



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

04933 - TH 149 Underpass

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/15/2016 12:49 PM

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## Primary Contact

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**\*:** Apple Valley Minnesota 55124  
City State/Province Postal Code/Zip

**Phone:\*** 952-891-7159  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** DAKOTA COUNTY

**Jurisdictional Agency (if different):**

**Organization Type:** County Government

**Organization Website:**

**Address:** TRANSPORTATION DEPT  
14955 GALAXIE AVE

**\*** APPLE VALLEY Minnesota 55124  
City State/Province Postal Code/Zip

**County:** Dakota

**Phone:\*** 952-891-7100  
Ext.

**Fax:**

**PeopleSoft Vendor Number** 0000002621A15

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## Project Information

**Project Name** Dakota County River to River Greenway Dodd Road Underpass

**Primary County where the Project is Located** Dakota

**Jurisdictional Agency (If Different than the Applicant):**

This application seeks funding for the River to River Greenway underpass at Dodd Road (TH 149), a grade separated crossing that will remove a barrier for the RBTN 1 corridor in this area. The River to River Greenway underpass is located approximately 100 feet north of the intersection of Dodd Road and Highway 110. This underpass will improve local and regional connectivity and safety as it will divert pedestrian and bicycle traffic away from the major intersection of Dodd Road (TH 149) and Highway 110. The underpass would be a 10-foot by 14-foot box culvert.

This grade separated crossing plays an important role in the RBTN network and Dakota County's River to River Greenway, an 8 mile east to west route that connects the Mississippi River at Lilydale to the Mississippi River in South Saint Paul. The Greenway navigates through urban and suburban development in Mendota Heights, West St. Paul and South St. Paul, providing linkages to north-south RBTN routes and other Dakota County greenways that link to the employment and commercial areas in those communities and downtown St. Paul.

Providing a grade separated crossing of Dodd Road (TH 149) at its intersection with Highway 110 addresses significant barriers to mobility in this area. Currently, there are more than 27,000 vehicles traveling along Highway 110 and 9,000 vehicles on Dodd Road. Constructing an underpass of Dodd Road allows users of the existing trail along Highway 110 easier mobility of that busy, and reduced visibility, intersection. The underpass also capitalizes on upcoming regional investments, including the 2017 underpass of Highway 110 to the east of this intersection to facilitate north-south non-motorized transportation and the addition of a trail north on Dodd to Marie Avenue as part of upcoming road reconstruction projects.

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

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

<b>TIP Description Guidance</b> (will be used in TIP if the project is selected for funding)	Dodd Road (TH 149), Mendota Heights, north of intersection with TH 110, Construct grade separated underpass and multi-use trail
<b>Project Length (Miles)</b>	0.01

## 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** \$672,000.00

**Match Amount** \$168,000.00

*Minimum of 20% of project total*

**Project Total** \$840,000.00

**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 CIP

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

## Preferred Program Year

**Select one:** 2020

*For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.*

**Additional Program Years:** 2017, 2018, 2019

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

## Project Information

**County, City, or Lead Agency** Dakota County

**Zip Code where Majority of Work is Being Performed** 55118

**(Approximate) Begin Construction Date** 07/01/2020

**(Approximate) End Construction Date** 11/30/2020

**Name of Trail/Ped Facility:** Dakota County River to River Greenway Dodd Road Underpass

*(i.e., CEDAR LAKE TRAIL)*

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

**From:** West Side of Dodd Road at Highway 110  
(Intersection or Address)

**To:** East Side of Dodd Road at Highway 110  
(Intersection or Address)

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

Or At:

**Primary Types of Work**

Grade, Underpass, Aggregate Base, Bituminous Base,  
Bituminous Surface

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

**BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

Old Bridge/Culvert No.:

NA

New Bridge/Culvert No.:

Yes

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

Pedestrian Tunnel under Dodd Road north of Hwy 110

**Specific Roadway Elements**

**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**

**Cost**

Mobilization (approx. 5% of total cost)	\$40,000.00
Removals (approx. 5% of total cost)	\$40,000.00
Roadway (grading, borrow, etc.)	\$90,000.00
Roadway (aggregates and paving)	\$15,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$25,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$10,000.00
Striping	\$1,000.00
Signing	\$0.00
Lighting	\$15,000.00
Turf - Erosion & Landscaping	\$10,000.00
Bridge	\$500,000.00
Retaining Walls	\$50,000.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00

Other Roadway Elements	\$29,000.00
<b>Totals</b>	<b>\$825,000.00</b>

## Specific Bicycle and Pedestrian Elements

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

## 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
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## Transit Operating Costs

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

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## Totals

Total Cost	\$840,000.00
Construction Cost Total	\$840,000.00
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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

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

Goal: Healthy Environment (pg. 66)

Objectives: C) Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles. (pg. 66) D) Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations. (pg. 66)

Strategies: 1) Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel. (pg. 2.12

List the goals, objectives, strategies, and associated pages:

Goal: Access to Destinations (pg. 62)

Objectives: D) Increase transit ridership and the share of trips taken using transit, bicycling and walking. (pg. 62) E) Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations. (pg. 62)

Goal: Leveraging Transportation Investment to Guide Land Use (pg. 70)

Objectives: C - Encourage local land use design that integrates highways, streets, transit, walking, and bicycling. (pg. 70)

Strategies: 2) Local governments should include bicycle and pedestrian elements in local comprehensive plans. (pg. 2.15)



Goal: Competitive Economy (pg. 64)

Objectives: B) Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies: 1) The Council and its transportation partners will identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well-maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users. (pg. 2.11)

2) The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors. (pg. 2.11)

*(Limit 2500 characters; approximately 750 words)*

*3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.*

-River to River Greenway Masterplan (all pages)

-City of Mendota Heights 2030 Comprehensive Plan -Transportation Chapter (pg. 77-94) Parks and Trails Chapter (pg. 95-101)

**List the applicable documents and pages:**

- City of South St. Paul 2030 Comprehensive Plan - Transportation Chapter (pg. 30-34) Parks and Trails Chapter (34-41)

- TH 110 Grade Separated Crossing Study (all pages)

(Limit 2500 characters; approximately 750 words)

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

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

5. 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**

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

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

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

**Pedestrian Facilities (Sidewalks, Streetscaping, and ADA):** \$250,000 to \$1,000,000

**Safe Routes to School:** \$150,000 to \$1,000,000

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

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

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

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

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

10. 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**

11. 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**

12. 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**

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

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

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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

### Multiuse Trails on Active Railroad Right-of-Way:

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

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

### Safe Routes to School projects only:

3.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.

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1468591003531\_TH 149 Trail RBTN.pdf

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### Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 10051

Existing Employment Within One Mile (Integer Only) 5535

Upload the "Population Summary" map 1468591108843\_TH 149 Trail Pop.pdf

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## Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated 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

While the project is located in a census tract that is below the regional average for poverty or populations of color, the proposed underpass will be a significant improvement for those populations in the local area and regionally. In Mendota Heights, this intersection is the primary commercial and high density housing area for the community. As such, it is a primary destination for people of all ages, including children, the disabled, and the elderly.

The skew of the intersection and high roadway volumes make this intersection challenging to navigate. Currently, trail users who wish to cross Dodd Road are forced to cross four lanes of traffic. While there is a refuge for those traveling east, pedestrians and bicyclists traveling west must travel across the remaining three lanes at one time. This crossing is a huge barrier for the elderly, disabled, and children to reach shopping and services. This is an intimidating environment that would be greatly improved by the installation of a grade separated crossing.

In addition to improving access to Mendota Heights primary mixed-use node, this connection will drastically improve regional connectivity and safety for both the RBTN and Dakota County's Regional Greenway system. The River to River Greenway connects Mendota Heights, South St. Paul, and West St Paul

This improvement will improve the viability of access to Mendota Heights and Dakota County using non-motorized transportation which can improve access to jobs. The construction of this project will allow the vulnerable populations of Dakota County to make active living choices without incurring safety risks.

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

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map

1468591184921\_TH 149 Trail SE.pdf

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## Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Mendota Heights	0.01
	0

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## Total Project Length

Total Project Length (Total Population) 0.01

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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
		0	0	0	0

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

Total Project Length (Miles) 0.01  
Total Housing Score 0

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## Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

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

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

- Providing a safer, more protected on-street facility;

- Improving crossings at busy intersections (signals, signage, pavement markings); OR

- Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.

Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

**Closes a transportation network gap and/or 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

Currently, there are existing off-road trails on the east and west side of Dodd Road (TH 149), at Highway 110, an RBTN Tier 1 corridor. These trails lead to the only available crossing facility on Dodd Road. This crossing requires users to navigate across four lanes of traffic where the posted speed is 50 mph, including two turn lanes with a stop on the concrete refuge island. This portion of Dodd Road experiences an annual average daily traffic of about 30,000 cars. This configuration places cyclists and pedestrians right in the middle of vehicular traffic creating an unsafe and stressful environmental for cyclists and pedestrians as well as drivers.

**Response (Limit 2,800 characters; approximately 400 words)**

This project will create a grade-separated crossing in the form of an underpass underneath Dodd Road. This project would take place just north of the intersection, removing trail users from the intersection area completely. The underpass will bridge both a local and regional barrier. Locally, the project improves access to Mendota Heights? primary commercial area, a mixed-use node with commercial, medium and high density housing, Regionally, the project will improve connectivity and safety for the RBTN network and the River to River Greenway, a regional trail that connects Lilydale, Mendota Heights, West. St. Paul, and South St. Paul. Users will be able to use this greenway to connect to one of Dakota County's other 8 regional greenways and reach destinations like Downtown St. Paul.

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## Measure B: Project Improvements

The construction of the Dakota County River to River Greenway Dodd Road Underpass will correct a large safety deficiency in the existing Dakota County trail network as well as the Regional Bicycle Transportation Network. A safe underpass crossing facility will remove cyclist and pedestrian traffic from the busy, skewed intersection of Dodd Road (AADT of 8,600) and Highway 110 (AADT of 27,500). Between 2011 and 2015 this area experienced 2 bicycle crashes.

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

Currently, trail users must cross four lanes of traffic, including two turn lanes. The underpass will allow trail users to be completely removed from the roadways and eliminate the potential for future accidents. This will allow trail users and drivers to feel safe at this intersection. In addition, the flow of vehicular traffic will no longer be interrupted by cyclists and pedestrians who are not able to cross the intersection in time. Similarly, this underpass bring more continuity to trail users' trips as they will no longer have to stop for the crossing signal or wait on the concrete refuge island. This improvement brings a new level of safety to this portion of the Dakota County trail system and the regional bicycle transportation network that will encourage users of all ages and abilities to make active living choices.

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## Measure A: Multimodal Elements



The proposed River to River Greenway Dodd Road Underpass provides a safe, easy route for pedestrian movement under Dodd Road (TH 149) at Highway 110. The tunnel will be a significant improvement at this skewed intersection as currently pedestrians must travel across four lanes of traffic, including two turn lanes. The underpass will connect directly with existing trails on the west and east side of Dodd Road, eliminating the need for trail users to stop at the intersection to wait for a signal to cross.

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

The underpass will improve access to the transit stops located along the existing trail less than 500 feet east of Dodd Road on Market Street. These stops are serviced by Metro Transit route 75 with service to many local and regional destinations, including Downtown St. Paul, St. Paul, West St. Paul, Mendota Heights, and Inver Grove Heights. Within those cities the route stops at Signal Hills Shopping Center, Mendota Plaza and Park View Plaza which allows users to easily access employment and commercial opportunities that are outside of their immediate surroundings.

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## Transit Projects Not Requiring Construction

*If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

*Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.*

**Check Here if Your Transit Project Does Not Require Construction**

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## 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

## 3)Environmental Documentation (5 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% date submitted

Document in progress; environmental impacts identified; review request letters sent Yes

50%

Document not started

0%

Anticipated date or date of completion/approval 08/31/2017

## 4)Review of Section 106 Historic Resources (10 Percent of Points)

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

100%

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%

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

0%

Anticipated date or date of completion of historic/archeological review: 02/22/2016

**Project is located on an identified historic bridge**

**5)Review of Section 4f/6f Resources (10 Percent of Points)**

*4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?*

*6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?*

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

100%

**No impact to 4f property. The project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received**

100%

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

80%

**Project impacts to Section 4f/6f resources likely coordination/documentation has begun**

50%

**Project impacts to Section 4f/6f resources likely coordination/documentation has not begun**

30%

**Unsure if there are any impacts to Section 4f/6f resources in the project area**

0%

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

**Right-of-way, permanent or temporary easements not required** Yes

100%

**Right-of-way, permanent or temporary easements has/have been acquired**

100%

**Right-of-way, permanent or temporary easements required, offers made**

75%

**Right-of-way, permanent or temporary easements required, appraisals made**

50%

**Right-of-way, permanent or temporary easements required, parcels identified**

25%

**Right-of-way, permanent or temporary easements required, parcels not identified**

0%

**Right-of-way, permanent or temporary easements identification has not been completed**

0%

**Anticipated date or date of acquisition**

**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)Interchange Approval (15 Percent of Points)\***

*\*Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

**Project does not involve construction of a new/expanded interchange or new interchange ramps** Yes

100%

**Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee**

100%

**Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee**

0%

**9)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 11/30/2017

**10) Letting**

Anticipated Letting Date 01/26/2018

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**Measure A: Cost Effectiveness**

Total Project Cost (entered in Project Cost Form): \$840,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$840,000.00

**Points Awarded in Previous Criteria**

Cost Effectiveness \$0.00

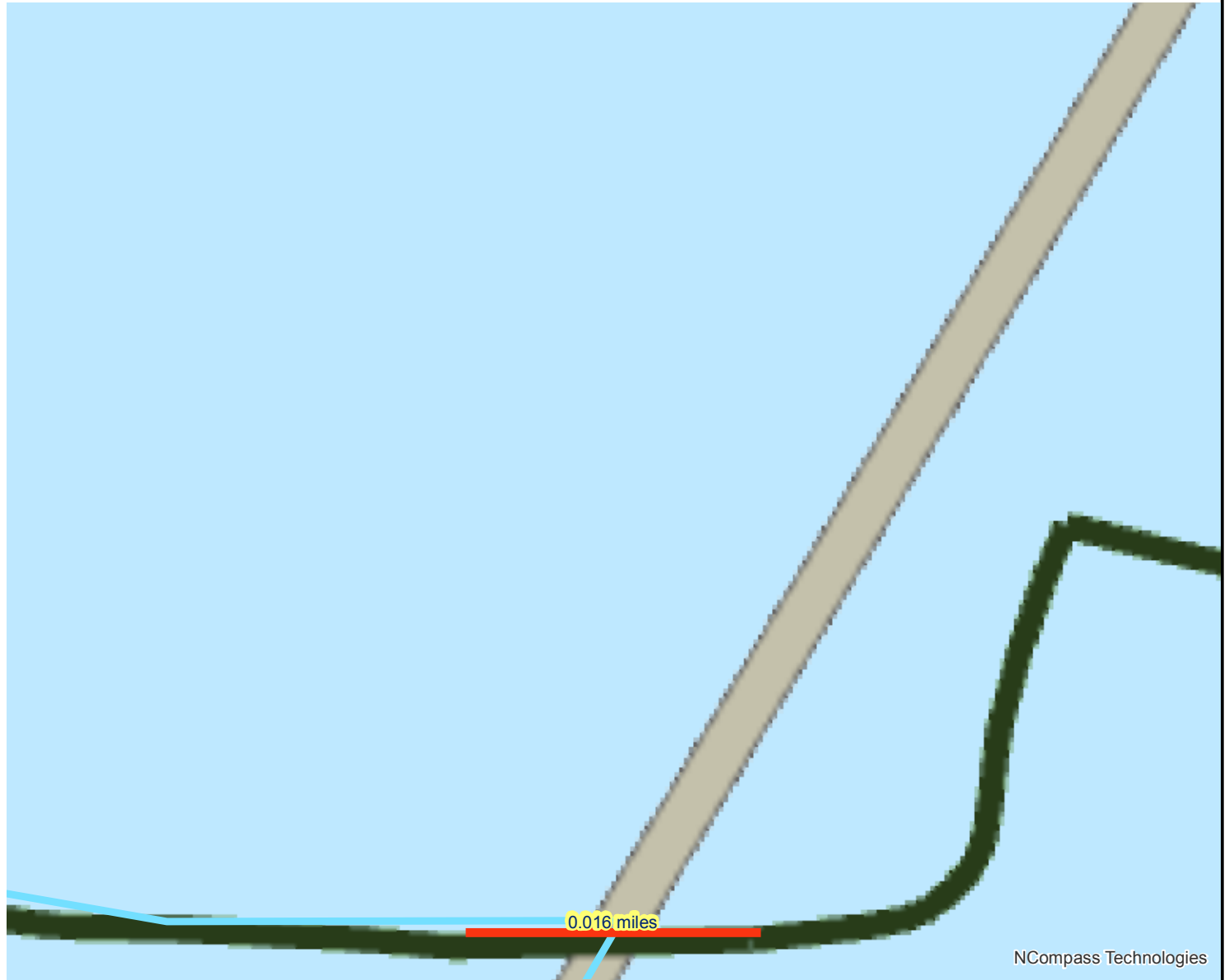
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**Other Attachments**

File Name	Description	File Size
Dakota County Resolution June 21 2016.pdf	Dakota County Resolution	178 KB
Dakota County River to River Greenway Dodd Road Underpass PORTRAIT.pdf	1) Project Area Map 2) Google Street Views 3) MnDOT Letter 4) Dakota County Resolution	3.4 MB

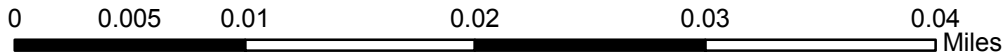
# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Dakota County River to River Greenway Dodd Road Underpass | Map ID: 1468528433939



NCompass Technologies

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



Created: 7/14/2016  
LandscapeRSA1



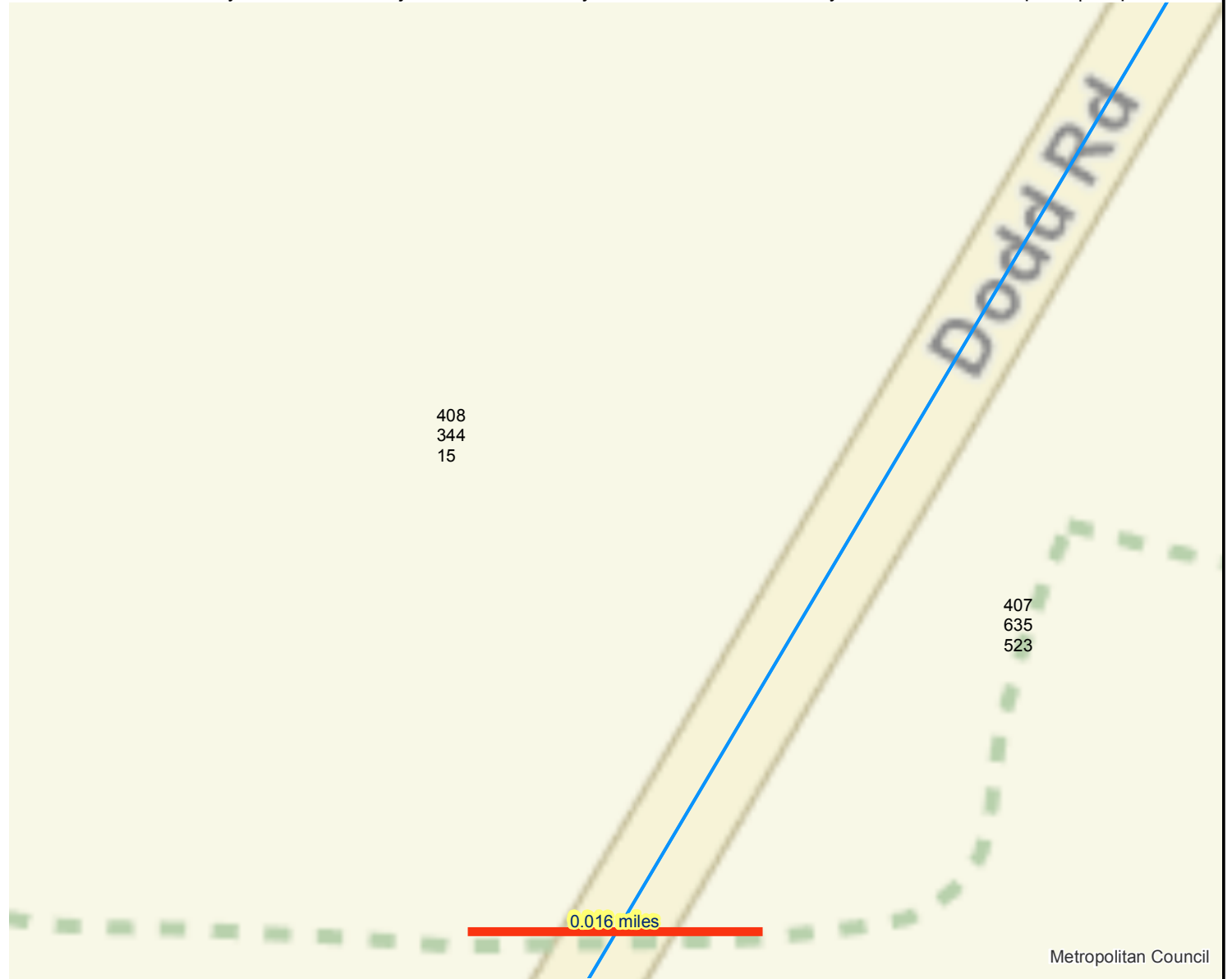
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gis/notice/notice.aspx>



# Population Summary

## Results

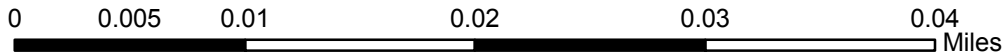
Within ONE Mile of project:  
Total Population: 10051  
Total Employment: 5535



Metropolitan Council

Project School

2010 TAZ



Created: 7/14/2016  
LandscapeRSA4

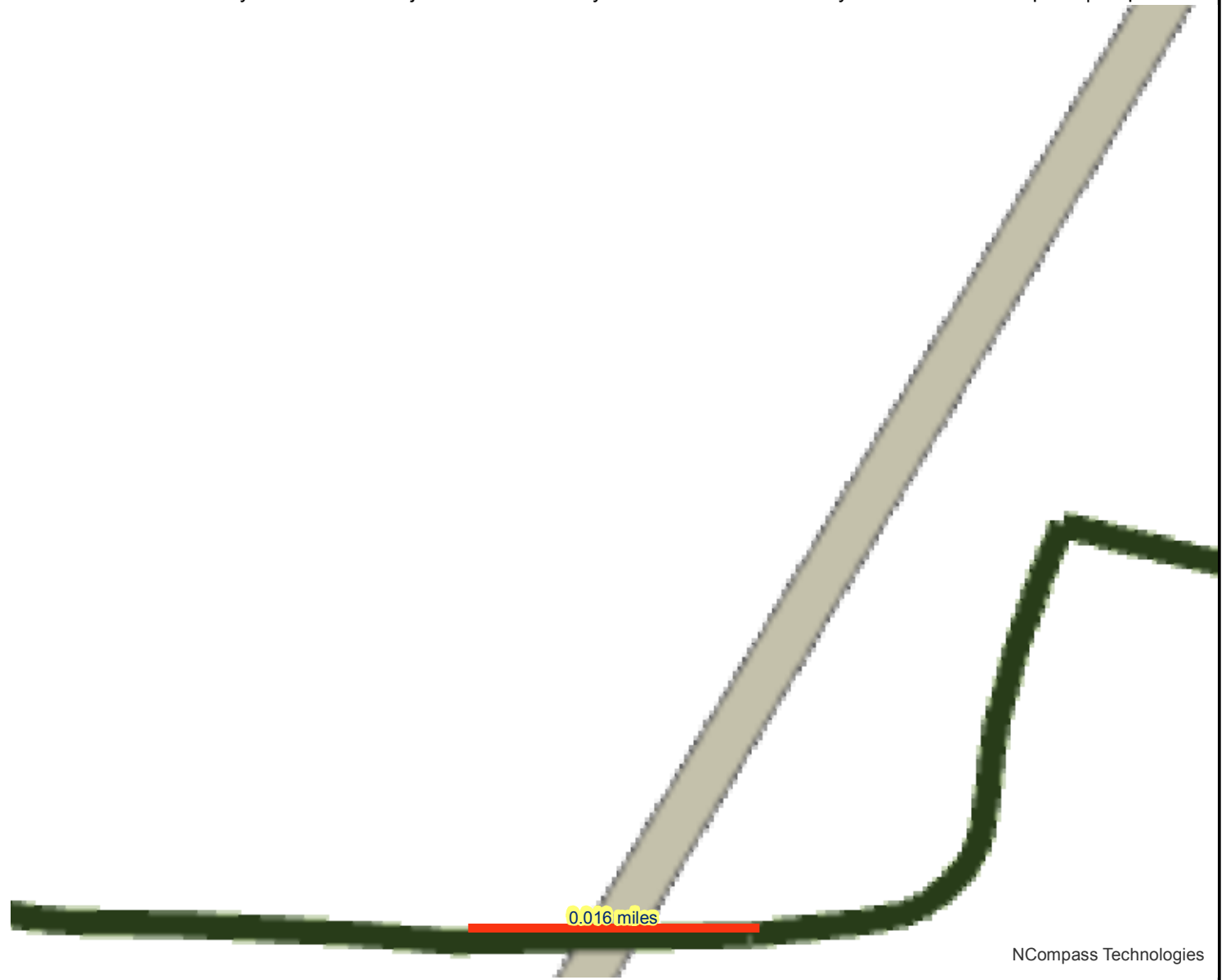


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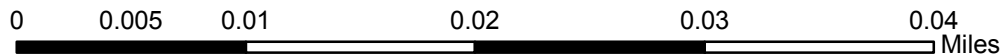
### Results

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:  
(0 to 12 Points)



NCompass Technologies

-  Project
-  Area of Concentrated Poverty > 50% residents of color
-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



Created: 7/14/2016  
LandscapeRSA2



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





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

June 21, 2016  
Motion by Commissioner Workman

Resolution No. 16-337  
Second by Commissioner Holberg

**Approval Of Grant Application Submittals For Transportation Advisory Board 2016 Federal Funding Solicitation Process**

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Fixing America's Surface Transportation (FAST) Act; 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 July 15, 2016; and

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

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

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

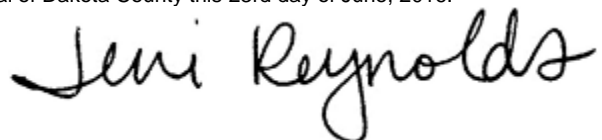
1. 179th Street Extension from ½ mile west of County State Aid Highway (CSAH) 31 to CSAH 31 and the existing 179th Street intersection with Flagstaff Avenue in Lakeville
2. CSAH 9 (Dodd Boulevard) from Heritage Way to CSAH 50 in Lakeville
3. CSAH 26 (Lone Oak Road/70th Street) from Trunk Highway (TH) 55 to TH 3 (Robert Street) in Eagan and Inver Grove Heights
4. CSAH 32 (Cliff Road) at its intersection with CSAH 31 (Pilot Knob Road) in Eagan
5. CSAH 23 (Foliage Avenue) from CSAH 86 (280th Street) to County Road 96 (320th Street) in Greenvale Township
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8. Minnesota River Greenway – Eagan Gap Segment in Eagan
9. River to River Greenway – TH 149 Underpass in Mendota Heights
10. River to River Greenway – Robert Street Crossing Connections in West St Paul
11. North Creek Greenway – CSAH 42 Underpass east of Flagstaff in Apple Valley; and

**STATE OF MINNESOTA  
County of Dakota**

	<b>VOTE</b>
<b>Slavik</b>	Yes
<b>Gaylord</b>	Yes
<b>Egan</b>	Yes
<b>Schouweiler</b>	Yes
<b>Workman</b>	Yes
<b>Holberg</b>	Yes
<b>Gerlach</b>	Yes

I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 21st day of June, 2016, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 23rd day of June, 2016.



Clerk to the Board

- 12. CSAH 14 - Southview Boulevard from 20th Avenue to 3rd Avenue and 3rd Avenue from Southview Boulevard to Marie Avenue in South St. Paul; and

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

- 13. 117th Street from CSAH 71 (Rich Valley Boulevard) to TH 52 – Lead Agency: Inver Grove Heights
- 14. Orange Line Extension – Lead Agency: Metro Transit
- 15. CSAH 73 (Oakdale Avenue) from CSAH 14 (Mendota Road) to CSAH 8 (Wentworth Avenue) – Lead Agency: West St. Paul
- 16. TH 149 (Dodd Road) from Mendota Heights Road to Decorah Lane and from Maple Street to Smith Avenue – Lead Agency: Mendota Heights
- 17. North Creek Greenway – Farmington Gap – Lead Agency: Farmington
- 18. CSAH 8 (Wentworth Avenue) from CSAH 63 (Delaware Avenue) to Humboldt Avenue – Lead Agency: West St. Paul
- 19. CSAH 8 (Wentworth Avenue) from TH 52 to 15th Avenue – Lead Agency: South St Paul; and

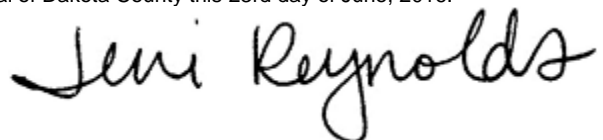
BE IT FURTHER RESOLVED, That, subject to federal funding award of the city led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County’s share of the matching funds consistent with Dakota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

**STATE OF MINNESOTA**  
**County of Dakota**

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








**Dakota County River to River Greenway Dodd Road Underpass**  
Project Summary

**LEGEND**

-  Proposed Multi-Use Trail Underpass
-  Regional Bicycle Transportation Network

-  Bus Stop
-  Local Trail
-  Regional Trail

**Land Use 2010**

- |  |  |
|--|--|
|  Single Family Attached         |  Mixed Use Residential          |
|  Multifamily                    |  Mixed Use Industrial           |
|  Office                         |  Mixed Use Commercial and Other |
|  Retail and Other Commercial    |  Industrial and Utility         |
|  Park, Recreational or Preserve |  Extractive                     |
|  Golf Course                    |  Institutional                  |

Dodd Road facing south at Hwy 110



Dodd Road facing north at Hwy 110





## Minnesota Department of Transportation

Metro District  
1500 West County Road B-2  
Roseville, MN 5511

July 8, 2016

Brian K. Sorenson  
Assistant County Engineer  
Dakota County Transportation Department  
14955 Galaxie Avenue  
Apple Valley, MN 55124

RE: Regional Solicitation Application for Minnesota River Greenway - Eagan Gap Segment

Dear Mr. Sorenson:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council/Transportation Advisory Board (TAB) 2016 Regional Solicitation. Your application for the Minnesota River Greenway - Eagan Gap Segment impacts MnDOT right of way on TH 77.

MnDOT, as the agency with jurisdiction over TH 77, would allow the improvements included in the application for Minnesota River Greenway - Eagan Gap Segment. Details of any future maintenance agreement with the County will be determined during project development to define how the improvements will be maintained; however, ped/bike amenities that impact MnDOT right of way are normally owned and maintained by the local agency.

This project currently has no funding from MnDOT. In addition, the Metro District currently has no discretionary funding in year 2020 of the State Transportation Improvement Program (STIP) or year 2021 of the Capital Highway Investment Plan (CHIP) to assist with construction or assist with MnDOT services such as the design or construction engineering of the project. Please continue to work with MnDOT Area staff to assist in identifying additional project funding.

Sincerely,

A handwritten signature in blue ink that reads "Scott R McBride".

Scott McBride, P.E.  
Metro District Engineer

Cc: Elaine Koustoukos, Metropolitan Council  
Jon Solberg, MnDOT Metro District – South Area Manager

An Equal Opportunity Employer



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

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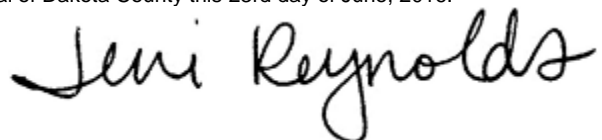
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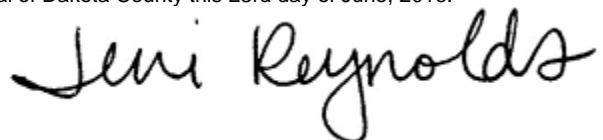
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