



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10897 - River to River Greenway - Valley Trail/TH 149 Grade Separated Crossing - Mendota Heights

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

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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 0000002621A15

Project Information

Project Name River to River Greenway - Valley Park Trail & TH 149 underpass
Primary County where the Project is Located Dakota
Cities or Townships where the Project is Located: Mendota Heights
Jurisdictional Agency (If Different than the Applicant):

This application seeks funding for the River to River Greenway trail segment through Valley Park connecting Hwy 13 to Hwy 110 and Dodd Rd, and an underpass at Dodd Road (TH 149), a grade separated crossing that will remove a barrier for the RBTN 1 corridor in this area.

The Valley Park trail improvements will increase usability for all ages and abilities. The new trail will include many elements that will make it safer: a consistent width of 10 feet, improved curve radii throughout, improved drainage to reduce ice build up in the winter and spring, and re-alignment to address steep slope issues.

The TH 149 underpass is located approximately 100 feet north of the intersection of Dodd Road and Highway 110. This underpass will improve local and regional connectivity and safety as it will divert pedestrian and bicycle traffic away from the major intersection of Dodd Road (TH 149) and Highway 110. The underpass would be a 10-foot by 14-foot box culvert.

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

Providing a grade separated crossing of Dodd Road (TH 149) at its intersection with Highway 110

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

addresses significant barriers to mobility in this area. Currently, there are more than 27,000 vehicles traveling along Highway 110 and 9,000 vehicles on Dodd Road. Constructing an underpass of Dodd Road allows users of the existing trail along Highway 110 easier mobility of that busy intersection. The underpass also capitalizes on the newly constructed underpass of Highway 110 to the east of this intersection to facilitate north-south non-motorized transportation and the addition of a trail north on Dodd to Marie Avenue as part of upcoming road reconstruction projects.

This important two-mile trail segment connects the Minnesota River Greenway with the Mendota to Lebanon Hills Greenway.

(Limit 2,800 characters; approximately 400 words)

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

River to River Greenway, Mendota Heights, from Hwy 13 to east side of Dodd Road - Construct Multi-use Trail and Trail Underpass at Dodd Road

Project Length (Miles)

2.1

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 \$1,152,000.00

Match Amount \$288,000.00

Minimum of 20% of project total

Project Total \$1,440,000.00

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: 55118

(Approximate) Begin Construction Date: 04/01/2022

(Approximate) End Construction Date: 10/31/2022

Name of Trail/Ped Facility: River to River Greenway - Valley Park Trail & TH 149 underpass

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) Hwy 13 at I-35E

To:
(Intersection or Address) Hwy 110 and Dodd Road (TH 149)

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, Agg Base, Bit Base, Bit Surf, Boardwalk, Tunnel, Lighting

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.: No

New Bridge/Culvert No.: Yes

Structure is Over/Under
(Bridge or culvert name): 100' culvert/tunnel under Dodd Road/TH 149

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.

o Dakota County's River to River Greenway Master Plan - page 36-38, Grade-separated crossing at Dodd Road

o City of Mendota Heights 2040 Comprehensive Plan DRAFT, Section 5: Parks and Open Space Plan

List the applicable documents and pages:

- Page 113, Recreation Programming Goal: To support the Dakota County 2030 Greenway Corridors Plan/Vision

- Page 120, Planned Trail Connections and Improvements: Future Upgrade through Valley Park
o TH 110 Grade Separated Crossing Study (all pages)

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of 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.

Multituse 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)	\$70,000.00
Removals (approx. 5% of total cost)	\$70,000.00
Roadway (grading, borrow, etc.)	\$60,000.00
Roadway (aggregates and paving)	\$14,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$20,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$10,000.00
Striping	\$1,000.00
Signing	\$0.00
Lighting	\$15,000.00
Turf - Erosion & Landscaping	\$10,000.00
Bridge	\$880,000.00
Retaining Walls	\$30,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$20,000.00

Totals

\$1,200,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$240,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$240,000.00

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	\$1,440,000.00
Construction Cost Total	\$1,440,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1531490940609_RBTN Map 2.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 21634

Existing Employment Within One Mile (Integer Only) 9979

Upload the "Population Summary" map 1531490995953_Pop Employ Map 2.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)

1531494212734_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:

(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:

Yes

(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:

During the River to River Greenway Master Plan process, students and parents at Garlough Elementary, and students of Henry Sibley High School were engaged through surveys and handouts in order to ensure the trail would serve the local youth.

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.

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

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

Response:

In addition to improving access to Mendota Heights' primary mixed-use node, this connection will drastically improve regional connectivity and safety for both the RBTN and Dakota County's Regional Greenway system. The River to River Greenway connects Mendota Heights, South St. Paul, and West St. Paul. The trail construction and underpass will encourage use of the entire greenway corridor, connecting to the newly constructed Hwy 110 underpass. The continuous greenway trails are much more attractive to trail users and encourage longer rides and walks, which in turn improves and expands local options for outdoor exercise and, thus, public health.

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

(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. A potential easement on private property on the west side of Dodd Road may be necessary as well as removal of some existing trees, but the project will be at least 100 feet away from any existing structure.

Response:

Construction impacts will be minimal, if any, from a dust and noise perspective. Construction may require temporary closure of Dodd Road north of Hwy 110. The appropriate construction mitigation measures will be put in place to address any potential issues that could disrupt local businesses and residents during construction.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531491427953_Socio-Econ Map 2.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
Mendota Heights	2.1	1.0	22.0	22.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 2.1

Affordable Housing Scoring

Total Project Length (Miles) or Population 2.1
Total Housing Score 22.0

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

This project will improve road crossing safety and trail safety on a two-mile segment of the River to River Greenway, which provides a pedestrian and bicycle alternative within the I-35E corridor connecting northern Dakota County suburbs to Saint Paul and Minneapolis across the Mississippi River, a major barrier to connectivity. The project will create a grade-separated crossing in the form of an underpass underneath Dodd Road. This project would take place just north of the intersection, removing trail users from the intersection area completely. The underpass will bridge both a local and regional barrier. The two mile segment of the River to River Greenway trail through Valley Park will include trail reconstruction that will correct steep sections, sharp curves, and limited sight lines in order to reduce trail user conflicts on this portion of trail. Also, an existing underpass at Marie Avenue will be repaired to address drainage and erosion issues, which will create a safer and continuous trail.

Response:

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

Locally, the project improves access to Mendota Heights' primary commercial area, a mixed-use node with commercial, medium and high density housing. Regionally, the project will improve

connectivity and safety for the RBTN network and the River to River Greenway, a regional trail that connects Lilydale, Mendota Heights, West. St. Paul, and South St. Paul. Users will be able to use this greenway to connect to one of Dakota County's other eight regional greenways and reach destinations like Downtown Saint Paul.

This new trail and grade separated crossing will together create a more usable trail connection for users of all ages and abilities between the Minnesota River Greenway in Lilydale and the Mendota to Lebanon Hills Greenway, which connects to Lebanon Hills Regional Park.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

The construction of the Dakota County River to River Greenway trail segment through Valley Park and the TH 149 Underpass will correct a large safety deficiency in the existing Dakota County trail network as well as the Regional Bicycle Transportation Network. A safe underpass crossing facility will remove cyclist and pedestrian traffic from the busy, skewed intersection of Dodd Road (AADT of 8,600) and Highway 110 (AADT of 27,500). Between 2011 and 2015 this area experienced 2 bicycle crashes.

Response:

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

The two-mile trail segment through Valley Park will correct steep sections, sharp curves, and limited sight lines, in addition to addressing drainage and safety concerns in an existing tunnel under Marie Avenue, in order to reduce trail user conflicts on this portion of trail. This new trail and grade separated crossing will together create a more usable trail connection between the Minnesota River Greenway in Lilydale and the Mendota to Lebanon Hills Greenway, which connects to

Lebanon Hills Regional Park.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

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

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

The two-mile trail segment through Valley Park will improve safety for pedestrians along the trail by correcting steep sections, sharp curves, and limited sight lines in order to reduce trail user conflicts on this portion of trail. This new trail and grade separated crossing will together create a more safe and usable trail connection between the Minnesota River Greenway in Lilydale and the Mendota to Lebanon Hills Greenway, which connects to Lebanon Hills Regional Park.

The trail segment parallels I-35E, one of the busiest commuter routes, and provides a connection to downtown Saint Paul with the Harriet

Response:

Island/Lilydale trail. The pedestrian and bicycle trail along I-35E is one of the few places to cross the river in this area, which is a major barrier to connectivity to major employment areas in Minneapolis and Saint Paul and Mendota Heights, a first ring suburb.

(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

1531494516218_9264_Concept Plans_Dodd_Underpass.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 Yes

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

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):

\$1,440,000.00

Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,440,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

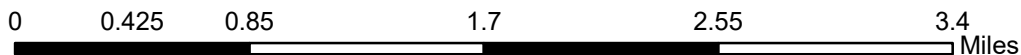
File Name	Description	File Size
DC Resolution of Support.pdf	Dakota County Resolution of Support for Grant Application	126 KB
Existing Conditions Photo.pdf	River to River Greenway Existing Conditions at Dodd Road	766 KB
River to River Greenway Map.pdf	River to River Greenway Project Map	9.0 MB
River to River Greenway Master Plan_concept.pdf	River to River Greenway Master Plan Concept	1.5 MB
River to River Greenway Master Plan_detail pages.pdf	River to River Greenway Dodd Road Underpass Diagram	787 KB
Rvr2Rvr_One-page Project Summary.pdf	River to River Greenway Project Summary	2.2 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: River to River Greenway | Map ID: 1531329633532



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



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LandscapeRSA6



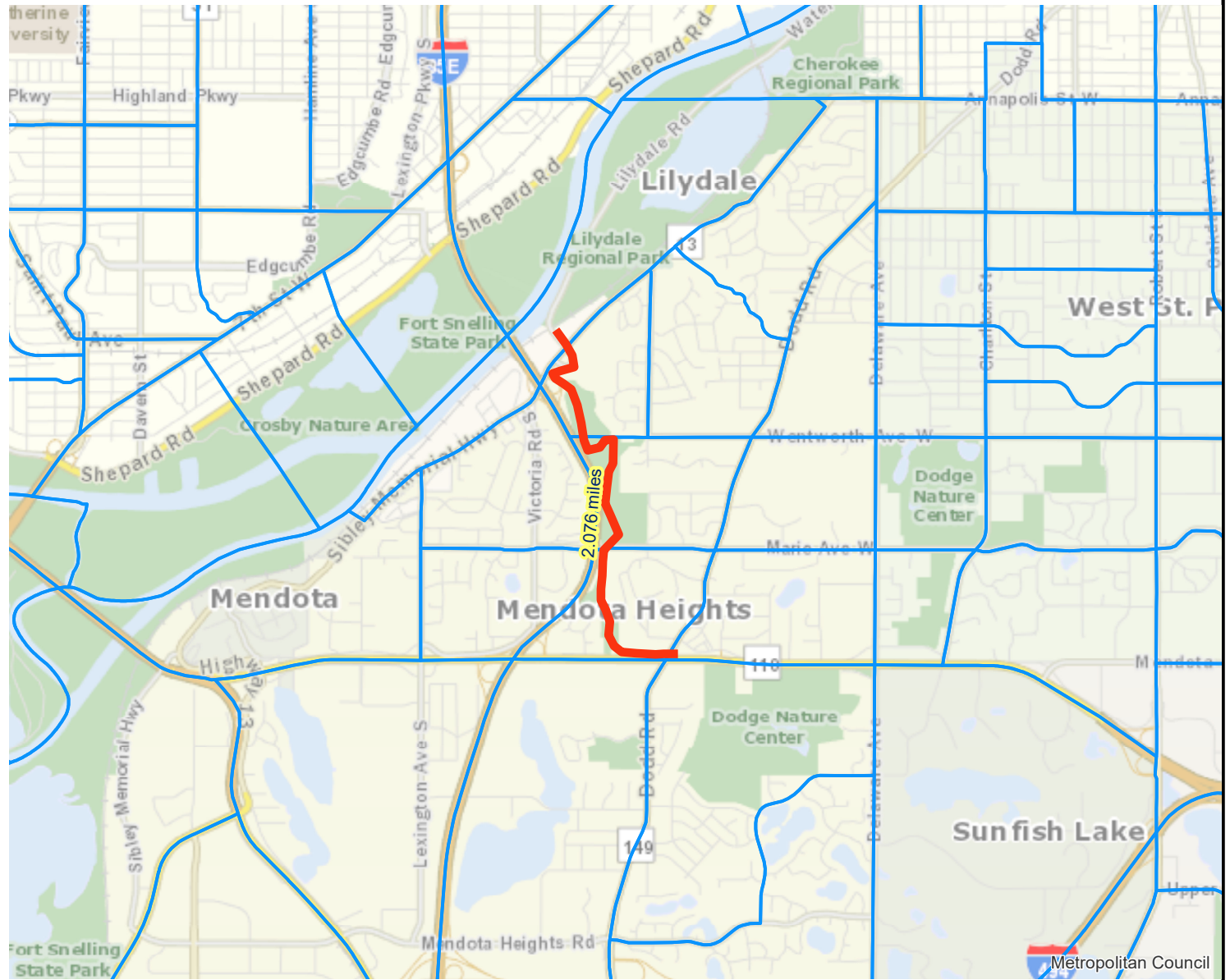
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494 NCompass Technologies

Population/Employment Summary

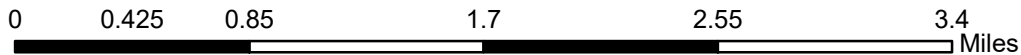
Multiuse Trails and Bicycle Facilities Project: River to River Greenway | Map ID: 1531329633532



Results

Within ONE Mile of project:
Total Population: 21634
Total Employment: 9979

-  Project
-  2010 TAZ



Created: 7/11/2018
LandscapeRSA4



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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.



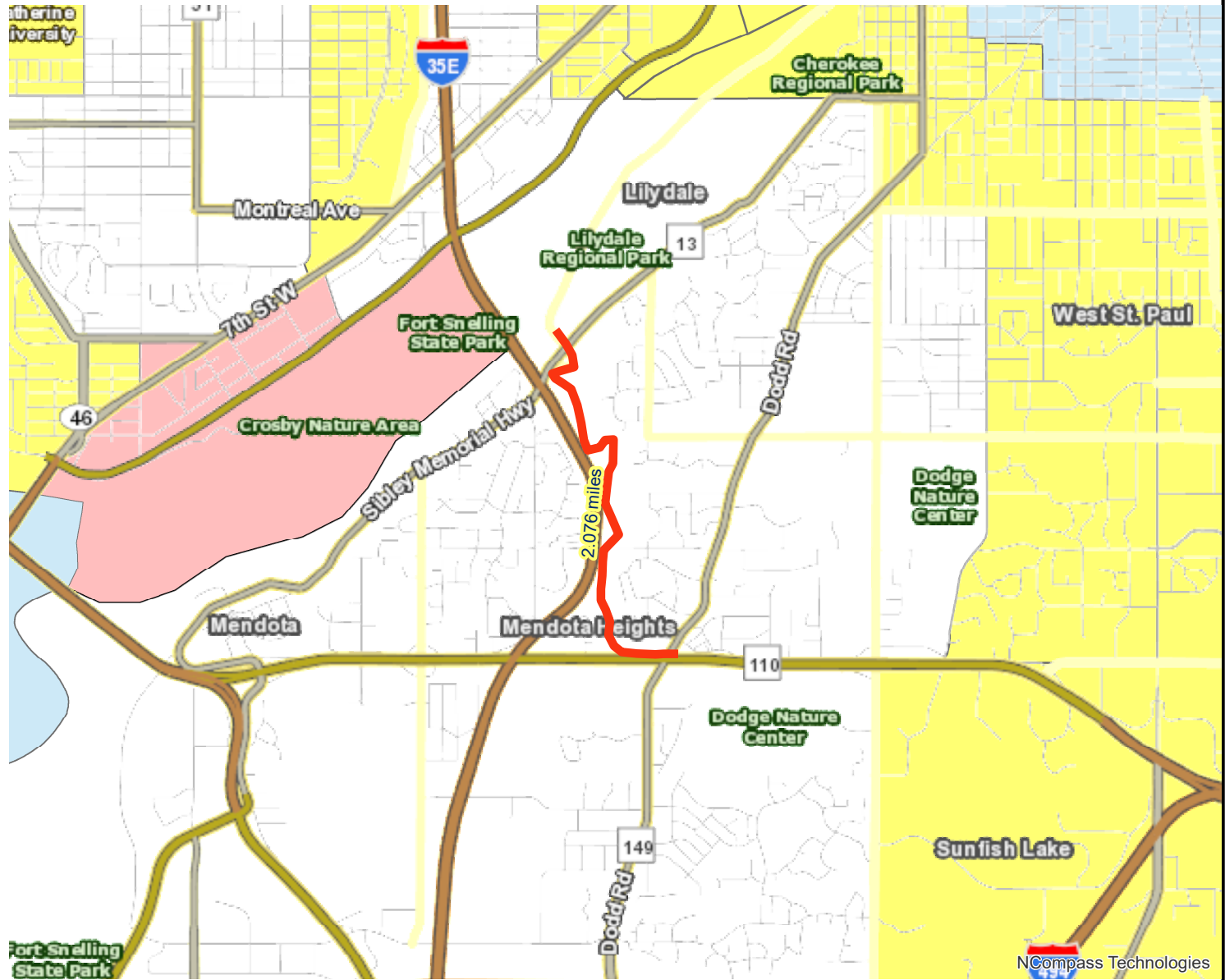
Maintenance Standard





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.

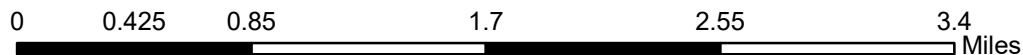
Socio-Economic Conditions

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



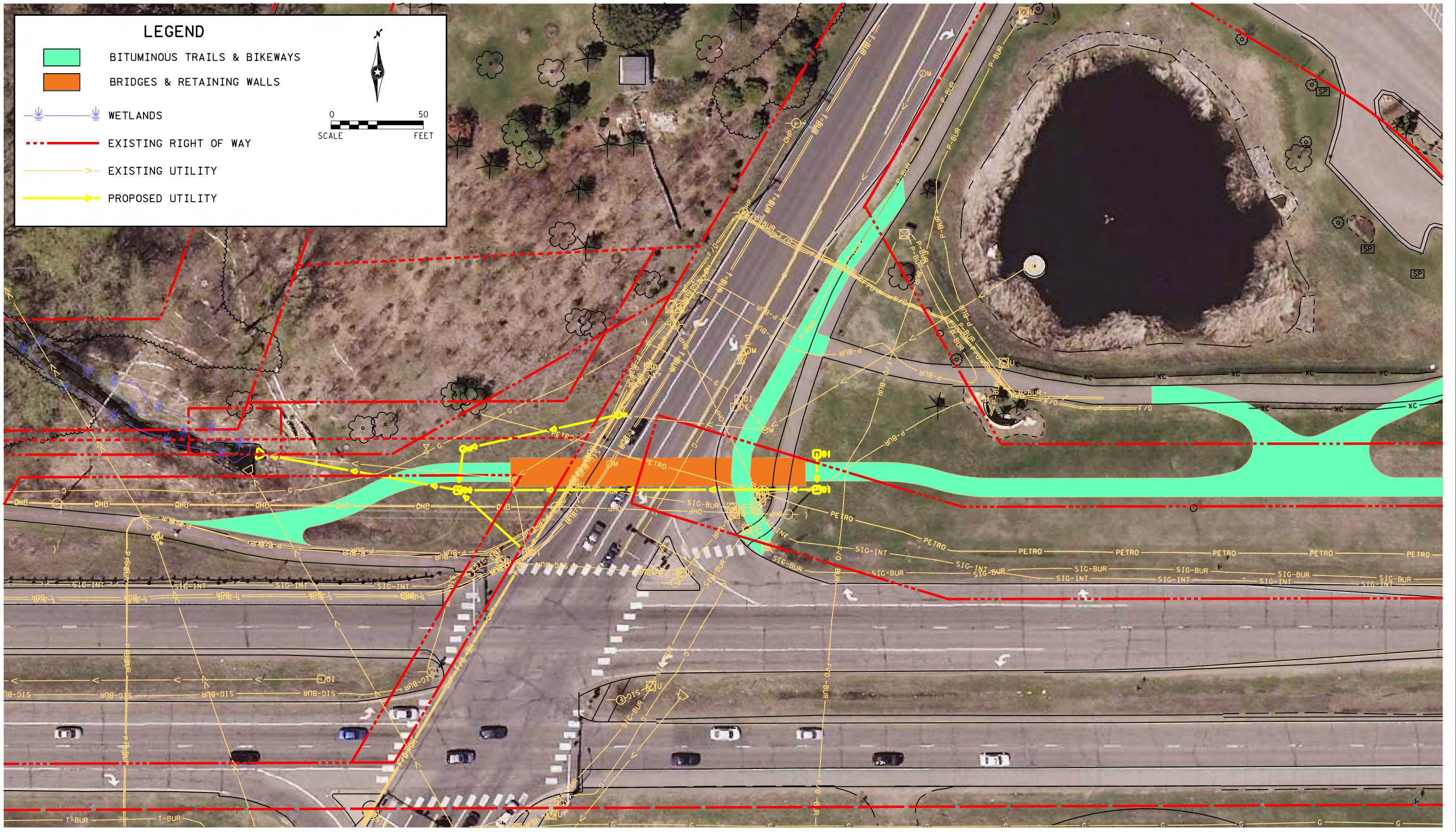
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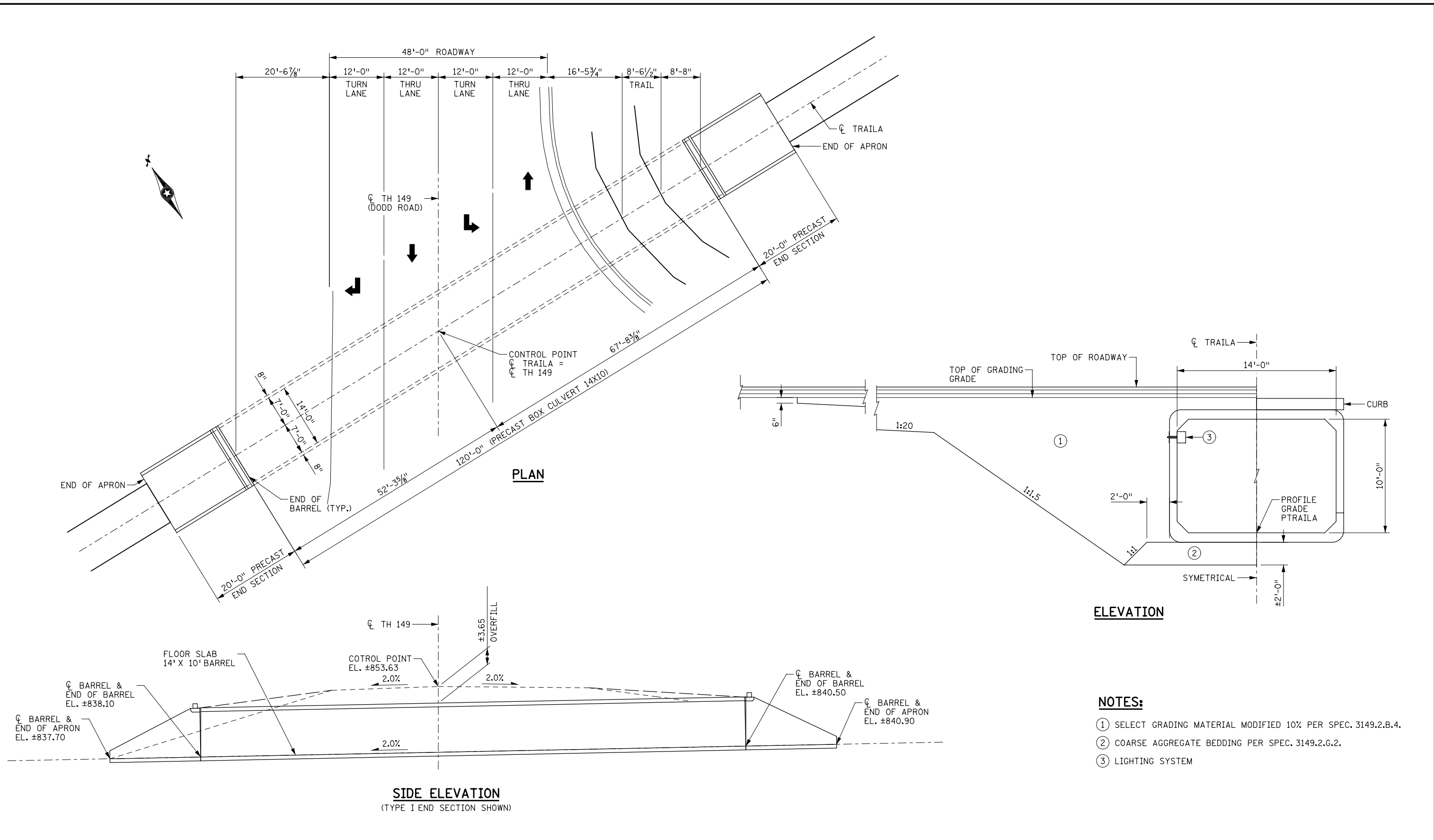
CONCEPT 1 SITE PLAN - PRECAST BOX CULVERT 14X10 UNDERPASS

TH 149 OVER RIVER-TO-RIVER REGIONAL GREENWAY
FOR DAKOTA COUNTY, IN THE CITY OF MENDOTA HEIGHTS, MN

Job #9264
11/23/2016

Figure C1-1

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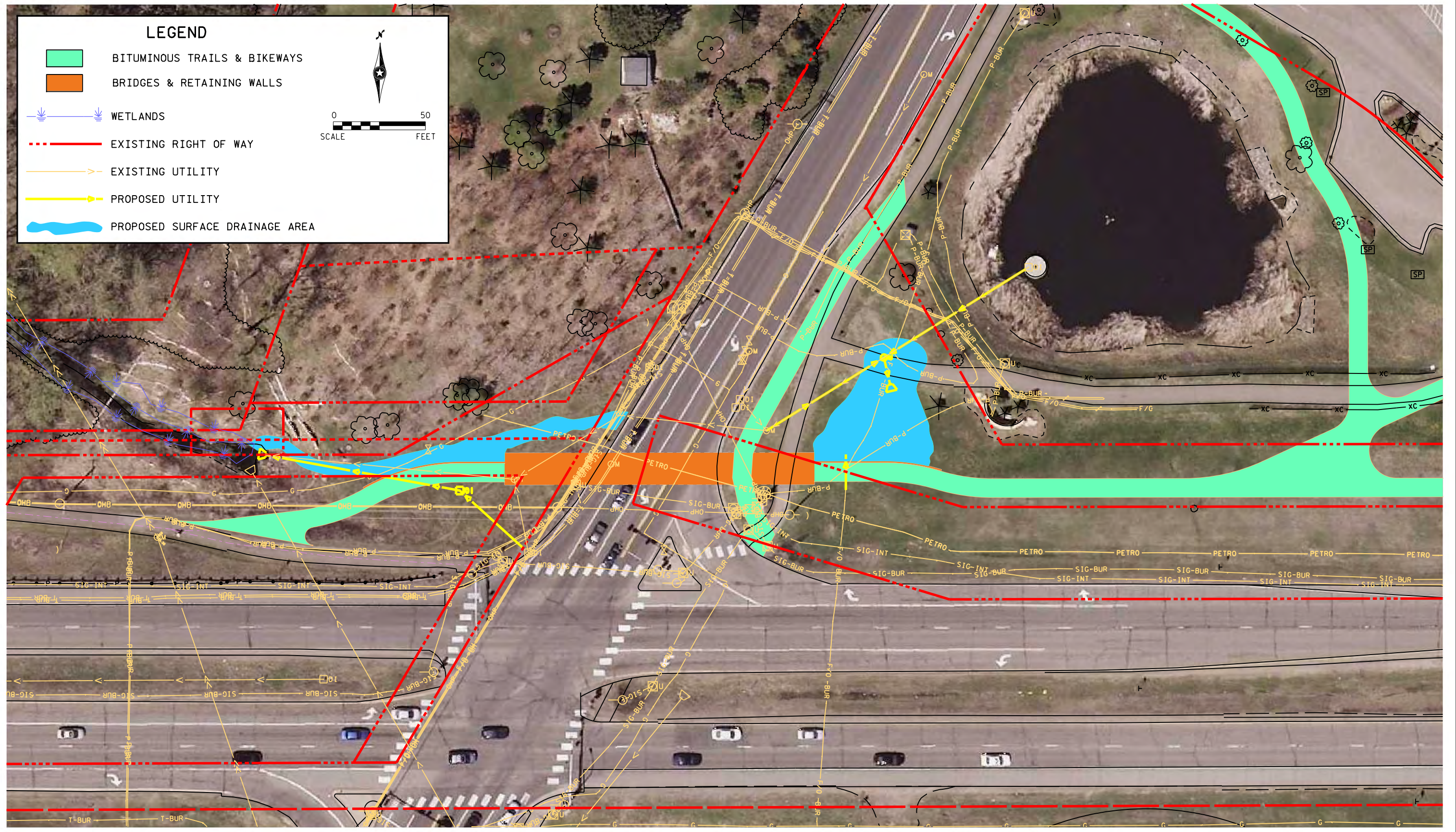
CONCEPT 1 GENERAL PLAN & ELEVATION - PRECAST BOX CULVERT 14X10 UNDERPASS

TH 149 OVER RIVER-TO-RIVER REGIONAL GREENWAY
FOR DAKOTA COUNTY, IN THE CITY OF MENDOTA HEIGHTS, MN

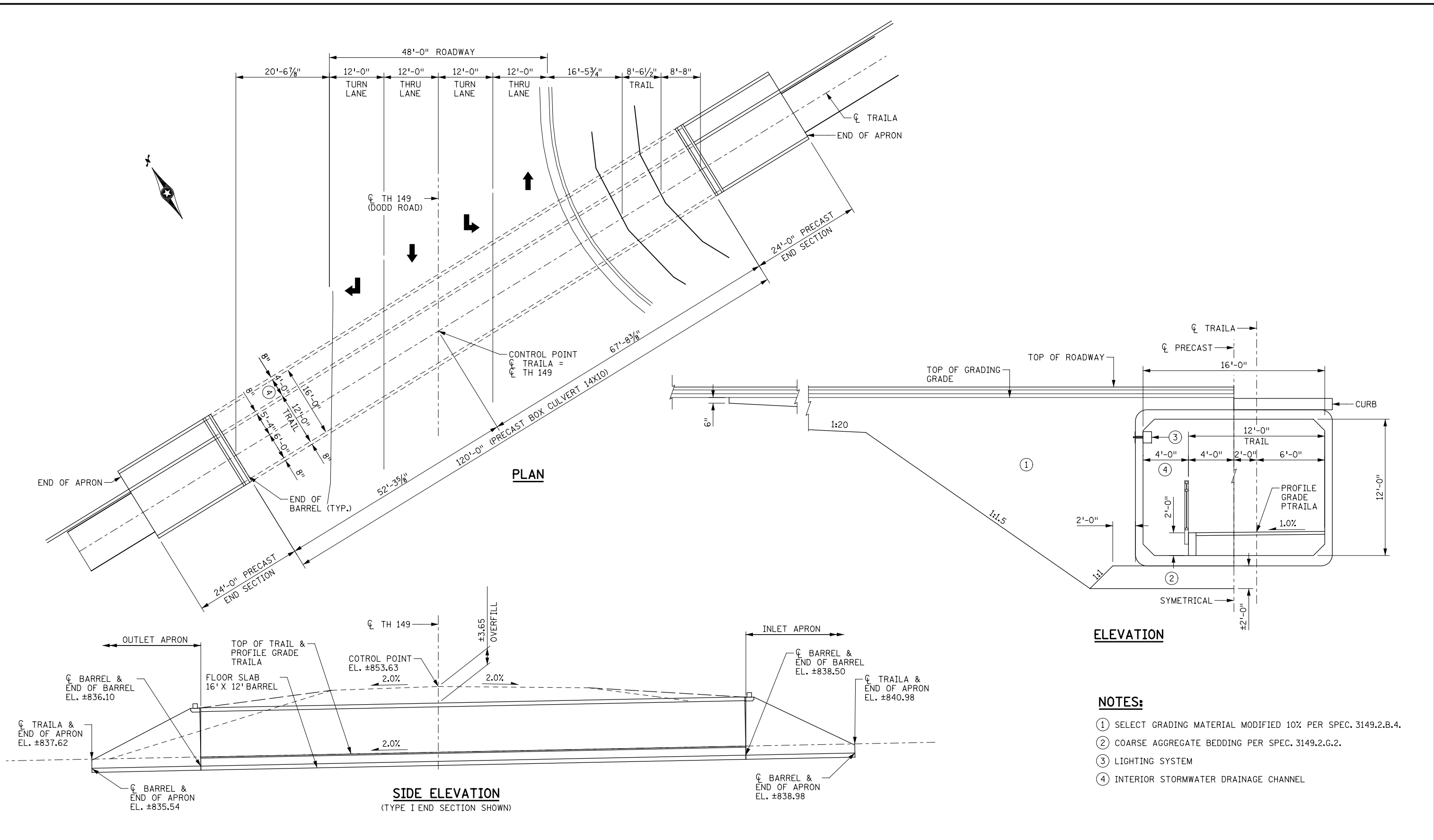
Job #9264
11/21/2016

Figure C1-2

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CONCEPT 2 GENERAL PLAN & ELEVATION - PRECAST BOX CULVERT 16X12 UNDERPASS

TH 149 OVER RIVER-TO-RIVER REGIONAL GREENWAY
FOR DAKOTA COUNTY, IN THE CITY OF MENDOTA HEIGHTS, MN

Job #9264
11/21/2016

Figure C2-2

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

June 19, 2018
Motion by Commissioner Egan

Resolution No. 18-326
Second by Commissioner Slavik

Approval Of Grant Application Submittals For Transportation Advisory Board 2018 Federal Funding Solicitation Process

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

WHEREAS, these federal programs fund up to 80 percent of project construction costs; and

WHEREAS, federal funding of projects reduces the burden local taxpayers for regional improvements; and

WHEREAS, non-federal funds must be at least 20 percent of the project costs; and

WHEREAS, project submittals are due on July 13, 2018; and

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

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

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

1. County State Aid Highway (CSAH) 26 (Lone Oak Road/70th Street) from Trunk Highway (TH) 55 to west of TH 3 (Robert Street) in Egan and Inver Grove Heights
2. CSAH 32 (Cliff Road) at its intersection with CSAH 31 (Pilot Knob Road) in Egan
3. CSAH 70 (215th Street) from Kensington Boulevard to CSAH 23 (Cedar Avenue) in Lakeville
4. Advanced Traffic Management System along CSAH 5 and CSAH 38 (McAndrews Road) in Burnsville and Apple Valley
5. CSAH 23 (Cedar Avenue) Grade Separated Trail north of 140th Street in Apple Valley
6. River to River Greenway – Valley Park & TH 149 Underpass in Mendota Heights
7. Minnesota River Greenway – Fort Snelling segment in Egan
8. CSAH 42 Trail & Grade Separation between Flagstaff Avenue and CSAH 31 (Pilot Knob Road) in Apple Valley
9. North Creek Greenway – Lakeville/Farmington gaps

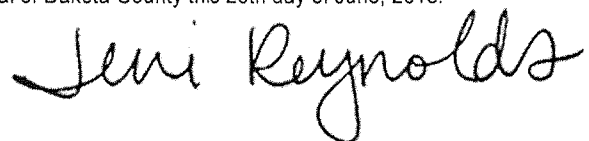
; and

**STATE OF MINNESOTA
County of Dakota**

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Atkins	Yes
Workman	Yes
Holberg	Yes
Gerlach	Yes

I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 19th day of June, 2018, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 20th day of June, 2018.



Clerk to the Board

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

- 10. Cliff Road (CSAH 32) & I-35W West Ramp Intersection Improvements – Lead Agency: Burnsville
- 11. TH 13 Grade Separated Trail at Nicollet Avenue – Lead Agency: Burnsville
- 12. CSAH 38 (McAndrews Road) Trail from Gardenview Drive to Galaxie Avenue – Lead Agency: Apple Valley
- 13. CSAH 23 (Cedar Avenue) Pedestrian Overpass at 147th Street Station – Lead Agency: Apple Valley (support is contingent upon agreement by the City and Metro Transit in addressing operations costs)
- 14. CSAH 73 Trail between I-494 and 55th Street – Lead Agency: Inver Grove Heights
- 15. North Creek Greenway (Johnny Cake Ridge Road) – Lead Agency: Apple Valley
- 16. Rosemount Greenway (Downtown Rosemount to Lebanon Hills) – Lead Agency: Rosemount
- 17. CSAH 8 (Wentworth Avenue) Trail from Robert Street to CSAH 73 (Oakdale Avenue) – Lead Agency: West St Paul

; and

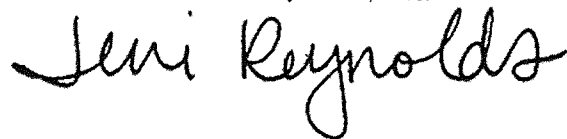
BE IT FURTHER RESOLVED, That, subject to federal funding award of the city-led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County's share of the matching funds consistent with Dakota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

STATE OF MINNESOTA
County of Dakota

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Atkins	Yes
Workman	Yes
Holberg	Yes
Gerlach	Yes

I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 19th day of June, 2018, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 20th day of June, 2018.



Clerk to the Board

River to River Greenway – Valley Park Trail & TH 149 Underpass

DAKOTA COUNTY



Existing Conditions: Looking north at the Dodd Road Intersection with MN 110

RIVER TO RIVER GREENWAY DODD RD CROSSING + TRAIL

-  PROJECT EXTENT
-  EXISTING SIDEWALK
-  EXISTING GREENWAY
-  PLANNED GREENWAY
-  MULTI-FAMILY RESIDENTIAL
-  CIVIC USE
-  PARK OR OPEN SPACE
-  NEARBY RETAIL
-  PROPOSED GRADE SEPARATED CROSSING

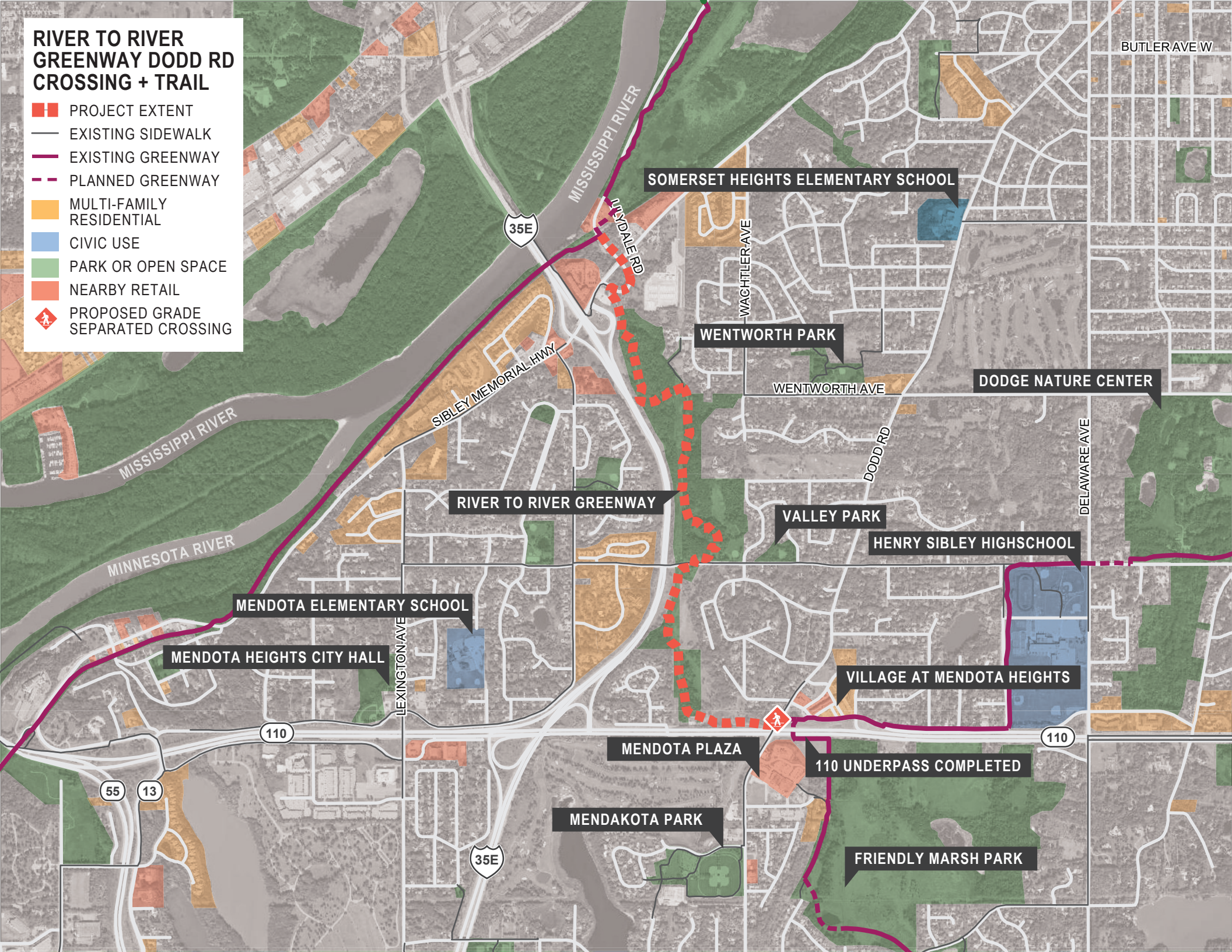


Figure 24. River to River Greenway Concept Plan

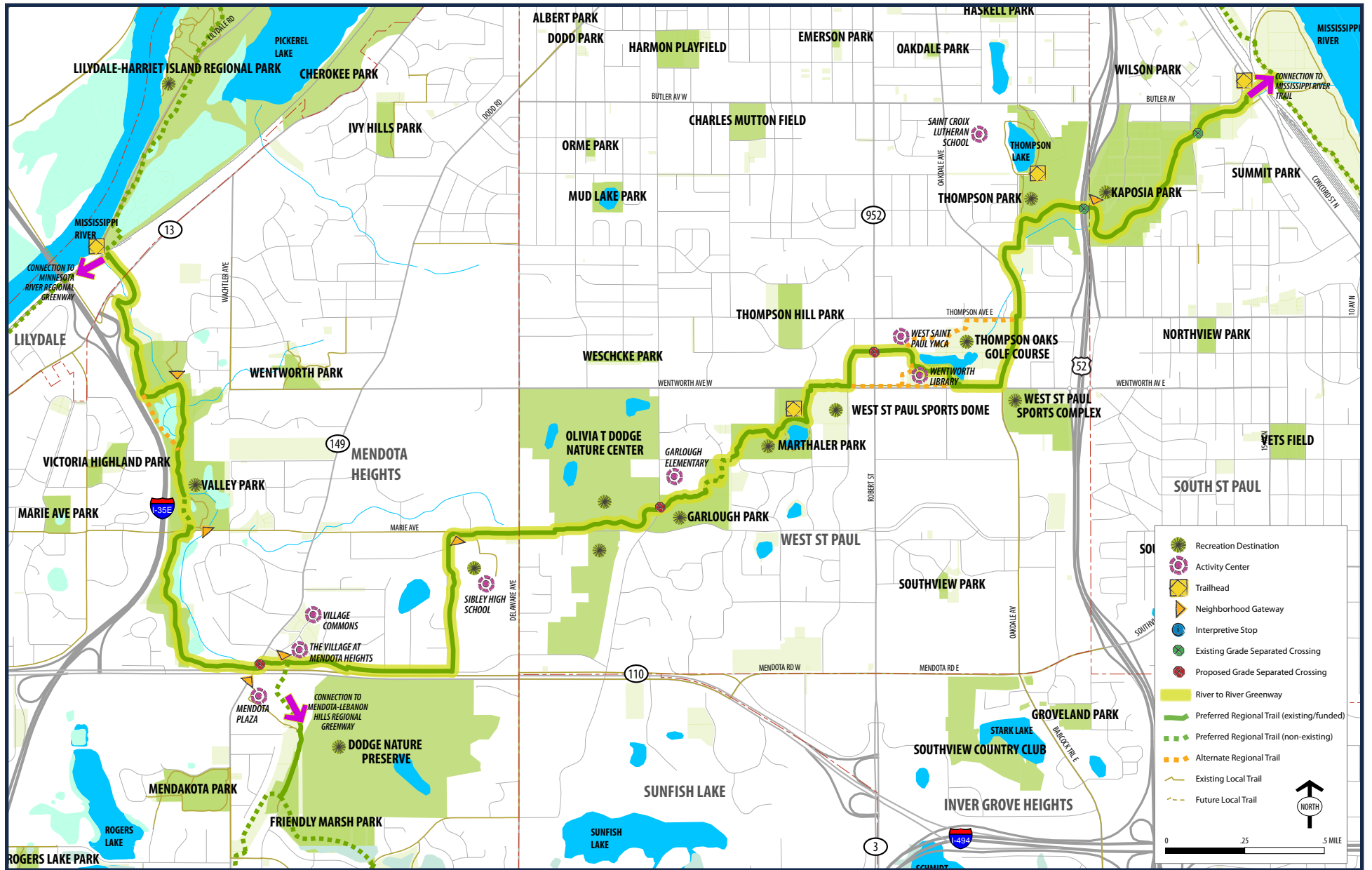


Figure 36. Dodd Road/Hwy 110 Area Detail Diagram

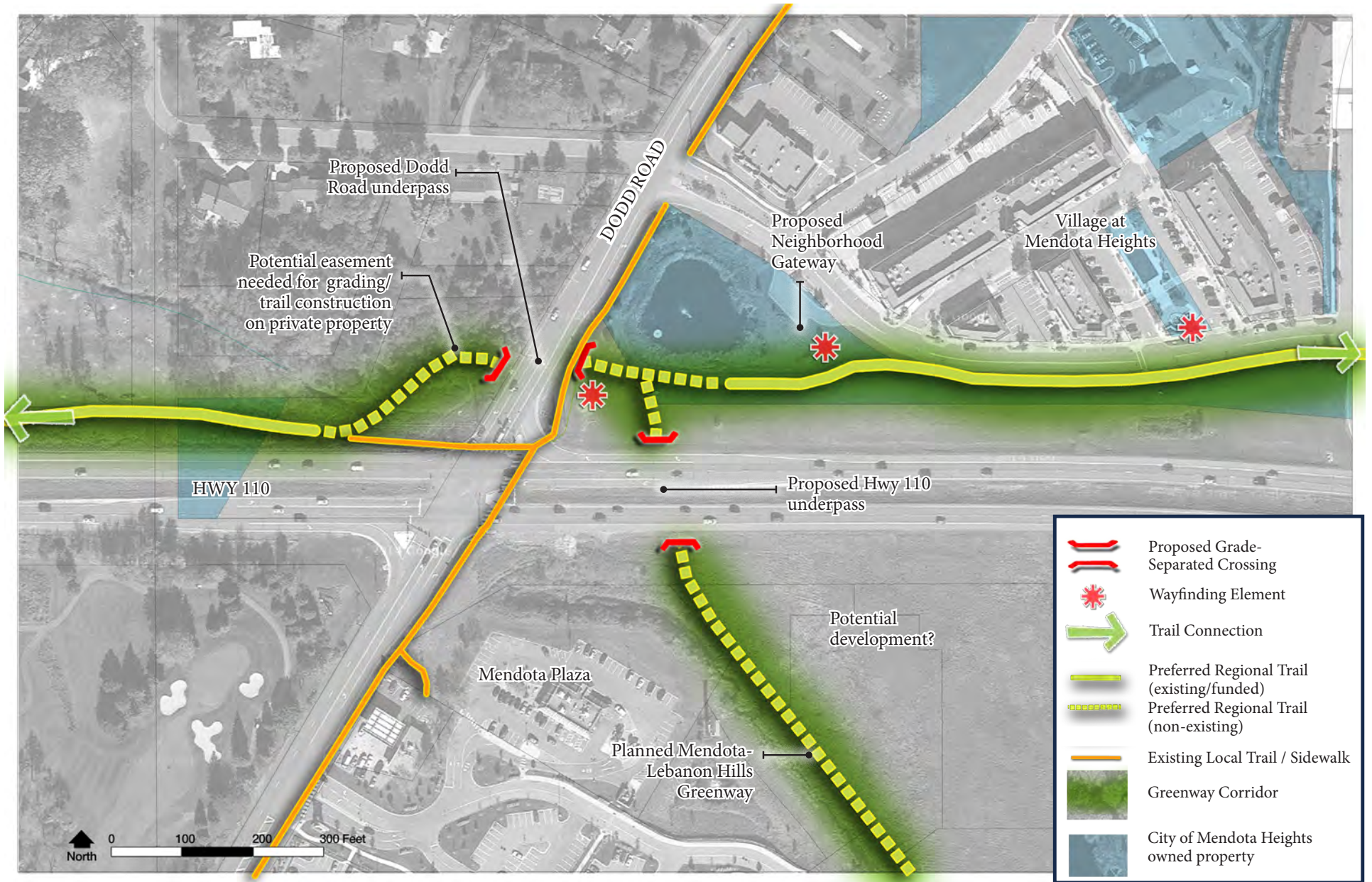
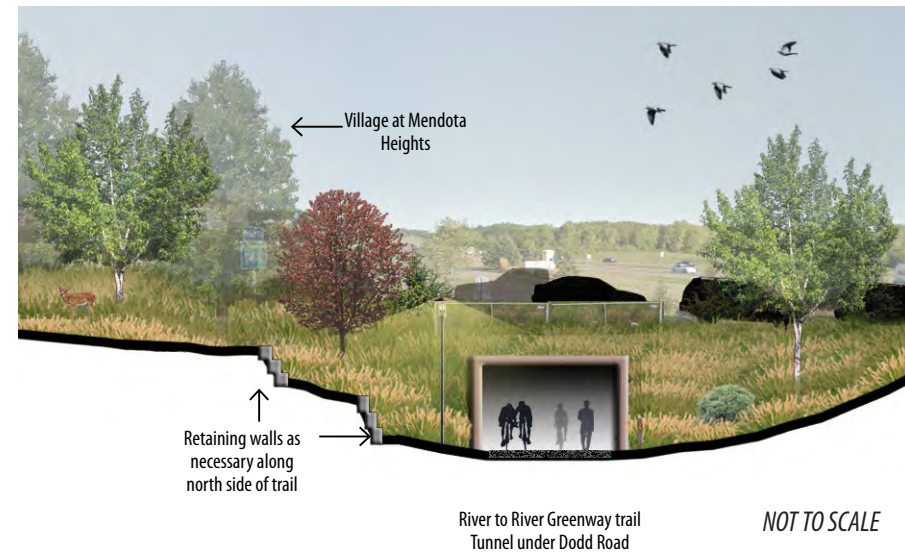


Figure 37. Dodd Road Underpass Conceptual Section Looking North



Figure 37a. Dodd Road Underpass Conceptual Section Looking East



Grade-separated crossing at Dodd Road

The Dodd Road and Hwy 110 intersection is a busy traffic crossing with frequently turning cars traveling at high speeds. An underpass is proposed at Dodd Road to allow trail users to safely move through the intersection and avoid waiting for traffic. The underpass feasibility was evaluated based on topography and utility information. It was assumed that the underpass would be a 10-foot by 14-foot box culvert. Due to several utilities running through the site, the underpass would need to be constructed 100 feet north of the intersection with Hwy 110. A more detailed analysis of this crossing can be found in Appendix B of this report.





The outdoor plaza at the Village at Mendota Heights includes a lawn area, benches, trash, shade trees, and an ornamental fountain.



The existing trail along the south side of Market Street is in good condition, but it is close to the road and lacks shade trees.

The Village at Mendota Heights

The Village at Mendota Heights is an activity center and popular destination with shops, restaurants, high density residential facilities, and an outdoor plaza area. It is the intersection of the River to River Greenway and the Mendota-Lebanon Hills Greenway. A neighborhood gateway is proposed at this location, at an existing public parking lot near the stormwater pond on the southwest side of the site. Recommended amenities to be added include bicycle parking, wayfinding and interpretive signage, and public drinking water.

Market Street and Hwy 110 Frontage Road

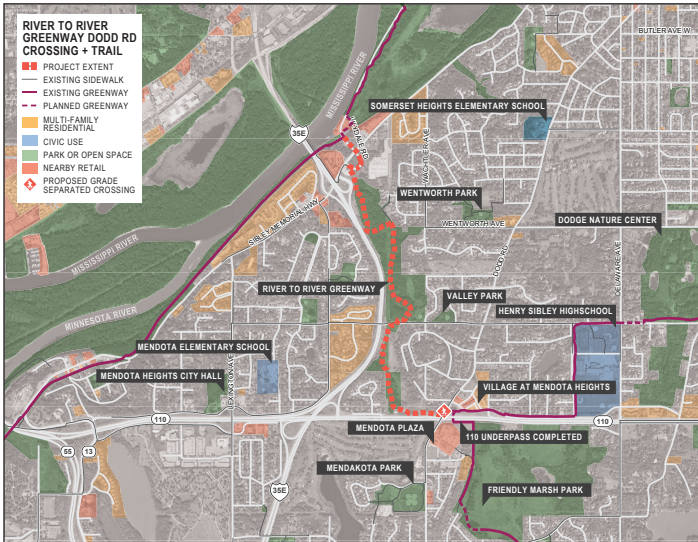
The existing trail is 8-10' wide along the segment on Market Street and Hwy 110 Frontage Road. The trail is in good condition. However, there is no shade along this segment, and the trail is very close to the adjacent roadway and not far from the noise of Hwy 110. The trail is on the north side of the Hwy 110 Frontage Road and crosses several private residential driveways. It is recommended that etiquette signage and other conflict reduction strategies are used in this area to mitigate potential injury to trail users.

Native shade trees and tallgrasses are recommended to be planted along the trail throughout this corridor. Coordination with MNDOT is needed to add vegetation in this area.

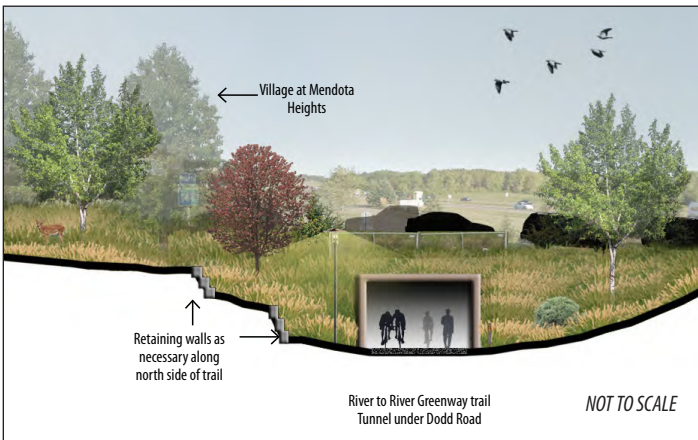


River to River Greenway – Valley Park Trail & TH 149 underpass

DAKOTA COUNTY



Proposed trail route



Dodd Road Underpass Concept - looking east



Dodd Road Underpass Concept - looking north

Project Location:	Mendota Heights
Requested Award Amount:	\$1,152,000
Total Project Cost:	\$1,440,000

PROJECT DESCRIPTION

The River to River Greenway - Valley Park Trail and TH 149 Underpass, will improve trail conditions through Valley Park and create a new grade separated crossing of Dodd Road. The proposed underpass is located approximately 100 feet north of the intersection of Dodd Road and Highway 110. This underpass and trail will improve local and regional connectivity and safety as it will provide a contiguous two-mile trail connection between Saint Paul and Dakota County communities along I-35E and across the Mississippi River, two significant barriers to pedestrian and bicycle connectivity.

PROJECT BENEFITS

- » Improves pedestrian and bicyclist safety along the River to River Greenway and for local residents crossing Dodd Road
- » Provides a continuous trail connection from Mississippi River in Lilydale to Mississippi River in South St. Paul and to Lebanon Hills Park in Eagan
- » Reduces trail user and vehicle conflicts at the intersection of Dodd Road and Hwy 110