



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02236 - Lake Marion/South Creek Greenway - Ritter Farm Park Extension

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 12/01/2014 1:18 PM

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## Primary Contact

**Name:\*** Brett Altergott  
Salutation First Name Middle Name Last Name

**Title:** Parks & Recreation Director

**Department:**

**Email:** baltergott@lakevillemn.gov

**Address:** 20195 Holyoke Ave

**\*:** Lakeville Minnesota 55044  
City State/Province Postal Code/Zip

**Phone:\*** 952-985-4601  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** LAKEVILLE, CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:** City  
**Organization Website:**  
**Address:** 20195 HOLYOKE AVE  
  
\* LAKEVILLE Minnesota 55044  
City State/Province Postal Code/Zip  
**County:** Dakota  
**Phone:\*** 952-985-2800  
Ext.  
**Fax:**  
**PeopleSoft Vendor Number** 0000020957A1

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## Project Information

**Project Name** Lakeville Lake Marion Greenway Ritter Farm Gap  
**Primary County where the Project is Located** Dakota  
**Jurisdictional Agency (If Different than the Applicant):**

The 2008 Dakota County Park System Plan established the foundation for a county-wide network of regional greenway trails that connect parks, schools, libraries, local trails and other community destinations throughout the county. Dakota Countys greenway vision encompasses 200 miles of regional greenways. The Lake Marion Greenway is one of these regional greenways, which is envisioned as a continuous regional destination trail for non-motorized transportation and nature-based recreation. When it is completed, the Lake Marion Greenway will connect Burnsville, Savage, Credit River Township, Lakeville, and Farmington. The Lake Marion Greenway will link the Minnesota River and the Minnesota River Greenway to Murphy-Hanrehan Park Reserve, Ritter Farm Park, Lake Marion, downtown Lakeville, South Creek and downtown Farmington.

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

As a segment of the Lake Marion Greenway, the Lakeville-Lake Marion Greenway Ritter Farm Gap is a planned off-road, multi-use, paved trail in western Lakeville. The trail project eliminates a two-mile trail gap by providing a safe, signalized crossing of Kenrick Avenue, a busy frontage road of I-35, as well as a route across an existing crossing of I-35 at 195th Street. The current crossings of I-35 at 185th Street and 205th Street are two miles apart. On the west side of I-35, the proposed trail will eliminate a significant trail gap between 185th Street and 195th Street, using Ritter Farm Park for its primary route. At 340 acres, Ritter Farm Park is the City of Lakevilles largest park. It is a unique natural park located adjacent to Lake Marion with open picnic areas, a picnic shelter, an environmental learning center, trails, lakeshore fishing, and archery. Ultimately, this trail will link Lakeville to Burnsville and the Minnesota River via Murphy-Hanrehan Park Reserve, which is located in both Dakota and Scott counties.

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.

**Connection to Local Planning**

- Lake Marion Greenway Pages 37-42

- Lakeville Comprehensive Plan Pages 121-126, 155

- The Dakota County 2030 Park System Plan - Page 2.15

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## 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** \$840,000.00

**Match Amount** \$210,000.00

*Minimum of 20% of project total*

**Project Total** \$1,050,000.00

**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:** 2018

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## Project Information

**County, City, or Lead Agency** City of Lakeville

**Zip Code where Majority of Work is Being Performed** 55044

**(Approximate) Begin Construction Date** 05/01/2018

**(Approximate) End Construction Date** 10/01/2018

**LOCATION**

**From:** Judicial Road at 185th Street (CR 60)  
**(Intersection or Address)**

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

**To:** Kenrick Avenue at 195th Street  
**(Intersection or Address)**

**Type of Work** grading, aggregate base, bituminous base, bituminous surface,  
 ped ramps, and signal

*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**

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Mobilization (approx. 5% of total cost)	\$53,000.00
Removals (approx. 5% of total cost)	\$53,000.00
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	\$20,500.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$129,000.00
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
<b>Totals</b>	<b>\$255,500.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$585,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$4,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$15,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$27,000.00
Bicycle and Pedestrian Contingencies	\$110,500.00
Other Bicycle and Pedestrian Elements	\$53,000.00
<b>Totals</b>	<b>\$794,500.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

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## Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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### Totals

Total Cost	\$1,050,000.00
Construction Cost Total	\$1,050,000.00
Transit Operating Cost Total	\$0.00

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## 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**

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## 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.**

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## Other Attachments

File Name	Description	File Size
LMG_Lakeville_Attachments.pdf	Local match resolution, trail segment map, and Lake Marion Greenway Master Plan.	938 KB



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## 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\_LMG\_Lakeville.pdf

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## Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only) 9971

Existing Employment Within One Mile (Integer Only) 2669

Completed by Metropolitan Council Staff

Total Project Cost \$1,050,000.00

Cost Effectiveness for Population \$105.31

Cost Effectiveness for Employment \$393.41

Upload Map Population-Summary\_LMG\_Lakeville.pdf

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## 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)

As it is free to the public, this trail will provide an inexpensive and convenient recreational amenity for low-income populations in Lakeville 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 convenient recreational experience. Ritter Farm Park, which is primarily where this trail will be located, is a nature-oriented park that provides year-round activities including hiking, nature camps for kids and families, art camps, and special events.

The installation of a pedestrian crossing at Kenrick Avenue and 195th Avenue is important to accessibility as the intersection is currently uncontrolled and a safety hazard for trail users, particularly for families. The project also has greater connectivity benefits as it will complete a connection to Murphy-Hanrehan Regional Park Reserve so residents from all over Lakeville can reach this undeveloped gem of Three Rivers Park District.

Upload Map

Socio-Econ\_LMG\_Lakeville.pdf

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## Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Lakeville	2.0
	2

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## Total Project Length

Total Project Length 2.0

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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
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Lakeville	2.0	2.0	61.0	1.0	61.0
		2	61	1	61

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## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	2.0
Total Housing Score	61.0

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### 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

This trail project provides a Critical Bicycle Transportation Link addressing all three barrier types identified in the Twin Cities Regional Bicycle System Study. I-35 is a four-lane divided highway that creates a major barrier for pedestrians and bicyclists to travel east-west. I-35 has a posted speed limit of 70 mph and ADT of 64,000. The nearest parallel pedestrian/bike crossings of I-35 are one mile away, which are 185th Street (north) and 205th Street (south). Both crossings are grade-separated crossings of I-35 that have multi-use trails. This trail project would remove this physical barrier by using an existing grade-separated crossing (bridge) over I-35 to fill a two-mile separation between existing crossings of I-35.

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

This trail segment of the regional Lake Marion Greenway closes a gap in the regional bicycle network by providing a multi-use trail connecting existing multi-use trails east of I-35 on 195th Street and Kenrick Avenue to an existing multi-use trail west of I-35 on 185th Street. This trail project improves connectivity between jurisdictions by connecting existing multi-use trails in Lakeville, east of I-35, to existing multi-use trails on 185th Street, west of I-35, in Credit River Township, and Judicial Road, connecting to Savage and Burnsville.

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## Measure B: Project Improvements

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

The closest parallel bike/pedestrian crossing of I-35 is 185th Street, which is an A Minor Arterial four-lane divided highway with 24,800 ADT west of I-35 and a posted speed limit of 55 mph. There is a multi-use trail on the north side of 185th Street. This trail project would improve safety for pedestrians and bicyclists by providing a trail located primarily in a park environment (Ritter Farm Park) and along streets with significantly lower traffic volumes, including 195th Street, Kenrick Avenue, and Judicial Road.

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## Measure A: Transit Connections

Existing Routes Directly Connected to the Project	492
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_LMG_Lakeville.pdf

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## Response

*Met Council Staff Data Entry Only*

Route Ridership Directly Connected	185574.0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	0
Transitway Ridership Indirectly Connected	0

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## Measure B: Pedestrian Connections

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

West of I-35, this section of the Lake Marion Greenway will connect to an existing multi-use trail located on 185th Street and an existing multi-use trail on Judicial Road north of 185th Street that leads to an existing parking lot and entrance to Murphy-Hanrehan Park Reserve. East of I-35, this project will connect to existing multi-paved trails on 195th Street and Kenrick Avenue. Kenrick Avenue extends north-south from 185th to 205th, while 195th Street extends east into Casperson Park and the Citys Juno Trailway around Lake Marion. Within Ritter Farm Park, users will be able to access hiking, cross country skiing, and equestrian soft surface trails.

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## Measure C: Multimodal Facilities

Within Ritter Farm Park, the alignment of the greenway trail will be coordinated with the City's future plans for the park in order to avoid impacts to existing soft surface trails and natural resources. Consistent, high-quality design of the trail, including benches, bumpouts, wayfinding, and interpretation, will elevate the greenway experience for pedestrians and bicyclists above that of a utilitarian trail to a first-class regional destination. Trailhead facilities, including restrooms, will be provided at nearby Casperson Park, located to the east of I-35 and Kenrick Avenue. Providing a pedestrian-activated crossing signal at 195th Street and Kenrick Avenue is therefore important in providing a safe means for trail users to reach these facilities. In addition to at Casperson Park, parking will be available at Ritter Farm Park.

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

Transit services in Lakeville are generally focused on park and ride facilities located far from this greenway. Thus, this project does not include specific improvements to support transit use other than eliminating an overall gap in the local and regional trail system. Note that Route 492 shown in the Transit Connectivity map as in the project area only crosses through it with no stops. The closest stops for that route are more than 5 miles to the west in Downtown Prior Lake and 10 miles to the north in Burnsville.

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## 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**

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## 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**

01/01/2017

## **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**

01/01/2017

## **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** 03/31/2018

**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** 01/31/2018

**9)Letting**

**Anticipated Letting Date** 05/01/2018

**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 21<sup>st</sup> 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:

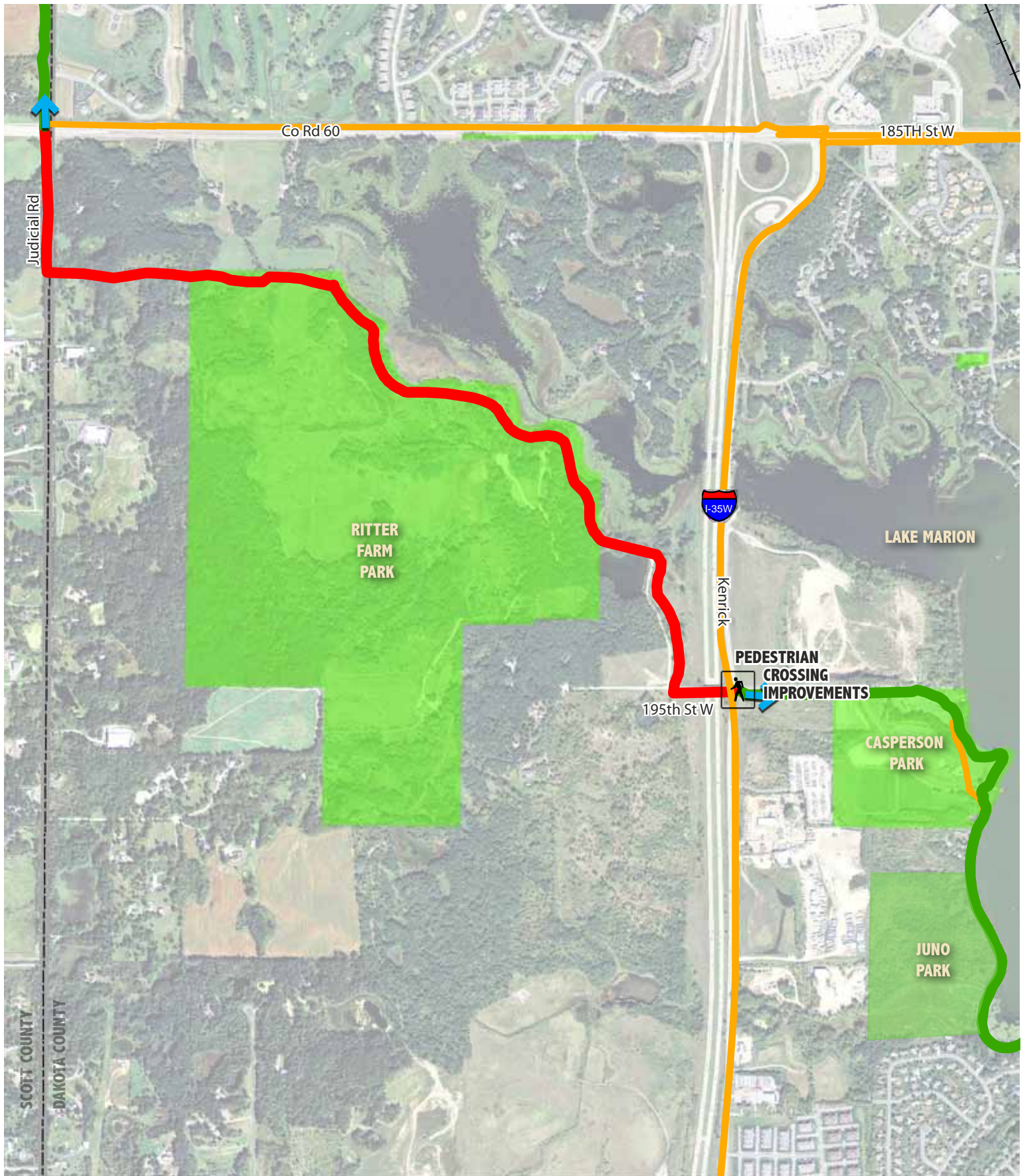
1. County State Aid Highway (CSAH) 9 (Dodd Boulevard) from Hayes Avenue to CSAH 23 (Cedar Avenue) in Lakeville
2. CSAH 26 (Lone Oak Road) at its intersection with CSAH 43 (Lexington Avenue) in Eagan
3. CSAH 26 (70<sup>th</sup> Street) at its intersection with Trunk Highway (TH) 3 in Inver Grove Heights
4. CSAH 28/63 (Yankee Doodle Road/Argenta Trail) from south of TH 55 to south of CSAH 26 (70<sup>th</sup> Street)
5. CSAH 31 (Pilot Knob Road) from I-35E to north of Central Parkway in Eagan
6. CSAH 42 (145<sup>th</sup> Street East) at its interchange with TH 52 in Rosemount
7. CSAH 23 (Foliage Avenue) from CSAH 86 (280<sup>th</sup> Street) to CR 96 (320<sup>th</sup> Street) in Greenvale Township
8. CSAH 86 (280<sup>th</sup> Street) from CSAH 23 (Galaxie Avenue) to TH 3 in Eureka, Greenvale, Castle Rock, and Waterford Townships
9. CSAH 86 (280<sup>th</sup> 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 14<sup>th</sup> Avenue to 3<sup>rd</sup> 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

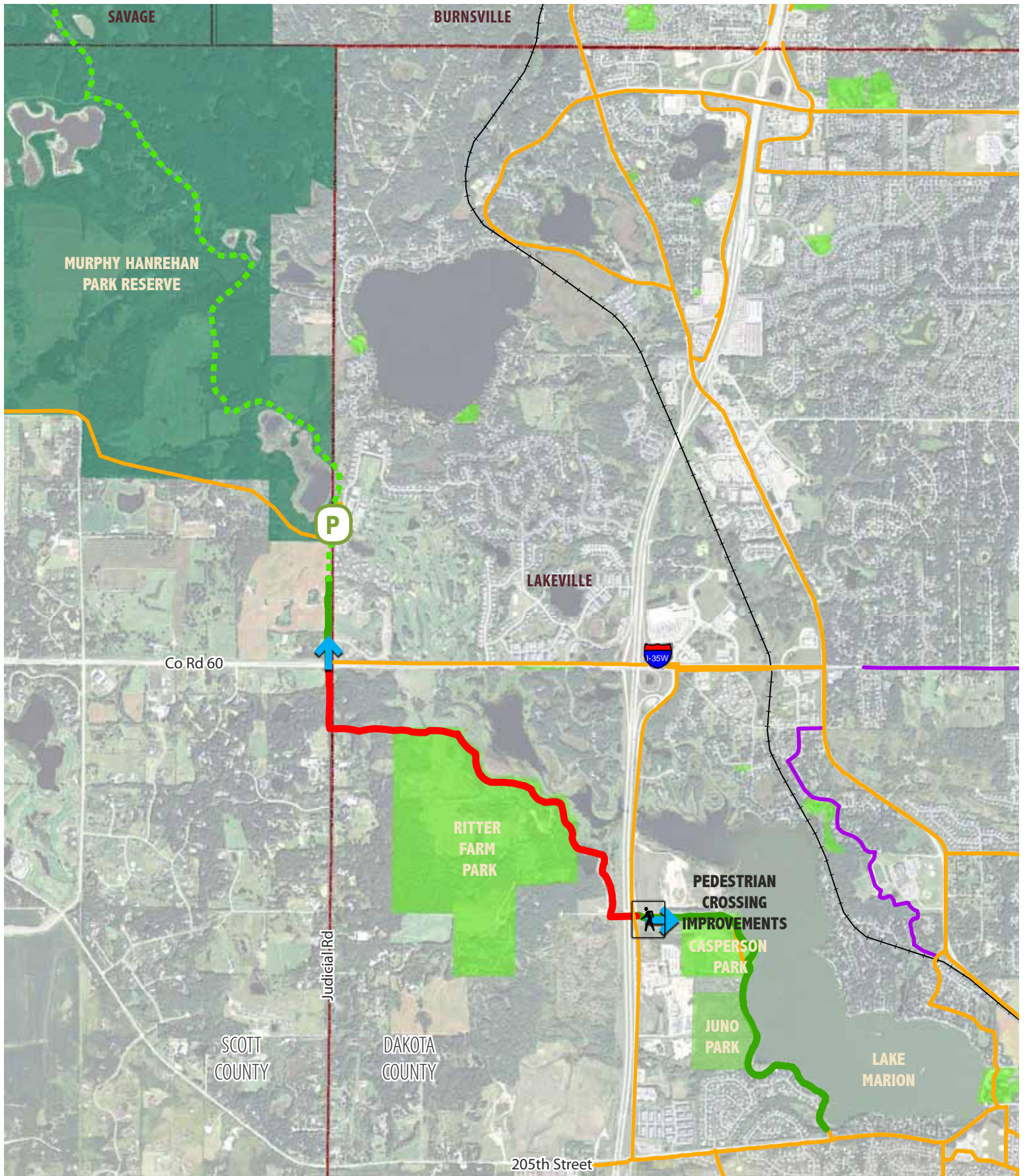
BE IT FURTHER RESOLVED, That, subject to federal funding award of the city lead projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County's share of the matching funds consistent with Dakota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



- █ Proposed Trail
- █ Existing Regional Greenway
- █ Existing Local Trail
- County Boundary
- █ City Park
- ← Connection to existing Dakota County Greenway

**LAKEVILLE LAKE MARION GREENWAY PROJECT SUMMARY**





- █ Proposed Trail
- █ Existing Regional Greenway
- █ Proposed Regional Greenway
- █ Existing Local Trail
- █ Existing Sidewalk
- █ Existing Bike Lane

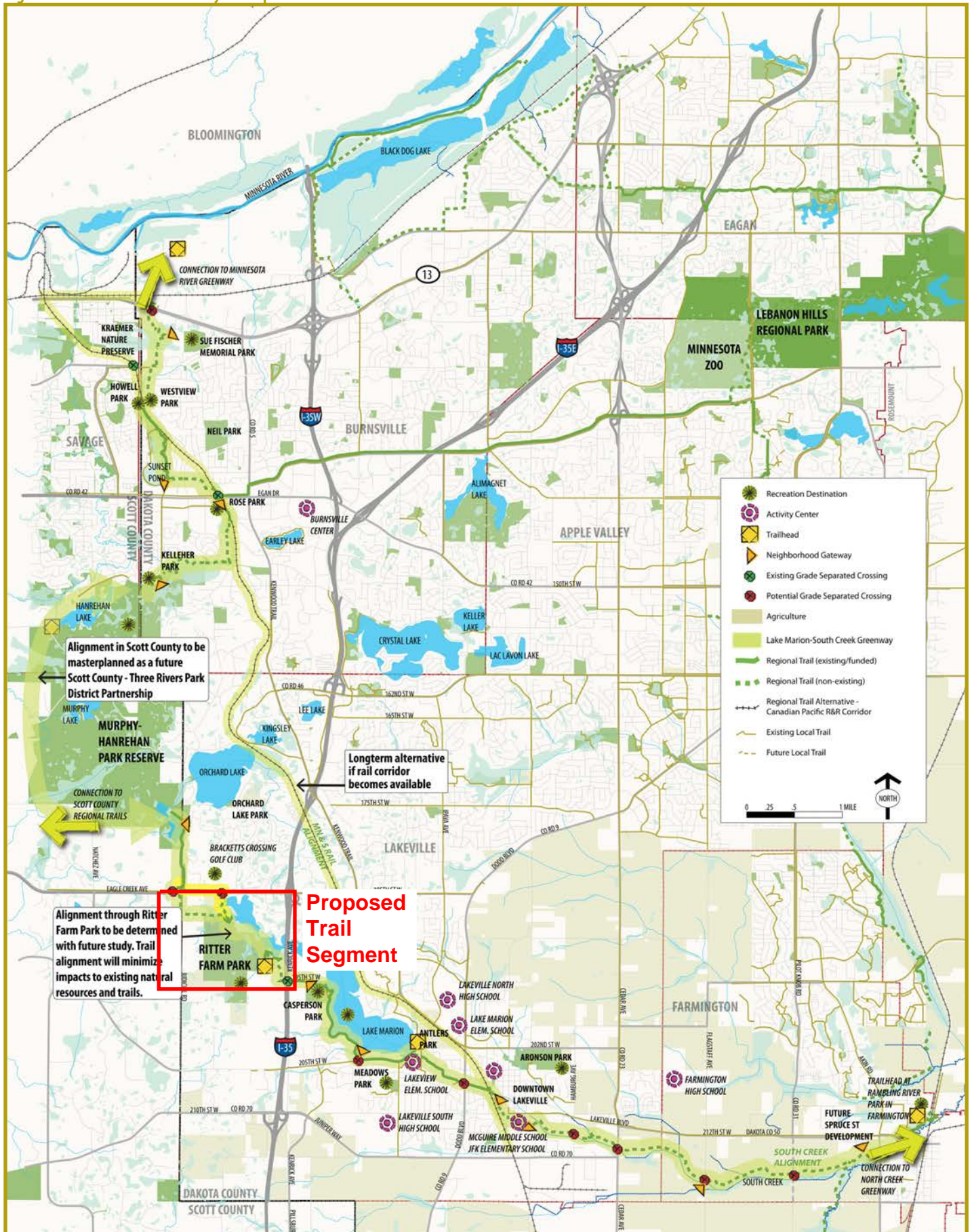
- County Boundary
- Municipal Boundary
- Regional Park
- City Park

**LAKEVILLE LAKE MARION GREENWAY PROJECT CONTEXT**

- P Parking
- ← Connection to existing Dakota County Greenway



Figure 21. Lake Marion Greenway Concept Plan

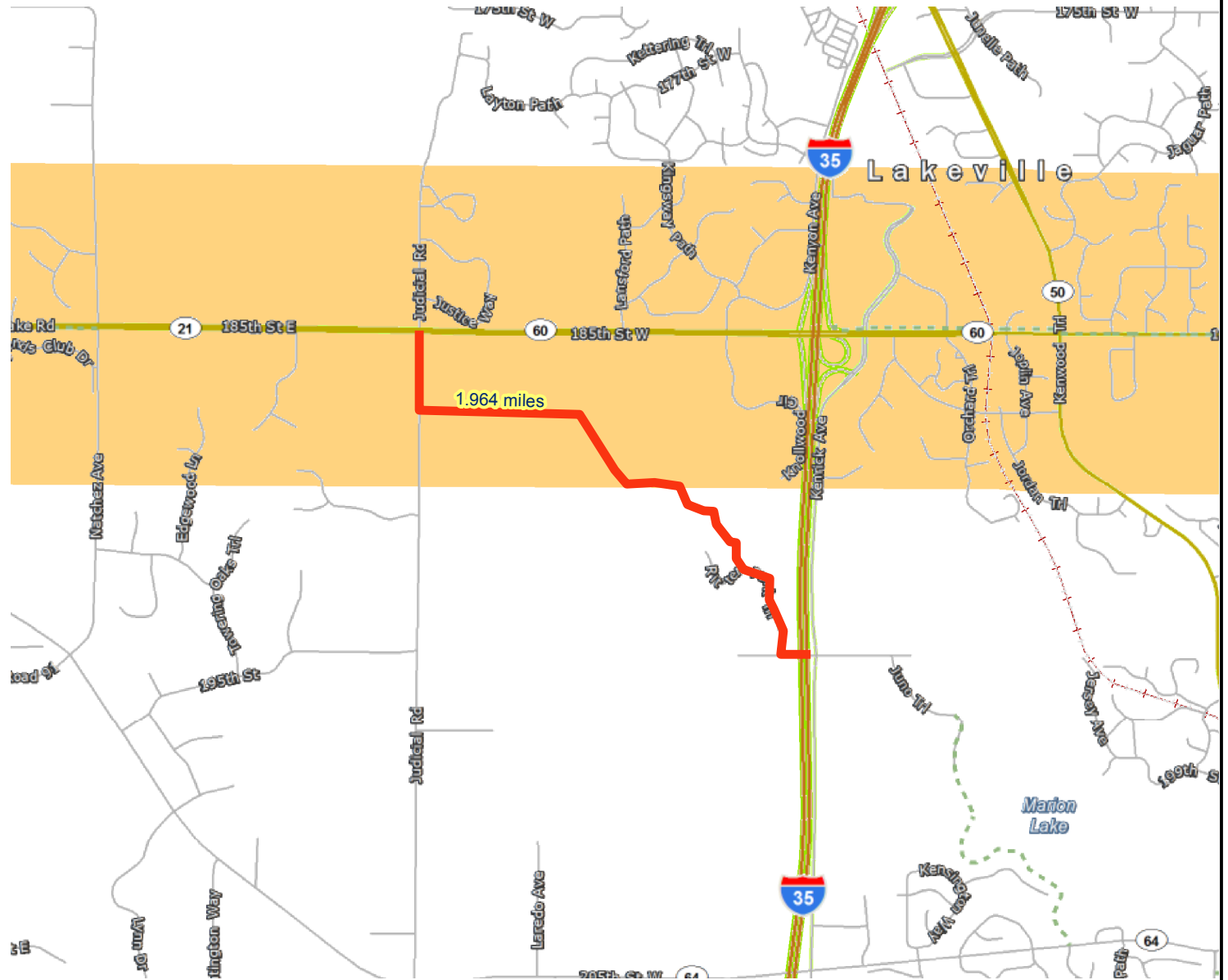


# RBTN Evaluation and Major Barriers

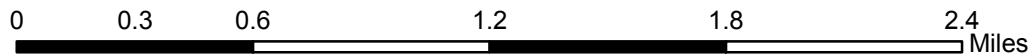
Multiseuse Trails and Bicycle Facilities Project: Ritter Farm Connection | Map ID: 1415217320252

## Results

Project IN TIER 2 Bicycle Transport Corridor.



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



Created: 11/5/2014  
LandscapeRSA1



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



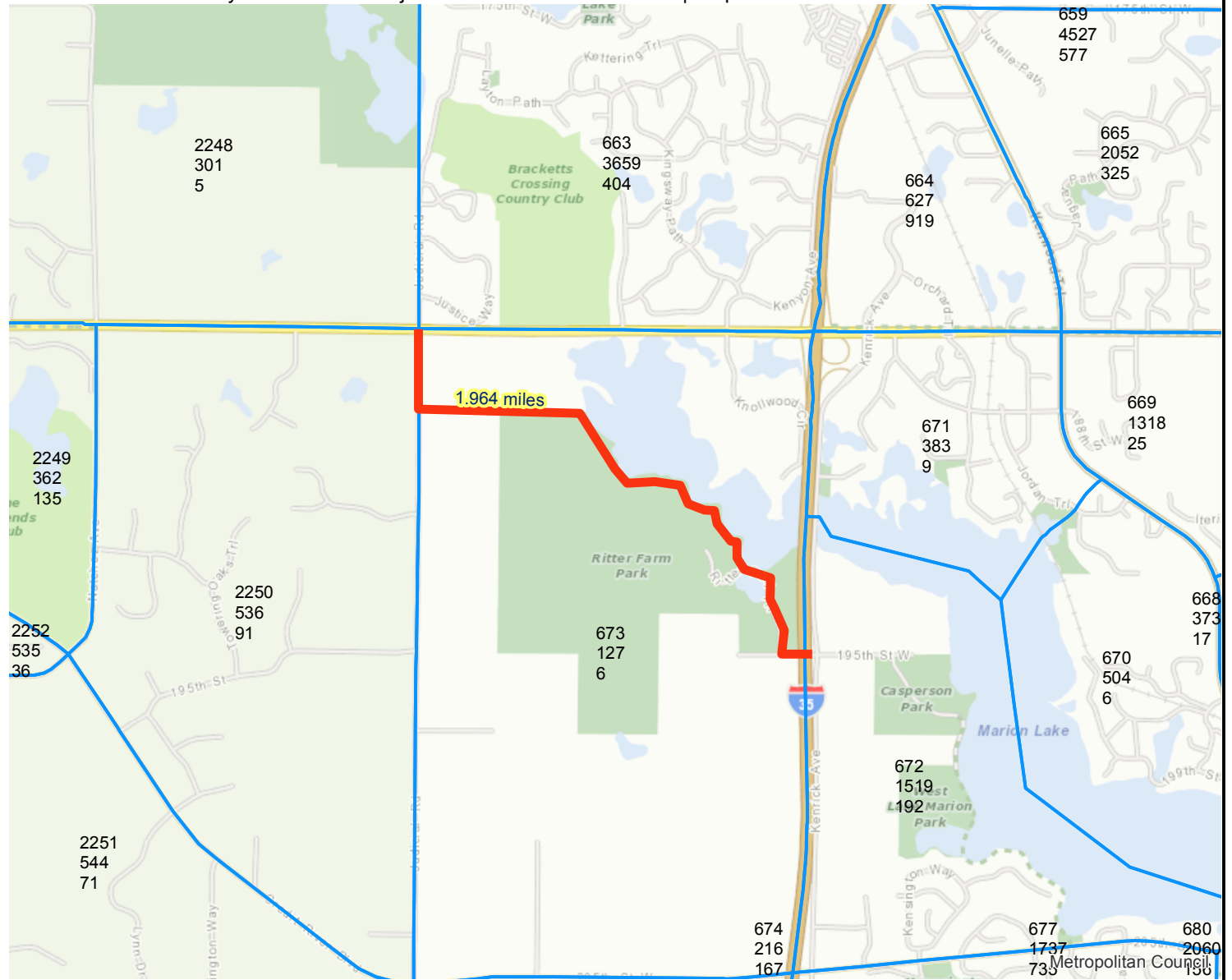


# Population Summary

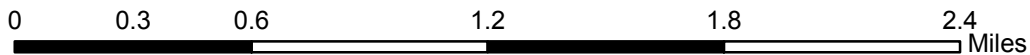
Multiuse Trails and Bicycle Facilities Project: Ritter Farm Connection | Map ID: 1415217320252

## Results

Within ONE Mile of project:  
 Total Population: 9971  
 Total Employment: 2669



- Project
- 2010 TAZ



Created: 11/5/2014  
 LandscapeRSA4



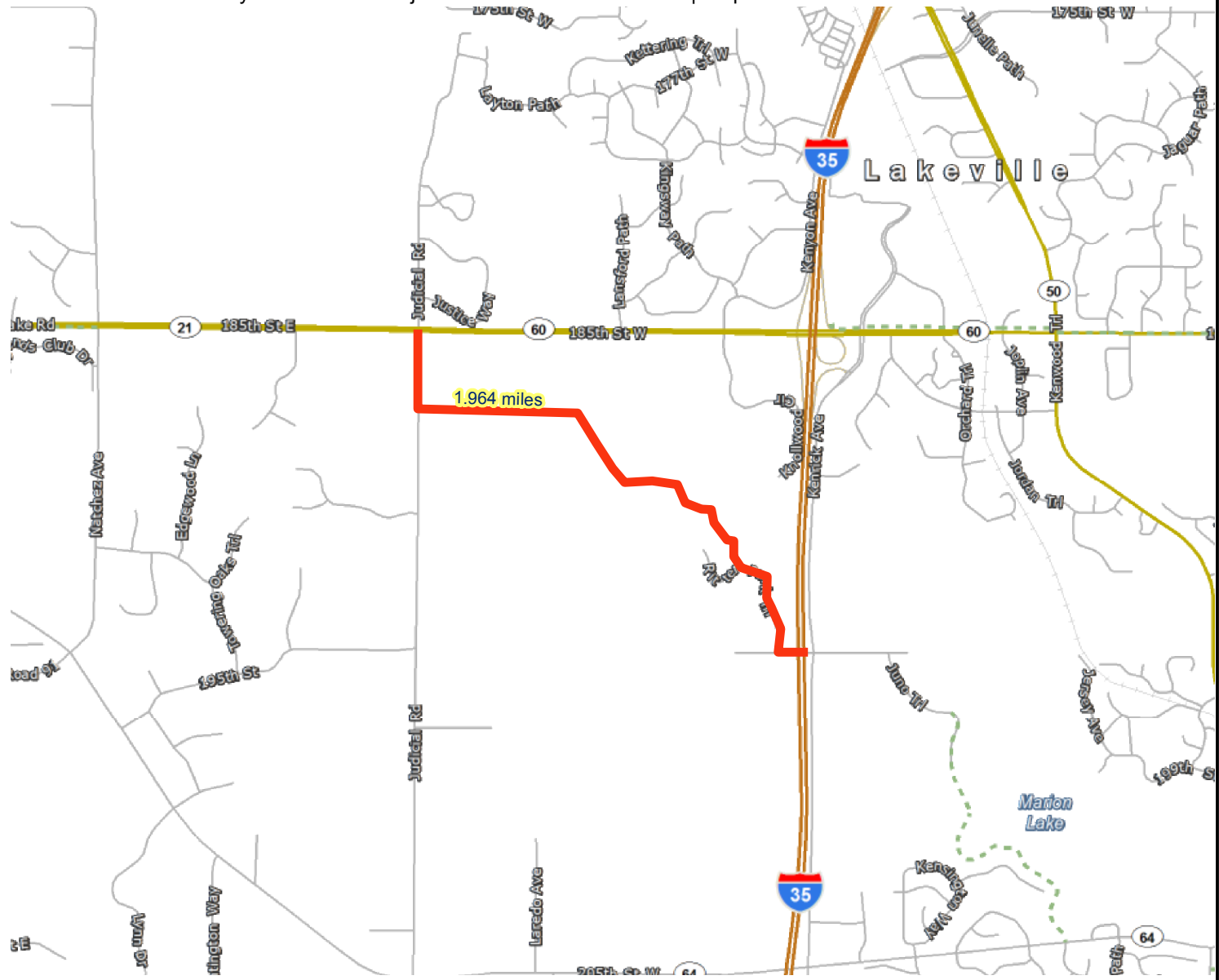
For complete disclaimer of accuracy, please visit  
<http://gisweb.site.metc.state.mn.us/gissitenew/notice.aspx>



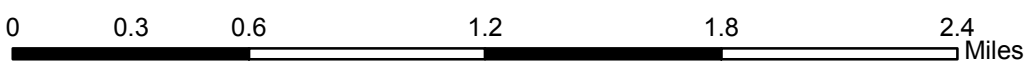


Results

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

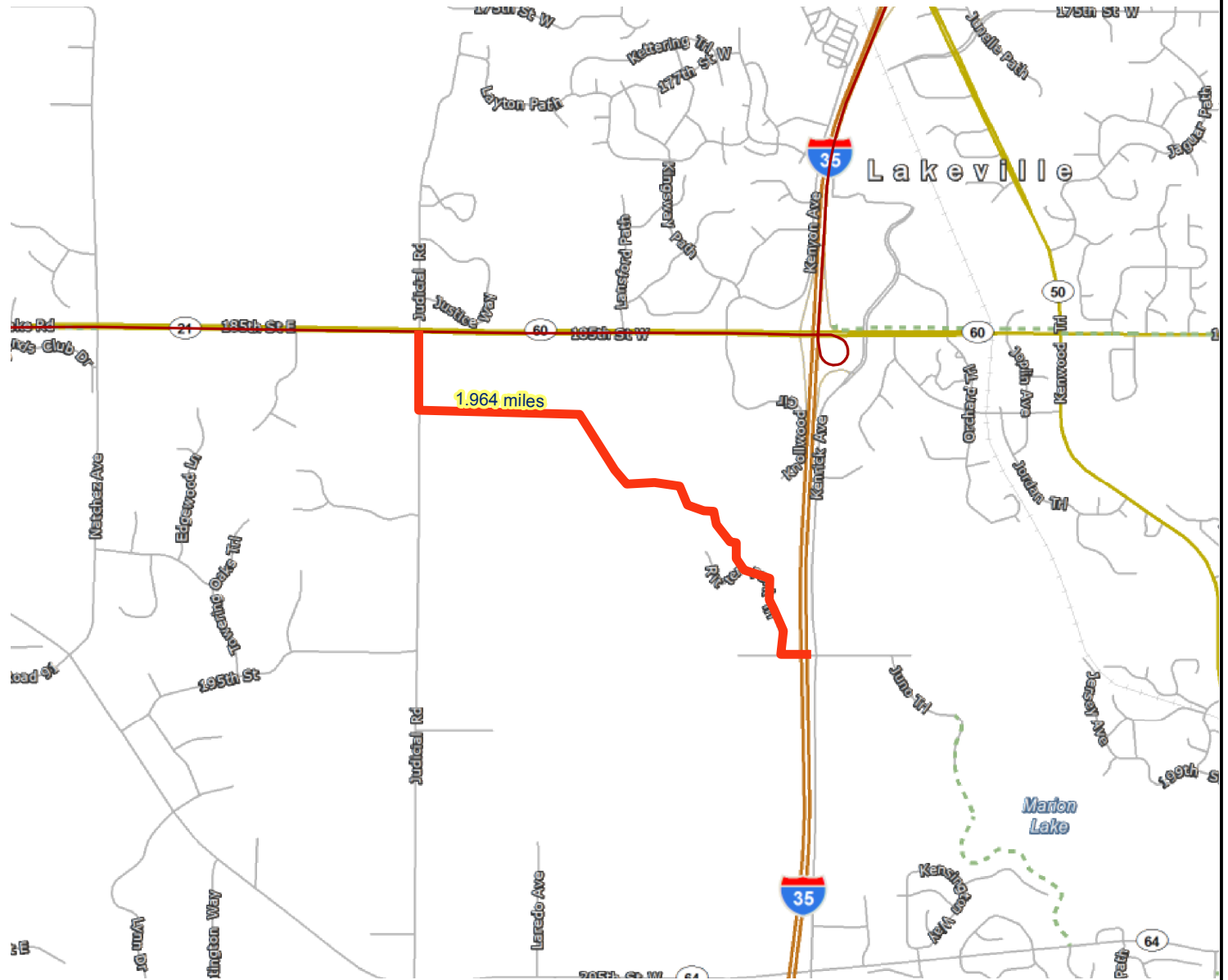
Transit with a Direct Connection to project:  
492



Transit within QTR mile of project:  
492

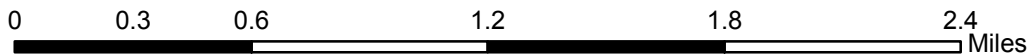
Transit within HALF mile of project:  
492

Transit within ONE mile of project:  
492

*\*indicates Planned Alignments*



 Project  
 Transit Routes



Created: 11/5/2014  
LandscapeRSA3



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