



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02195 - Regional Trail from Lebannon Hills to Downtown

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/01/2014 1:02 PM

Primary Contact

Name:* Dan Schultz
Salutation First Name Middle Name Last Name

Title: Parks and Recreation Director

Department:

Email: dan.schultz@ci.rosemount.mn.us

Address: 13885 South Robert Trail

***:** Rosemount Minnesota 55068
City State/Province Postal Code/Zip

Phone:* 651-322-6012
Phone Ext.

Fax:

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

Organization Information

Name: ROSEMOUNT, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

2875 145TH ST W

*

ROSEMOUNT

Minnesota

55068-4997

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:*

651-423-4411

Ext.

Fax:

PeopleSoft Vendor Number

0000020988A1

Project Information

Project Name

Rosemount Greenway Downtown Connection

Primary County where the Project is Located

Dakota

Jurisdictional Agency (If Different than the Applicant):

The City of Rosemount is seeking funding for a 2.2 mile gap in the Rosemount Regional Greenway, a critical transportation and recreation link for northwestern Rosemount. The segment will begin at the southern boundary of Lebanon Hills Regional Park in Eagan on 120th Street West. The trail travels south along Dodd Boulevard to connect to the existing Rosemount Greenway at Connemera Trail. In addition to a multi-use trail, the project will involve an underpass of McAndrews Road (CSAH 38), a county highway with an AADT of more than 6,000 vehicles.

This missing segment of the Rosemount Greenway is an important transportation link as it is the only local road in northwest Rosemount that currently extends to the City's northern boundary and Lebanon Hills Regional Park. In addition, the Rosemount Greenway is the appropriate location for the Tier 2 Bicycle Route in this area as it parallels State Highway 3 just a quarter mile to the east. State Highway 3 (S. Robert Trail) is a two-lane highway with AADTs of nearly 14,000 and no multi-use trail. The Rosemount Greenway along Dodd Boulevard is a good alternative as it too connects from the City of Eagan border to Downtown Rosemount. In addition, the Greenway provides an added benefit as users are able to access an underpass of Highway 3 just north of Downtown Rosemount that allows them to travel safely and conveniently towards the east.

This trail project will provide a much needed pedestrian and bicycle connection to Rosemount's civic, business, and recreation heart. This includes the Rosemount Community Center; Rosemount high, middle, and elementary schools; Robert Trail Library, Rosemount Transit Center, Steeple Center, Downtown Rosemount, and four local parks. In

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

addition, the direct connection to Lebanon Hills will connect Rosemount residents to Dakota County's largest park. With 2,000 acres, Lebanon Hills offers miles of trails, a visitors center, five trailheads, beach, and campground.

The Rosemount Greenway is one of the county-wide network of regional greenway trails identified in the 2008 Dakota County Park System Plan. Planned for more than 200 miles, the greenway system will connect parks, schools, libraries, local trails, and other community destinations. When complete, the 13 miles of the Rosemount Greenway will connect Eagan, Rosemount, and Empire Township, extending from Lebanon Hills Regional Park to the Mississippi, including the Mississippi River Regional Trail.

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

Project Length (Miles)

2.2

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.

- Rosemount Greenway Master Plan Pages 28-31

- Rosemount Pedestrian and Bicycle Master Plan Pages 20-21, 61, 63

Connection to Local Planning

- Rosemount Comprehensive Plan Pages 9, 12-13, 24-27

- The Dakota County 2030 Park System Plan Page 2.15

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 \$1,360,000.00

Match Amount \$340,000.00

Minimum of 20% of project total

Project Total \$1,700,000.00

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 Rosemount

Zip Code where Majority of Work is Being Performed 55068

(Approximate) Begin Construction Date 05/01/2019

(Approximate) End Construction Date 10/01/2019

LOCATION

From:
(Intersection or Address) 120th Street W on Dodd Boulevard

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

To:
(Intersection or Address) Connemera Trail on Dodd Boulevard

Type of Work Grade, Agg Base, Bit Base, Bit Surface, Bike Path, Underpass,
Ped Ramps

*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?

New Bridge/Culvert?

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

Specific Roadway Elements

**CONSTRUCTION PROJECT ELEMENTS/COST
ESTIMATES**

Cost

Mobilization (approx. 5% of total cost)	\$74,000.00
Removals (approx. 5% of total cost)	\$74,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$127,000.00
Bridge	\$0.00
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	\$275,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$575,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$15,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00

Wayfinding	\$25,000.00
Bicycle and Pedestrian Contingencies	\$755,000.00
Other Bicycle and Pedestrian Elements	\$55,000.00
Totals	\$1,425,000.00

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	\$1,700,000.00
Construction Cost Total	\$1,700,000.00
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
Downtown_Rosemount_Attachments.pdf	Local match resolution, trail segment map, and Rosemount Greenway Master Plan.	905 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_Downtown_Rosemount.pdf

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only)	20885
Existing Employment Within One Mile (Integer Only)	2437
Completed by Metropolitan Council Staff	
Total Project Cost	\$1,700,000.00
Cost Effectiveness for Population	\$81.40
Cost Effectiveness for Employment	\$697.58
Upload Map	Population-Summary_Downtown_Rosemount.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

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

This trail addresses a local and regional gap along the Rosemount Regional Greenway and addresses a safety concern crossing a county highway, particularly for children, elderly, and the disabled. Currently there are limited options for those who want to travel north-south in northwest Rosemount. In this area there are only two roads that connect Downtown Rosemount to the City's boundary with Eagan to the north, both with only two lanes and neither with off-road pedestrian or bicycle facilities. The proposed trail will eliminate the 2.2 mile gap, as well as provide an underpass of CSAH 38 (McAndrews Road), the only underpass in the area. The route will provide safe, convenient access to civic facilities including the Rosemount Community Center; high, middle, and elementary schools; and Robert Trail Library. In addition to serving as a transportation route, this trail will provide a free and convenient recreational amenity for low-income populations in Rosemount and adjacent communities. The paved trail and all access points are located and planned for universal accessibility to provide all visitors, including people with disabilities, with a safe and enjoyable experience.

Upload Map

Socio-Econ_Downtown_Rosemount.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Rosemount	2.2
	2

Total Project Length

Total Project Length	2.2
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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
Rosemount	2.2	2.2	61.0	1.0	61.0
		2	61	1	61

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	2.2
Total Housing Score	61.0

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)

This trail project provides a Critical Bicycle Transportation Link addressing barrier types identified in the Twin Cities Regional Bicycle System Study. This project will complete a priority gap in the Rosemount Greenway as it provides a multi-use trail that connects users both to Lebanon Hills Regional Park in Eagan and the commercial, civic, and educational uses in and around Downtown Rosemount. The multi-purpose trail could be considered the Tier 2 Bicycle Corridor needed in this area as it is located on a road that is only a quarter of a mile to the west of State Highway 3. The proposed route along Dodd Boulevard has sufficient right-of-way to accommodate all modes of transportation and offers an improved experience with lower AADTs and a direct connection to the recently constructed underpass of Highway 3 that allows safe east-west movement through the community. The nearest alternative transportation route is located another half-mile to the west and does not currently extend fully to the City's northern boundary. The project will address a physical barrier through the construction of the only underpass of CSAH 38/McAndrews Road in Rosemount. It also improves connections between jurisdictions as this project begins at the City's boundary with Eagan and provides connectivity for residents of both communities.

Measure B: Project Improvements

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

The Rosemount Greenway currently has a gap of 2.2 miles north of Connemera Trail that prevents a safe and enjoyable connection to Lebanon Hills Regional Park in Eagan, as well all of the civic, educational, transit, and recreational uses in and around Downtown Rosemount. There are currently no other direct routes available to users other than traveling on Dodd Boulevard with motor vehicles. State Highway 3 (S. Robert Trail) located about a quarter mile to the east is a two-lane highway with AADTs of nearly 14,000 and no off-road facilities. There have been no crashes reported in the project area, though this is likely due to people using alternate routes or people choosing to drive rather walk or bike. The City of Rosemount is proposing to correct this existing deficiency by constructing a multi-purpose trail along the entire 2.2 mile route that will connect with existing trails in Lebanon Hills Regional Park and the existing segments of the Rosemount Greenway. The potential safety hazard of crossing CSAH 38/McAndrews Road with its AADT of 6,400 vehicles will be addressed through the construction of an underpass.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	478
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	420, 476, 478
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_Downtown_Rosemount.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	18438.0
Transitway Ridership Directly Connected	0

Route Ridership Indirectly Connected

146408.0

Transitway Ridership Indirectly Connected

0

Measure B: Pedestrian Connections

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

In addition to providing regional connections, the Rosemount Greenway is integral to the City's local trail system. The City has been working specifically on its system for almost a decade, including developing a Pedestrian and Bicycle Master Plan in 2010. A key focus has been connecting adjacent residential neighborhoods to Downtown Rosemount, the City's historic center with a mix of retail, office, residential, and civic uses. Trail and sidewalk development has also occurred along with development in the residential districts around Downtown. Connections to local trails and sidewalks from the Regional Greenway will occur at three locations. In addition to residential connections, the City and school district have added trails to connect the many destinations located just north of Downtown, including three schools, the community center, local parks, and transit center. This project will connect to the recently constructed underpass of State Highway 3 that connects the west and east sides of the community around Downtown. While the City has been successful at expanding its trail and sidewalk system, the existing gap to Lebanon Hills Regional Park and Eagan will be addressed by this project.

Measure C: Multimodal Facilities

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

Eliminating this 2.2 mile gap in the Rosemount Greenway will provide a direct connection to the Rosemount Transit Station, located just south of Connemera Trail. Minnesota Valley Transit Authority (MVTA) operates three routes from the Rosemount Transit Station, including an express bus to Downtown Minneapolis, a fixed route through Apple Valley to Downtown Minneapolis, and a flex route to Apple Valley. Consistent, high-quality design will elevate the greenway trail experience above that of a utilitarian trail to a first-class regional destination and transportation corridor. The trail project will include many pedestrian elements, including benches, bumpouts, wayfinding, pedestrian ramps, and an underpass of CSAH 38/McAndrews. Slopes will be designed to equally accommodate pedestrians and bicyclists. Conceptual design plans for this trail segment include a 20 to 40 foot ditch with native plantings to separate the trail from the road and improve safety for pedestrians, bicyclists, and motorists. Trailhead facilities for the Rosemount Greenway already exist at Lebanon Hills Regional Park and at Central Park in Downtown Rosemount.

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 Yes

100%

Stakeholders have been identified

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/archaeological 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.

LEBANON HILLS REGIONAL PARK

120th St W

Vermillion Highlands Greenway

CO RD 38/ McANDREWS RD

HWY 3

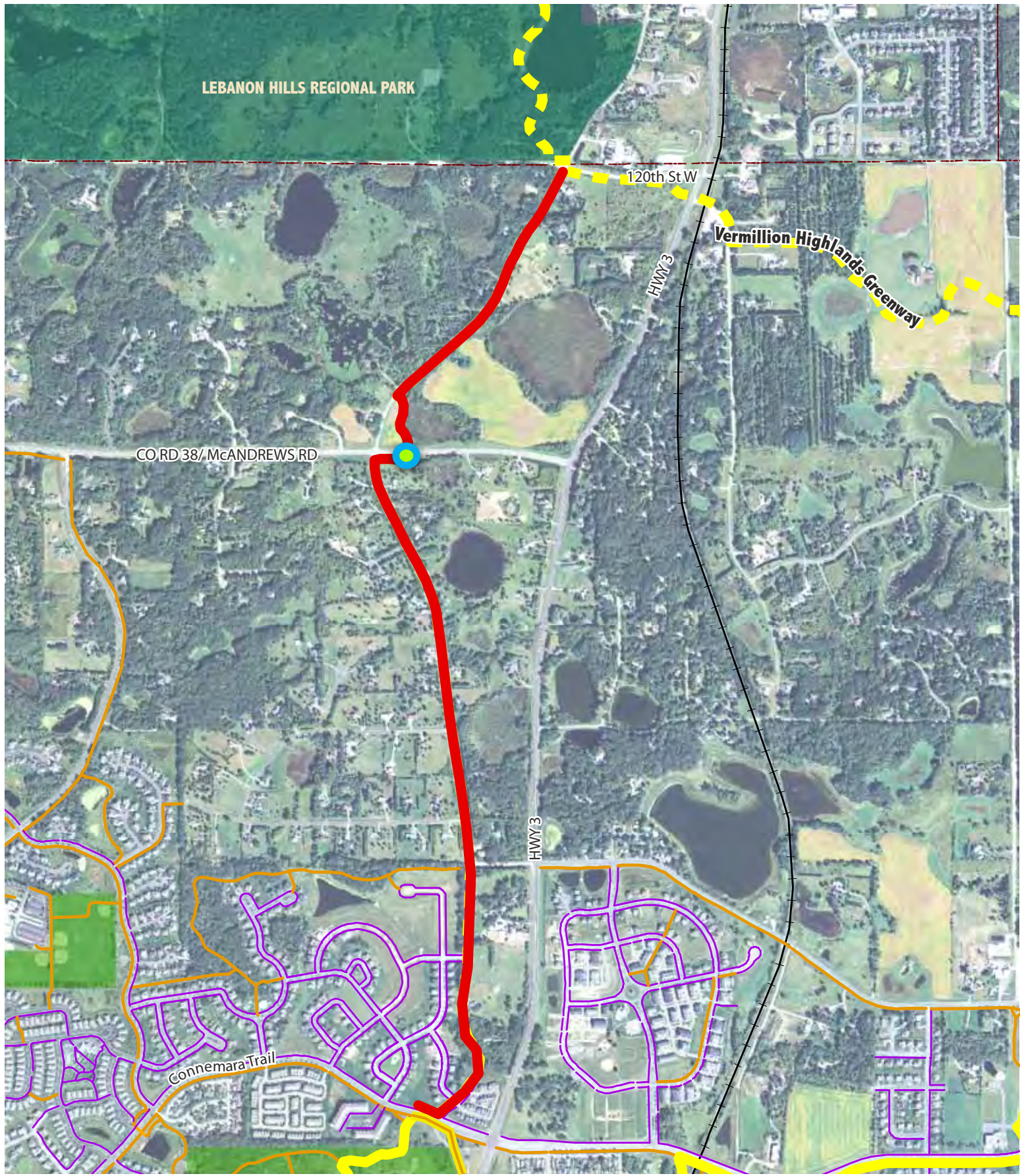
HWY 3

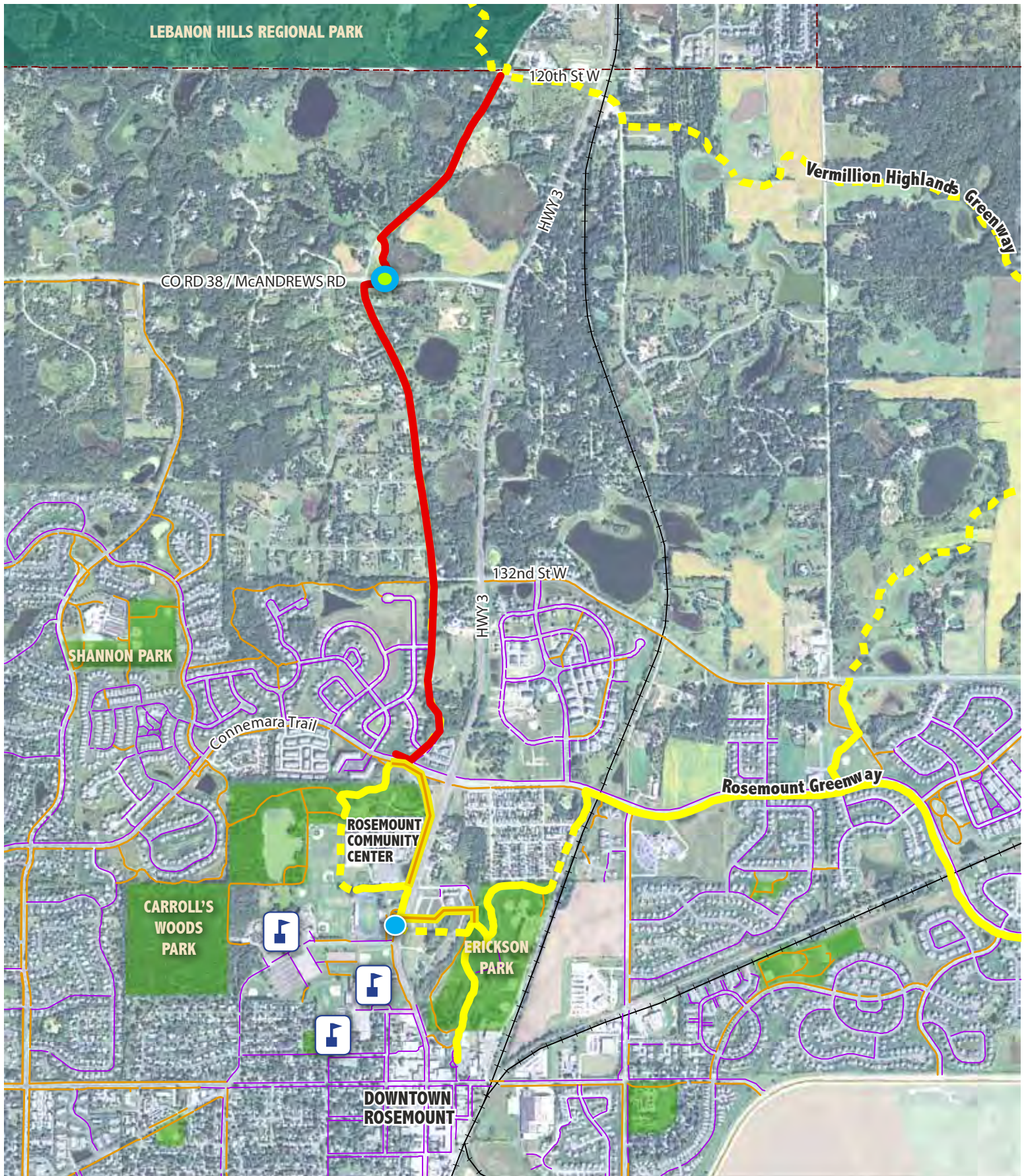
Connemara Trail

- █ Proposed Trail
- █ Existing Regional Greenway
- █ Interim Greenway Route
- █ Proposed Regional Greenway
- █ Local Trail
- █ Sidewalk

- █ Regional/ County Park
- █ City Park
- Proposed Underpass

ROSEMOUNT GREENWAY PROJECT SUMMARY

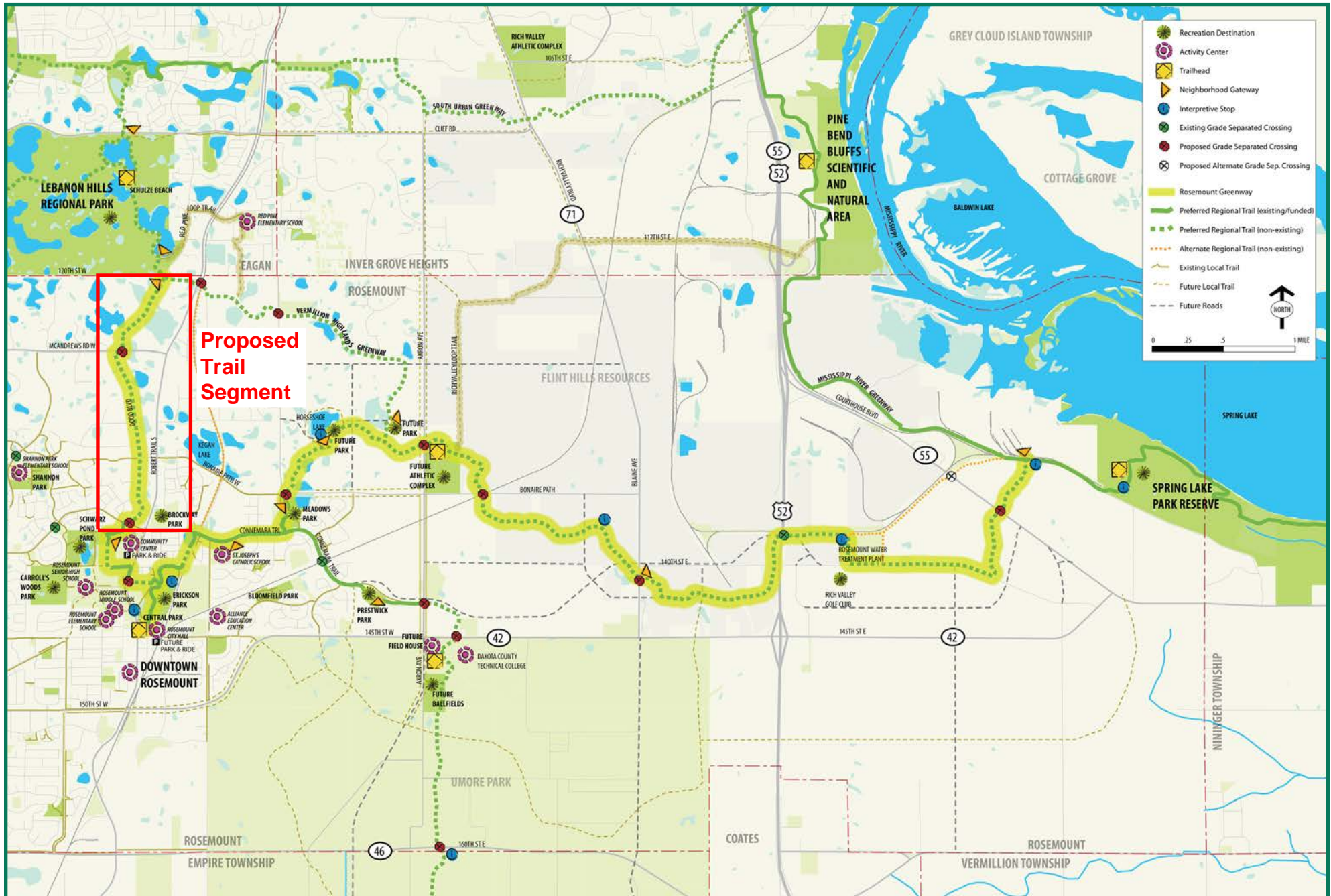




ROSEMOUNT GREENWAY PROJECT CONTEXT

- Proposed Trail
- Existing Regional Greenway
- Interim Greenway Route
- Proposed Regional Greenway
- Local Trail
- Sidewalk
- Regional/ County Park
- City Park
- Municipal Boundary
- UMORE Property
- School
- Existing Underpass
- Proposed Underpass

Figure 24. Rosemount Greenway Concept Plan

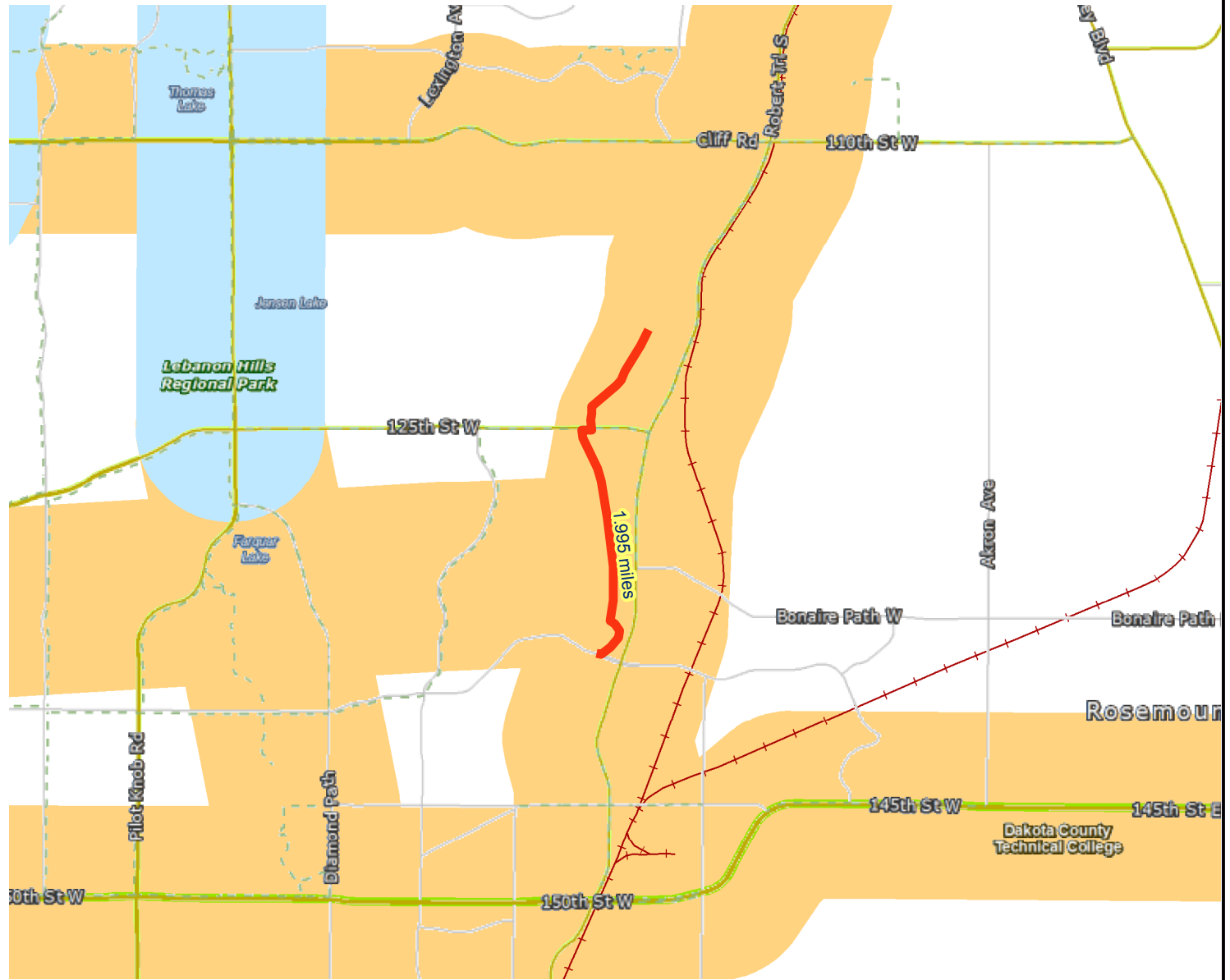


RBTN Evaluation and Major Barriers

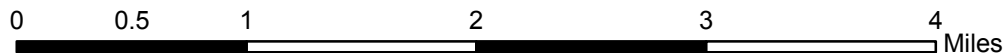
Multituse Trails and Bicycle Facilities Project: Rosemount Greenway | Map ID: 1417030444214

Results

Project IN TIER 2 Bicycle Transport Corridor.



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



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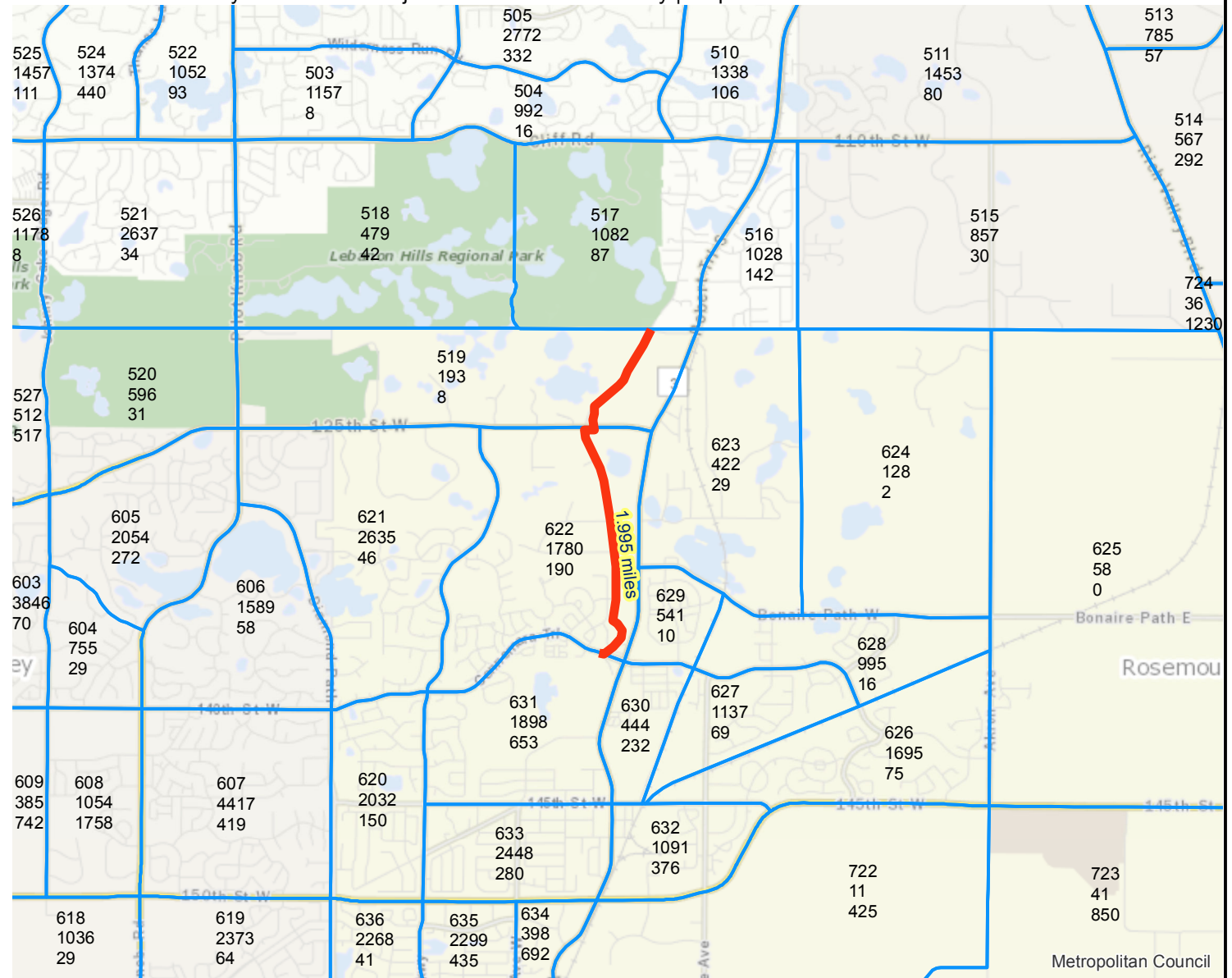


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Population Summary

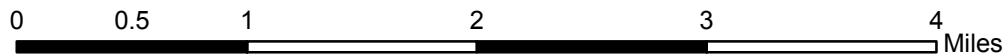
Multiuse Trails and Bicycle Facilities Project: Rosemount Greenway | Map ID: 1417030444214



Results

Within ONE Mile of project:
 Total Population: 20885
 Total Employment: 2437

 Project
 2010 TAZ



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 LandscapeRSA4



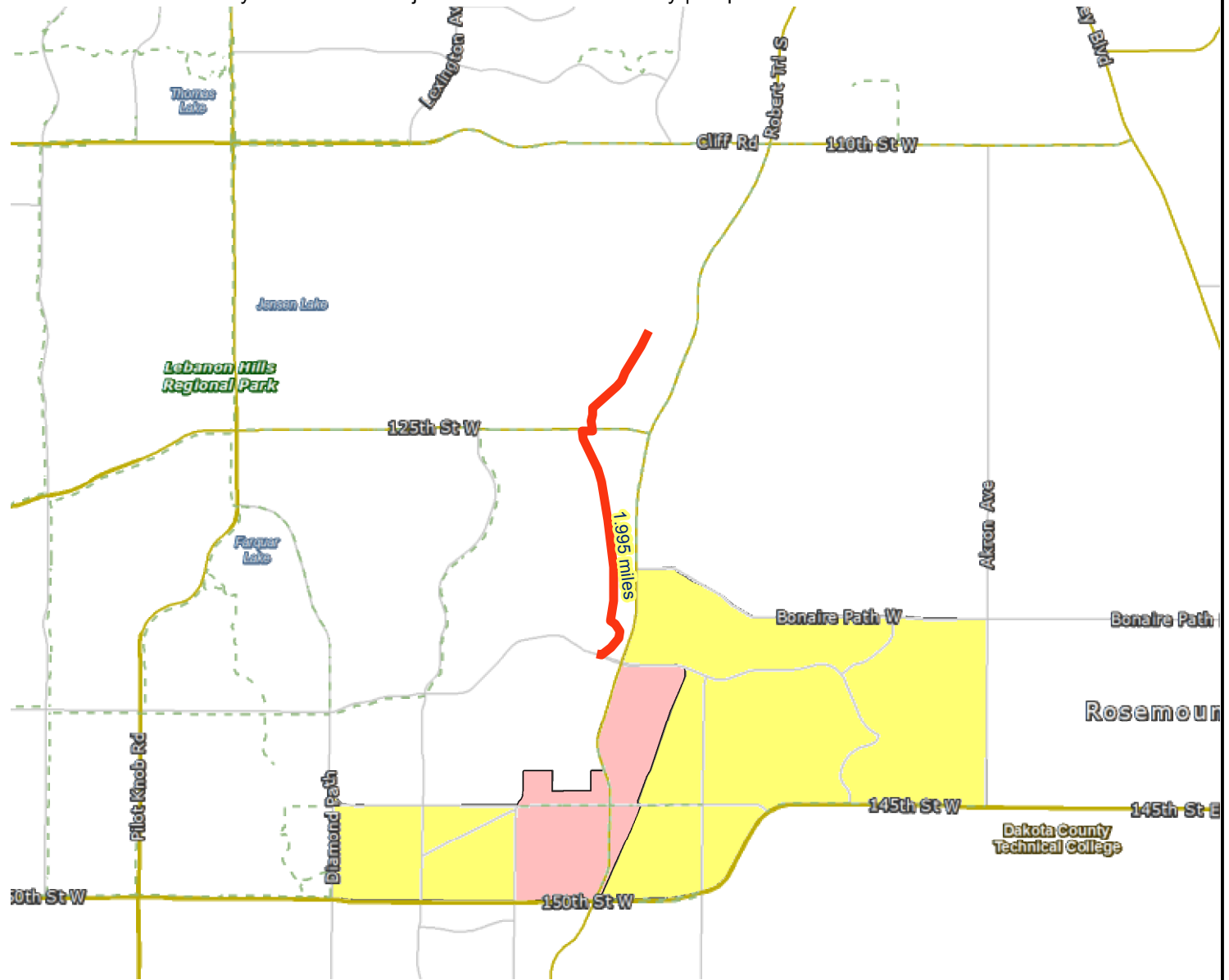
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>







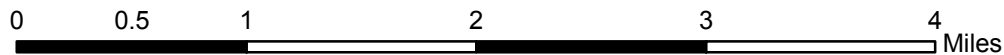
Socio-Economic Conditions Multiuse Trails and Bicycle Facilities Project: Rosemount Greenway | Map ID: 1417030444214

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



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LandscapeRSA2



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Results

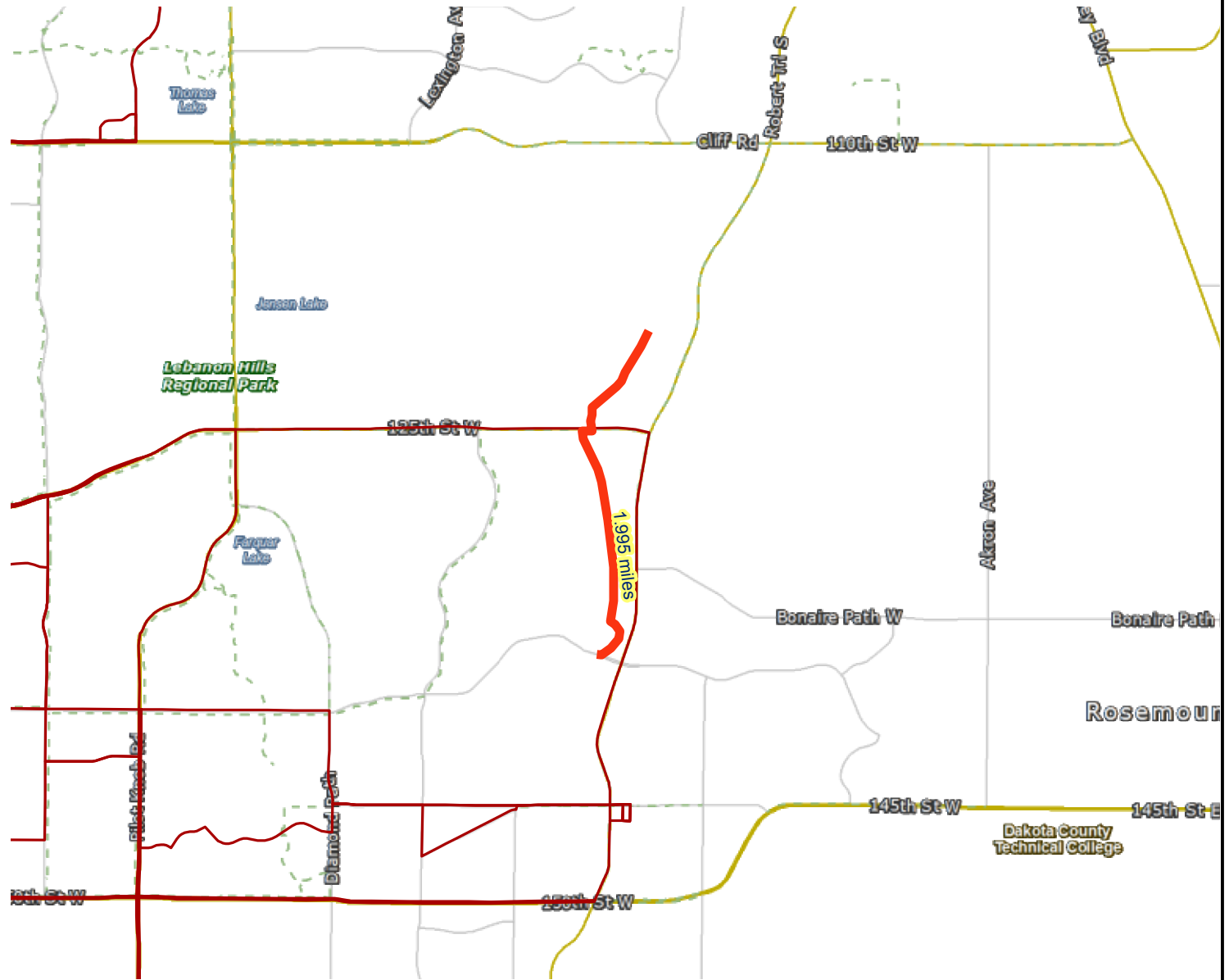
Transit with a Direct Connection to project:
478

Transit within QTR mile of project:
478

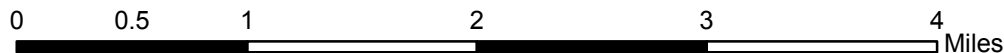
Transit within HALF mile of project:
478

Transit within ONE mile of project:
420 476 478

**indicates Planned Alignments*



Project
Transit Routes



Created: 11/26/2014
LandscapeRSA3



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

