



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05432 - Mendota Heights Dodd Road Trail Extension

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/15/2016 1:53 PM

Primary Contact

Name:* Mr. John Mazzitello
Salutation First Name Middle Name Last Name

Title: Public Works Director

Department:

Email: johnrm@mendota-heights.com

Address: 1101 Victoria Road

***** Mendota Heights Minnesota 55118
City State/Province Postal Code/Zip

Phone:* 651-452-1850
Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name: MENDOTA HEIGHTS, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

1101 VICTORIA CURVE

*

MENDOTA
HEIGHTS

Minnesota

55118

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:*

651-452-1850

Ext.

Fax:

PeopleSoft Vendor Number

0000020970A1

Project Information

Project Name

Mendota Heights Dodd Road Trail Extension

Primary County where the Project is Located

Dakota

Jurisdictional Agency (If Different than the Applicant):

The Mendota Heights Dodd Road Trail Extension seeks funding for a multi-use trail on Dodd Road (TH 149) between Marie Avenue and Delaware Avenue, the City's boundary. The trail will eliminate a 1.7 mile gap in the local and RBTN Tier 1 network. As a two-lane minor arterial with 6,900 AADTs and a two-foot shoulder, pedestrian and bicycle movement along Dodd Road is challenging. The construction of a multi-use trail will improve safety, as well as the travel experience for all modes of transportation.

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

The proposed multi-use trail on Dodd Road provides an important north-south non-motorized route that extends for nearly 3 miles across the City and connects directly with West St. Paul. As the location of the community's primary mixed-use node for commercial, office, service, and multi-family housing at Highway 110, Dodd Road is an important corridor for local residents. The Dodd Road trail also address regional connectivity as it is a RBTN Tier 1 corridor and will support user connections to the River to River Greenway and the Mendota-Lebanon Hills Greenway, two of Dakota County's regional greenway systems.

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

TIP Description Guidance (will be used in TIP if the project is selected for funding)

Dodd Road, Mendota Heights, Marie Avenue to Delaware Avenue, Construct multi-use trail

Project Length (Miles)

1.7

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

\$1,487,712.00

Match Amount

\$371,928.00

Minimum of 20% of project total

Project Total

\$1,859,640.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds City of Mendota Heights

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: 2018, 2019

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

Project Information

County, City, or Lead Agency City of Mendota Heights

Zip Code where Majority of Work is Being Performed 55118

(Approximate) Begin Construction Date 05/01/2020

(Approximate) End Construction Date 11/30/2021

Name of Trail/Ped Facility: Mendota Heights Dodd Road Trail Extension

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) Dodd Road at Marie Avenue

To:
(Intersection or Address) Dodd Road at Delaware Avenue

*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, 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.: N/A

New Bridge/Culvert No.: N/A

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**Cost**

Mobilization (approx. 5% of total cost)	\$20,000.00
Removals (approx. 5% of total cost)	\$37,100.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$214,500.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$7,100.00
Striping	\$5,000.00
Signing	\$5,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$113,800.00
Bridge	\$0.00
Retaining Walls	\$574,650.00
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	\$0.00
Totals	\$977,150.00

Specific Bicycle and Pedestrian Elements**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES****Cost**

Path/Trail Construction	\$414,150.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$60,000.00
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	\$318,440.00
Other Bicycle and Pedestrian Elements	\$89,900.00
Totals	\$882,490.00

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
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

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

Totals

Total Cost	\$1,859,640.00
Construction Cost Total	\$1,859,640.00
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 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.

-Mendota Heights 2030 Comprehensive Plan ?
(page 102-104)

-Dodd Road Corridor Study (currently underway)

-Mendota Heights Trail Improvement and Management Plan

-Mendota Heights Capital Improvements Plan
(pending approval)

List the applicable documents and 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

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.

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 1, RBTN Alignment

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 1468599492093_Dodd Road RBTN.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 28031

Existing Employment Within One Mile (Integer Only) 8388

Upload the "Population Summary" map 1468599530968_Dodd Road Pop.pdf

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

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

The Mendota Heights Dodd Road Trail Extension is in an area that is below the regional average for population in poverty or populations of color. It is, however, a critical transportation corridor in the City as it is one of the few that extend north and south through the entire community. Currently the corridor has no off-road trails and is an unsafe and intimidating environment for pedestrians and bicyclists. The corridor is important locally as Dodd Road at Highway 110 is where the City's primary mixed-use node of commercial, office, services, and high density housing is located. Extending a trail north from Marie to Delaware on Dodd Road will enable pedestrians and bicyclists, with particular benefit for children, the elderly, and the disabled, a safe means of traveling from their residential neighborhoods to this area. In addition, students who attend the nearby Henry Sibley High School will now have more safe, off road facilities to use on their commute to and from school. The proposed extension of Dodd Road also provides regional connectivity as identified in the Regional Bicycle Transportation Network and offers a direct connection to downtown St. Paul for commuters.

The proposed project is not anticipated to negatively impact low-income populations, people of color, or children, the elderly, and disabled populations in the long-term. Short-term impacts from construction activities such as increased noise and dust may impact these populations more than the general population. Standard construction mitigation measures such as limiting hours of construction and using materials which minimize dust will be utilized in compliance with Mendota Heights and Dakota County's standards.

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

Upload Map

1468600102906_Dodd Road Soci-Economic.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Mendota Heights	1.73
	2

Total Project Length

Total Project Length (Total Population)	1.7
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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

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	1.73
Total Housing Score	0

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

The Mendota Heights Dodd Road Trail Extension will address a local and RBTN gap in the multi-use trail network on Dodd Road north of Marie Avenue. The construction of this trail will ensure there is almost a 3 mile route north-south through the community and connecting to West St. Paul. The trail will capitalize on upcoming local and regional investments in the area, including the construction of a trail on Dodd from just north of Highway 110 to Marie and the construction of an underpass of Highway 110 just east of Dodd Road.

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

The extension will drastically improve user safety and create opportunities for users of all ages and abilities. This extension offers a safer and more direct local route for Mendota Heights pedestrians and cyclists than existing options. With only two traffic lanes and a two-foot shoulder, the lack of bicycle and pedestrian facilities make Dodd Road an intimidating environment for cyclists or pedestrians. Between Marie Avenue and Delaware Avenue, Dodd Road currently has an annual

Measure B: Project Improvements

The proposed Dodd Road Trail Extension will eliminate the local and regional multi-use trail gap north of Highway 110 in Mendota Heights. Currently, there are no bicycle or pedestrian facilities on or adjacent to Dodd Road between Marie Avenue and the City's border at Delaware Avenue. The construction of the proposed trail will provide a continuous north-south trail across the City for nearly 3 miles. In addition to being a primary corridor for the city, the route is an identified part of the RBTN network.

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

The lack of off-street facilities is a barrier for recreational and commuter use of this corridor. As a minor arterial with 6,900 vehicles daily, safety is a concern as the roadway currently has only two lanes and a small shoulder. Between 2011 and 2015 this stretch of Dodd Road experienced two bicycle crashes. The removal of cyclists and pedestrians from the road will help to eliminate the potential for more accidents. Users will no longer have to travel on the road with vehicular traffic and can feel comfortable on foot or bike.

Measure A: Multimodal Elements

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

Currently, pedestrians and cyclists are forced to travel on Dodd Road (TH 149) next to vehicular traffic or take an alternative, less direct route to reach their destinations. The extension of this trail from Marie north to the City's border at Delaware will allow bicycle and pedestrian traffic to be removed from the roadway and placed adjacent to vehicular traffic. The removal of pedestrians and cyclists will improve the travel experience for trail users as well as those using motorized transportation.

The Mendota Heights Dodd Road Trail Extension provides a convenient route for all pedestrians and bicyclists located in the northern half of the City a means of reaching the transit stops located along Dodd Road north of Marie and the transit stop at Dodd Road and Highway 110. Between routes 75 and 417, transit users can easily reach downtown St. Paul, Signal Hills Shopping Center and the Robert Street Corridor in West St. Paul, and Inver Grove Heights.

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](#)

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 Yes

100%

Layout or Preliminary Plan started

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

50%

Document not started

Yes

0%

Anticipated date or date of completion/approval

01/31/2019

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

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

Yes

40%

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

0%

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

01/31/2019

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

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

Yes

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

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

Yes

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 03/31/2020

10) Letting

Anticipated Letting Date 05/01/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$1,859,640.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,859,640.00

Points Awarded in Previous Criteria

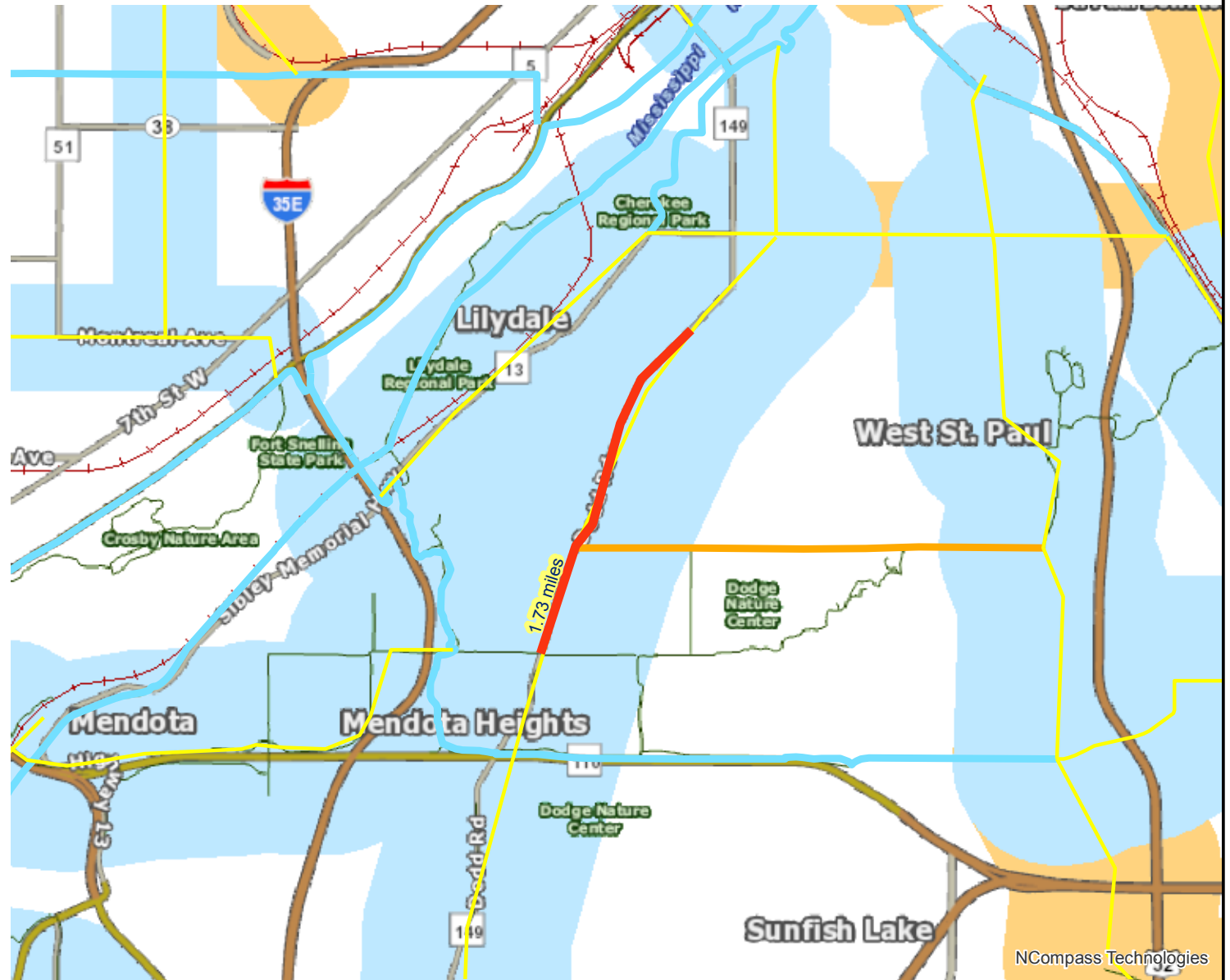
Cost Effectiveness \$0.00

Other Attachments

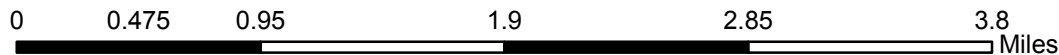
File Name	Description	File Size
Mendota Heights Dodd Road Trail Extension.pdf	1) Project Map 2-3) Google Street Views 4) MnDOT Letter 5) Resolution	1.2 MB

Project to RBTN Orientation

Multise Trails and Bicycle Facilities | Map ID: 1468550461687



- Project
- RBTN Corridor Centerlines
- RBTN Tier 1 Alignment
- RBTN Tier 2 Alignment
- Principal Arterials
- Minor Arterials
- - - Railroads
- RBTN Tier 1
- RBTN Tier 2



Created: 7/14/2016
LandscapeRSA1



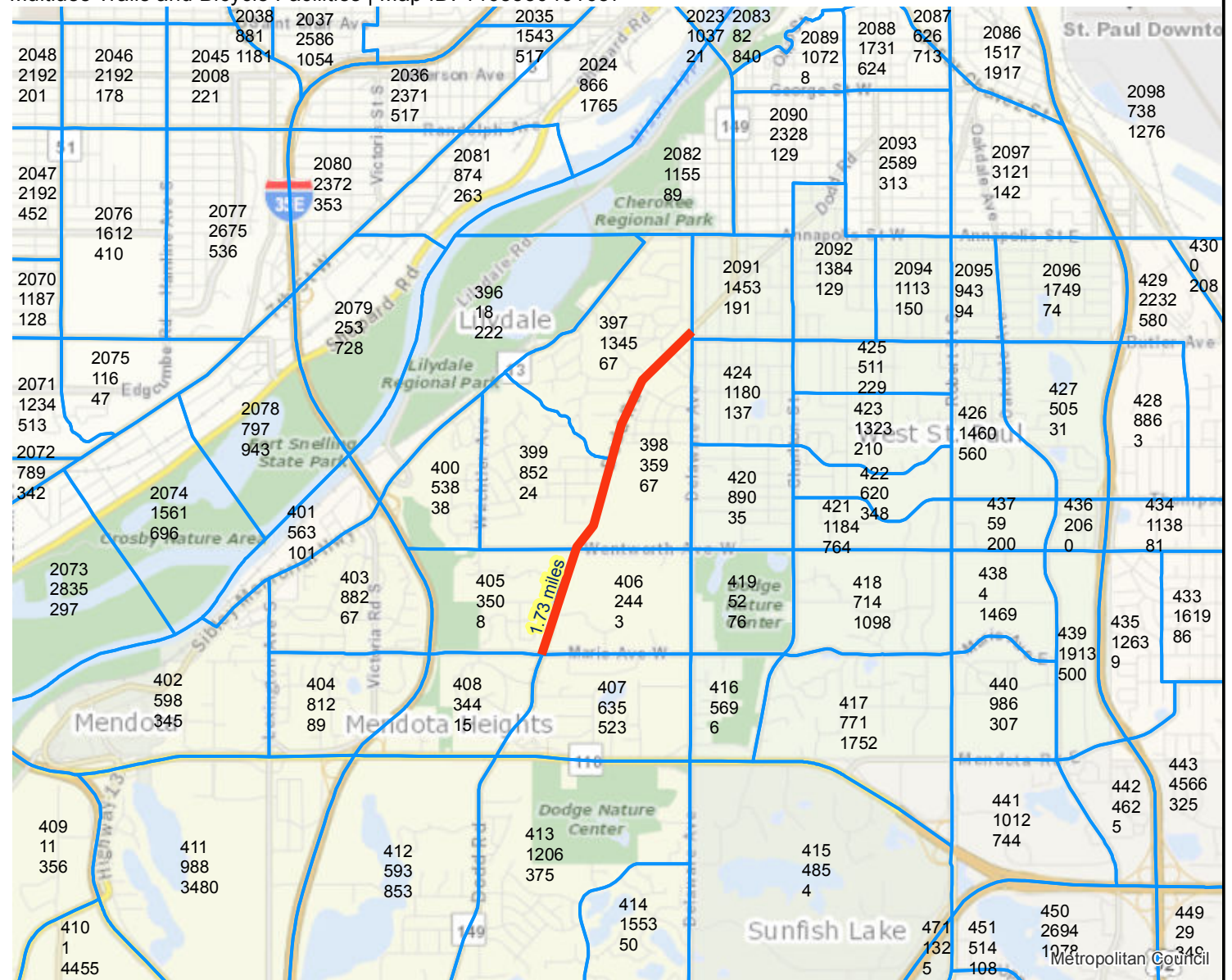
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

NCompass Technologies



Population Summary

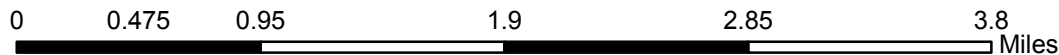
Multiuse Trails and Bicycle Facilities | Map ID: 1468550461687



Results

Within ONE Mile of project:
 Total Population: 28031
 Total Employment: 8388

 Project
 2010 TAZ



Created: 7/14/2016
 LandscapeRSA4

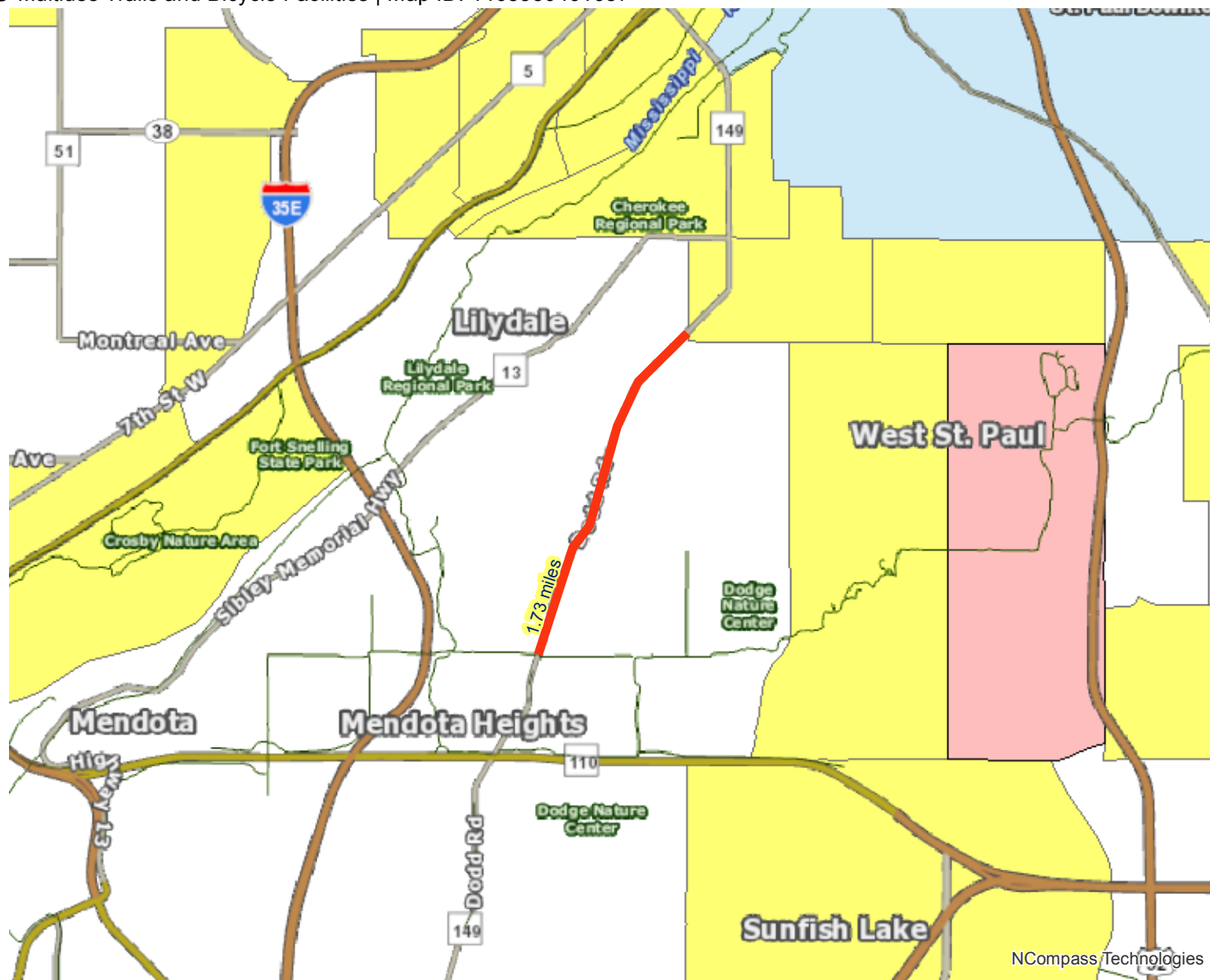


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

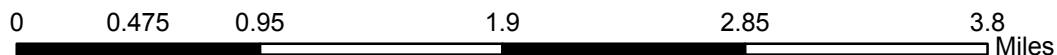


Results

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)



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



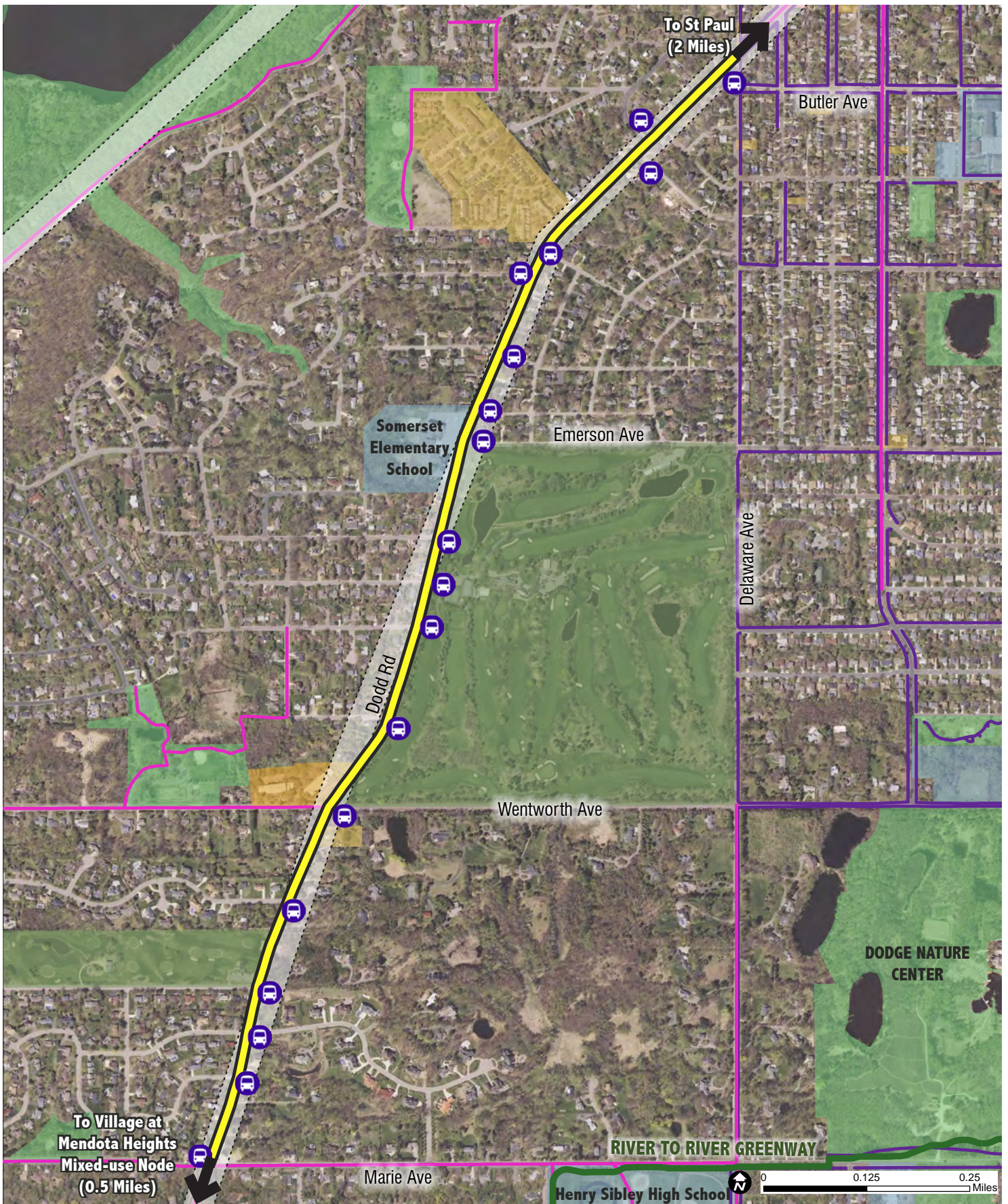
Created: 7/14/2016
LandscapeRSA2



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



NCompass Technologies



LEGEND

- Proposed Multi-Use Trail
- Regional Trail
- Sidewalks
- Local Trails
- Bus Stops

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 |

Mendota Heights Dodd Road Trail Extension Project Summary

CSAH 42 facing East at Flagstaff Ave



CSAH 42 facing east at proposed underpass location



CSAH 42 facing east at Pilot Knob Road





Minnesota Department of Transportation

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

July 8, 2016

John R. Mazzitello, PE, PMP, MBA
Public Works Director/City Engineer
City of Mendota Heights, Minnesota
1101 Victoria Curve
Mendota Heights, MN 55118

RE: Regional Solicitation Application for TH 149/Dodd Road Pedestrian and Bike Trail

Dear Mr. Mazzitello:

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 TH 149/Dodd Road Pedestrian and Bike Trail impacts MnDOT right of way on TH 149.

MnDOT, as the agency with jurisdiction over TH 149, would allow the improvements included in the application for TH 149/Dodd Road Pedestrian and Bike Trail. 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 specific project has no funding from MnDOT. MnDOT does have a pavement project on TH 149 in 2018 of the State Transportation Improvement Program (STIP). This project could be constructed in conjunction with the MnDOT Highway 149 pavement project. While it is programmed project, given the fluctuations in MnDOT funding, a project could move out of the programmed year or be modified in some other way. Continue to work with MnDOT Area staff to coordinate project funding.

Sincerely,

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

Scott McBride, P.E.
Metro District Engineer

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

An Equal Opportunity Employer



**CITY OF MENDOTA HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION 2016-55

**SUPPORTING APPLICATION FOR REGIONAL SOLICITATION GRANT FUNDS
TO CONSTRUCT AN OFF-STREET TRAIL
ALONG DODD ROAD (STATE HIGHWAY 149)**

WHEREAS, the City of Mendota Heights values our extensive trail network and connectivity to neighboring communities; and

WHEREAS, the State Trunk Highway 149 (Dodd Road) corridor has been identified by the Metropolitan Council as a Regional Bicycle Transportation Network Corridor; and

WHEREAS, The Dakota County Master Plan for the Mendota-Lebanon Hills Greenway Corridor identified Dodd Road as a potential alignment for the Greenway; and

WHEREAS, the Metropolitan Council is currently seeking applications for Regional Solicitation Grant Funds throughout the Metro Area; and

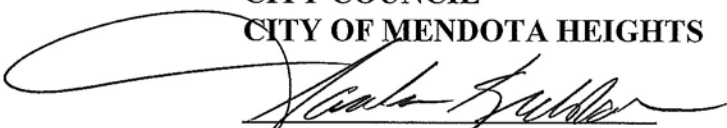
WHEREAS, the City of Mendota Heights and Dakota County desire to develop a bicycle/pedestrian trail along Dodd Road.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the City Council of the City of Mendota Heights that the City supports seeking Regional Solicitation Grant Funding for the construction of a bicycle/pedestrian trail along State Trunk Highway 149 (Dodd Road).


BE IT FURTHER RESOLVED that the City Council of the City of Mendota Heights hereby authorizes City Staff to apply for Regional Solicitation Grant Funding for the same purpose.

Adopted by the City Council of the City of Mendota Heights this 21st day of June 2016.

**CITY COUNCIL
CITY OF MENDOTA HEIGHTS**


Sandra Krebsbach, Mayor

ATTEST:


Lorri Smith, City Clerk