



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10894 - Minnesota River Greenway - Fort Snelling State Park - Eagan

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/13/2018 1:20 PM

Primary Contact

Name:* John Mertens
Salutation First Name Middle Name Last Name

Title: Senior Planner

Department:

Email: john.mertens@co.dakota.mn.us

Address: 14955 Galaxie Ave

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

Phone:* 952-891-7036
Phone Ext.

Fax:

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

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 000002621A15

Project Information

Project Name Minnesota River Greenway - Fort Snelling

Primary County where the Project is Located Dakota

Cities or Townships where the Project is Located: Eagan

Jurisdictional Agency (If Different than the Applicant):

This application seeks funding for the Fort Snelling portion of the Eagan South Extension of the Minnesota River Greenway through Fort Snelling State Park. When complete, the Eagan South Extension will fill a gap between the popular Big Rivers Regional Trail and the Burnsville segment of Minnesota River Regional Trail. In a larger context, the Eagan Extension responds to the need for a continuous trail along the Minnesota River called for by several plans and efforts at federal, state, local and nonprofit levels. Continued collaboration and trail development will link a major system of trails in the Minnesota River Valley from Ortonville to Le Sueur to St. Paul.

The Minnesota River Greenway - Fort Snelling trail project includes a 10-foot off-road bituminous trail to serve pedestrians, bicyclists, and other users of non-motorized transportation. It will connect trails in Burnsville, Eagan, Bloomington, Mendota Heights, Minneapolis, St. Paul and beyond. Key connections include the Cedar Avenue and 494 bridges, providing direct access to jobs at the Mall of America, Minneapolis-St. Paul International Airport, Twin Cities Premium Outlet Mall in Eagan, and workplaces along 494. Commuters will gain a safer, scenic, more direct route when this project is completed.

As part of the larger Minnesota River Greenway, the Fort Snelling trail segment will be a highlight, immersing visitors in the expansive Minnesota River Valley, providing views and long vistas that feel far removed from the urban environment. In addition to transportation benefits, trail users will experience Fort Snelling's impressive ecological and historical features. The trail will provide new opportunities for underserved populations in adjacent communities to access the outstanding natural resources at Fort Snelling State Park and the Minnesota Valley National Wildlife Refuge. The trail will build on existing facilities, including an existing trailhead at the Cedar Avenue Bridge and

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

the trail over the Minnesota River on the Old Cedar Avenue bridge with a connection to Lake Nokomis and the Minneapolis Grand Rounds. The trail is entirely located within Fort Snelling State Park and will not require right of way acquisition. This project will be in partnership with the MN DNR, MN DOT, and the City of Eagan, and supports each agency's mission. Trail construction includes site clearing, trail-bed preparation and surfacing, orientation signage, and landscaping. Dakota County has committed to providing the local match and costs associated with project delivery.

(Limit 2,800 characters; approximately 400 words)

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

Minnesota River Greenway, Eagan, from Cedar Avenue to railroad corridor west of Lone Oak Road - Construct Multi-use Trail

Project Length (Miles)

2.8

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

\$3,508,000.00

Match Amount

\$877,000.00

Minimum of 20% of project total

Project Total

\$4,385,000.00

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

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:

2022

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years:

2019, 2020, 2021

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	55121
(Approximate) Begin Construction Date	04/01/2021
(Approximate) End Construction Date	10/31/2021
Name of Trail/Ped Facility: <i>(i.e., CEDAR LAKE TRAIL)</i>	Minnesota River Greenway - Fort Snelling
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From: (Intersection or Address)	.25 miles west of CSAH 26 and TH 13
To: (Intersection or Address)	Nicols Road and TH 77 (under TH 77 river Bridge)
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
Or At:	
Primary Types of Work	Grade, Agg Base, Bit Base, Bit Surf, Boardwalk
<i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i>	
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	No
New Bridge/Culvert No.:	Yes
Structure is Over/Under (Bridge or culvert name):	600' boardwalk over wetland area

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 (2015), 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 goals, objectives, and strategies that relate to the project.

The proposed project is consistent with the 2040 Transportation Policy Plan's (TPP) goals, objectives and strategies. More specifically, the proposed project aligns with the following TPP pedestrian and bicycle goals, objectives and strategies:

- Goal B: Safety and Security (page 2.20) - Objective A, Strategy B6

- Goal C: Access to Destinations (page 2.24) - Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C16, Strategy C17

- Goal D: Competitive Economy (page 2.38) - Objective A, Objective B, Strategy D3

- Goal E: Healthy Environment (page 2.42) - Objective A, Objective C, Objective D, Strategy E3

- Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.48) - Objective A, Objective C, Strategy F6, Strategy F7

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

(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.

- Minnesota River Greenway Regional Trail Master Plan - page 37

- City of Eagan 2040 Comprehensive Plan DRAFT, Chapter 5: Parks and Recreation

- pages 7-8, "Minnesota Riverfront"

- Page 14, "Trails"

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 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 (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation. **Yes**

01/01/2016

12/31/2019

Date process started

Date of anticipated plan completion/adoption

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. 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

13. 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

14. 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.

[Upload Agreement PDF](#)

Check the box to indicate that the project is not in active railroad right-of-way. Yes

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST
ESTIMATES

Cost

Mobilization (approx. 5% of total cost)	\$220,000.00
Removals (approx. 5% of total cost)	\$220,000.00
Roadway (grading, borrow, etc.)	\$500,000.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$20,000.00
Lighting	\$15,000.00
Turf - Erosion & Landscaping	\$225,000.00
Bridge	\$1,200,000.00
Retaining Walls	\$100,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$100,000.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$2,600,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,300,000.00
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	\$25,000.00
Bicycle and Pedestrian Contingencies	\$400,000.00
Other Bicycle and Pedestrian Elements	\$60,000.00
Totals	\$1,785,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
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	\$4,385,000.00
Construction Cost Total	\$4,385,000.00
Transit Operating Cost Total	\$0.00

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

1531487740687_RBTN Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 18706

Existing Employment Within One Mile (Integer Only) 15265

Upload the "Population Summary" map 1531487794812_Pop Map.pdf

Please upload attachment in PDF form.

Measure 2B: Snow and ice control

Maintenance plan or policy for snow-removal for year-round use: Yes

(50 Points)

Response: If yes, please include a link to and/or description of maintenance plan.

Dakota County has a long standing practice of maintaining its regional trails for winter use by plowing the trail surface. As a regional trail, this new trail would be maintained in the winter by plowing the trail.

Upload Maintenance Plan (if no link is available)

1531494164171_DC Winter Policy Final.pdf

Please upload attachment in PDF form.

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

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

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

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

Yes

(up to 60% of maximum score)

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:

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Dakota County has embraced various public engagement techniques to involve all members of the community. Recent engagement activities have been associated with the Dakota County Parks Visitor Services Master Plan and the 2040 County Comprehensive Plan Update. Public engagement activities included stakeholder and focus group meetings, online comment tools, open houses, and various workshops.

Response:

The Visitor Services Master Plan included an in-depth outreach process to underserved members of the population in order to determine ways to attract more diverse park users to the County's parks, trails, and greenways.

The County will continue to engage all members of the community as this project progresses through the planning, engineering and construction phases.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

As shown in the socio-economic map, the Fort Snelling segment of the Minnesota River Greenway trail brings trails to a census tract with higher than-average percentages of both low income populations and people of color. Nearby residents will gain a car-free commuting option, a convenient connection to the scenic Minnesota River Valley, and a safe route to recreation destinations along the river.

When complete, the Eagan trail extension and the new Cedar Avenue Bridge trail will provide a trail connection for residents of Bloomington's concentrated area of poverty across the Minnesota River, a major connectivity barrier. It will also serve the oldest and most diverse neighborhoods in Eagan. The trail provides access to major employment centers, including; the Twin Cities Premium Outlet Mall, Mall of America, MSP International Airport, and major employers along 494. The connection to the Mall of America has the added benefit of connecting to Blue and Red Line transit service and jobs in Minneapolis.

The trail project will provide outstanding recreation opportunities to nearby racially diverse and low-income populations. The trail provides easy and safe access to Fort Snelling State Park and the Minnesota Valley National Wildlife Refuge, partially addressing the underrepresentation of people of color and lower income persons in state parks and at national wildlife refuges. Additionally, this trail will provide excellent recreational connections to many regional parks and trails.

Response:

(Limit 2,800 characters; approximately 400 words)

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

There are no known negative externalities associated with the project. The project will not displace businesses or residents, but merely provide positive outcomes by enhancing the local and regional trail network.

Construction impacts will be minimal, if any, from a dust and noise perspective. Construction will not result in the closure of any access points or removal of existing pathways. The appropriate construction mitigation measures will be put in place to address any potential issues that could disrupt local businesses and residents during construction.

Response:

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531487987578_Socio-Econ Map.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Eagan	2.8	1.0	84.0	84.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 2.8

Affordable Housing Scoring

Total Project Length (Miles) or Population 2.8
Total Housing Score 84.0

Affordable Housing Scoring

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 proposed trail will eliminate a significant gap in the regional trail system along the Minnesota River in Dakota County. The nearest parallel route is a 4 mile stretch of Hwy 13 (55 MPH speed limit, 19,500 AADT in 2010). Currently the highway lacks bike/pedestrian facilities, so cyclists must ride on the shoulder, bypass lanes, and turn lanes in order to access the regional trail system and reach the employment center of northern Eagan.

The trail project will improve safety for trail users within Fort Snelling Park by creating a contiguous pedestrian and bicycle trail for users of all ages and abilities and it provides a safe connection over a wetland complex with a boardwalk within Fort Snelling State Park.

Response:

This trail phase will support the Fort Snelling State Park - Eagan Segment, which is about a mile shorter than the Highway 13 route and is fully separated from the road. When complete, this separation will eliminate any conflict between highway traffic and cyclists. Furthermore this separation will allow cyclists to feel comfortable on the trails and improve accessibility and safety for recreational and novice cyclists.

The Minnesota River is a barrier that divides population and employment areas in Hennepin and

Dakota Counties, including the Mall of America and the Minneapolis Saint Paul International Airport. The completion of this trail links bicyclists and pedestrians to the Old Cedar Bridge and the 494 Bridge crossing. This link is crucial to the connectivity of the region as there are currently no other ways for pedestrians to cross the river.

The connectivity created by this trail is significant. Several RBTN Tier 1 and Tier 2 Alignments are linked along the Minnesota River with this alignment. The completion of this trail makes an immediate regional trail connection between Burnsville and St. Paul, and eventually to the City of Hastings. The trail connects to the following regional trails; Big Rivers Regional Trail, Lilydale Regional Trail, Mississippi River Regional Trail and the recently completed Nokomis-Minnesota River Regional Trail, which is an RBTN 1 Corridor, with a connection to the Minneapolis Grand Rounds and Downtown Minneapolis This trail corrects a current deficiency in the local and regional trail system and drastically improves regional access for the community.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

When complete, the proposed trail will eliminate a significant gap in the regional trail system along the Minnesota River in Dakota County. The nearest parallel route is a 4 mile stretch of Hwy 13 (55 MPH speed limit, 19,500 AADT in 2010). Currently the highway lacks bike/pedestrian facilities, so cyclists must ride on the shoulder, bypass lanes, and turn lanes in order to access the regional trail system and reach the employment center of northern Eagan.

This phase of the trail will improve safety for trail users within Fort Snelling Park by creating a contiguous pedestrian and bicycle trail for users of all ages and abilities and it provides a safe connection over a wetland complex with a boardwalk within Fort Snelling State Park.

Response:

Currently, there are no bicycle and pedestrian facilities along or parallel to State Highway 13. This lack of pedestrian and bicycle facilities creates a major deterrent to pedestrian and bicycle use. Attempting to bike or walk along State Highway 13 would be a large risk to cyclist and pedestrian safety. On the segment of Highway 13 between Highway 77 and County Road 26, there were 3 crashes involving bicyclists and pedestrians reported between 2009 and 2013 (MnCMAT).

The 3-mile proposed trail corrects a large deficiency in the Dakota County Regional trails as well as the overall regional trails. The proposed trail does not cross any roadways and will likely eliminate the potential for any pedestrian and cyclist conflict with vehicles. The construction of this trail will improve regional connectivity and accessibility. The separation provided by the trail will allow users of all ages and abilities to safely travel without having to worry about navigating

vehicular traffic.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The proposed regional trail will function as an element of the intermodal transportation system in Eagan and Burnsville. It will extend 2.75 miles through Fort Snelling State Park, creating a safe and scenic route for pedestrians and cyclists and along a Tier 1 RBTN corridor. The extension has been identified in many local and regional plans. Since 2016, a trail connection over the Old Cedar Ave. bridge has been completed with a connection to Lake Nokomis and the Minneapolis Grand Rounds and to the Minnesota River Regional Trail (which is a Tier 1 RBTN Alignment) This connection provides a direct connection from Dakota County to Bloomington, Richfield, and Minneapolis. This phase of the trail will overcome several bicycle and pedestrian barriers, including the Minnesota River, wetlands, and the expansive floodplain of the Minnesota River.

Response:

When complete, the proposed trail will eliminate a significant gap in the regional trail system along the Minnesota River in Dakota County. The nearest parallel route is a 4 mile stretch of Hwy 13 (55 MPH speed limit, 19,500 AADT in 2010). Currently the highway lacks bike/pedestrian facilities, so cyclists must ride on the shoulder, bypass lanes, and turn lanes in order to access the regional trail system and reach the employment center of northern Eagan.

The planned 10-foot regional trail will provide the space for varying skill levels to safely share the trail. In addition to its primary benefit to non-motorized users, the trail benefits motorists by removing conflicts with cyclists on Sibley Memorial Highway. The extension will improve access to two major transit facilities: the Cedar Grove Red Line BRT station and the Eagan Transit Center. The separation of the trail and connections to destinations and transit will help to improve the

viability of active living in the local community and encourage transportation mode choice changes.

The Extension's connections to transit and regional trails provides access to major mixed use pedestrian destinations and employment centers like the MSP airport, Twin Cities Premium Outlet Mall and Mall of America. The extension will also improve accessibility to recreation destinations like Lilydale Regional Park, Fort Snelling State Park, Minnesota Valley National Wildlife Refuge and the Minneapolis Grand Rounds.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit 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 - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

Attach Layout

1531495224765_Mn River Feasibility Study Layout Final.pdf

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 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%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

Yes

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

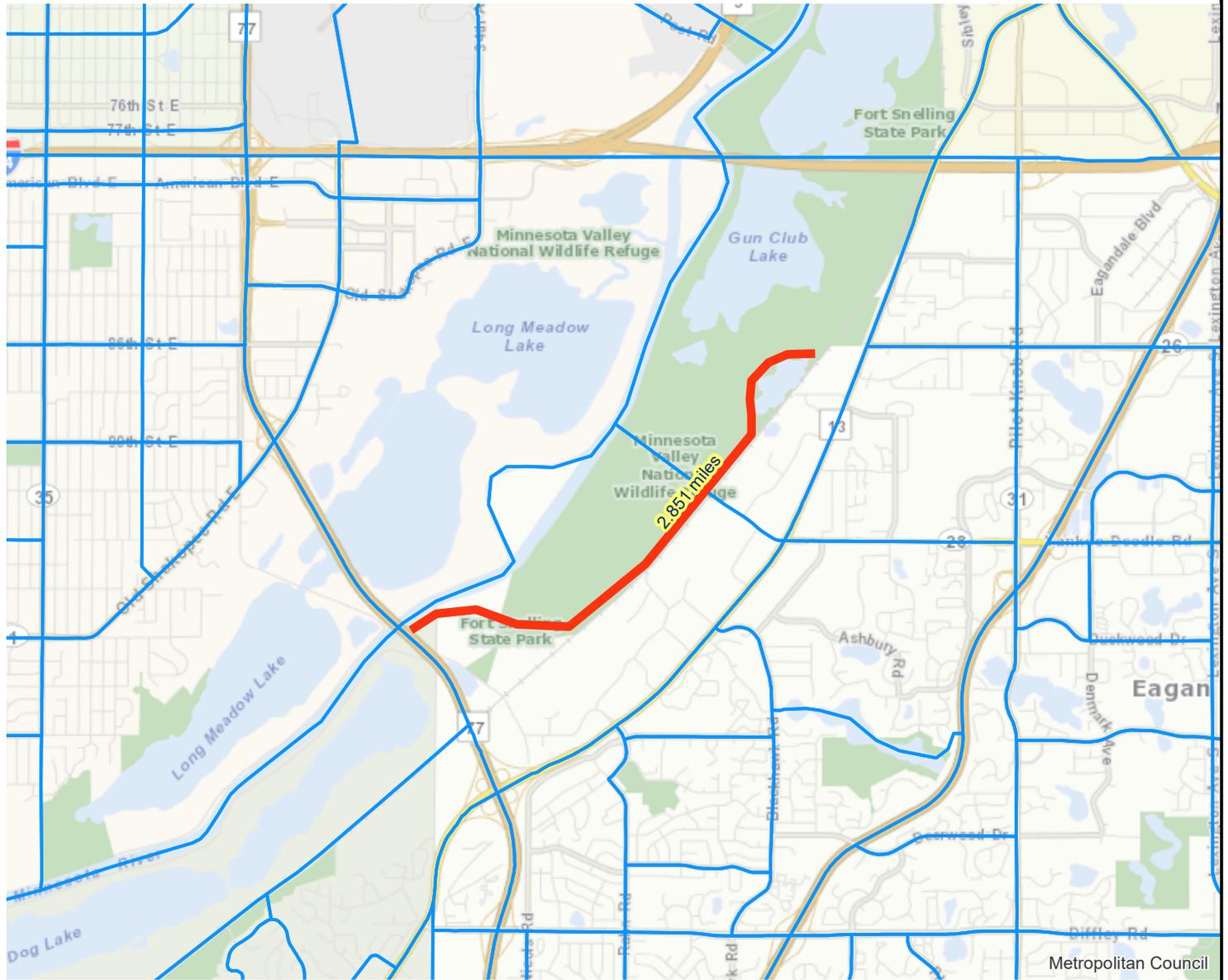
Total Project Cost (entered in Project Cost Form):	\$4,385,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$4,385,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
Mn River Eagan LOS.pdf	Letter of Support - Eagan	45 KB
Mn River Feasibility Study LOS.pdf	Letters of Support - MnDNR and USACE	1.1 MB
MnRiverGreenway_map.pdf	Minnesota River Greenway Project Map	496 KB
One-page Project Summary.pdf	Minnesota River Greenway Project Summary	1.1 MB
Photos.pdf	Existing Conditions Photo at Sibley Memorial Highway	199 KB
Photos1MN River.pdf	Existing Conditions Photos - MN River Greenway	358 KB
Support ltr Dakota Co - Minnesota River Greenway-Eagan South Extension2018.pdf	MnDOT Letter of Support for Minnesota River Greenway Grant Application	474 KB

Population/Employment Summary

Multiuse Trails and Bicycle Facilities | Map ID: 1531257282317



Results

Within ONE Mile of project:
Total Population: 18706
Total Employment: 15265

 Project
 2010 TAZ



Created: 7/10/2018
LandscapeRSA4



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



Regional Trail Maintenance

Maintenance by the County. The County will be responsible for all routine and deferred maintenance and replacement of Regional Trail infrastructure within the Easement of Right of Way as improved by Dakota County .The County has established maintenance service standards for all routine and deferred maintenance associated with the Regional Trails.

- A. Vegetation management such as applying herbicide when necessary to control noxious weeds such as thistle, poison ivy and similar weeds, non-desirable woody plant control, stump or foliar treatment of small plants, or for prairie establishment.
- B. Maintenance of vegetation is limited to the needs of the trail. Typically a 2' wide "clear-zone" is mowed adjacent to bituminous edges along the entire length of the trail regardless of underlying land ownership. Where tree branches interfere with trail use, branches may be removed beyond the 2' clear-zone in order to apply best management practices of arboriculture for the health of the tree.
- C. Erosion control and stabilization pertaining to the Regional Trail within the permanent easement.
- D. All utilities such as storm sewer infrastructure within the permanent easement.
- E. Plantings of turf, trees, shrubs, prairie grasses and wildflowers for purposes of erosion control, screening or improved corridor aesthetics, within the County owned easement or right-of-way.
- F. Maintenance, repair, or replacement of signs that were installed by the County for the purposes of the trail within the trail corridor easement or right of way. These may include regulatory, warning, safety, way-finding, interpretive, and monument signs.
- G. Maintenance, repair or replacement of fences, retaining walls, barriers, drinking fountains, kiosks, miscellaneous site amenities and furnishings adjacent to the Regional Trail that are constructed by Dakota County.
- H. Sweeping of the Regional Trail.
- I. Snow-plowing and ice control pertaining to the Regional Trail.
- J. Graffiti control and removal from County infrastructure pertaining to the Regional Trail.
- K. Maintenance, repair or replacement of the bituminous surface of the Regional Trail.

Regional Trail Maintenance Standards

Chain Link Vinyl Coated Fence

No broadleaf plants, woody shrubs or trees will be allowed to grow within two feet of the fence.

Department standard

The maintenance of the fence is to include an application, as needed, of a broadleaf herbicide to control broadleaf's and woody materials 24 inches either side of the fence. Only grasses will remain and no trimming will be performed. Weekly routine inspection will occur and repairs will be made as needed.



Bituminous Trail Surface

Winter

The bituminous trail surface will be kept clear of snow, ice and debris to the best of our ability.

Department Standard

Plowing, brooming ,and/or blowing of snow is to be completed within 48 hours after a snow event. Intersections are to be cleared of snow and are to have clear sightlines. While removing snow on a bridge, snow is to be plowed end to end and never deposited over the side.

Spring Summer Fall

The bituminous trail surface will be kept clear of debris. Damaged surface will be repaired as needed. Paint striping will be applied as needed.

Maintenance standard

Damaged bituminous will be repaired as soon as possible. Traffic is to be diverted around unsafe areas with the use of barricades, pylons, flagging, caution tape, etc. and the use of one reflective material is mandatory. Striping and stenciling is to be maintained so that there always will be 85% of the painted surface visible.

Bituminous Trail Clear Zone

The trail is to be kept clear of tree limbs up to a twelve foot height and a fourteen foot width.

Maintenance Standard

Tree branches and woody plants should never interfere with traffic. All debris from clearing is to be removed from the trail and hauled away, never deposited in the trail right of way or on private property..

General Trail Turf Maintenance

The turf adjacent to the trail will be mowed out to a maximum of two feet.

Maintenance Standard

The turf will be mowed to a three inch height. Grass clippings shall never be deposited on the trail surface. Noxious weeds in the turf and the right of way will be controlled with a herbicide application. No fertilizer will be applied to regional trail turf.

Trash receptacles will be emptied and litter picked up by Dakota County staff.

Installation of Amenities

Permission must be granted prior to the installation of signs, benches, tables, etc. within the regional trail right of way. The maintenance of such amenities will be performed by the municipality.



Bench and Interpretive Sign



Disc Golf Basket

Maintenance Standard

Tables, trash receptacles, fountains, benches, etc. must always remain functional, safe and aesthetically pleasing. Minimally a weekly inspection of all amenities is required .

Signage

All signage is to remain visible, legible, graffiti free, and in good repair.



Maintenance Standard

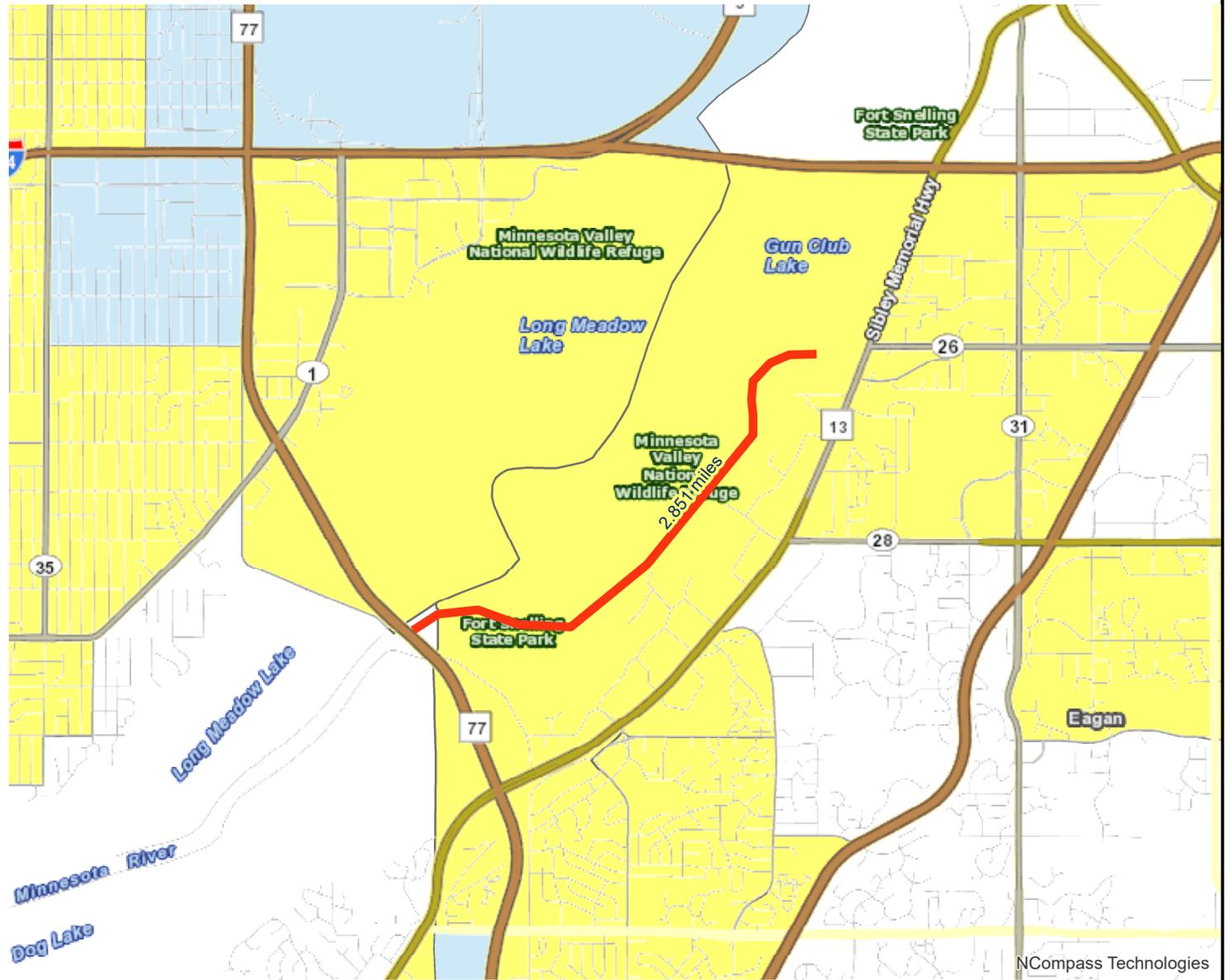
All regulatory, directional, informational, and interpretive signage shall remain visible, legible and graffiti free. Snow shall never be piled as to obscure visibility of any sign. Faded signs shall be replaced. Any graffiti is to be removed or the sign replaced even if the original text is legible. Sign posts are to be installed at the proper locations and are to remain plumb. Underground utility locates from Gopher One are mandatory prior to an installation.

Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities | Map ID: 1531257282317

Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 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: 7/10/2018
LandscapeRSA2



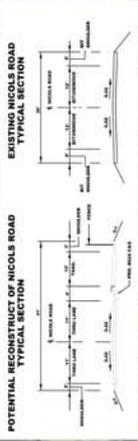
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>





MINNESOTA RIVER GREENWAY

Eagon Alignment Feasibility Study
June 2013



- LEGEND**
- Transmission Line
 - Underground Gas line
 - Parcel Lines
 - Primary Trail Alignment
 - Optional Trail Alignment
 - Boardwalk
 - Existing Natural Surface Trail



Minnesota Department of Natural Resources

Division of Ecological and Water Resources
1200 Warner Road
Saint Paul, MN 55106-6793



February 5, 2014

Transmitted via email

Angie Bersaw, AICP
Transportation Planner
Bolton & Menk, Inc.
1960 Premier Drive
Mankato, MN 56001

Dear Ms. Bersaw,

The Minnesota Department of Natural Resources (DNR) has reviewed the Minnesota River Greenway, Egan Segment Feasibility Study Report draft of December 4, 2013. We commend Dakota County for a thorough planning process and appreciate being included in the feasibility study process. This letter acknowledges our commitment to work with Dakota County on this project to minimize impacts to natural resources, and presents the following comments for your consideration.

Impacts to Calcareous Fens

We appreciate the selection of alternative routes that avoid impacts to calcareous wetlands in the north end of this project. However, Nicols Meadow Fen lies within one of the alternative pathways at the southern end of the project. This fen is currently protected by Minnesota statute (Section 103G.223), regardless of the results of plant surveys conducted in late summer 2013. The exemptions under part 8420.0420 and the sequencing provisions under part 8420.0520 do not apply to calcareous fens. If the Nicols Road alternative were selected, the project proposers would be required to work with DNR wetlands staff to determine if potential impacts could be avoided. We appreciate the discussion of potential restoration activities associated with mitigation (page 42), and encourage you to coordinate with DNR wetlands staff regarding those possibilities. Our recommendation remains to design the trail to avoid the fen area, as you have done elsewhere in the planning process.

However, please see the following discussion regarding wetland impacts from the Mississippi River alternative, which also raises concerns for impacts to rare wetland type and trout streams.

Impacts to Wetlands and Trout Stream

Impacts to wetlands are expected to be incurred on a number of trail sections, as noted in the report. These will be subject to the WCA process and reviewed on a site by site basis. Further, the Mississippi River trail alternatives at the southern end of the project

mndnr.gov

An Equal Opportunity Employer

DNR Information: 651-296-6157

1-888-646-6367

651-296-5484

1-800-657-3929

would cross a native plant community type (NPC) identified by the Minnesota Biological Survey as Bulrush Marsh, which has the conservation status rank of S3 (vulnerable to extinction). NPCs with status rank of S1 to S3 are protected under WCA regulations 8420.0548 subp.3. If the Mississippi River alternative trail is selected, close coordination with DNR wetland staff will be required to assess the wetland condition and to determine if mitigation is appropriate.

In addition, the Mississippi River alternative crosses a state-designated trout stream, which will require coordination with DNR hydrology staff during the public water permitting process, to ensure a stream crossing design that limits impacts to instream trout habitat.

Regulatory Processes

On page 41 of the document, you correctly identify the potential for a state Environmental Assessment Worksheet (EAW) to be triggered if certain thresholds are met (specifically Subp. 26. Stream diversion and Subp. 27. Wetlands and public waters). You also address the potential requirement for an Environmental Assessment (EA) if federal funding is accessed. The requirement for an EA does not replace the requirement for an EAW. If you were to perform a combined EA/EAW, all requirements of the EAW must be addressed in the document. In addition, a public waters permit will be required for work in public water wetlands and for public water crossings. The successful completion of an EA/EAW does not guarantee the granting of a public water permit. Some considerations that will need to be met include culvert and underpass construction designs that meet water and wildlife specifications, and evidence that water flow will not be disrupted.

Natural Heritage Database Review

As this project moves forward, we request that a Natural Heritage Information System (NHIS) review be conducted to identify any records of rare species or rare natural resource features that are known to be located within the project footprint. The NHIS is continually updated as new information becomes available and would include current records and surveys. An NHIS review is considered valid if performed within one year of project implementation. The NHIS Data Request form and rate information can be accessed on the DNR website at <http://www.dnr.state.mn.us/eco/nhnrp/nhis.html>. Once the project footprint is determined, further rare species surveys will be required. Please contact Lisa Joyal, Endangered Species Review Coordinator (phone: 651-259-5109 lisa.joyal@state.mn.us), regarding procedures and protocols for survey requirements.

Management Concerns

Fort Snelling State Park natural resource management plans include periodic burning through the area of the project footprint. Boardwalk and trail materials that will withstand this process are recommended.

Due to the location of this trail in wetland and floodplain areas, increased mortality to reptiles and amphibians should be expected. Trail design is encouraged that recognizes potential impacts to herpetofauna. Examples include wildlife crossing signs and larger culvert crossings with roadside fencing to encourage crossing in specific areas. During erosion-control activities, the DNR encourages the use of wildlife-friendly erosion control mesh (non-plastic, non-welded).

Traditional erosion control mesh is known to cause injury and may be fatal to wildlife, particularly reptiles and amphibians.

Operational Order 113 (Invasive Species) requires DNR policy and procedures to prevent or limit the introduction, establishment and spread of invasive species. Construction protocols that address the potential spread of invasive plants by large equipment and foot traffic are encouraged.

Thank you for the opportunity to review this document. We look forward to ongoing coordination with you on this project. Please contact me with any questions you may have.

Sincerely,

Brooke Haworth

Brooke Haworth
Environmental Assessment Ecologist, Central Region
MnDNR Division of Ecological and Water Resources
1200 Warner Road, St. Paul, MN 55106
Phone: 651-259-5755
Email: Brooke.haworth@state.mn.us



DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
180 FIFTH STREET EAST, SUITE 700
ST. PAUL MINNESOTA 55101-1678

REPLY TO
ATTENTION

MAR 25 2014

Operations
Regulatory (2013-02391-SEW)

Mr. Chris Hartzell
Dakota County Western Service Center
14955 Galaxie Avenue
Apple Valley, Minnesota 55124

Dear Mr. Hartzell:

We have received the document entitled *Draft Minnesota River Greenway, Eagan Segment - Feasibility Study Report* dated December 4, 2013 (Feasibility Report). As requested, this letter contains comments on this document for your consideration. The project site is in the City of Eagan in Section 13, Township 17N., Range 24W., and Sections 4, 5, 8, 9, 17, and 18, Township 27N., Range 23W., Dakota County, Minnesota.

Our preliminary determination is that this project would involve a discharge of fill material into waters of the United States, and thus would be subject to the Corps of Engineers' jurisdiction under Section 404 of the Clean Water Act (CWA Section 404). Waters of the United States include navigable waters, their tributaries, and adjacent wetlands (33 CFR § 328.3). CWA Section 301(a) prohibits discharges of dredged or fill material into waters of the United States, unless the work has been authorized by a Department of the Army permit under Section 404. Information about the Corps permitting process can be obtained online at <http://www.mvp.usace.army.mil/Missions/Regulatory.aspx>.

The Corps' evaluation of a Section 404 permit application involves multiple analyses, including (1) evaluating the proposal's impacts in accordance with the National Environmental Policy Act (NEPA) (33 CFR part 325), (2) determining whether the proposal is contrary to the public interest (33 CFR § 320.4), and (3) in the case of a Section 404 permit, determining whether the proposal complies with the Section 404(b)(1) Guidelines (40 CFR part 230). The Guidelines specifically require that "no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences" (40 CFR § 230.10(a)). Time and money spent on the proposal prior to applying for a Section 404 permit cannot be factored into the Corps' decision whether there is a less damaging practicable alternative to the proposal.

The Feasibility Report discusses the status of Dakota County's review of alternatives for the Eagan segment of the Minnesota River Greenway. The Minnesota River Greenway is a partially-constructed multi-use recreational trail that would be approximately 17 miles long when complete, and would connect St. Paul to Burnsville by following the south side of the Minnesota River Valley. The trail would also be part of the larger Minnesota Valley State Trail that is being planned by Minnesota Department of Natural Resources (MnDNR) between Le Sueur and St. Paul. The Eagan

segment would be located in Fort Snelling State Park between I-494 and Highway 77 (Cedar Avenue). The north end of the Eagan segment would connect to the existing Big Rivers Regional Trail leading to St. Paul, and the I-494 bridge trail, which connects west to Bloomington and east to Eagan. The south end of the Eagan segment would connect to an existing MnDNR boat landing, trails in Bloomington via an existing pedestrian river crossing at the old Cedar Avenue bridge, and another planned segment of the Minnesota River Greenway (Black Dog trail).

For our permit review, the Corps is responsible for defining the overall project purpose. The overall project purpose is used for evaluating practicable alternatives under the Section 404(b)(1) Guidelines. The overall project purpose must be specific enough to define the applicant's needs, but not so restrictive as to preclude all discussion of alternatives. Per the Section 404(b)(1) Guidelines, a practicable alternative is defined as available and capable of being done after taking into consideration cost, existing technology, and logistics in light of the overall project purpose. While the Feasibility Report does not define a specific overall purpose for the Eagan segment, it would seem the overall purpose would be to construct a segment of a greenway multi-use recreational trail located on the south side of the Minnesota River Valley between I-494 and Highway 77 in the City of Eagan.

The Feasibility Report discusses preliminary alternative alignments between I-494 and Highway 77 that were eliminated due to inconsistency with Dakota County's greenway vision, expected environmental impacts, and anticipated safety issues. The dismissed alternatives include using the existing Fort Snelling State Park Trail alignment that runs parallel and adjacent to the Minnesota River bank, routing east of the railroad tracks through an industrial area and around the Seneca Wastewater Treatment Facility, routing east side of the railroad tracks opposite the Quarry Lake area, and routing west away from the railroad tracks and around the Gun Club Dump on the north side of the project. Based on the information provided, the Corps believes that the elimination of these alternatives from the analysis for the reasons provided on Pages 29 and 30 of the Feasibility Report would be consistent with future Corp permitting.

The Feasibility Report presents two feasible alternative options on the south end of the trail alignment and the north end of the trail alignment, as well as wetland impact minimization considerations on the trail alignment. The feasible alternatives considered likely wetland impacts based on a wetland delineation of the project corridor that occurred in 2013, as well as the results of an on-going calcareous fen identification and native plant survey effort. The two feasible northern alignment options do not appear to have wetland impacts, while the two south alignment options differ in estimated impacts; the Nichols Road option would have greater wetland fill impacts, while the Minnesota River option, which utilizes a portion of the existing Fort Snelling State Park trail in uplands, and includes a 700-foot boardwalk through a wetland, would have less wetland fill impacts. Despite this, more information will be needed to determine the least environmentally damaging alternative. For instance, the Nichols Road option keeps close to existing infrastructure, such as Nichols Road and the railroad, while the Minnesota River option fragments the wetland, possibly having more impact on habitat. Also, the Nichols Road option would pass through a state-designated calcareous fen (designated as "Area 1" in the Feasibility Report). The Feasibility Report indicates Area 1 does not meet calcareous fen criteria, and that calcareous fen investigation Areas 3 and 4 will be studied again this spring. The Corps would recommend also surveying Area 1 again this spring, since this location yielded a population of *Berula erectua* and would be crossed by the Nichols Road alignment. As state-designated calcareous fens are specially protected, more information about the status of these areas as state-designated fens may be needed.

The Minnesota River option reduces wetland fill impacts by partially utilizing an existing trail alignment, using existing uplands, and using a 700-foot boardwalk to cross a wetland area. The Minnesota River alignment would avoid the Nichols fen area, provide public access in the Fort Snelling State Park, provide viewing of the Minnesota River, accommodate bicyclists, be fire-resistant, and use helical piers to reduce ground disturbance. However, the Minnesota River option fragments the wetland, and also crosses through an area of three known archaeological resources in the location of the Fort Snelling State Park trail, including Black Dog Village. Depending on the nature of these resources, including but not limited to their potential eligibility for the National Register of Historic Places and the interest of tribal communities, it may come to light that it is prudent to avoid this area.

Depending on the funding of this project, the Corps may be the lead federal agency responsible for the review of impacts to historic properties under Section 106 of the National Historic Preservation Act. In the future, if it seems likely the Corps would be the lead federal agency involved with this project, please contact us early so we can appropriately review this project under Section 106, which could involve requiring archaeological surveys and coordination with the SHPO and tribes, as indicated on Page 36 of the Feasibility Report.

The Corps appreciates the information you provided that describes the measures that were taken into account at this stage in the planning to reduce wetland impacts in the feasible alternatives. These measures included things like using minimum state standards for proposed trail and road cross-sections, utilizing boardwalks in two low areas around quarry lake, utilizing a boardwalk in the Minnesota River option, installing equalizer culverts at appropriate intervals along the trail length to convey floodwaters, utilizing an existing railroad bridge crossing to cross east of the railroad tracks, construction of boardwalks using helical piers, the utilization of delineated upland areas to avoid wetland impacts when possible, and keeping the trail close to the existing railroad to reduce wetland and floodplain fragmentation. In future documents for this project, the Corps will continue to analyze wetland impact minimization to ensure impacts are minimized to the maximum practicable extent. Some additional potential minimization efforts may include locating the trail closer to the railroad at Stations 275-281, and constructing on frozen soils as much as possible. Also, the Feasibility Report indicates the trail may have an optional alignment just south of Quarry Lakes, along the railroad tracks or through a wooded area. The report indicates it is not known if these two options would have wetland impacts. This area should be delineated to determine which option is preferable. The Section 404(b)(1) Guidelines specifically require that “no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences” (40 CFR § 230.10(a)).

In addition to these comments, we have a few specific comments on the text on Page 42 of the Feasibility Report:

- The Corps is reviewing the September 2013 wetland delineation report for concurrence, as requested. If more information or a site visit is needed, we will let you know.
- The report recommends a pre-application meeting with the TEP in the future. The Corps would also like to be a part of this meeting.

- The report indicates wetlands would have to be mitigated under WCA; the report should also indicate wetland impacts would also be mitigated under Section 404 CWA.
- We note that the applicant is considering options for compensatory mitigation, including on-site project-specific compensation (i.e. restoration, enhancement, etc.) and the purchase of wetland bank credits. Based on the Mitigation Rule (33 CFR 332), the Corps preferential sequence for compensatory mitigation is 1) wetland banking credits, 2) project-specific compensation based on a watershed approach, 3) project-specific compensation that is on-site and in-kind, and 4) project-specific compensation that is off-site or out-of-kind. If wetland banking credits would be purchased, the bank should be located within the same major watershed as the impacts, if possible. We cannot supply specific comments at this time since a permit application and compensatory mitigation proposal has not been submitted. If on-site mitigation was proposed, the Corps would require performance standards per the Mitigation Rule.

As you know, the project proposer may request a pre-application consultation meeting with the Corps to obtain information regarding the data, studies or other information that will be necessary for the permit evaluation process. A pre-application consultation meeting is strongly recommended if the proposal has substantial impacts to waters of the United States, or if it is a large or controversial project.

Thank you for allowing us the opportunity to comment on the Feasibility Study for the Eagan segment of the Minnesota River Greenway. We look forward to continuing to work with you on this project. For further information or to request a pre-application consultation meeting, please contact Sarah Wingert at 651-290-5358, the Corps' project manager for Dakota County.

Sincerely,



f-s Tamara E. Cameron
Chief, Regulatory Branch

Copy furnished:
Angie Bersaw – Bolton & Menk, Inc.



June 26, 2018

Mr. Steve Sullivan
Dakota County Parks Director
14955 Galaxie Avenue
Apple Valley, MN 55124

RE: Federal FAST Act Letter of Support for Dakota County
Minnesota River Greenway – Fort Snelling

Dear Mr. Sullivan:

This letter is to express the City of Eagan's support for Dakota County's Regional Solicitation application under Bicycle and Pedestrian Facilities to fund the Minnesota River Greenway from the Cedar Avenue Trailhead to the north to the quarry lakes area in Fort Snelling State Park.

The Minnesota River Greenway supports the City's park and trail system by providing outdoor recreation in the Minnesota River Valley. The completion of this segment of the Minnesota River Greenway will expand access to Fort Snelling Park, specifically the quarry lakes area, as well as provide the framework for the last segment of the Greenway.

We look forward to working with Dakota County on the development of the Minnesota River Greenway and the access improvements to the Minnesota River Valley.

Sincerely,

Andrew Pimental
Director of Parks and Recreation



June 26, 2018

Mr. Steve Sullivan
Dakota County Parks Director
14955 Galaxie Avenue
Apple Valley, MN 55124

RE: Federal FAST Act Letter of Support for Dakota County
Minnesota River Greenway – Fort Snelling

Dear Mr. Sullivan:

This letter is to express the City of Eagan's support for Dakota County's Regional Solicitation application under Bicycle and Pedestrian Facilities to fund the Minnesota River Greenway from the Cedar Avenue Trailhead to the north to the quarry lakes area in Fort Snelling State Park.

The Minnesota River Greenway supports the City's park and trail system by providing outdoor recreation in the Minnesota River Valley. The completion of this segment of the Minnesota River Greenway will expand access to Fort Snelling Park, specifically the quarry lakes area, as well as provide the framework for the last segment of the Greenway.

We look forward to working with Dakota County on the development of the Minnesota River Greenway and the access improvements to the Minnesota River Valley.

Sincerely,

Andrew Pimental
Director of Parks and Recreation

Minnesota Department of Natural Resources

Division of Ecological and Water Resources
1200 Warner Road
Saint Paul, MN 55106-6793



February 5, 2014

Transmitted via email

Angie Bersaw, AICP
Transportation Planner
Bolton & Menk, Inc.
1960 Premier Drive
Mankato, MN 56001

Dear Ms. Bersaw,

The Minnesota Department of Natural Resources (DNR) has reviewed the Minnesota River Greenway, Egan Segment Feasibility Study Report draft of December 4, 2013. We commend Dakota County for a thorough planning process and appreciate being included in the feasibility study process. This letter acknowledges our commitment to work with Dakota County on this project to minimize impacts to natural resources, and presents the following comments for your consideration.

Impacts to Calcareous Fens

We appreciate the selection of alternative routes that avoid impacts to calcareous wetlands in the north end of this project. However, Nicols Meadow Fen lies within one of the alternative pathways at the southern end of the project. This fen is currently protected by Minnesota statute (Section 103G.223), regardless of the results of plant surveys conducted in late summer 2013. The exemptions under part 8420.0420 and the sequencing provisions under part 8420.0520 do not apply to calcareous fens. If the Nicols Road alternative were selected, the project proposers would be required to work with DNR wetlands staff to determine if potential impacts could be avoided. We appreciate the discussion of potential restoration activities associated with mitigation (page 42), and encourage you to coordinate with DNR wetlands staff regarding those possibilities. Our recommendation remains to design the trail to avoid the fen area, as you have done elsewhere in the planning process.

However, please see the following discussion regarding wetland impacts from the Mississippi River alternative, which also raises concerns for impacts to rare wetland type and trout streams.

Impacts to Wetlands and Trout Stream

Impacts to wetlands are expected to be incurred on a number of trail sections, as noted in the report. These will be subject to the WCA process and reviewed on a site by site basis. Further, the Mississippi River trail alternatives at the southern end of the project

mndnr.gov

An Equal Opportunity Employer

DNR Information: 651-296-6157

1-888-646-6367

651-296-5484

1-800-657-3929

would cross a native plant community type (NPC) identified by the Minnesota Biological Survey as Bulrush Marsh, which has the conservation status rank of S3 (vulnerable to extinction). NPCs with status rank of S1 to S3 are protected under WCA regulations 8420.0548 subp.3. If the Mississippi River alternative trail is selected, close coordination with DNR wetland staff will be required to assess the wetland condition and to determine if mitigation is appropriate.

In addition, the Mississippi River alternative crosses a state-designated trout stream, which will require coordination with DNR hydrology staff during the public water permitting process, to ensure a stream crossing design that limits impacts to instream trout habitat.

Regulatory Processes

On page 41 of the document, you correctly identify the potential for a state Environmental Assessment Worksheet (EAW) to be triggered if certain thresholds are met (specifically Subp. 26. Stream diversion and Subp. 27. Wetlands and public waters). You also address the potential requirement for an Environmental Assessment (EA) if federal funding is accessed. The requirement for an EA does not replace the requirement for an EAW. If you were to perform a combined EA/EAW, all requirements of the EAW must be addressed in the document. In addition, a public waters permit will be required for work in public water wetlands and for public water crossings. The successful completion of an EA/EAW does not guarantee the granting of a public water permit. Some considerations that will need to be met include culvert and underpass construction designs that meet water and wildlife specifications, and evidence that water flow will not be disrupted.

Natural Heritage Database Review

As this project moves forward, we request that a Natural Heritage Information System (NHIS) review be conducted to identify any records of rare species or rare natural resource features that are known to be located within the project footprint. The NHIS is continually updated as new information becomes available and would include current records and surveys. An NHIS review is considered valid if performed within one year of project implementation. The NHIS Data Request form and rate information can be accessed on the DNR website at <http://www.dnr.state.mn.us/eco/nhnrp/nhis.html>. Once the project footprint is determined, further rare species surveys will be required. Please contact Lisa Joyal, Endangered Species Review Coordinator (phone: 651-259-5109 lisa.joyal@state.mn.us), regarding procedures and protocols for survey requirements.

Management Concerns

Fort Snelling State Park natural resource management plans include periodic burning through the area of the project footprint. Boardwalk and trail materials that will withstand this process are recommended.

Due to the location of this trail in wetland and floodplain areas, increased mortality to reptiles and amphibians should be expected. Trail design is encouraged that recognizes potential impacts to herpetofauna. Examples include wildlife crossing signs and larger culvert crossings with roadside fencing to encourage crossing in specific areas. During erosion-control activities, the DNR encourages the use of wildlife-friendly erosion control mesh (non-plastic, non-welded).

Traditional erosion control mesh is known to cause injury and may be fatal to wildlife, particularly reptiles and amphibians.

Operational Order 113 (Invasive Species) requires DNR policy and procedures to prevent or limit the introduction, establishment and spread of invasive species. Construction protocols that address the potential spread of invasive plants by large equipment and foot traffic are encouraged.

Thank you for the opportunity to review this document. We look forward to ongoing coordination with you on this project. Please contact me with any questions you may have.

Sincerely,

Brooke Haworth

Brooke Haworth
Environmental Assessment Ecologist, Central Region
MnDNR Division of Ecological and Water Resources
1200 Warner Road, St. Paul, MN 55106
Phone: 651-259-5755
Email: Brooke.haworth@state.mn.us



DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
180 FIFTH STREET EAST, SUITE 700
ST. PAUL MINNESOTA 55101-1678

REPLY TO
ATTENTION

MAR 25 2014

Operations
Regulatory (2013-02391-SEW)

Mr. Chris Hartzell
Dakota County Western Service Center
14955 Galaxie Avenue
Apple Valley, Minnesota 55124

Dear Mr. Hartzell:

We have received the document entitled *Draft Minnesota River Greenway, Eagan Segment - Feasibility Study Report* dated December 4, 2013 (Feasibility Report). As requested, this letter contains comments on this document for your consideration. The project site is in the City of Eagan in Section 13, Township 17N., Range 24W., and Sections 4, 5, 8, 9, 17, and 18, Township 27N., Range 23W., Dakota County, Minnesota.

Our preliminary determination is that this project would involve a discharge of fill material into waters of the United States, and thus would be subject to the Corps of Engineers' jurisdiction under Section 404 of the Clean Water Act (CWA Section 404). Waters of the United States include navigable waters, their tributaries, and adjacent wetlands (33 CFR § 328.3). CWA Section 301(a) prohibits discharges of dredged or fill material into waters of the United States, unless the work has been authorized by a Department of the Army permit under Section 404. Information about the Corps permitting process can be obtained online at <http://www.mvp.usace.army.mil/Missions/Regulatory.aspx>.

The Corps' evaluation of a Section 404 permit application involves multiple analyses, including (1) evaluating the proposal's impacts in accordance with the National Environmental Policy Act (NEPA) (33 CFR part 325), (2) determining whether the proposal is contrary to the public interest (33 CFR § 320.4), and (3) in the case of a Section 404 permit, determining whether the proposal complies with the Section 404(b)(1) Guidelines (40 CFR part 230). The Guidelines specifically require that "no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences" (40 CFR § 230.10(a)). Time and money spent on the proposal prior to applying for a Section 404 permit cannot be factored into the Corps' decision whether there is a less damaging practicable alternative to the proposal.

The Feasibility Report discusses the status of Dakota County's review of alternatives for the Eagan segment of the Minnesota River Greenway. The Minnesota River Greenway is a partially-constructed multi-use recreational trail that would be approximately 17 miles long when complete, and would connect St. Paul to Burnsville by following the south side of the Minnesota River Valley. The trail would also be part of the larger Minnesota Valley State Trail that is being planned by Minnesota Department of Natural Resources (MnDNR) between Le Sueur and St. Paul. The Eagan

segment would be located in Fort Snelling State Park between I-494 and Highway 77 (Cedar Avenue). The north end of the Eagan segment would connect to the existing Big Rivers Regional Trail leading to St. Paul, and the I-494 bridge trail, which connects west to Bloomington and east to Eagan. The south end of the Eagan segment would connect to an existing MnDNR boat landing, trails in Bloomington via an existing pedestrian river crossing at the old Cedar Avenue bridge, and another planned segment of the Minnesota River Greenway (Black Dog trail).

For our permit review, the Corps is responsible for defining the overall project purpose. The overall project purpose is used for evaluating practicable alternatives under the Section 404(b)(1) Guidelines. The overall project purpose must be specific enough to define the applicant's needs, but not so restrictive as to preclude all discussion of alternatives. Per the Section 404(b)(1) Guidelines, a practicable alternative is defined as available and capable of being done after taking into consideration cost, existing technology, and logistics in light of the overall project purpose. While the Feasibility Report does not define a specific overall purpose for the Eagan segment, it would seem the overall purpose would be to construct a segment of a greenway multi-use recreational trail located on the south side of the Minnesota River Valley between I-494 and Highway 77 in the City of Eagan.

The Feasibility Report discusses preliminary alternative alignments between I-494 and Highway 77 that were eliminated due to inconsistency with Dakota County's greenway vision, expected environmental impacts, and anticipated safety issues. The dismissed alternatives include using the existing Fort Snelling State Park Trail alignment that runs parallel and adjacent to the Minnesota River bank, routing east of the railroad tracks through an industrial area and around the Seneca Wastewater Treatment Facility, routing east side of the railroad tracks opposite the Quarry Lake area, and routing west away from the railroad tracks and around the Gun Club Dump on the north side of the project. Based on the information provided, the Corps believes that the elimination of these alternatives from the analysis for the reasons provided on Pages 29 and 30 of the Feasibility Report would be consistent with future Corp permitting.

The Feasibility Report presents two feasible alternative options on the south end of the trail alignment and the north end of the trail alignment, as well as wetland impact minimization considerations on the trail alignment. The feasible alternatives considered likely wetland impacts based on a wetland delineation of the project corridor that occurred in 2013, as well as the results of an on-going calcareous fen identification and native plant survey effort. The two feasible northern alignment options do not appear to have wetland impacts, while the two south alignment options differ in estimated impacts; the Nichols Road option would have greater wetland fill impacts, while the Minnesota River option, which utilizes a portion of the existing Fort Snelling State Park trail in uplands, and includes a 700-foot boardwalk through a wetland, would have less wetland fill impacts. Despite this, more information will be needed to determine the least environmentally damaging alternative. For instance, the Nichols Road option keeps close to existing infrastructure, such as Nichols Road and the railroad, while the Minnesota River option fragments the wetland, possibly having more impact on habitat. Also, the Nichols Road option would pass through a state-designated calcareous fen (designated as "Area 1" in the Feasibility Report). The Feasibility Report indicates Area 1 does not meet calcareous fen criteria, and that calcareous fen investigation Areas 3 and 4 will be studied again this spring. The Corps would recommend also surveying Area 1 again this spring, since this location yielded a population of *Berula erectua* and would be crossed by the Nichols Road alignment. As state-designated calcareous fens are specially protected, more information about the status of these areas as state-designated fens may be needed.

The Minnesota River option reduces wetland fill impacts by partially utilizing an existing trail alignment, using existing uplands, and using a 700-foot boardwalk to cross a wetland area. The Minnesota River alignment would avoid the Nichols fen area, provide public access in the Fort Snelling State Park, provide viewing of the Minnesota River, accommodate bicyclists, be fire-resistant, and use helical piers to reduce ground disturbance. However, the Minnesota River option fragments the wetland, and also crosses through an area of three known archaeological resources in the location of the Fort Snelling State Park trail, including Black Dog Village. Depending on the nature of these resources, including but not limited to their potential eligibility for the National Register of Historic Places and the interest of tribal communities, it may come to light that it is prudent to avoid this area.

Depending on the funding of this project, the Corps may be the lead federal agency responsible for the review of impacts to historic properties under Section 106 of the National Historic Preservation Act. In the future, if it seems likely the Corps would be the lead federal agency involved with this project, please contact us early so we can appropriately review this project under Section 106, which could involve requiring archaeological surveys and coordination with the SHPO and tribes, as indicated on Page 36 of the Feasibility Report.

The Corps appreciates the information you provided that describes the measures that were taken into account at this stage in the planning to reduce wetland impacts in the feasible alternatives. These measures included things like using minimum state standards for proposed trail and road cross-sections, utilizing boardwalks in two low areas around quarry lake, utilizing a boardwalk in the Minnesota River option, installing equalizer culverts at appropriate intervals along the trail length to convey floodwaters, utilizing an existing railroad bridge crossing to cross east of the railroad tracks, construction of boardwalks using helical piers, the utilization of delineated upland areas to avoid wetland impacts when possible, and keeping the trail close to the existing railroad to reduce wetland and floodplain fragmentation. In future documents for this project, the Corps will continue to analyze wetland impact minimization to ensure impacts are minimized to the maximum practicable extent. Some additional potential minimization efforts may include locating the trail closer to the railroad at Stations 275-281, and constructing on frozen soils as much as possible. Also, the Feasibility Report indicates the trail may have an optional alignment just south of Quarry Lakes, along the railroad tracks or through a wooded area. The report indicates it is not known if these two options would have wetland impacts. This area should be delineated to determine which option is preferable. The Section 404(b)(1) Guidelines specifically require that “no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences” (40 CFR § 230.10(a)).

In addition to these comments, we have a few specific comments on the text on Page 42 of the Feasibility Report:

- The Corps is reviewing the September 2013 wetland delineation report for concurrence, as requested. If more information or a site visit is needed, we will let you know.
- The report recommends a pre-application meeting with the TEP in the future. The Corps would also like to be a part of this meeting.

- The report indicates wetlands would have to be mitigated under WCA; the report should also indicate wetland impacts would also be mitigated under Section 404 CWA.
- We note that the applicant is considering options for compensatory mitigation, including on-site project-specific compensation (i.e. restoration, enhancement, etc.) and the purchase of wetland bank credits. Based on the Mitigation Rule (33 CFR 332), the Corps preferential sequence for compensatory mitigation is 1) wetland banking credits, 2) project-specific compensation based on a watershed approach, 3) project-specific compensation that is on-site and in-kind, and 4) project-specific compensation that is off-site or out-of-kind. If wetland banking credits would be purchased, the bank should be located within the same major watershed as the impacts, if possible. We cannot supply specific comments at this time since a permit application and compensatory mitigation proposal has not been submitted. If on-site mitigation was proposed, the Corps would require performance standards per the Mitigation Rule.

As you know, the project proposer may request a pre-application consultation meeting with the Corps to obtain information regarding the data, studies or other information that will be necessary for the permit evaluation process. A pre-application consultation meeting is strongly recommended if the proposal has substantial impacts to waters of the United States, or if it is a large or controversial project.

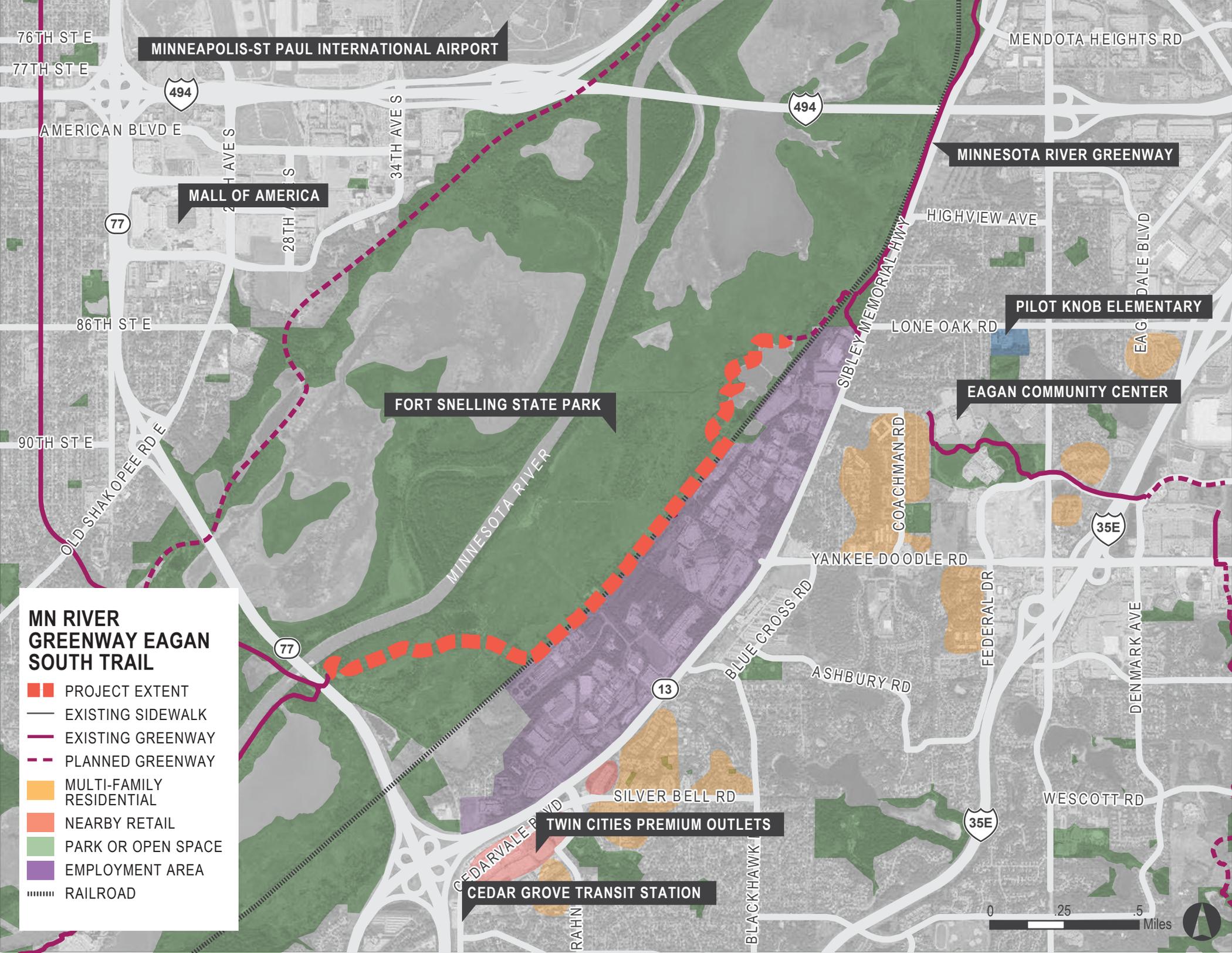
Thank you for allowing us the opportunity to comment on the Feasibility Study for the Eagan segment of the Minnesota River Greenway. We look forward to continuing to work with you on this project. For further information or to request a pre-application consultation meeting, please contact Sarah Wingert at 651-290-5358, the Corps' project manager for Dakota County.

Sincerely,



f-s Tamara E. Cameron
Chief, Regulatory Branch

Copy furnished:
Angie Bersaw – Bolton & Menk, Inc.



MINNEAPOLIS-ST PAUL INTERNATIONAL AIRPORT

MALL OF AMERICA

FORT SNELLING STATE PARK

MINNESOTA RIVER GREENWAY

PILOT KNOB ELEMENTARY

EAGAN COMMUNITY CENTER

TWIN CITIES PREMIUM OUTLETS

CEDAR GROVE TRANSIT STATION

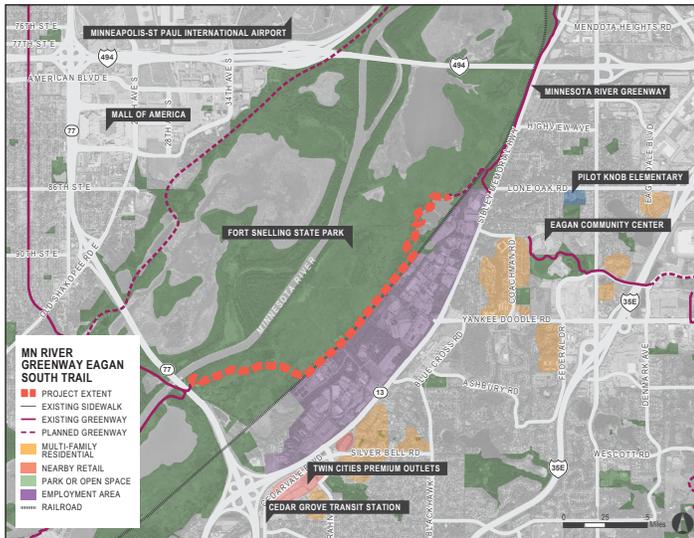
MN RIVER GREENWAY EAGAN SOUTH TRAIL

-  PROJECT EXTENT
-  EXISTING SIDEWALK
-  EXISTING GREENWAY
-  PLANNED GREENWAY
-  MULTI-FAMILY RESIDENTIAL
-  NEARBY RETAIL
-  PARK OR OPEN SPACE
-  EMPLOYMENT AREA
-  RAILROAD



Minnesota River Greenway - Fort Snelling

DAKOTA COUNTY



Proposed trail route

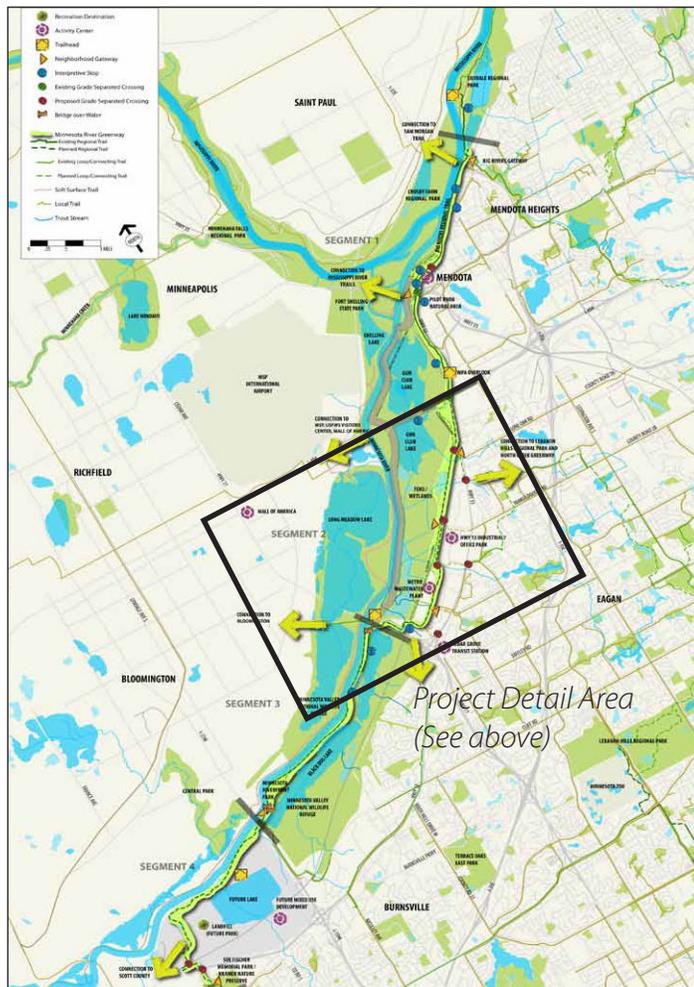
Project Location:	Eagan
Requested Award Amount:	\$3,508,000
Total Project Cost:	\$4,385,000

PROJECT DESCRIPTION

The Minnesota River Greenway - Fort Snelling trail segment will complete a 2.75 mile gap in the 17-mile Minnesota River Greenway Regional Trail, an important regional trail that will provide views and access to the Minnesota River through several suburban Twin Cities communities.

PROJECT BENEFITS

- » Provides local connections to Fort Snelling State Park
- » Completes a long planned regional trail between Burnsville and downtown Saint Paul
- » Fills a gap between the popular Big Rivers Regional Trail and the Burnsville segment of Minnesota River Greenway Regional Trail
- » Continued collaboration and trail development will link a major system of trails in the Minnesota River Valley from Ortonville to Le Sueur to St. Paul
- » Connects trails in Burnsville, Eagan, Bloomington, Mendota Heights, Minneapolis, St. Paul and beyond
- » Key connections include the Cedar Avenue and 494 bridges
- » Commuters will gain a safer, scenic, more direct route when this project is completed
- » Immerse visitors in the expansive Minnesota River Valley, providing views and long vistas that feel far removed from the urban environment
- » Provides new opportunities for underserved populations in adjacent communities to access the outstanding natural resources at Fort Snelling State Park and the Minnesota Valley National Wildlife Refuge



Minnesota River Greenway Regional Trail Concept Plan

Google Street View: Sibley Memorial Highway facing south and Lone Oak Road



6. Minnesota River Greenway – Photos:



Quarry Lake



Gun Club Lake



Floodway – Boardwalk Area



**MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113**

June 20, 2018

Steven Sullivan
Dakota County Parks Director
Western Service Center
14955 Galaxie Ave
Apple Valley, MN 55124-8579

**Re: Letter of Support for Dakota County
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for
Minnesota River Greenway - Egan South Extension**

Dear Mr. Sullivan,

This letter documents MnDOT Metro District's support for Dakota County's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the Minnesota River Greenway – Egan South Extension project.

As proposed, this project may impact MnDOT right-of-way on TH 77. As the agency with jurisdiction over TH 77, MnDOT will support Dakota County and will allow the improvements proposed in the application for the Minnesota River Greenway – Egan South Extension project. Details of a future maintenance agreement with Dakota County will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

No funding from MnDOT is currently programmed for this project. In addition, the Metro District currently does not anticipate any available discretionary funding in years 2022-23 that could fund project construction, nor do we have the resources to assist with construction or with MnDOT services such as the design or construction engineering of the project. However, I would request that you please continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Dakota County as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at Jon.Solberg@state.mn.us or 651-234-7729.

Sincerely,

A handwritten signature in blue ink that reads 'Scott McBride'.

Scott McBride
Metro District Engineer

CC: Jon Solberg, Metro District South Area Manager
Lynne Bly, Metro Program Director
Dan Erickson, Metro State Aid Engineer