and older adults in Farmington. Not only does it provide a safer and more convenient north-south route, it also eliminates a two-mile gap in the local and regional trail system. The Farmington Connection does not cross any roads, which will allow residents of the city's northern residential neighborhoods to travel safely to Downtown Farmington for employment, education, and recreation. In addition, elimination of the Farmington gap will enable those who live in and around Downtown Farmington to travel along the North Creek Greenway to reach employment and recreation destinations in Lakeville, Apple Valley, and Eagan.

Upload Map

Socio-Econ_NCG_Farmington.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Farmington	2.0
	2

Total Project Length

Total Project Length 2.0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Farmington	2.0	2.0	56.0	1.0	56.0
		2	56	1	56

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	2.0
Total Housing Score	56.0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Closes a Gap on or off the RBTN including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists)

Closes a Gap Yes

Provides a Facility That Crosses or Circumvents a Physical Barrier (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway

Provides a Facility That Crosses or Circumvents a Physical Barrier Yes

Improves Continuity and/or Connections Between Jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions Yes

Response (Limit 1,400 characters; approximately 200 words)

The proposed project bridges a gap in both regional and local trail networks. Locally, the project will eliminate the need for residents of Farmington's northern neighborhoods from having to travel to Akin Road located a mile to the west to travel south to cross Middle Creek. Akin Road currently has facilities that expose travelers to countless intersection crossings. In contrast, the proposed segment eliminates all intersection conflicts and will directly connect to Downtown, the Vermillion River, two schools, and two senior facilities. The segment begins at 195th Street and uses the recently constructed 195th underpass to travel south along the west side of North Creek and involves a bridge over Middle Creek. Elimination of the gap will enable residents who live in and around Downtown to travel north to Lakeville without being impeded by the barrier of Middle Creek. Additionally, the trail improves connections to planned community parks in the Fairhill and Mystic Meadows developments. As part of the 14-mile North Creek Greenway, the Farmington Segment will create continuity between important regional destinations including the Minnesota Zoo, Downtown Apple Valley, and Lebanon Hills Regional Park. Elimination of the 2-mile Farmington Segment gap will bring the greenway to near 75% completion.

Measure B: Project Improvements

Response (Limit 1,400 characters; approximately 200 words)

This segment requires no road crossings for users, which eliminates any and all crash potential. Currently, travelers heading from Farmingtons northern neighborhoods into Downtown have to take Akin Road, crossing a dozen intersections and 15 curb cuts. Completing the Farmington Segment of the North Creek Greenway will correct existing deficiencies in the regional trail system by bridging a two-mile gap. Additionally, it offers a safer and more direct local route for Farmingtons pedestrians and bicyclists than existing options. The project also includes the construction of a twelve-foot wide bridge over Middle Creek, creating a safe route for bicyclists and pedestrians to cross an existing water barrier. Trail information kiosks and signage will provide information on trail safety guidelines, etiquette, and orientation maps.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	N/A
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Existing Routes Indirectly Connected Within One Mile of the Project	N/A
Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Upload Map	Transit-Connectivity_NCG_Farmington.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	0
Transitway Ridership Indirectly Connected	0

Measure B: Pedestrian Connections

The proposed project will connect residents in the community's northern neighborhoods to Downtown Farmington, which currently has more than 640,000 square feet of retail, services and medical space. In addition to projecting that the population of Farmington will grow by 73% (13,000 residents) by 2030, the Comprehensive Plan also projects the amount of Downtown business space to more than double. The North Creek Greenway-Farmington will serve Farmington Marketplace retail center, the Rambling River Senior Center and the Vermillion River Crossing, a mixed-use area with housing for residents 55+. It also directly connects to both an elementary and a middle school.

North Creek Greenway-Farmington will benefit the City's park and recreation system. The trail will be a part of the pedestrian and bicycle network that connects:

- Rambling River Park, which has a softball field complex, picnic shelter, tennis courts, trails, parking and a Veterans Memorial
- Jim Bell Park and Preserve, a large community park featuring quality natural areas that has been master planned to include a youth athletic complex with facilities for baseball, softball, soccer, and lacrosse, and a community center for aquatics, fitness, sports, and meeting space.
- Mystic Meadows Phase II development will include an adult softball complex.

Response (Limit 1,400 characters; approximately 200 words)

Measure C: Multimodal Facilities

Response (Limit 1,400 characters; approximately 200 words)

The North Creek Greenway Farmington segment will benefit multiple modes of transportation. Eliminating the 2-mile gap within the City of Farmington will complete the safe and efficient connection from the north to Downtown Farmington. The Farmington segments location along North Creek and away from any roadways will provide an enjoyable experience for trail users and also benefit motorized transportation by reducing potential conflicts with trail users. Amenities such as benches, bumpouts, wayfinding, and interpretation will also improve the experience of using the trail.

The North Creek Greenway - Farmington segment will improve non-motorized access to the MVTA 157th Street Transit Center located along the greenway in Apple Valley, as well as the Apple Valley Transit Center on Cedar Avenue, located only a mile west of the proposed greenway. Existing trail systems within the cities of Apple Valley and Lakeville will link users of the North Creek Greenway to the Metro Red Line (Cedar Avenue BRT).

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified

Yes

40%

Stakeholders have not been identified or contacted

0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

01/31/2018

3)Environmental Documentation (10 Percent of Points)

EIS

EA

PM

Yes

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

Document in progress; environmental impacts identified

Yes

50%

Document not started

0%

Anticipated date or date of completion/approval

01/31/2018

4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

Yes

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received Yes

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified Yes

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition 03/31/2019

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

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

40%

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

0%

Anticipated date or date of executed Agreement

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started

Yes

0%

Anticipated date or date of completion

01/31/2019

9)Letting

Anticipated Letting Date

05/01/2019

Approval Of Grant Application Submittals For Transportation Advisory Board 2014 Federal Funding Solicitation Process

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Moving Ahead for Progress in the 21st Century Act (MAP-21); and

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

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

WHEREAS, non-federal funds must be at least 20 percent of the project costs; and

WHEREAS, project submittals are due on December 1, 2014; and

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

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

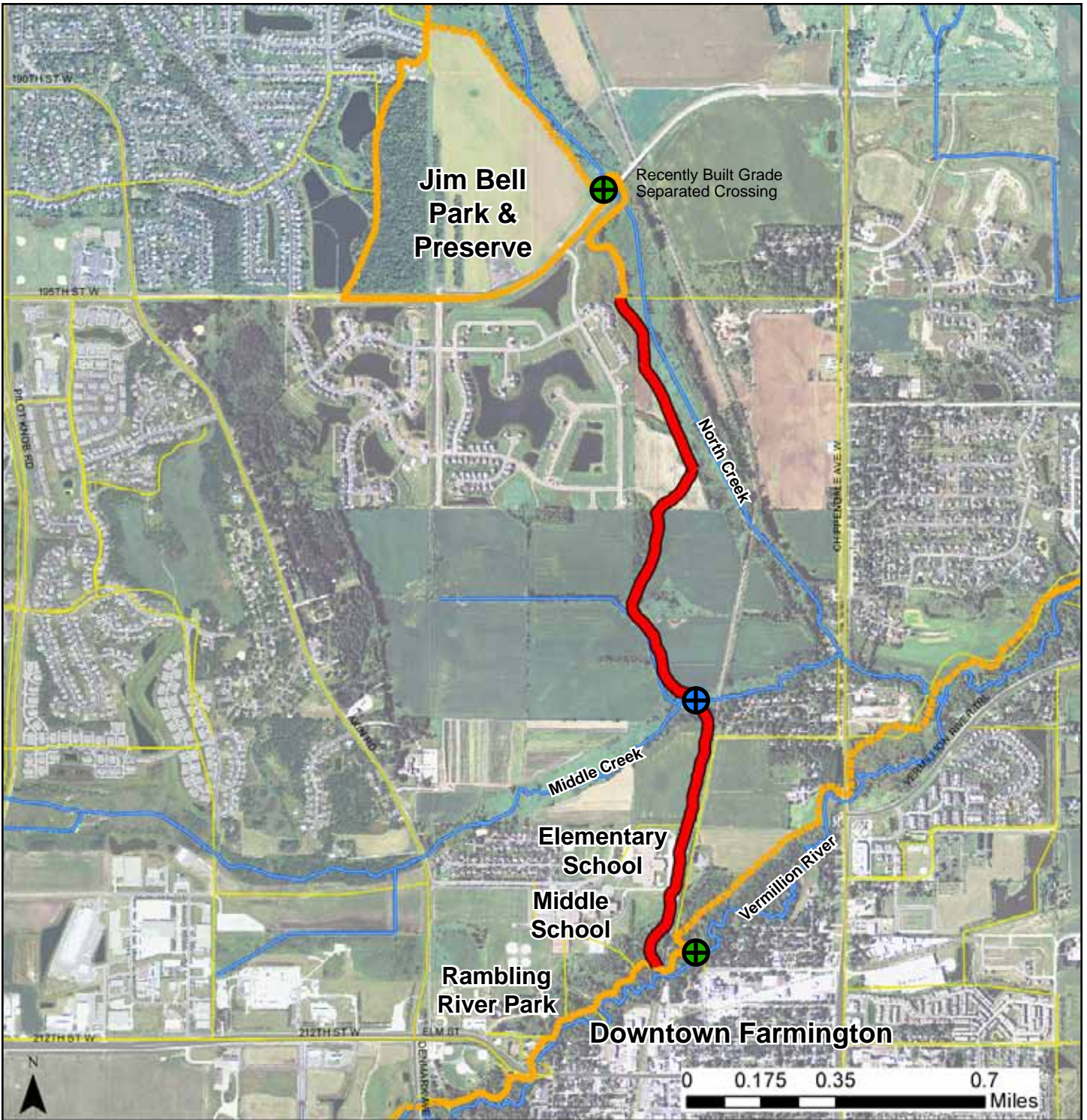
1. County State Aid Highway (CSAH) 9 (Dodd Boulevard) from Hayes Avenue to CSAH 23 (Cedar Avenue) in Lakeville
2. CSAH 26 (Lone Oak Road) at its intersection with CSAH 43 (Lexington Avenue) in Eagan
3. CSAH 26 (70th Street) at its intersection with Trunk Highway (TH) 3 in Inver Grove Heights
4. CSAH 28/63 (Yankee Doodle Road/Argenta Trail) from south of TH 55 to south of CSAH 26 (70th Street)
5. CSAH 31 (Pilot Knob Road) from I-35E to north of Central Parkway in Eagan
6. CSAH 42 (145th Street East) at its interchange with TH 52 in Rosemount
7. CSAH 23 (Foliage Avenue) from CSAH 86 (280th Street) to CR 96 (320th Street) in Greenvale Township
8. CSAH 86 (280th Street) from CSAH 23 (Galaxie Avenue) to TH 3 in Eureka, Greenvale, Castle Rock, and Waterford Townships
9. CSAH 86 (280th Street) from TH 3 to CSAH 47(Northfield Blvd) in Castle Rock, Waterford, and Sciota Townships
10. CSAH 31 and CSAH 46 Advanced Traffic Management System for 16 Signals
11. CSAH 26, CSAH 28, CSAH 31, and CSAH 43 Advanced Traffic Management System for 25 Signals
12. Mississippi River Regional Trail – Rosemount East
13. Minnesota River Greenway – Eagan South
14. North Creek Greenway – CSAH 42 Underpass east of Flagstaff in Apple Valley
15. CSAH 14 (Southview Boulevard) from 14th Avenue to 3rd Avenue in South St. Paul; and

BE IT FURTHER RESOLVED, That, subject to federal funding award, the Dakota County Board of Commissioners would be asked to consider authorization to execute the grant agreement at a future meeting; and

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

16. Apple Valley Transit Station Parking Expansion – Lead Agency: Minnesota Valley Transit Authority
17. CSAH 73 (Oakdale Ave) Trail from CSAH 14 to CSAH 8 – Lead Agency: West St. Paul
18. River to River Greenway Robert Street Pedestrian Bridge – Lead Agency: West St. Paul
19. North Creek Greenway – Farmington Gap – Lead Agency: Farmington
20. Lake Marion Greenway – Sunset Park to Murphy Hanrehan Regional Park – Lead Agency: Burnsville
21. Lake Marion Greenway – Ritter Farm Park Connection – Lead Agency: Lakeville
22. Rosemount Greenway – Downtown Rosemount to Lebanon Hills – Lead Agency: Rosemount
23. Vermillion Highlands Greenway – CSAH 42 Underpass at Akron- Lead Agency : Rosemount; and

BE IT FURTHER RESOLVED, That, subject to federal funding award of the city lead 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.



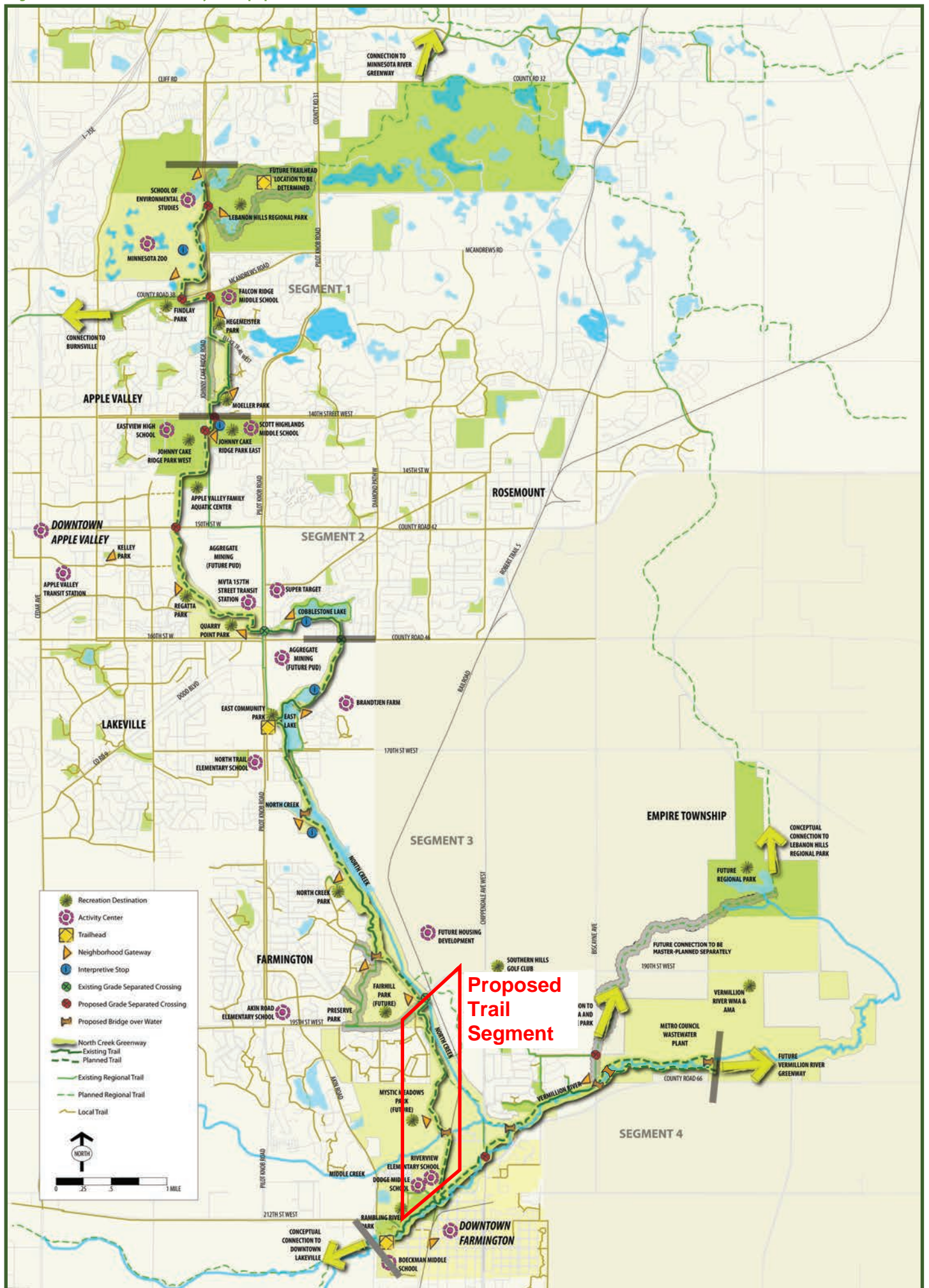
North Creek Greenway

Farmington Segment

Trail Segment

Legend	
	Farmington Greenway Segment
	Existing Greenways
	Planned Greenways
	Local Trails
	Grade Separated Crossing (Existing)
	Grade Separated Crossing (Proposed)

Figure 23. North Creek Greenway concept plan

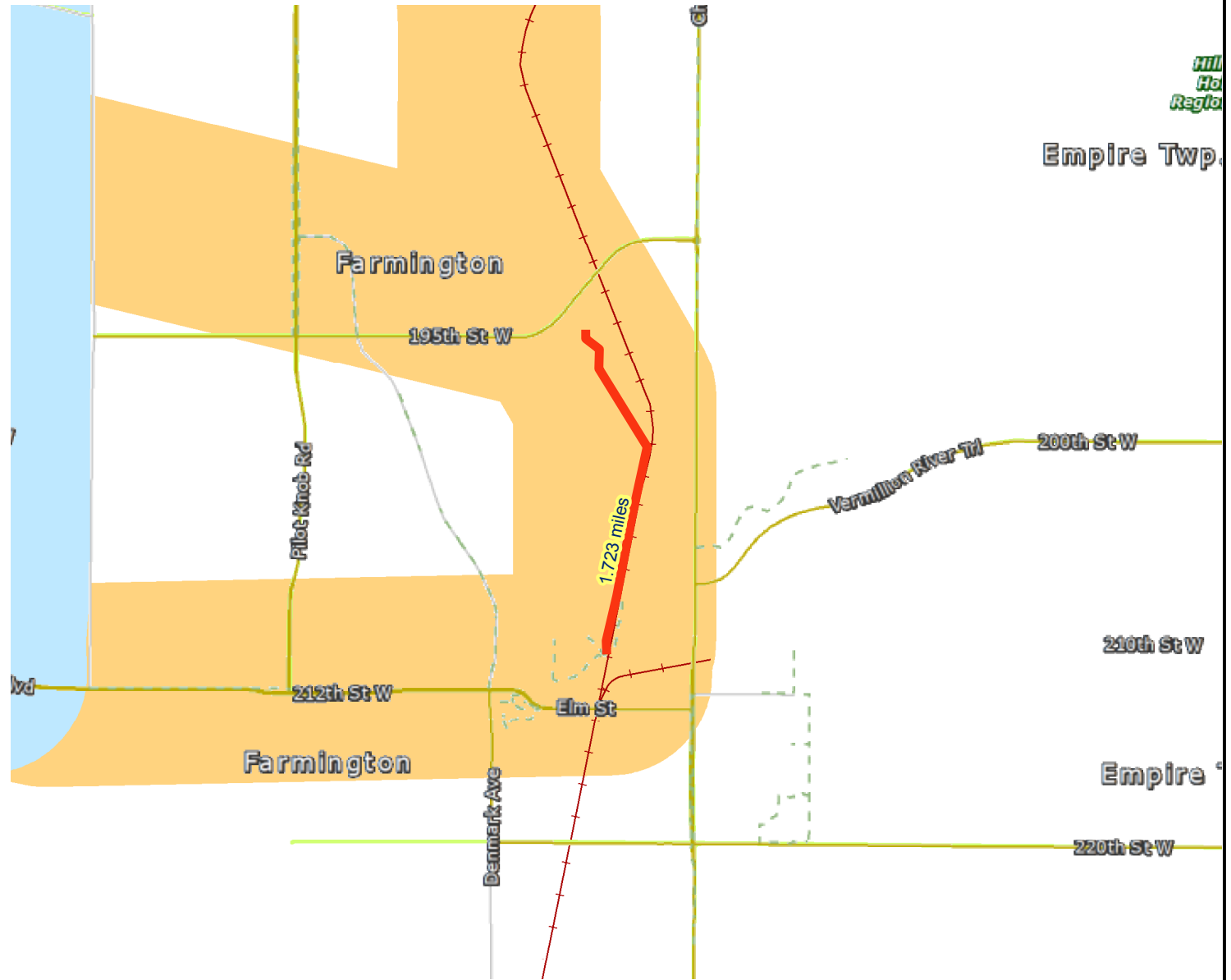


RBTN Evaluation and Major Barriers

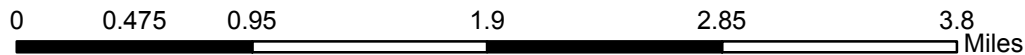
Multise Trails and Bicycle Facilities Project: Farmington Connection | Map ID: 1415217618385

Results

Project IN TIER 2 Bicycle Transport Corridor.



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



Created: 11/5/2014
LandscapeRSA1

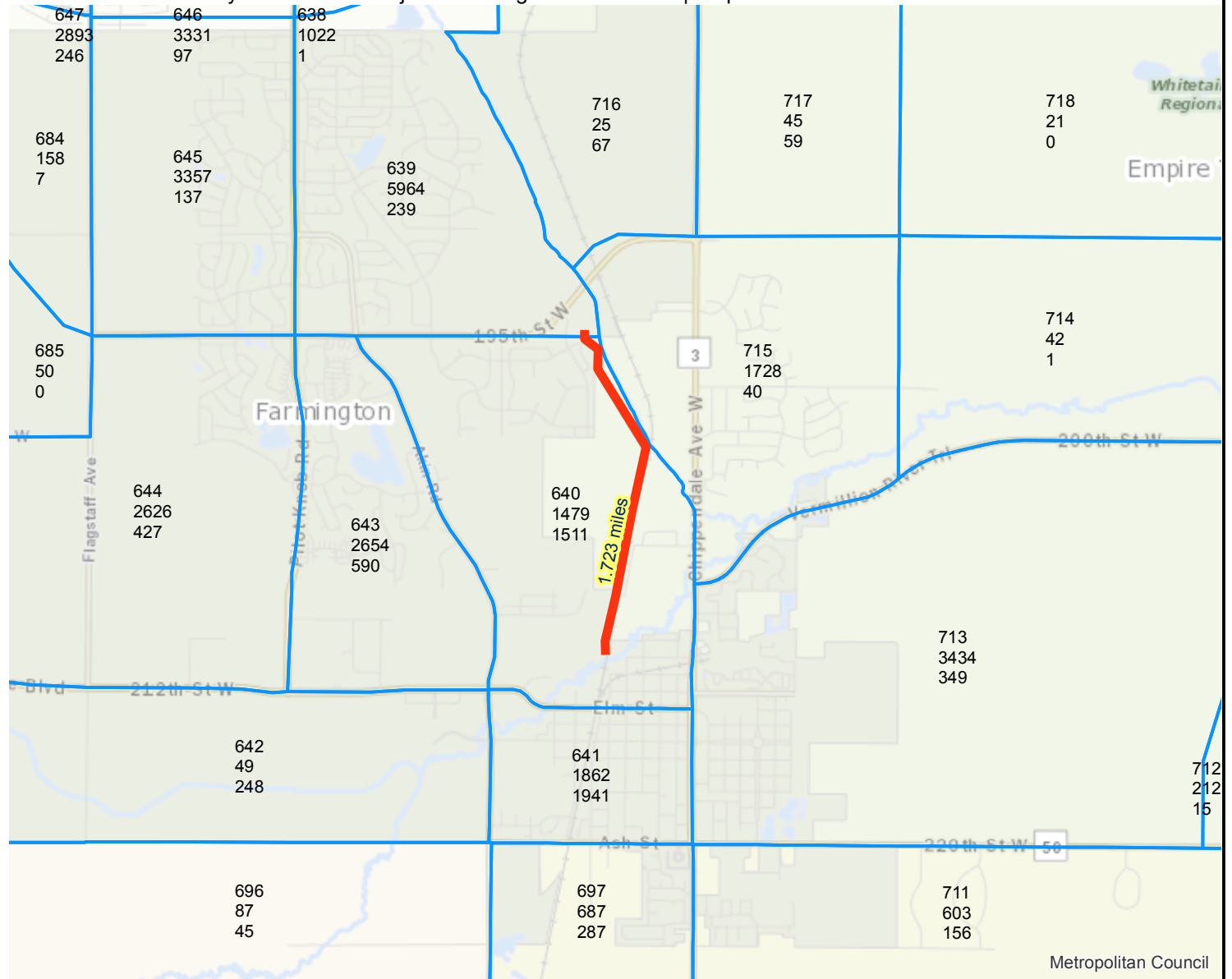


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Population Summary

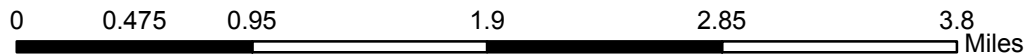
Multiuse Trails and Bicycle Facilities Project: Farmington Connection | Map ID: 1415217618385



Results

Within ONE Mile of project:
 Total Population: 17927
 Total Employment: 5331

- Project
- 2010 TAZ



Created: 11/5/2014
 LandscapeRSA4



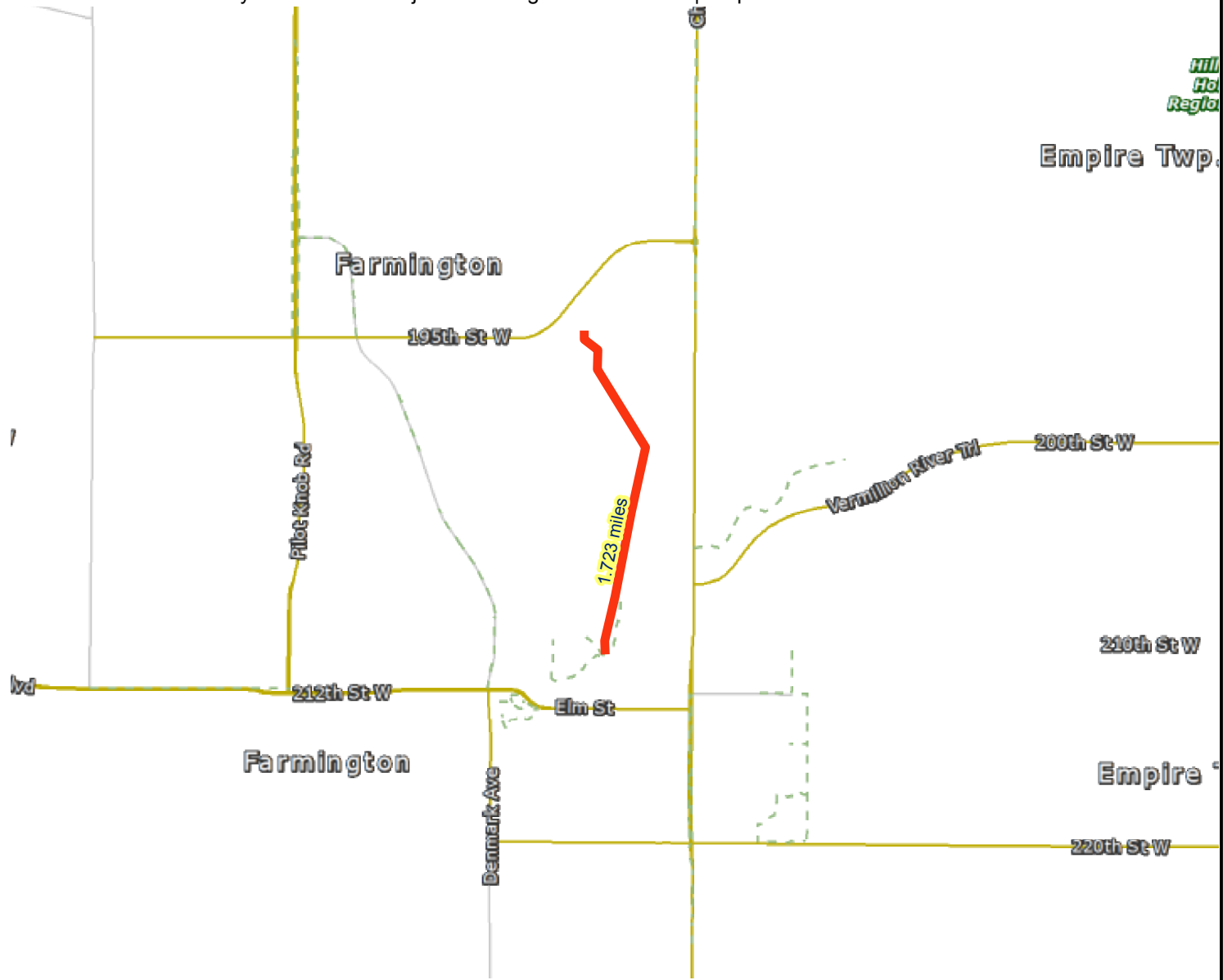
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



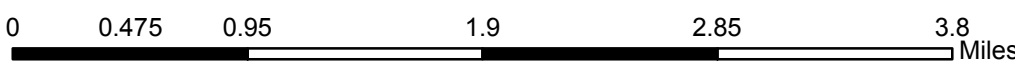
Metropolitan Council

Results

Project **NOT IN** any area of concentrated poverty.



- Project
- Racially concentrated area of poverty
- Concentrated area of poverty
- Above reg'l avg conc of race/poverty



Created: 11/5/2014
LandscapeRSA2



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Results

Transit with a Direct Connection to project:

-- NONE --

Transit within QTR mile of project:

-- NONE --

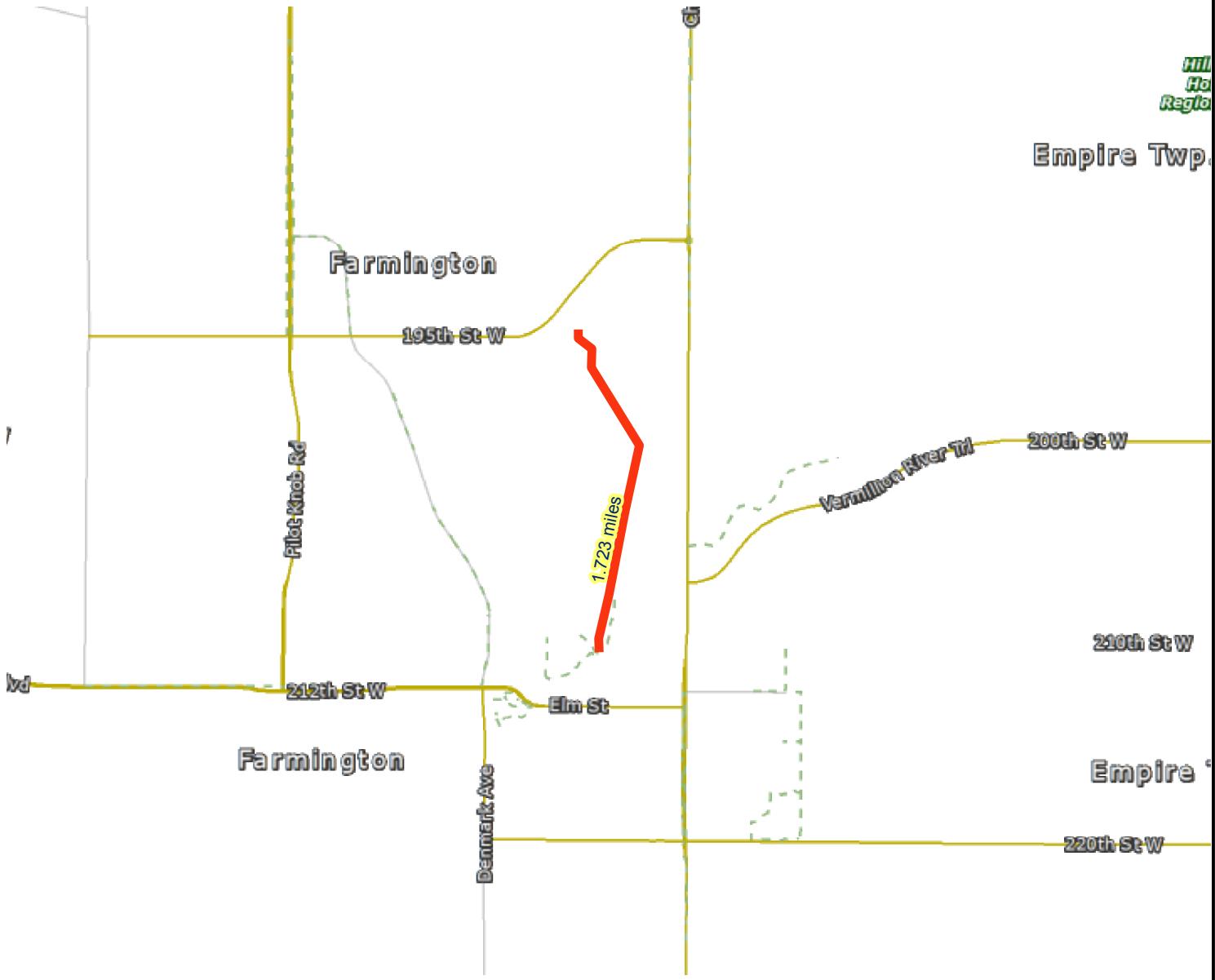
Transit within HALF mile of project:

-- NONE --

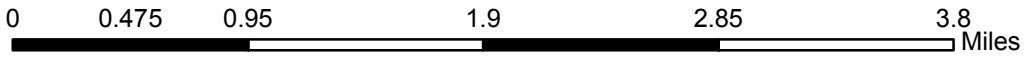
Transit within ONE mile of project:

-- NONE --

**indicates Planned Alignments*



 Project



Created: 11/5/2014
LandscapeRSA3



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