



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

13971 - Minnesota River Greenway - UP Rail Crossing

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 Minnesota River Regional Greenway - Fort Snelling State Park
UP Rail Overpass

Primary County where the Project is Located Dakota

Cities or Townships where the Project is Located: Eagan

Jurisdictional Agency (If Different than the Applicant):

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

This application seeks funding for a pedestrian bridge over the UP Rail, a RBTN barrier along the Minnesota River Greenway, and a barrier between Eagan residents and 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 segment of the Minnesota River Greenway 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 Saint Paul. The Minnesota River Greenway - UP Rail Overpass project includes a 10-foot off-road bituminous trail and bridge to serve pedestrians, bicyclists, and other users of non-motorized transportation. It will complete a significant gap within the RBTN and regional trail network in order to connect trails in Burnsville, Eagan, Bloomington, Mendota Heights, Minneapolis, Saint 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 TH13 and I-494. Commuters will gain a safer, scenic, more direct route when this project is completed.

As part of the larger Minnesota River Greenway, the UP Rail bridge will be a highlight, providing expansive views and access to the wide Minnesota River Valley, not far from the adjacent 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 connect to existing facilities, including an existing trailhead at the Cedar Avenue Bridge and the trail over the Minnesota River on the Old Cedar Avenue bridge with a connection to Lake Nokomis and the Minneapolis Grand Rounds. This project will be in partnership with the MN DNR, and the City of Eagan, and supports each agency's mission. Trail construction includes site clearing, trail-bed preparation and surfacing, bridge piers and decking, 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)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

Minnesota River Greenway, Eagan, Trail bridge over UP railroad corridor west of Lone Oak Road and TH13 - Construct Bridge and Multi-use Trail

Project Length (Miles)

0.4

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 \$3,777,940.00

Match Amount \$944,485.00

Minimum of 20% of project total

Project Total \$4,722,425.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds 20%

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: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years: 2021, 2022, 2023

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	05/01/2021
(Approximate) End Construction Date	10/01/2021
Name of Trail/Ped Facility: <i>(i.e., CEDAR LAKE TRAIL)</i>	Minnesota River Greenway
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From: (Intersection or Address)	Lone Oak Road/TH 13 intersection
To: (Intersection or Address)	UP Rail corridor in Fort Snelling State Park, west of Lone Oak Road
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
Or At:	
Miles of trail (nearest 0.1 miles):	0.4
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0.4
Is this a new trail?	Yes
Primary Types of Work	GRADE, AGG BASE, BIT BASE, BIT SURF, GUARDRAIL, BIKE PATH, BRIDGE
<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.:	
New Bridge/Culvert No.:	To Be Determined
Structure is Over/Under (Bridge or culvert name):	Structure over UP railroad

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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 TPP goals, objectives and strategies. More specifically, the proposed project aligns with the following TPP pedestrian and bicycle goals, objectives and strategies.

Examples include:

- Goal B: Safety and Security (page 2.5) - Objective A, Strategy B6

- Goal C: Access to Destinations (page 2.10)
- Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C15, Strategy C16, Strategy C17

- Goal D: Competitive Economy (page 2.26)

- Objective A, Objective B, Strategy D3

- Goal E: Healthy Environment (page 2.30)

- Objective A, Objective C, Objective D, Strategy E3

- Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.35) - Objective A, Objective C, Strategy F6, Strategy F7

Briefly list the goals, objectives, strategies, and associated pages:

(Limit 2,800 characters; approximately 400 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

- Metro Regional Bicycle Transportation Network - Plan

- 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 2,800 characters; approximately 400 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 State Aid 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: \$250,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 06/01/2018

Link to plan:

<https://www.co.dakota.mn.us/Transportation/TransportationStudies/Past/Documents/ADATransitionPlan.pdf>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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.

Yes

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

4. 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.

5. 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)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
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	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$287,800.00

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	\$4,434,625.00
Totals	\$4,722,425.00

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	\$4,722,425.00
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Construction Cost Total	\$4,722,425.00
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 1589209231083_RBTN Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 9147

Existing Employment Within One Mile (Integer Only) 24879

Upload the "Population Summary" map 1589209382052_PopEmp Map.pdf

Please upload attachment in PDF form.

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

1. Sub-measure: Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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. Engagement events for the Dakota County Pedestrian and Bicycle Study, held in 2017 and 2018, included many pop-up events that engaged more than 875 people including low-income and minority populations. Input included a strong desire for crossing improvements at the Minnesota River and across Hwy 13.

In 2015 and 2016, the Visitor Services Master Plan included an in-depth outreach process--several "Community Dialogues" were held with people of color, low-income people, and residents who speak languages other than English, in order to determine ways to attract more diverse park users to the County's parks, trails, and greenways. Input identified the need to increase outreach and awareness of parks and trail facilities, provide welcoming facilities, and design facilities that feel safe. This project reflects that input in that the design of this trail facility includes a connection to an open and welcoming trailhead on TH 13, as well as clear sight lines from the trail and bridge over the UP rail to provide a feeling of safety and inclusiveness.

The areas around this trail project include above regional average concentrations of people of poverty or of color, which the County will continue to engage as this project progresses through the engineering and construction phases.

Response:

(Limit 2,800 characters; approximately 400 words)

2. Sub-measure: *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

As shown in the socio-economic map, the bridge over the UP rail along 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, a safe route to recreation destinations along the river, and reduced bicycle travel times by avoiding several controlled intersections along Hwy 13.

The trail bridge connection and trailhead along TH 13 are within one mile of a number of industrial and office employers along TH 13 as well as the Eagan Community Center and Eagan's Central Park. When complete, the bridge will complete a key gap in the Minnesota River Greenway that links existing trails between the communities of Mendota Heights, Eagan, Saint Paul, and Mendota to trails in Bloomington, Richfield, and Minneapolis. The bridge will provide a seamless and safe connection to the new trail just south of it within the Minnesota River Valley and the Cedar Avenue Bridge trail that connects 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 completed trail will provide 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

Response:

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. By completing this key gap in the Minnesota River Greenway, the network of accessible, safe, and convenient trail loops that weave throughout the southern Twin Cities metro area will be expanded tremendously, offering young and old residents more opportunities for healthy outdoor recreation.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

There are no known negative impacts 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.

Response:

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.

(Limit 2,800 characters; approximately 400 words)

Select one:

3.Sub-measure: Bonus Points Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d.10 points for all other areas

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

Project located in Area of Concentrated Poverty:

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

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)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map 1589209742710_SocioEcon Map.pdf

Measure B: Part 1: Housing Performance Score

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	0.4	1.0	84.0	84.0

Total Project Length

Total Project Length 0.4

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 0.4

Total Housing Score 84.0

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

Located one half mile south of the proposed trail project, Riverview Ridge Townhomes is one of five Dakota County Community Development Agency (CDA) workforce housings in Eagan.

The development is existing, contains 27 units (2 two-bedroom accessible units, 15 two-bedroom units, and 10 three-bedroom units). For Dakota County Workforce Housing, residents must meet the following income requirements: one-bedroom applicants must have a minimum income of \$18,120; two-bedroom applicants: \$20,856; and three-bedroom applicants: \$22,328. According to household size, income limits are as follows: a one-person household must have a maximum income of \$42,000; a two-person household: \$48,000; a three-person household: \$54,000; a four-person household: \$60,000; a five-person household: \$64,800; and a six-person household: \$69,600.

These maximum limits are under the 2019 affordability limits of 80% of area median income. This development accepts Section 8 Housing Choice Vouchers. The "Dakota County CDA Fair Housing Policy" includes a statement that ensures "fair and equal housing opportunities to all persons regardless of race, color, religion, gender, sexual orientation, marital status, status of regard to public assistance, familial status, national origin, or disability." The Policy also includes lists of tools, programs, and practices that should be followed regarding housing provision.

There may also be some naturally occurring affordable housing within a half mile of the project area, including at Coachman Oaks Apartments and Condominiums on Four Oaks Road in Eagan.

Residents of these developments will gain improved access to the Minnesota River Valley, Fort Snelling State Park, and a safe and convenient connection to the broader trail network in Minneapolis and Saint Paul. Residents with private vehicles may drive and park at the trailhead where the project is located. Residents on foot or using

Response:

bicycles may walk or ride on the shoulder of Hwy 13 and cross Hwy 13 at an uncontrolled intersection near the trailhead.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589209994526_Affordable Housing Map.pdf

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

- *Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*
 - *Improving bikeability to better serve all ability and experience levels by:*
 - *Providing a safer, more protected on-street facility or off-road trail;*
 - *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*
 - *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*
- Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).*
- Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.*

The proposed trail will eliminate a critical gap in the regional trail system by creating a safe crossing of a significant barrier (the UP railroad) along the Minnesota River in Dakota County. The nearest parallel route is a shoulder along TH13 (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 continuous pedestrian and bicycle trail for users of all ages and abilities and it provides a safe connection over the UP railroad with a trail bridge.

Response:

This trail phase will support the funded trail connection to the south (part of the Minnesota River Greenway alignment), which is about a mile shorter than the TH13 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 bridge 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 Saint 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)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Yes

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

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, and to cross the Minnesota River on the Old Cedar Avenue bridge into Bloomington.

Currently, there are pedestrian facilities along TH13, but they are not connected to this project site. This lack of pedestrian and bicycle facilities creates a major deterrent to pedestrian and bicycle use. Attempting to bike or walk along TH13 would be a large risk to cyclist and pedestrian safety. On the segment of Highway 13 near Lone Oak Road, there was one crash involving a bicycle and vehicle reported between 2009 and 2018 (MnCMAT).

Response:

This phase of the trail will improve safety for trail users along Hwy 13 as it provides a parallel facility that may be used instead of riding or walking along Hwy 13. It also improves safety within Fort Snelling Park by creating a continuous pedestrian and bicycle trail for users of all ages and abilities and it provides a safe connection over the UP railroad corridor to provide access to Fort Snelling State Park.

The proposed trail bridge 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 project has been identified in many local and regional plans and will function as an element of the intermodal transportation system in Eagan. It will complete a critical gap in the Minnesota River Regional Greenway and the Eagan section of the trail, therefore extending the continuous portion of the trail through Fort Snelling State Park, creating a safe and scenic route for pedestrians and cyclists along a Tier 1 RBTN corridor. Since 2016, a trail connection over the Old Cedar Ave. bridge has been completed that links to Lake Nokomis, the Minneapolis Grand Rounds, and the Minnesota River Regional Trail (a Tier 1 RBTN Alignment). A new pedestrian connection is being constructed along the I-35W MN River bridge, which will provide 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 UP Rail corridor, the Minnesota River and its floodplain, and wetlands.

Response:

When complete, the proposed trail bridge 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 TH13 (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 trail bridge and 10-foot regional trail will provide space for all 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 Hwy 13, and improves access to two major transit facilities: Cedar Grove Red Line BRT station (three miles

southwest of the project site) and Eagan Transit Station (one mile southeast of the project site). 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.

This project and connecting trails link to transit and regional trails and provides access to major mixed-use pedestrian destinations and employment centers like the MSP airport, Eagan Community Center, Twin Cities Premium Outlet Mall, and Mall of America; while also improving 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 (25 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

1589243357443_UP Rail_Layout.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 (15 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.

Yes

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 (25 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 (15 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

1589243357452_Dakota County, MN Support Letter docx.pdf

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 05/01/2021

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public: 08/09/2018

Meeting with partner agencies: 01/15/2020

Targeted online/mail outreach: 10/26/2018

Number of respondents: 100

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need. Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Several meetings with the general public during the 2016 Feasibility Study process and the 2012 MN River Greenway Master Plan process.

For the current design, there is an interactive website (ongoing) with many comments related to the overpass and connecting greenway trails: Link to InputID, Public involvement map:
<https://gis.bolton-menk.com/inputid/?app=greenway>

The Dakota County Pedestrian and Bicycle Study, held in 2017 and 2018, included many pop-up events that engaged more than 875 people including low-income and minority populations. In 2015 and 2016, the Visitor Services Master Plan included an in-depth outreach process--several 'Community Dialogues' were held with people of color, low-income people, and residents who speak languages other than English

In addition to dates listed above, additions meetings with partner agencies include: PMT meetings for final design: City of Eagan/DNR/Dakota County/MNDOT/Lower Minnesota River Watershed District (11/20/2019, 01/09/2020, 01/15/2020)

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

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$4,722,425.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$4,722,425.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

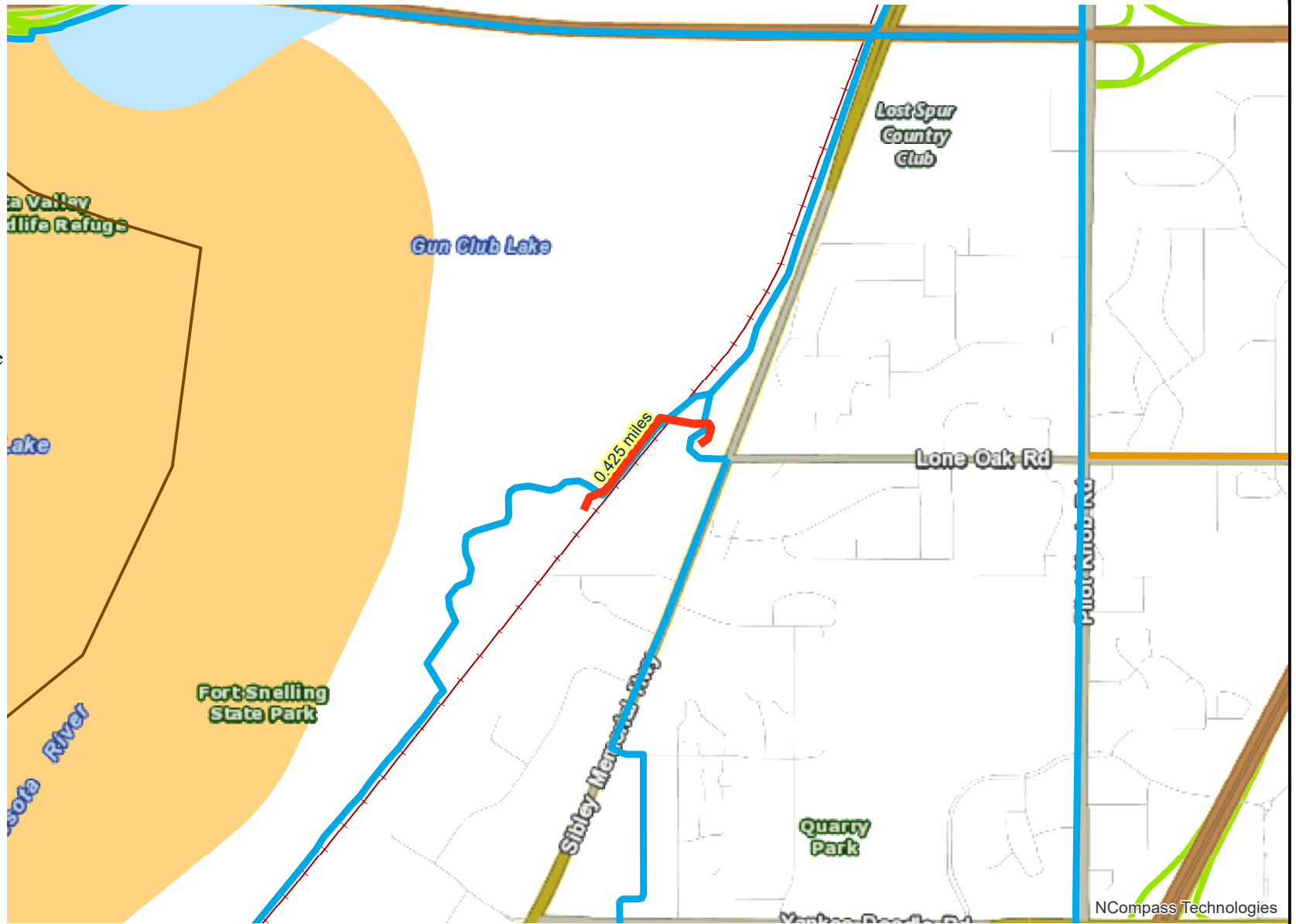
Other Attachments

File Name	Description	File Size
2020520-DC Snow and Ice Minnesota River.pdf	Snow and Ice Removal Letter	193 KB
3D renderings.pdf	3D Project Renderings	1.9 MB
Dakota County Regional Solicitation Trail letter.pdf	Dakota County Regional Solicitation Letter	91 KB
Dakota County, MN Support Letter docx.pdf	Dakota County MN Letter of Support	165 KB
Dakota_Co_Greenway.JPA.Amend1.executed.4 13 20.pdf	DNR Land/Right of Way Agreement	2.3 MB
Eagan letter of support.pdf	City of Eagan Letter of Support	40 KB
MN Rvr UP Rail Overpass Map.pdf	MN River Overpass Map	398 KB
One-page Project Summary.pdf	One-page Project Summary	1.9 MB
Site Photo.pdf	Existing Site Condition Photos	318 KB
SocioEcon Map.pdf	Socio Economic Area Map	2.4 MB
UP Rail_Layout.pdf	Rail Overpass Layout	813 KB
UP Rail_startendpoints.pdf	Map of project start and end points	2.8 MB
UP_DC_Engineering Agreement.pdf	UP Rail Design Review Agreement	820 KB

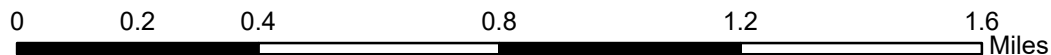
Project to RBTN Orientation

Results

Project **NOT IN** Regn'l Bicycle Transportation Corridor.



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



Created: 3/17/2020
LandscapeRSA6



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

NCompass Technologies

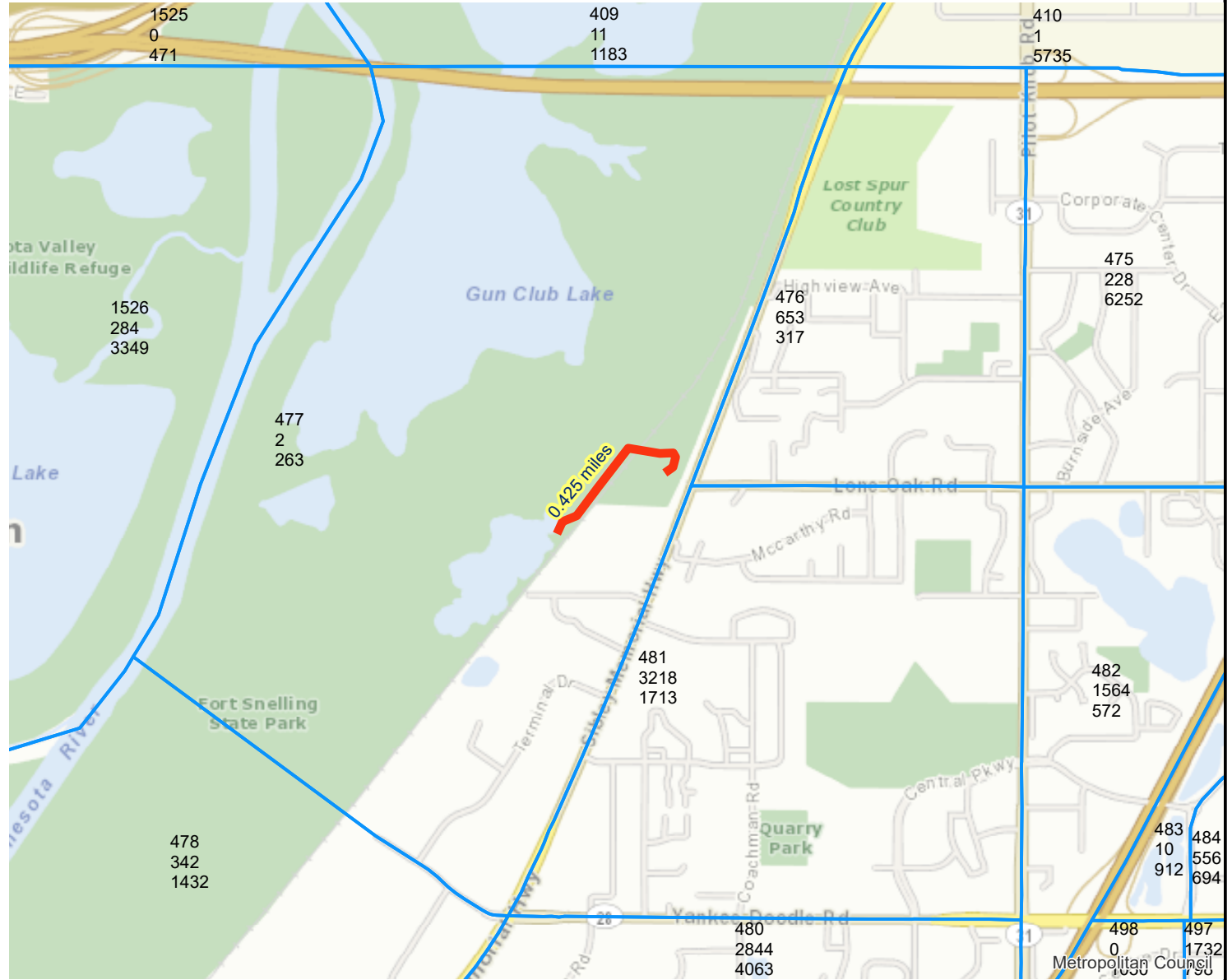


Population/Employment Summary

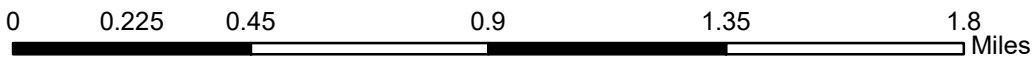
Multiuse Trails and Bicycle Facilities Project: TH 13 MN Rvr Greenway Rail Bridge | Map ID: 1584471190829

Results

Within ONE Mile of project:
 Total Population: 9147
 Total Employment: 24879



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/17/2020
 LandscapeRSA4



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

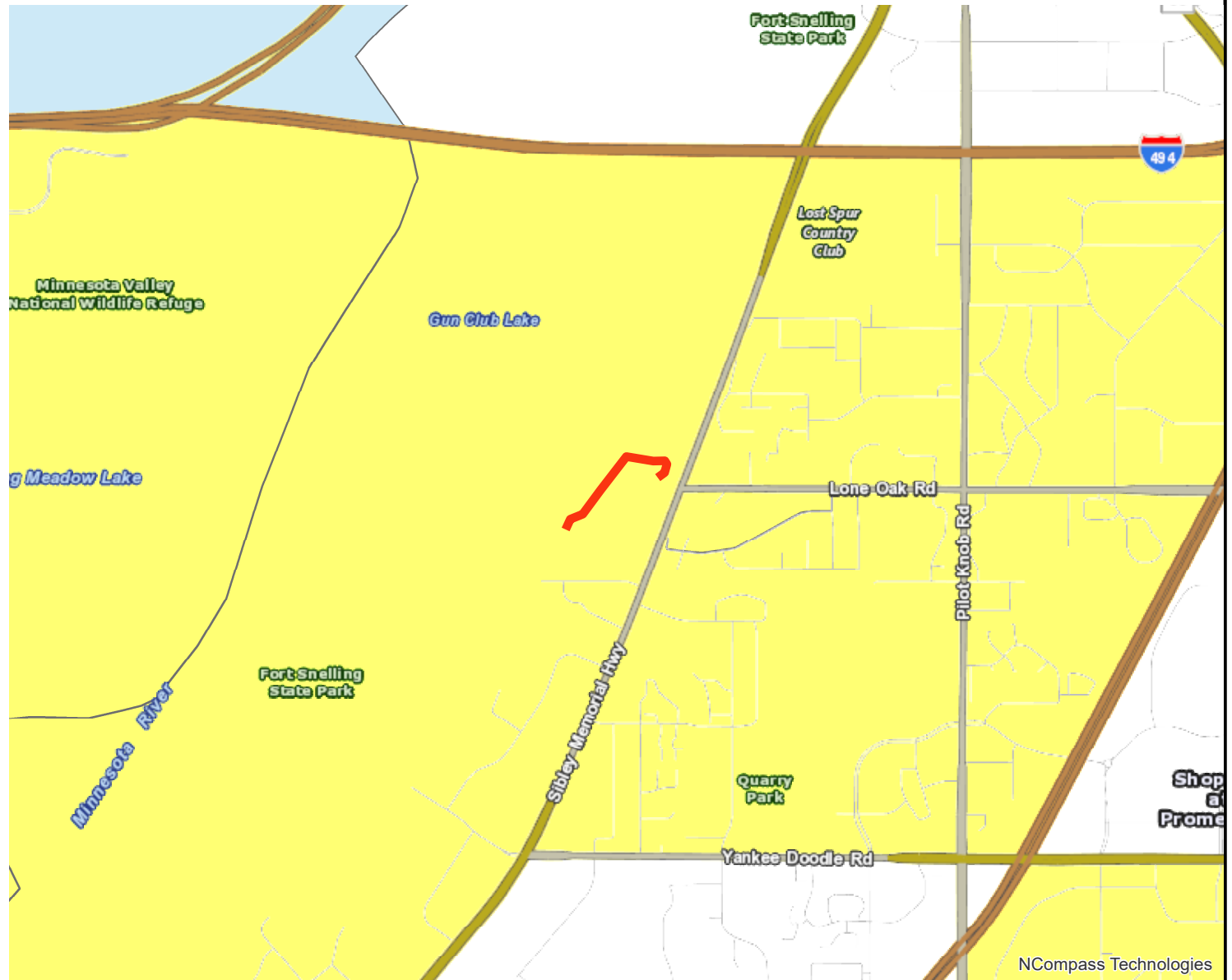


Socio-Economic Conditions

Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)

Tracts within half-mile: 60725 60726



— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 3/17/2020
LandscapeRSA2



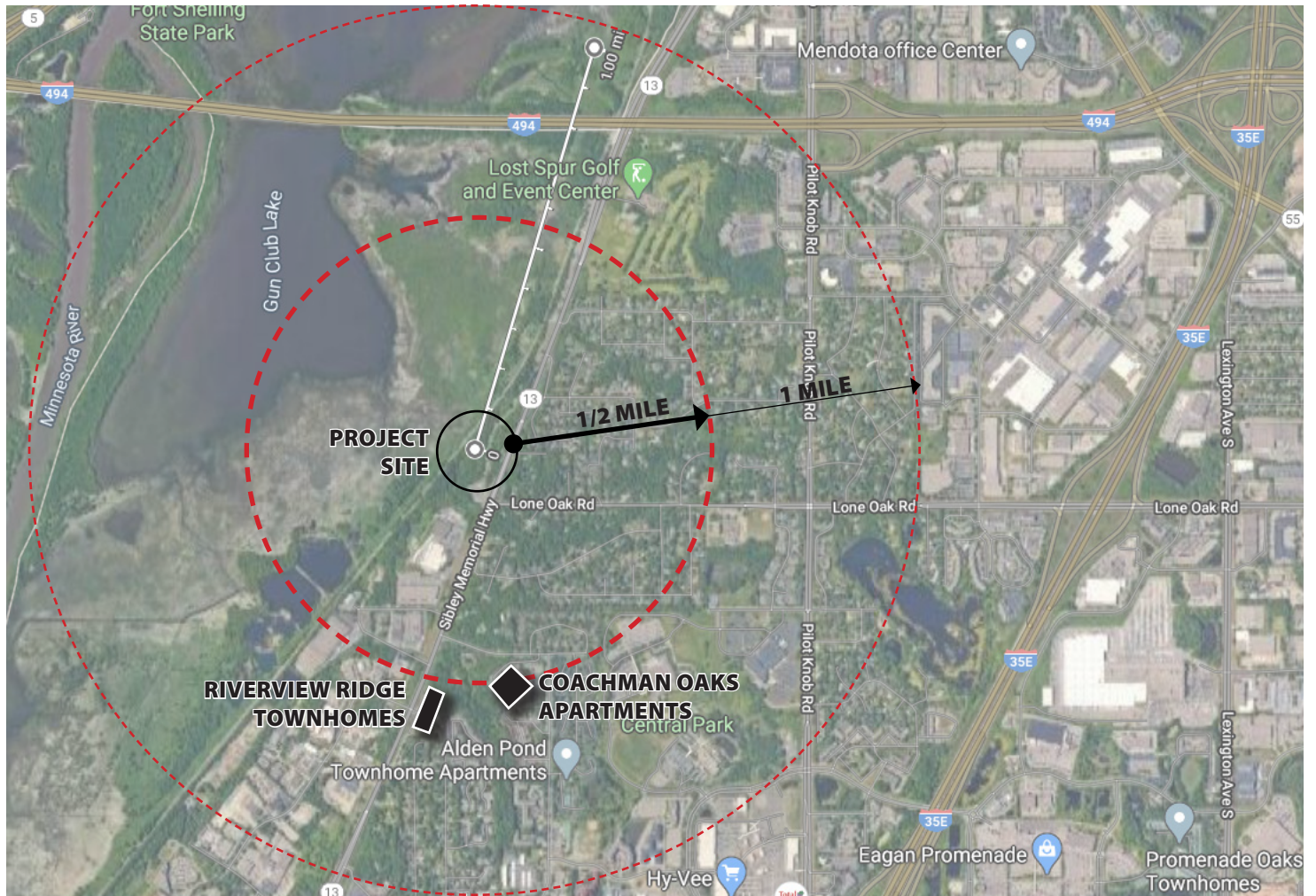
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



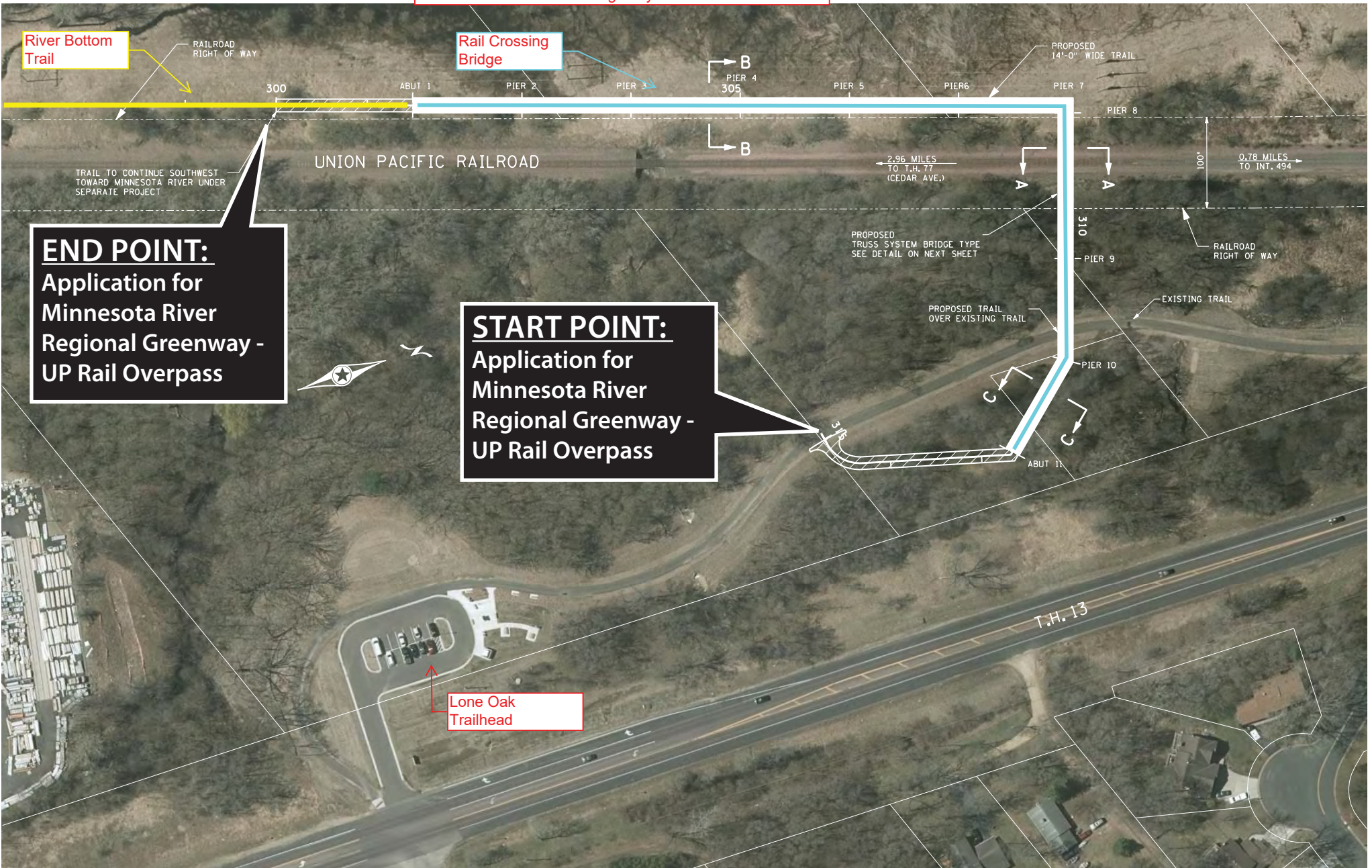
Minnesota River Regional Greenway— Fort Snelling State Park UP Rail Overpass

DAKOTA COUNTY

Affordable Housing Map



Attachment C - Schematic Bridge Layout near Lone Oak Road



END POINT:
Application for
Minnesota River
Regional Greenway -
UP Rail Overpass

START POINT:
Application for
Minnesota River
Regional Greenway -
UP Rail Overpass

Lone Oak
Trailhead

DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.



BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2853
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

ENGINEER _____ DATE _____ DATE _____
LIC. NO. _____ LICENSE _____ DATE _____ DATE _____

TITLE: SHEET TITLE ONE
SHEET TITLE TWO
DESCRIPTION

DESIGNED	DES.	DRAWN	DRN.	APPROVED
CHECKED	CDES	CHECK	CDRN	
TRAIL BRIDGE				
SHEET NO. X OF XX SHEETS				

BR
XXXXX



BUILDING AMERICA®

April 14, 2020

Elaine Koutsoukos
TAB Coordinator
Transportation Advisory Board
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Re: Dakota County Grant Application for Minnesota River Greenway Union Pacific Rail Overpass – Fort Snelling Segment

Dear Ms. Koutsoukos:

On behalf of Union Pacific Railroad, I am writing in support of Dakota County's grant application seeking a 2020 Metropolitan Council Transportation Advisory Board grant for the Minnesota River Greenway - Union Pacific Rail Overpass Project. The project includes construction of a pedestrian bridge over an existing Union Pacific Railroad track at MP 9.03 on the Mankato Subdivision located in the City of Eagan, MN.

Union Pacific appreciates our positive partnership with Dakota County, and looks forward to working with the agency to advance the pedestrian bridge project, in alignment with our engineering and design standards and safety requirements.

Thank you for your consideration and please do not hesitate to contact me if you have any questions.

Sincerely,

Liisa Stark



April 20, 2020

Elaine Koutsoukos
TAB Coordinator
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Physical Development Division
Steven C. Mielke, Director

Dakota County
Western Service Center
14955 Galaxie Avenue
Apple Valley, MN 55124-8579

952.891.7000
Fax 952.891.7031
www.dakotacounty.us

Environmental Resources
Environmental Initiatives
Groundwater Protection
Land Conservation
Vermillion River Watershed
Water Resources
Waste Regulation

Office of Planning

Parks, Facilities and Fleet
Parks
Facilities Management
Fleet Management

Transportation
Highway
Surveyor's Office
Transit Office

RE: Regional Solicitation: Multiuse Trails and Bicycle Facilities
Application: Minnesota River Greenway UP Rail Overpass

Dear Ms. Koutsoukos:

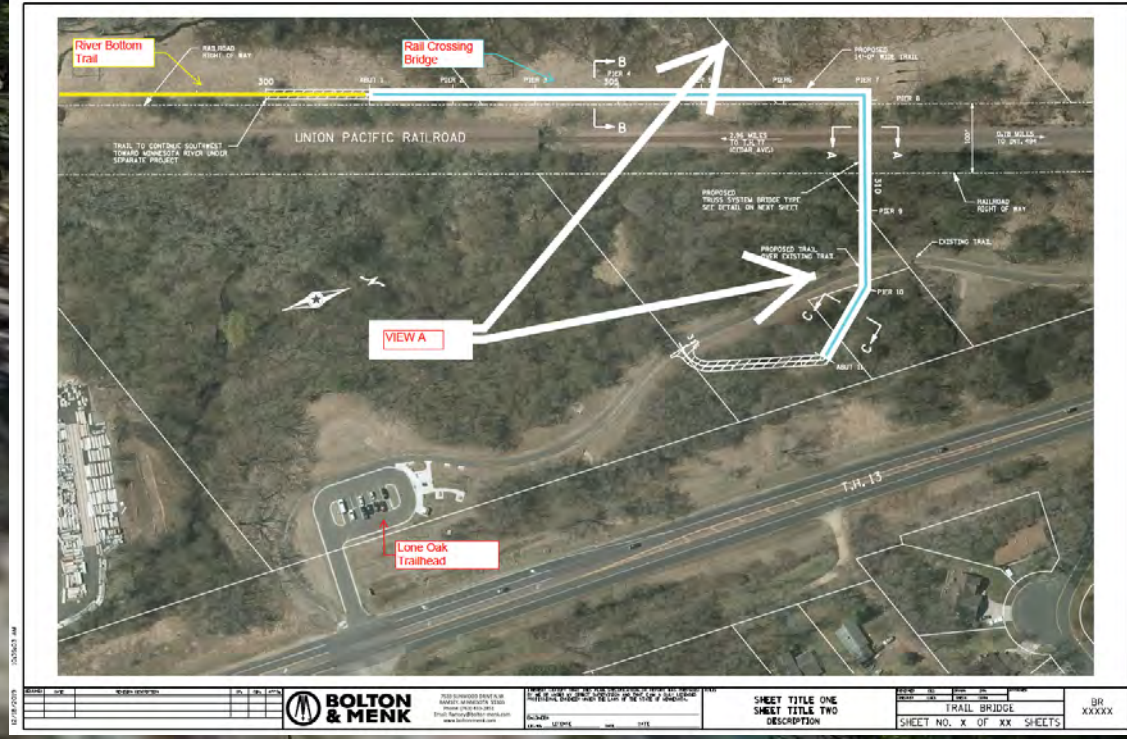
I am writing to confirm that the Minnesota River Greenway UP Rail Overpass will be part of the Dakota County Regional Greenway Trail system. As the owner of these facilities, Dakota County is committed to operating and maintaining the improvements listed in this proposal for the useful life of the facilities, to provide year-round use for pedestrian and bicyclists.

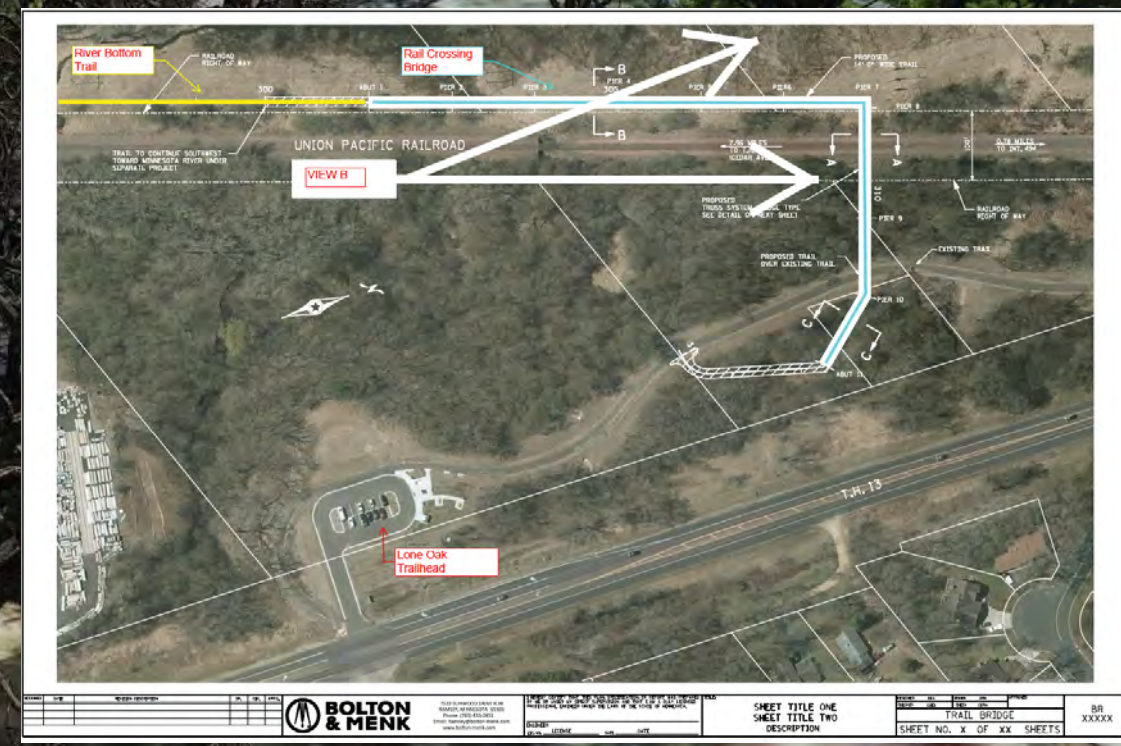
In keeping with Dakota County Regional Trails Maintenance Standards, the Dakota County Parks Department will be responsible for snow and ice removal to maintain year-round bicycle and pedestrian use. Dakota County budgets funding to remove snow and ice annually, and has sufficient resources to provide this service. Plowing, brooming, and/or blowing of snow is typically completed within 48 hours after a snow event. Intersections are to be cleared of snow and are to have clear sightlines.

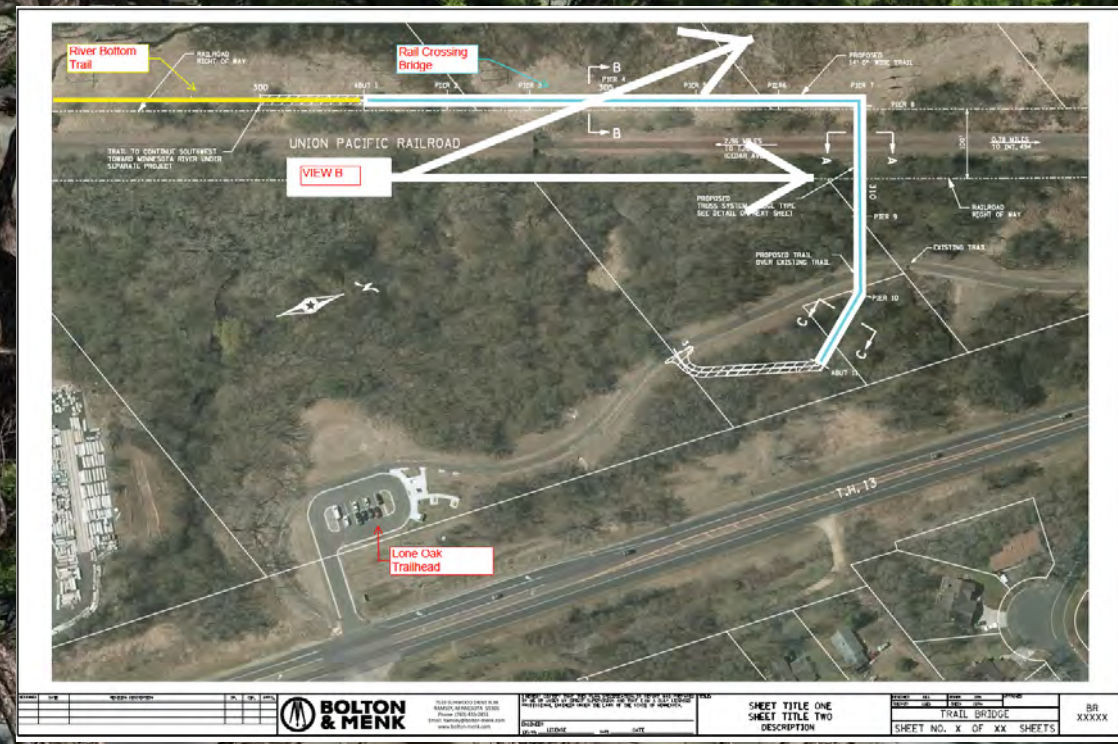
Sincerely,

A handwritten signature in black ink, appearing to read "Steve Sullivan".

Steve Sullivan
Dakota County Parks Director







BOLTON & MENK

SHEET TITLE ONE
 SHEET TITLE TWO
 DESCRIPTION
 SHEET NO. X OF XX SHEETS
 BR
 XXXXX



BOLTON & MENK <small>INCORPORATED IN THE STATE OF CALIFORNIA</small> <small>10000 BAYVIEW AVENUE, SUITE 100, SAN DIEGO, CA 92121</small> <small>TEL: 619-444-0000 FAX: 619-444-0001</small> <small>WWW.BOLTONMENK.COM</small>		SHEET TITLE ONE SHEET TITLE TWO DESCRIPTION	TRAIL BRIDGE SHEET NO. X OF XX SHEETS	BR XXXXX
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April 28, 2020

John Mertens
Dakota County Physical Development, Principal Planner
14955 Galaxie Avenue
Apple Valley, MN 55124

RE: 2020 Regional Solicitation Letter of Support for Dakota County – Minnesota River Greenway – Fort Snelling UP Rail Pedestrian Bridge

Dear Mr. Mertens:

This letter is to express Minnesota Department of Natural Resources (DNR's), Division of Parks and Trails, support for Dakota County's Regional Solicitation application for the Minnesota River Greenway – Fort Snelling UP Pedestrian Bridge.

The Minnesota River Greenway supports DNR's mission statement by providing outdoor recreation in the Minnesota River Valley. The completion of the Minnesota River Greenway – Fort Snelling UP Rail Pedestrian Bridge will expand access to Fort Snelling State Park on the south side of the Minnesota River, and connect visitors to a high-quality natural area near the core of the metropolitan area.

The DNR has provided Dakota County the necessary agreements for the regional trail and bridge within Fort Snelling State Park.

We look forward to working with Dakota County on the development of the regional trail and facility improvements to the Minnesota River Valley.

Sincerely,

Martha J Reger

Martha J Reger
District Supervisor
Minnesota Department of Natural Resources
Division of Parks and Trails
7050 E. Highway 101
Shakopee, Minnesota 55379
952-496-4141 x 255
Martha.reger@state.mn.us

Cc Nadine Meyer, Park Manager
Nick Bartels, Assistant Park Manager
Anton Benson, Regional Resource Specialist

Equal Opportunity Employer



BUILDING AMERICA®

April 14, 2020

Elaine Koutsoukos
TAB Coordinator
Transportation Advisory Board
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Re: Dakota County Grant Application for Minnesota River Greenway Union Pacific Rail Overpass – Fort Snelling Segment

Dear Ms. Koutsoukos:

On behalf of Union Pacific Railroad, I am writing in support of Dakota County's grant application seeking a 2020 Metropolitan Council Transportation Advisory Board grant for the Minnesota River Greenway - Union Pacific Rail Overpass Project. The project includes construction of a pedestrian bridge over an existing Union Pacific Railroad track at MP 9.03 on the Mankato Subdivision located in the City of Eagan, MN.

Union Pacific appreciates our positive partnership with Dakota County, and looks forward to working with the agency to advance the pedestrian bridge project, in alignment with our engineering and design standards and safety requirements.

Thank you for your consideration and please do not hesitate to contact me if you have any questions.

Sincerely,

Liisa Stark

AMENDMENT NO.1 TO CONTRACT NO. 120619

Contract Start Date:	<u>February 15, 2017</u>	Total Contract Amount:	<u>\$ 0.00</u>
Original Contract Expiration Date:	<u>February 15, 2042</u>	Original Contract:	<u>\$ 0.00</u>
Current Contract Expiration Date:	<u>Same</u>	Previous Amendment(s) Total:	<u>\$ 0.00</u>
Requested Contract Expiration Date:	<u>NA</u>	This Amendment:	<u>\$ 0.00</u>

This amendment is by and between the State of Minnesota, through its Commissioner of Department of Natural Resources ("State") and County of Dakota, 14955 Galaxie Avenue, Apple Valley, MN 55214 ("Contractor").

Recitals

1. The State has a contract with the Contractor identified as CFMS Contract Number 120619 ("Original Contract") to provide for the mutual development of the Dakota County Minnesota River Greenway Trail located within the boundaries of Fort Snelling State Park.
2. This agreement is being amended to provide for, at the request of the County, the opportunity for the County to develop the second phase of the Minnesota River Greenway Trail, within the boundaries of Fort Snelling State Park at no cost to the State.
3. The State and the Contractor are willing to amend the Original Contract as stated below.

Contract Amendment

In this amendment, changes to pre-existing language will use underline and/or red lettering for insertions.

REVISION 1. "WITNESSETH", is amended as follows:

WHEREAS, the Commissioner of Natural Resources has the authority, duty and responsibility under Minnesota Statutes Section 85.012, sub. 18, to establish, develop, maintain and operate the Fort Snelling State Park; and

WHEREAS, the State and the County are authorized under Minnesota Statutes Section 471.59 to enter into agreements to jointly or cooperatively exercise common powers; and

WHEREAS, the State owns land described as: **Sec. 4, 8, 9, 17, 18, T27N, R23W**, Dakota County, as shown on the map attached and incorporated into this agreement as **Exhibit A and Exhibit D**; and

WHEREAS, the State and County have determined that it is mutually desirable to provide a trail corridor and associated trail facilities within a portion of Fort Snelling State Park for the development of a segment of the Dakota County Minnesota River Greenway Trail, from south of I-494 to TH.77 (Cedar Avenue) in Egan, a public recreational trail, is of high priority; as shown on the concept plan attached and incorporated into this agreement as **Exhibit B and Exhibit E**; and

WHEREAS, the County shall design, construct, administer and maintain the Minnesota River Greenway Trail and associated trail facilities, including the Fort Snelling State Park Segment as established hereinafter referred to as the "Trail"; and

WHEREAS, the final design, engineering plans and specifications for the development of the Trail, shall be developed by the County and approved by the State; and

WHEREAS, the County shall construct the Trail at no cost to the State; and

WHEREAS, the State and the County shall cooperate with the State to ensure the continuing requirements of the Land and Water Conservation Fund grant program codified in 36 CFR Part 59; and

WHEREAS, upon completion, the administration, operations and maintenance of the segment of the Trail and all associated improvements to be constructed by the County shall be the sole responsibility of the County; and

WHEREAS, the State and the County have determined that it is mutually desirable to cooperate on the natural resource management activities within the Trail corridor as identified in Exhibit A and Exhibit D through the execution of separate Annual Natural Resource Work Plans that shall be approved by the State; and

WHEREAS, upon completion the State shall maintain its ownership and/or interest in the State Property, as described in **Exhibit A and Exhibit D**; and

AMENDMENT NO.2 TO CONTRACT NO. 120619

WHEREAS, a County Board resolution authorizing the respective entities to enter into this agreement is/are attached and incorporated into this agreement as **Exhibit C**; and

REVISION 2. Clause 1. "STATE DUTIES AND RESPONSIBILITIES" paragraph a., is amended as follows:

- a. The State shall permit the County to construct a trail corridor segment of the Minnesota River Greenway Trail and associated trail facilities within the boundaries of Fort Snelling State Park as shown in **Exhibit B and Exhibit E**.

REVISION 3. Clause II. "CITY DUTIES AND RESPONSIBILITIES", paragraph a., is amended as follows:

- a. The County shall to design and construct the segment of the Trail as referenced in **Exhibit B and Exhibit E**. The proposed trail shall meet ADA requirements.

The Original Contract and any previous Amendments are incorporated into this amendment by reference.

[The Balance of this page Left Intentionally Blank]

AMENDMENT NO.1 TO CONTRACT NO. 120619

1. STATE ENCUMBRANCE VERIFICATION

Individual certifies that funds have been encumbered as required by Minn. Stat. §§16A.15 and 16C.05

Signed: [Signature]
Date: 2/18/2020

CFMS Contract No. 120619 110 PO

2. CONTRACTOR

The Contractor certifies that the appropriate person(s) have executed the contract on behalf of the Contractor as required by applicable articles, bylaws, resolutions, or ordinances.

By: [Signature]
Title: Chair Dakota County Board
Date: 3/17/2020

APPROVED AS TO FORM
DAKOTA COUNTY

By: [Signature]
Title: Ass. Stant Dakota Co. Attorney
Date: 3/4/20

3. STATE AGENCY

Individual certifies the applicable provisions of Minn. Stat. §16C.08, subdivisions 2 and 3 are reaffirmed.

By: [Signature]
Title: Linda Erickson
Date: 2020.04.13
10:09:56 -05'00'

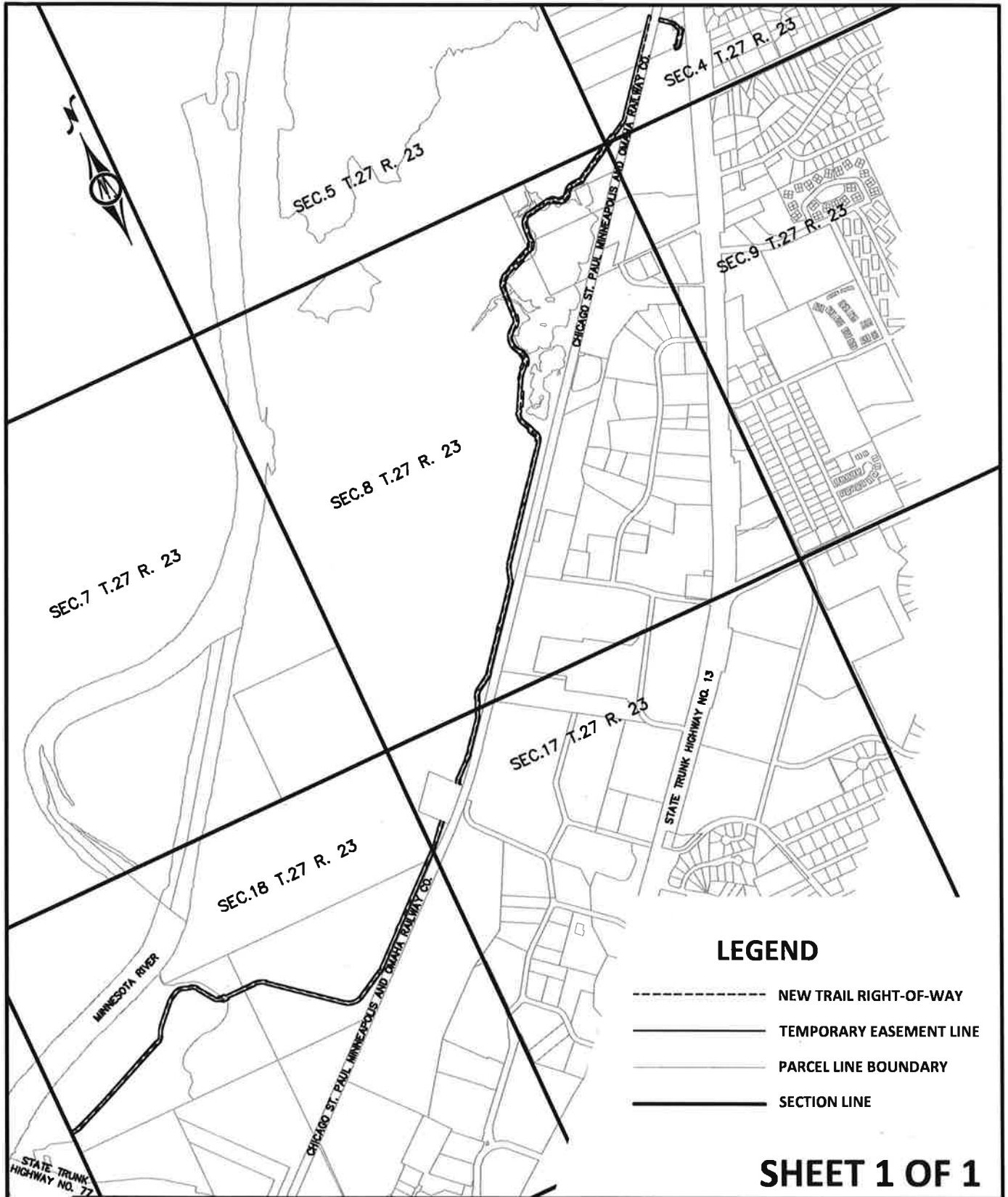
4. COMMISSIONER OF ADMINISTRATION

By: [Signature]
Date: April 13, 2020

Distribution:
Agency

DS
km

H: \DACO\T44117934\CAD\C3D\figures\Greenway_Trail_Exhibit_A.dwg 12/13/2019 1:25 PM



SHEET 1 OF 1

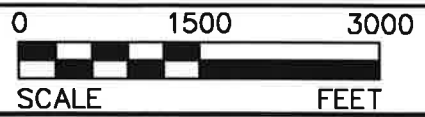
Exhibit D – MAP OVERVIEW DAKOTA COUNTY

MINNESOTA RIVER GREENWAY TRAIL



BOLTON & MENK

12224 NICOLLET AVENUE
BURNSVILLE, MINNESOTA 55337
(952) 890-0509



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LOCATION MAP



MINNESOTA RIVER

SEC.18 T.27 R.23



$L=68.13 \ R=130.00 \ \Delta=38^{\circ}50'27''$
 $L=48.20 \ R=130.00 \ \Delta=43^{\circ}16'49''$
 $L=43.74 \ R=130.00 \ \Delta=19^{\circ}16'33''$
 $L=30.94 \ R=130.00 \ \Delta=13^{\circ}38'12''$

LEGEND

- NEW TRAIL RIGHT-OF-WAY
- _____ TEMPORARY EASEMENT LINE
- _____ PARCEL LINE BOUNDARY
- _____ CENTER LINE
- _____ SECTION LINE

SHEET 1 OF 9

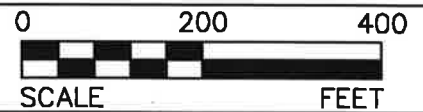
Exhibit B - MAP
DAKOTA COUNTY



BOLTON & MENK

12224 NICOLLET AVENUE
BURNSVILLE, MINNESOTA 55337
(952) 890-0509

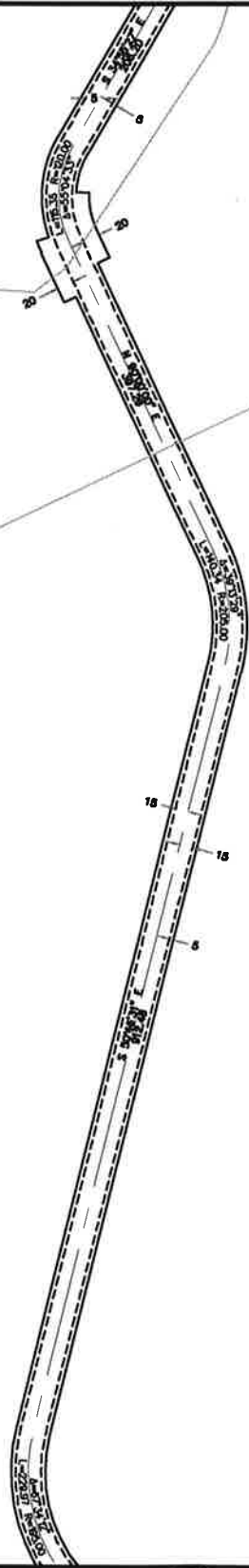
MINNESOTA RIVER GREENWAY TRAIL



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SEC.18 T.27 R.23



LOCATION MAP



LEGEND

- NEW TRAIL RIGHT-OF-WAY
- TEMPORARY EASEMENT LINE
- PARCEL LINE BOUNDARY
- - - - - CENTER LINE
- SECTION LINE

SHEET 2 OF 9

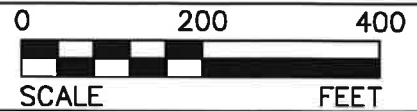
Exhibit E-MAP
DAKOTA COUNTY



BOLTON & MENK

12224 NICOLLET AVENUE
BURNSVILLE, MINNESOTA 55337
(952) 890-0509

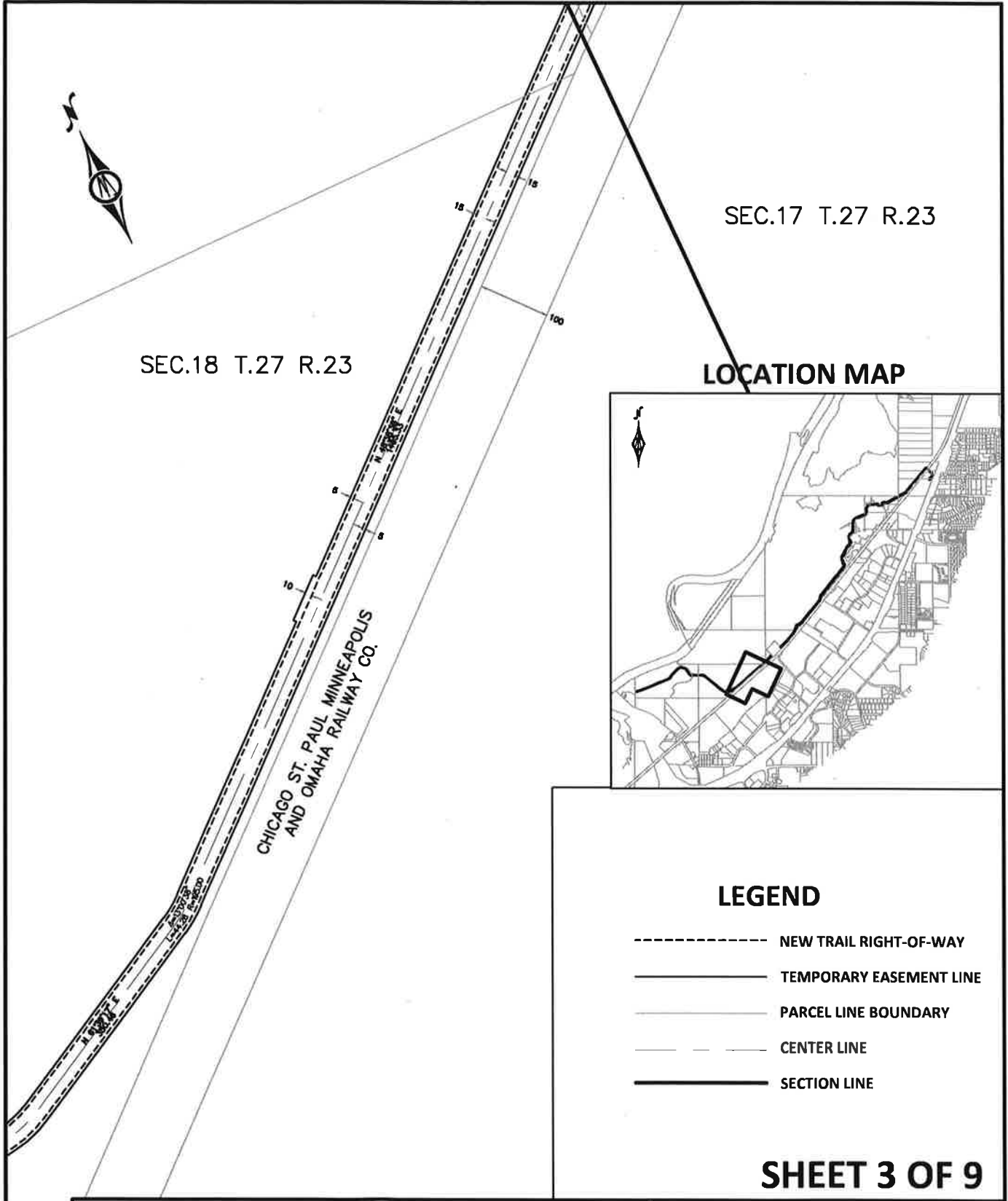
MINNESOTA RIVER GREENWAY TRAIL



SCALE

FEET

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LEGEND

- NEW TRAIL RIGHT-OF-WAY
- TEMPORARY EASEMENT LINE
- PARCEL LINE BOUNDARY
- CENTER LINE
- SECTION LINE

SHEET 3 OF 9

Exhibit E — MAP
DAKOTA COUNTY




BOLTON & MENK

12224 NICOLLET AVENUE
 BURNSVILLE, MINNESOTA 55337
 (952) 890-0509

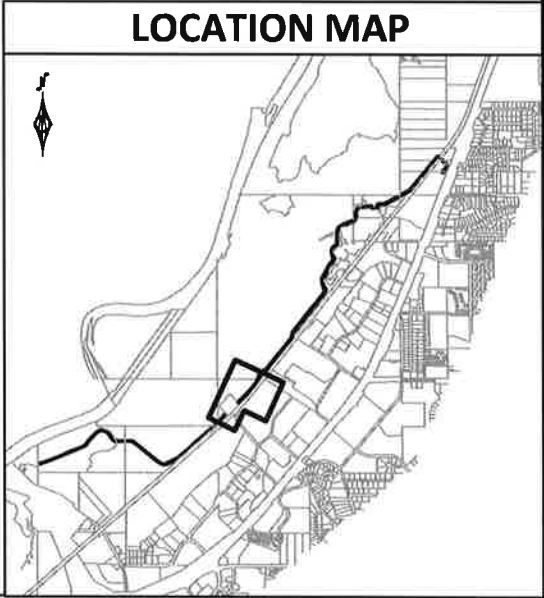
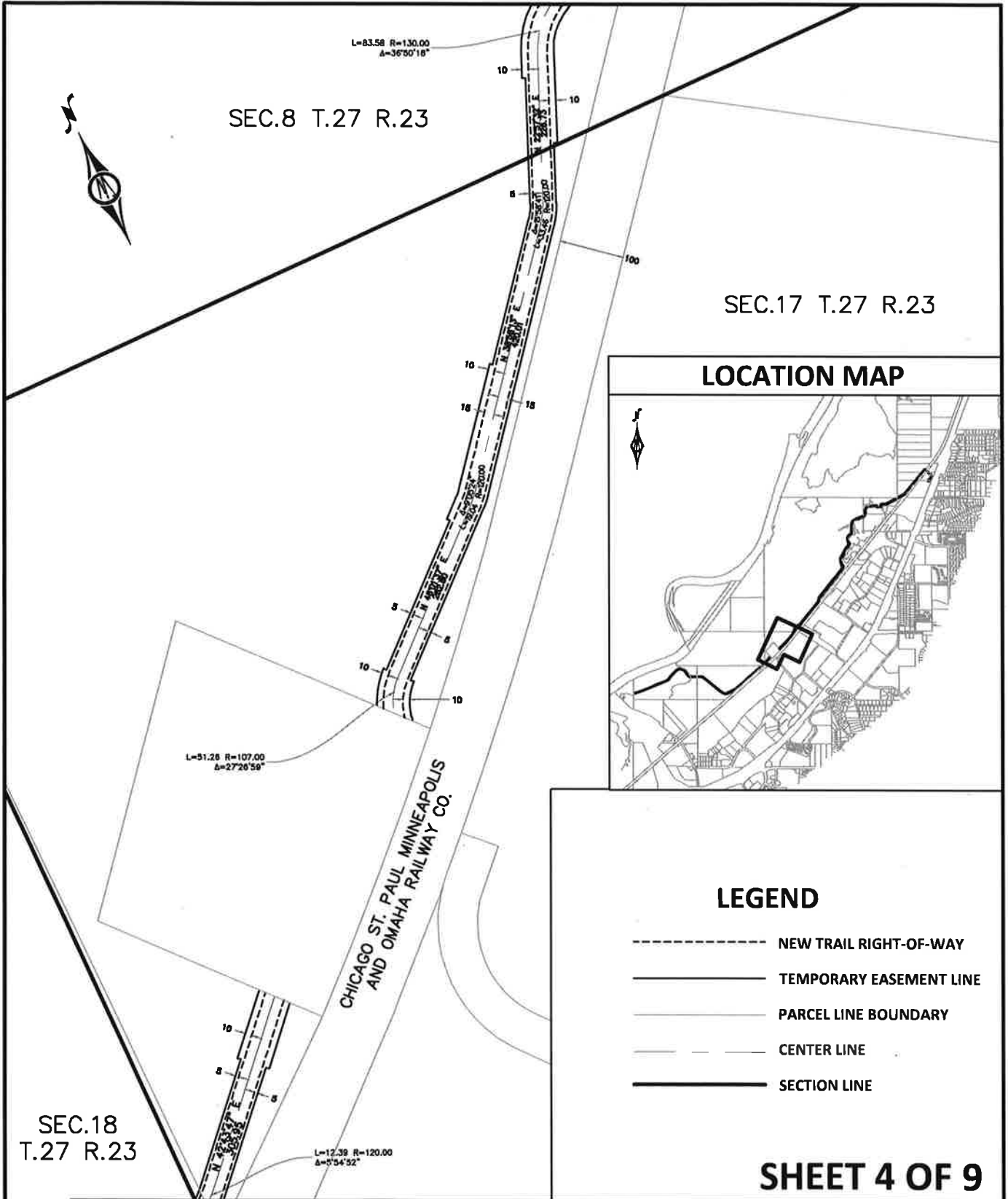
MINNESOTA RIVER GREENWAY TRAIL

0 200 400



SCALE FEET

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LEGEND

- NEW TRAIL RIGHT-OF-WAY
- _____ TEMPORARY EASEMENT LINE
- _____ PARCEL LINE BOUNDARY
- CENTER LINE
- _____ SECTION LINE

SHEET 4 OF 9

Exhibit B - MAP
DAKOTA COUNTY

BOLTON & MENK

12224 NICOLLET AVENUE
BURNSVILLE, MINNESOTA 55337
(952) 890-0509

MINNESOTA RIVER GREENWAY TRAIL

0 200 400

SCALE FEET

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L=48.18 R=120.00
Δ=21°33'38"

L=48.86 R=130.00
Δ=21°32'08"

SEC.8 T.27 R.23

CHICAGO ST. PAUL MINNEAPOLIS
AND OMAHA RAILWAY CO.

LOCATION MAP



LEGEND

- NEW TRAIL RIGHT-OF-WAY
- TEMPORARY EASEMENT LINE
- PARCEL LINE BOUNDARY
- CENTER LINE
- SECTION LINE

SHEET 5 OF 9

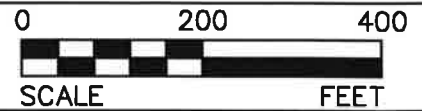
Exhibit  — MAP
DAKOTA COUNTY

MINNESOTA RIVER GREENWAY TRAIL

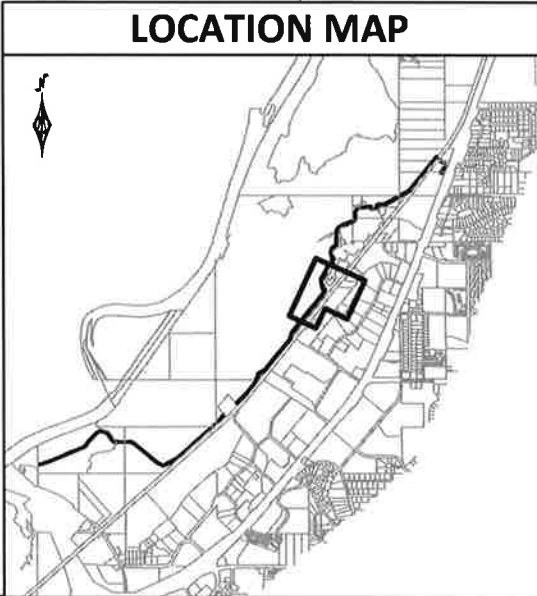
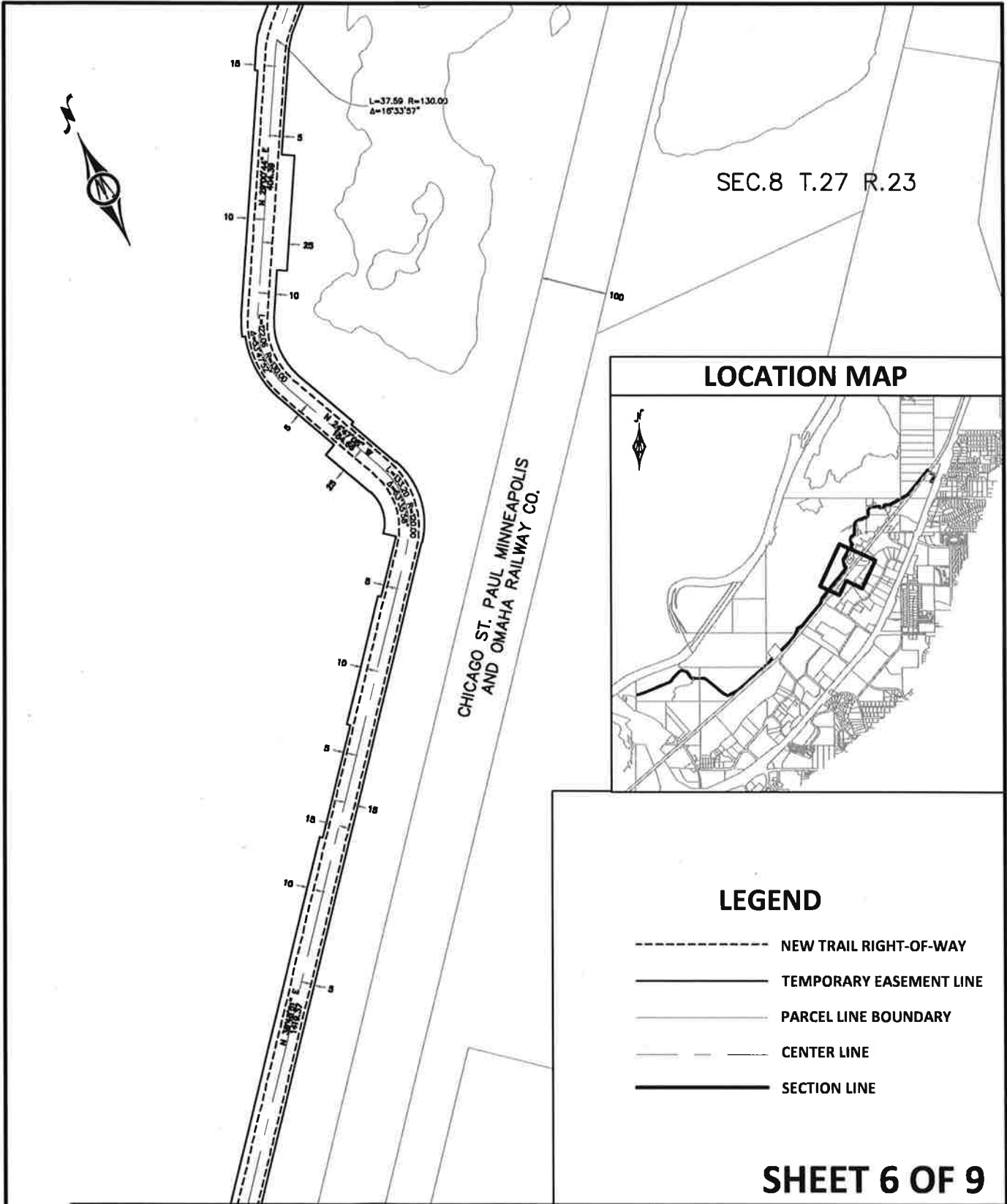


**BOLTON
& MENK**

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(952) 890-0509



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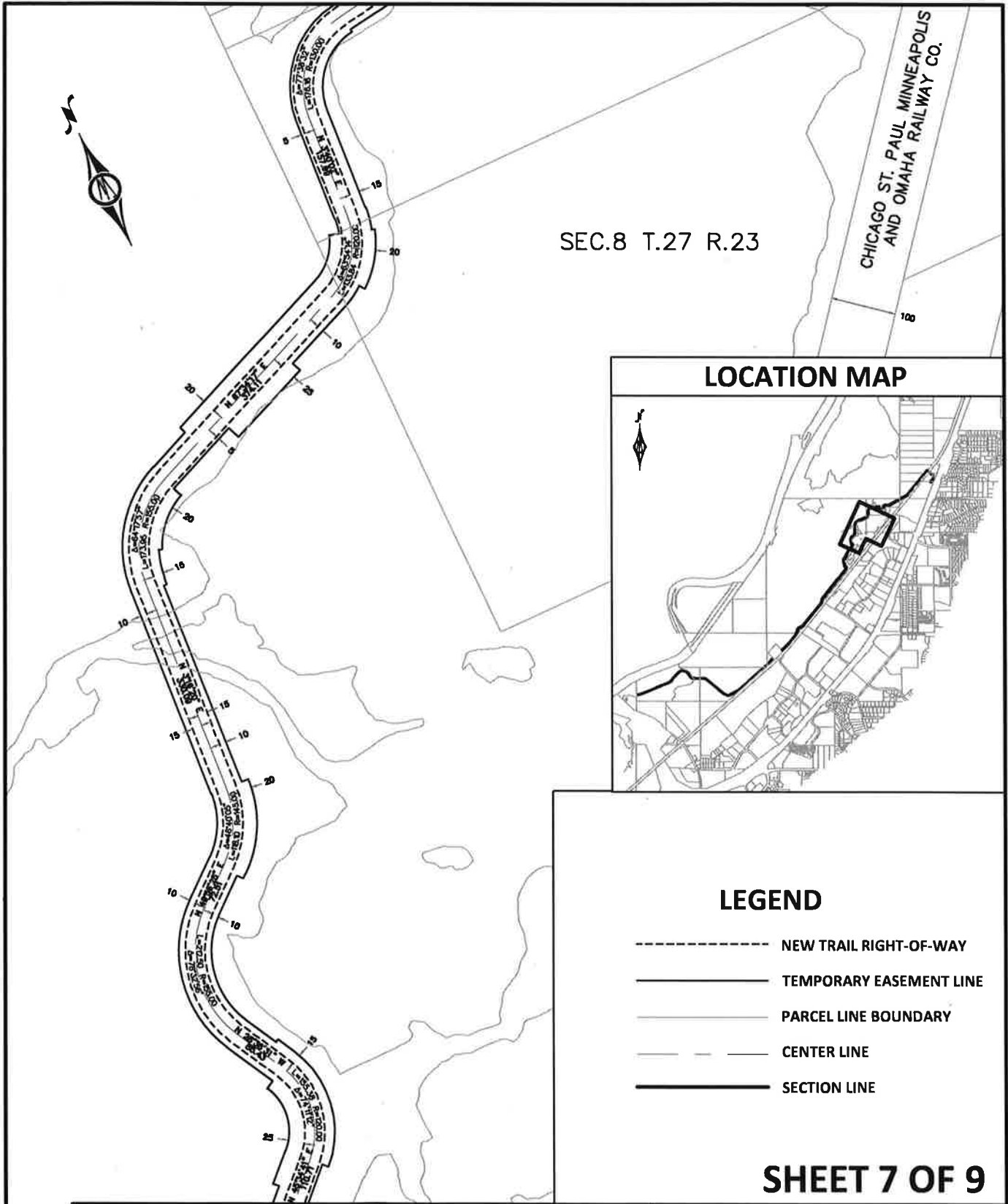
LEGEND

- NEW TRAIL RIGHT-OF-WAY
- TEMPORARY EASEMENT LINE
- PARCEL LINE BOUNDARY
- CENTER LINE
- SECTION LINE

SHEET 6 OF 9

<p>Exhibit B - MAP DAKOTA COUNTY</p>	<p>MINNESOTA RIVER GREENWAY TRAIL</p>	<p>0 200 400</p> <p>SCALE FEET</p>
<p>BOLTON & MENK</p>	<p>12224 NICOLLET AVENUE BURNSVILLE, MINNESOTA 55337 (952) 890-0509</p>	

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SEC.8 T.27 R.23

CHICAGO ST. PAUL MINNEAPOLIS AND OMAHA RAILWAY CO.

LOCATION MAP

LEGEND

- NEW TRAIL RIGHT-OF-WAY
- _____ TEMPORARY EASEMENT LINE
- _____ PARCEL LINE BOUNDARY
- - - - - CENTER LINE
- _____ SECTION LINE

SHEET 7 OF 9

Exhibit E - MAP DAKOTA COUNTY	MINNESOTA RIVER GREENWAY TRAIL
BOLTON & MENK	12224 NICOLLET AVENUE BURNSVILLE, MINNESOTA 55337 (952) 890-0509
<p>SCALE FEET</p>	

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LOCATION MAP



SEC.4 T.27 R.23

SEC.5 T.27 R.23

SEC.8
T.27 R.23

SEC.9
T.27 R.23

CHICAGO ST. PAUL MINNEAPOLIS
AND OMAHA RAILWAY CO.

LEGEND

- NEW TRAIL RIGHT-OF-WAY
- TEMPORARY EASEMENT LINE
- PARCEL LINE BOUNDARY
- CENTER LINE
- SECTION LINE

L=70.64 R=145.00
Δ=27°54'53"

L=106.71 R=107.00
Δ=57°08'19"

L=91.86 R=107.00
Δ=49°04'46"

L=184.14 R=107.00
Δ=98°36'07"

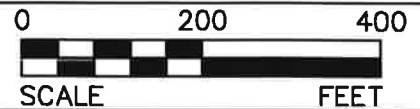
SHEET 8 OF 9

Exhibit B – MAP DAKOTA COUNTY

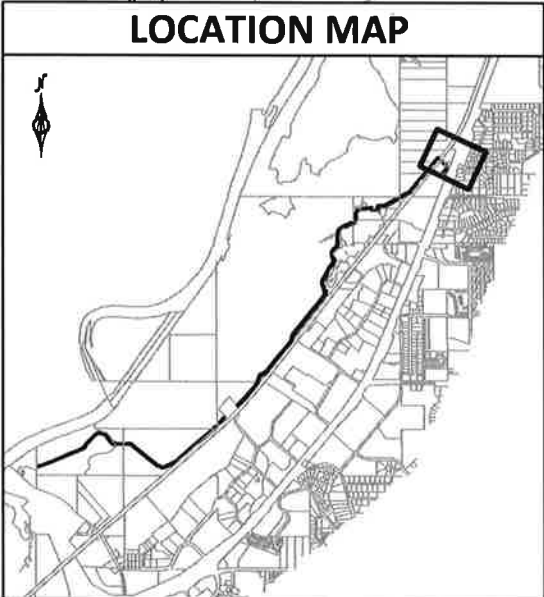
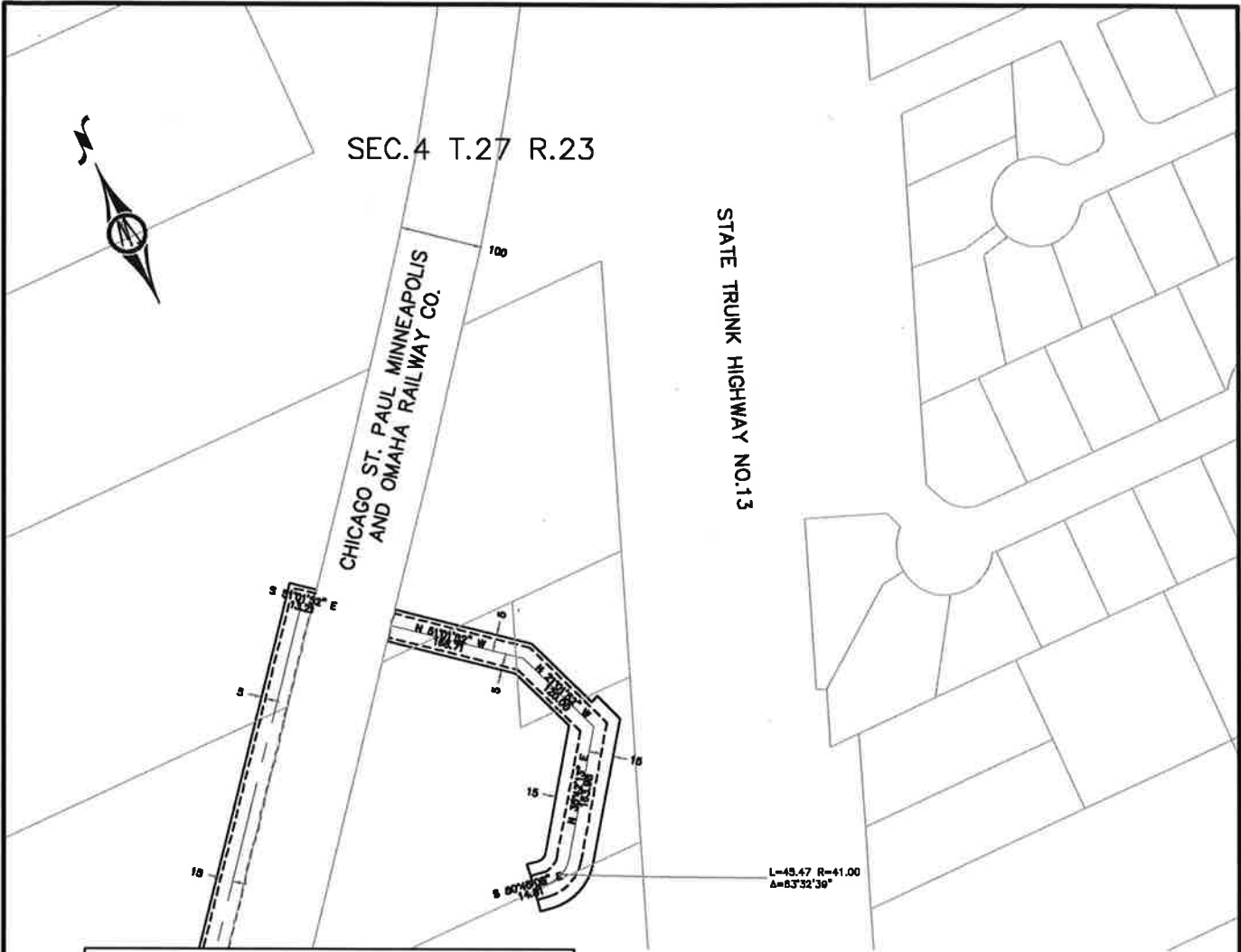


12224 NICOLLET AVENUE
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(952) 890-0509

MINNESOTA RIVER GREENWAY TRAIL



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LEGEND

- NEW TRAIL RIGHT-OF-WAY
- TEMPORARY EASEMENT LINE
- PARCEL LINE BOUNDARY
- CENTER LINE
- SECTION LINE

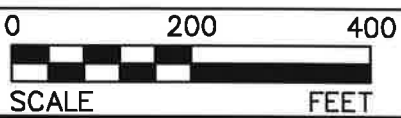
SHEET 9 OF 9

Exhibit **B** – MAP
DAKOTA COUNTY

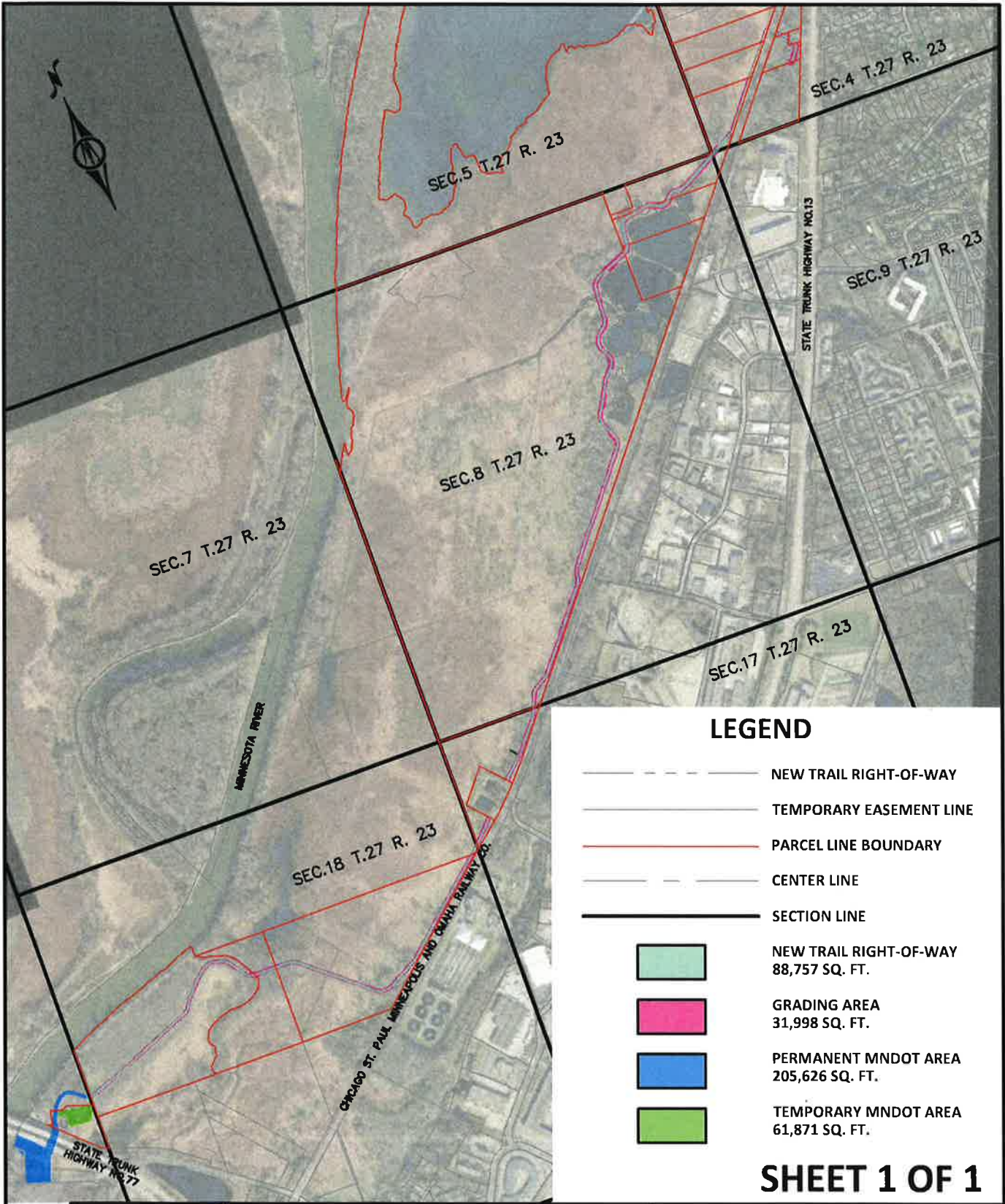


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 BURNSVILLE, MINNESOTA 55337
 (952) 890-0509










MINNESOTA RIVER GREENWAY TRAIL



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LEGEND

-  NEW TRAIL RIGHT-OF-WAY
-  TEMPORARY EASEMENT LINE
-  PARCEL LINE BOUNDARY
-  CENTER LINE
-  SECTION LINE
-  NEW TRAIL RIGHT-OF-WAY
88,757 SQ. FT.
-  GRADING AREA
31,998 SQ. FT.
-  PERMANENT MNDOT AREA
205,626 SQ. FT.
-  TEMPORARY MNDOT AREA
61,871 SQ. FT.

SHEET 1 OF 1

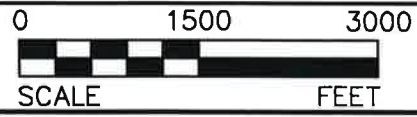
Exhibit E - PARCEL SKETCH OVERVIEW DAKOTA COUNTY



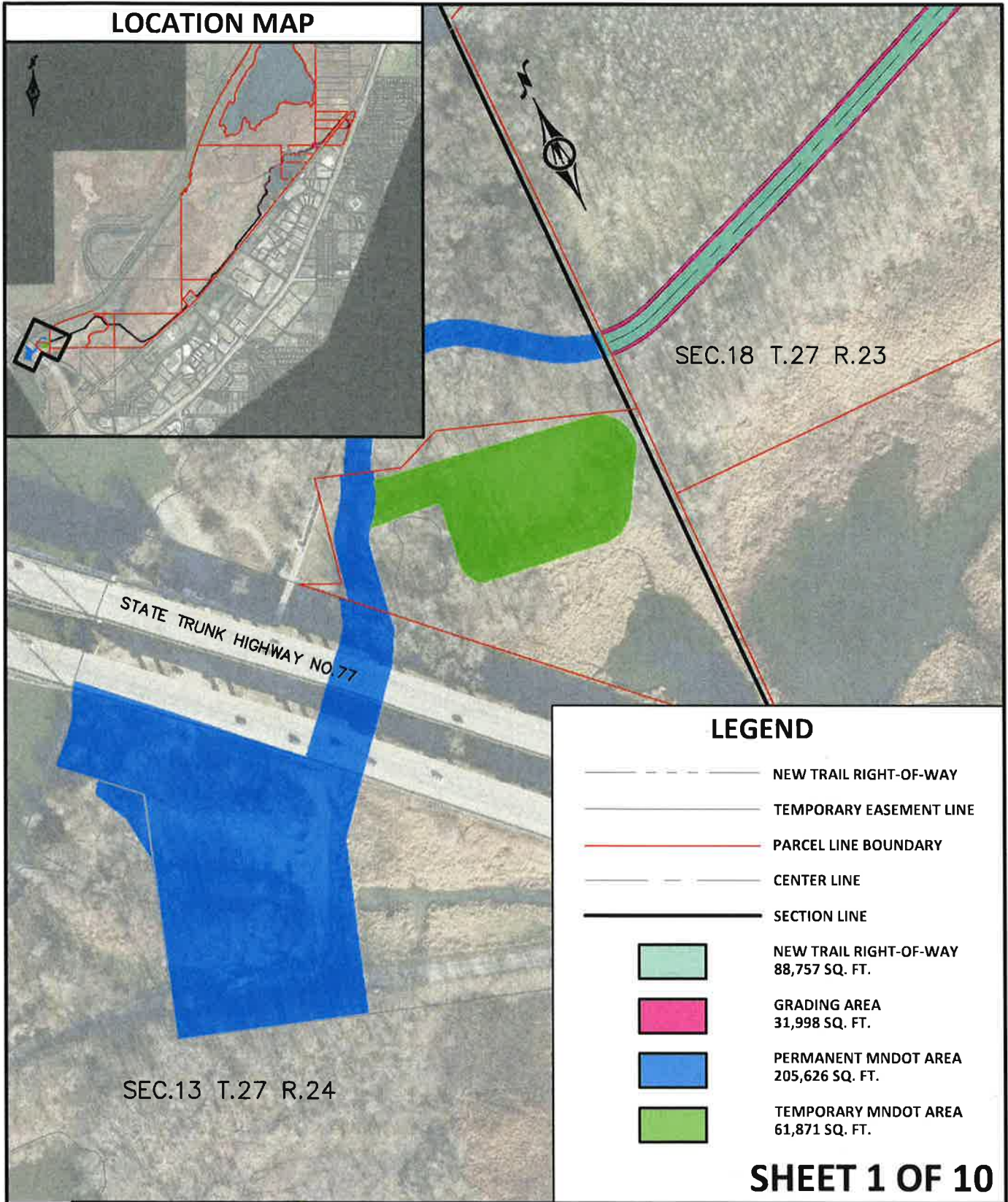
BOLTON & MENK

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MINNESOTA RIVER GREENWAY TRAIL



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LEGEND

-  NEW TRAIL RIGHT-OF-WAY
-  TEMPORARY EASEMENT LINE
-  PARCEL LINE BOUNDARY
-  CENTER LINE
-  SECTION LINE
-  NEW TRAIL RIGHT-OF-WAY
88,757 SQ. FT.
-  GRADING AREA
31,998 SQ. FT.
-  PERMANENT MNDOT AREA
205,626 SQ. FT.
-  TEMPORARY MNDOT AREA
61,871 SQ. FT.

SHEET 1 OF 10

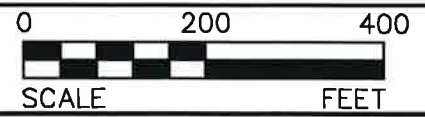
Exhibit B - PARCEL SKETCH DAKOTA COUNTY

MINNESOTA RIVER GREENWAY TRAIL



BOLTON & MENK

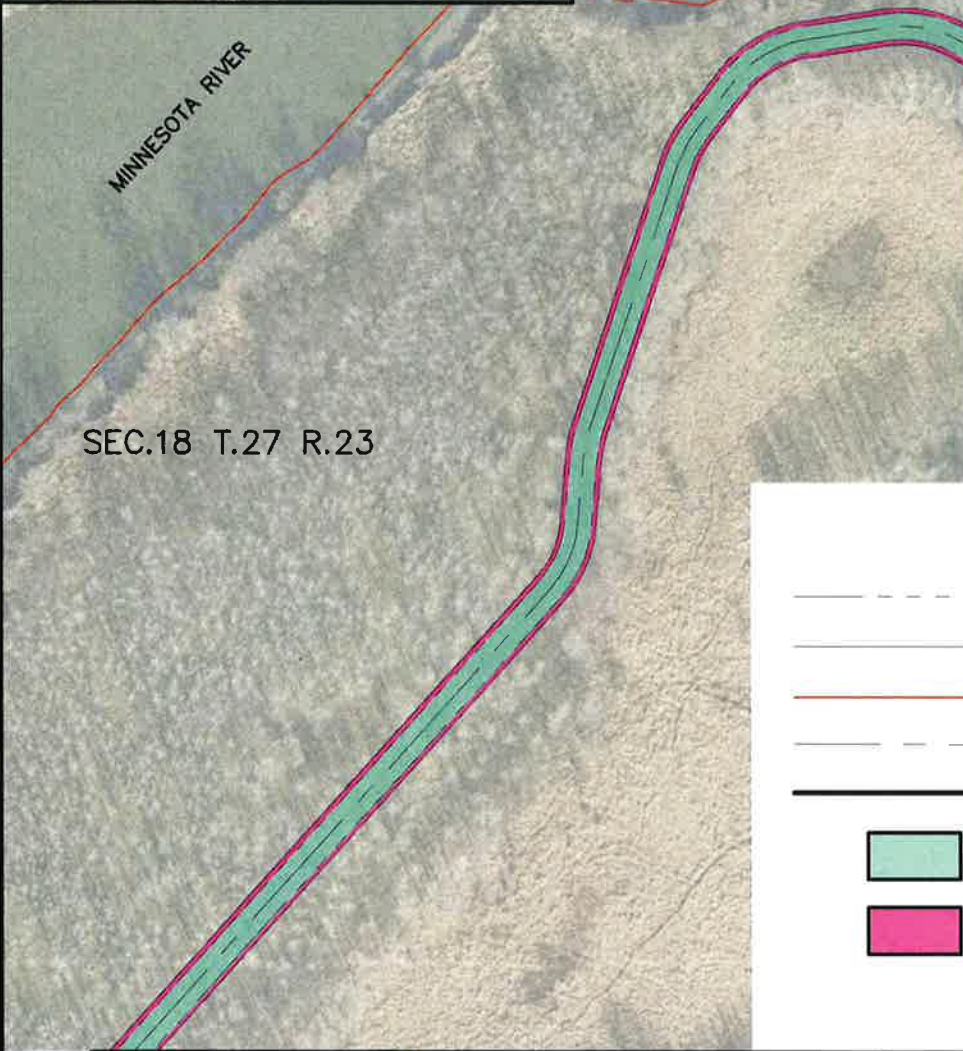
12224 NICOLLET AVENUE
BURNSVILLE, MINNESOTA 55337
(952) 890-0509










LOCATION MAP



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LEGEND

-  NEW TRAIL RIGHT-OF-WAY
-  TEMPORARY EASEMENT LINE
-  PARCEL LINE BOUNDARY
-  CENTER LINE
-  SECTION LINE
-  NEW TRAIL RIGHT-OF-WAY
88,757 SQ. FT.
-  GRADING AREA
31,998 SQ. FT.

SHEET 2 OF 10

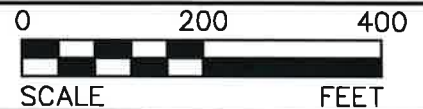
Exhibit B—PARCEL SKETCH
DAKOTA COUNTY

MINNESOTA RIVER GREENWAY TRAIL



BOLTON & MENK

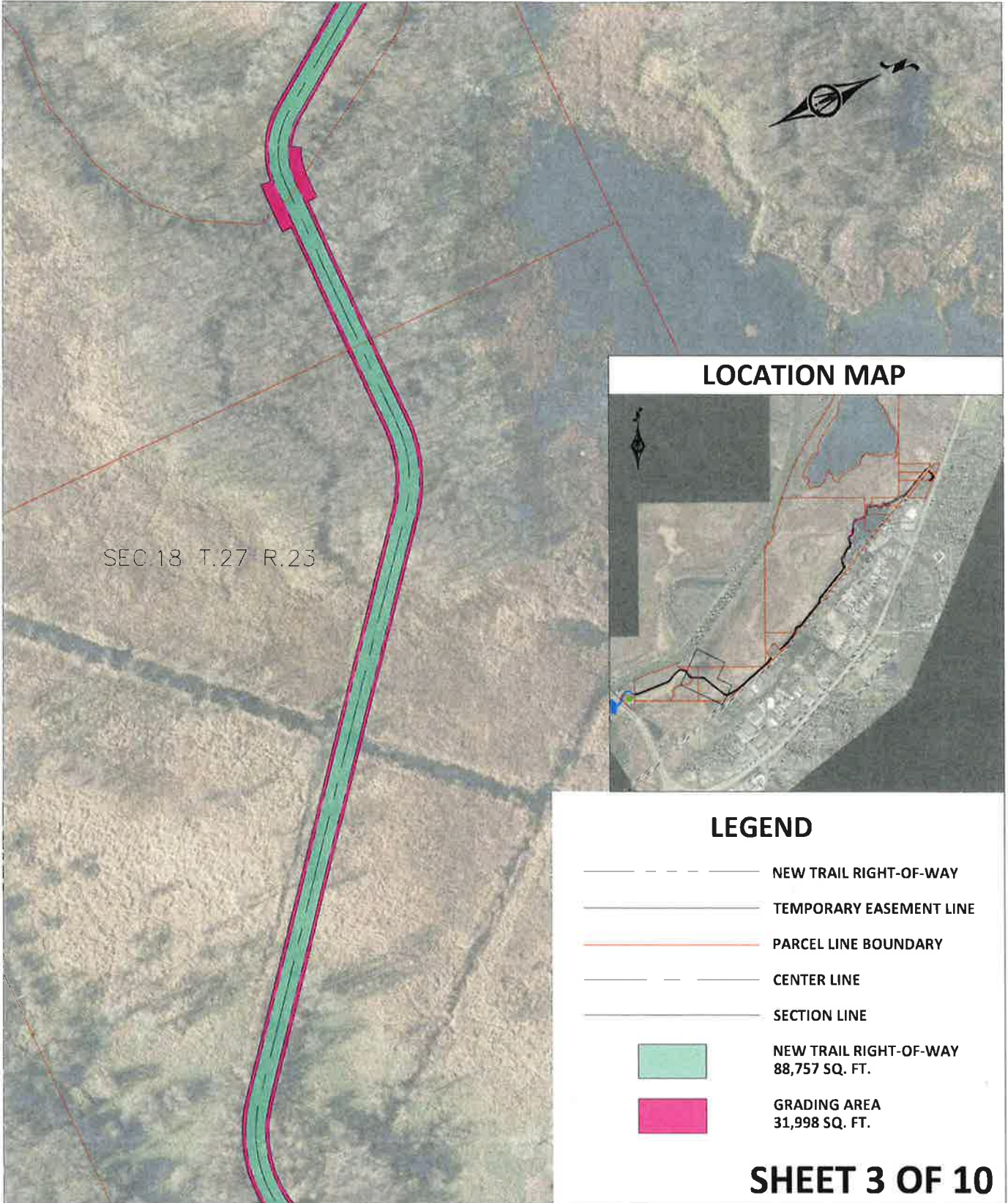
12224 NICOLLET AVENUE
BURNSVILLE, MINNESOTA 55337
(952) 890-0509



SCALE

FEET

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SEC. 18 T. 27 R. 23

LOCATION MAP



LEGEND

-  NEW TRAIL RIGHT-OF-WAY
-  TEMPORARY EASEMENT LINE
-  PARCEL LINE BOUNDARY
-  CENTER LINE
-  SECTION LINE
-  NEW TRAIL RIGHT-OF-WAY
88,757 SQ. FT.
-  GRADING AREA
31,998 SQ. FT.

SHEET 3 OF 10

Exhibit **B** - PARCEL SKETCH
DAKOTA COUNTY

MINNESOTA RIVER GREENWAY TRAIL



BOLTON & MENK

12224 NICOLLET AVENUE
BURNSVILLE, MINNESOTA 55337
(952) 890-0509



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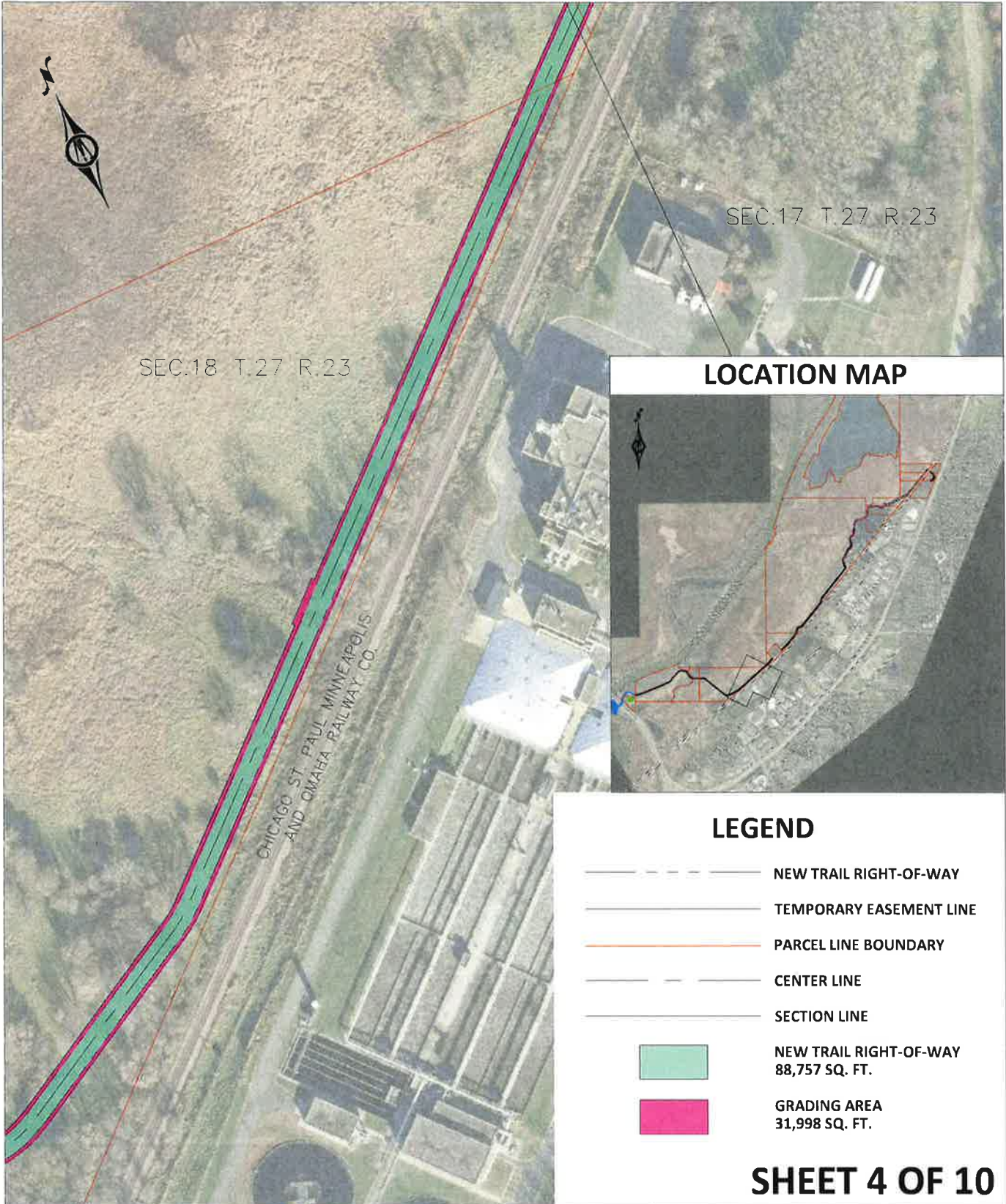
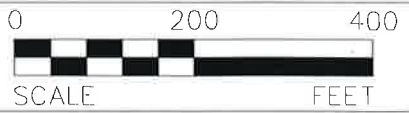


Exhibit B -- PARCEL SKETCH
DAKOTA COUNTY

MINNESOTA RIVER GREENWAY TRAIL

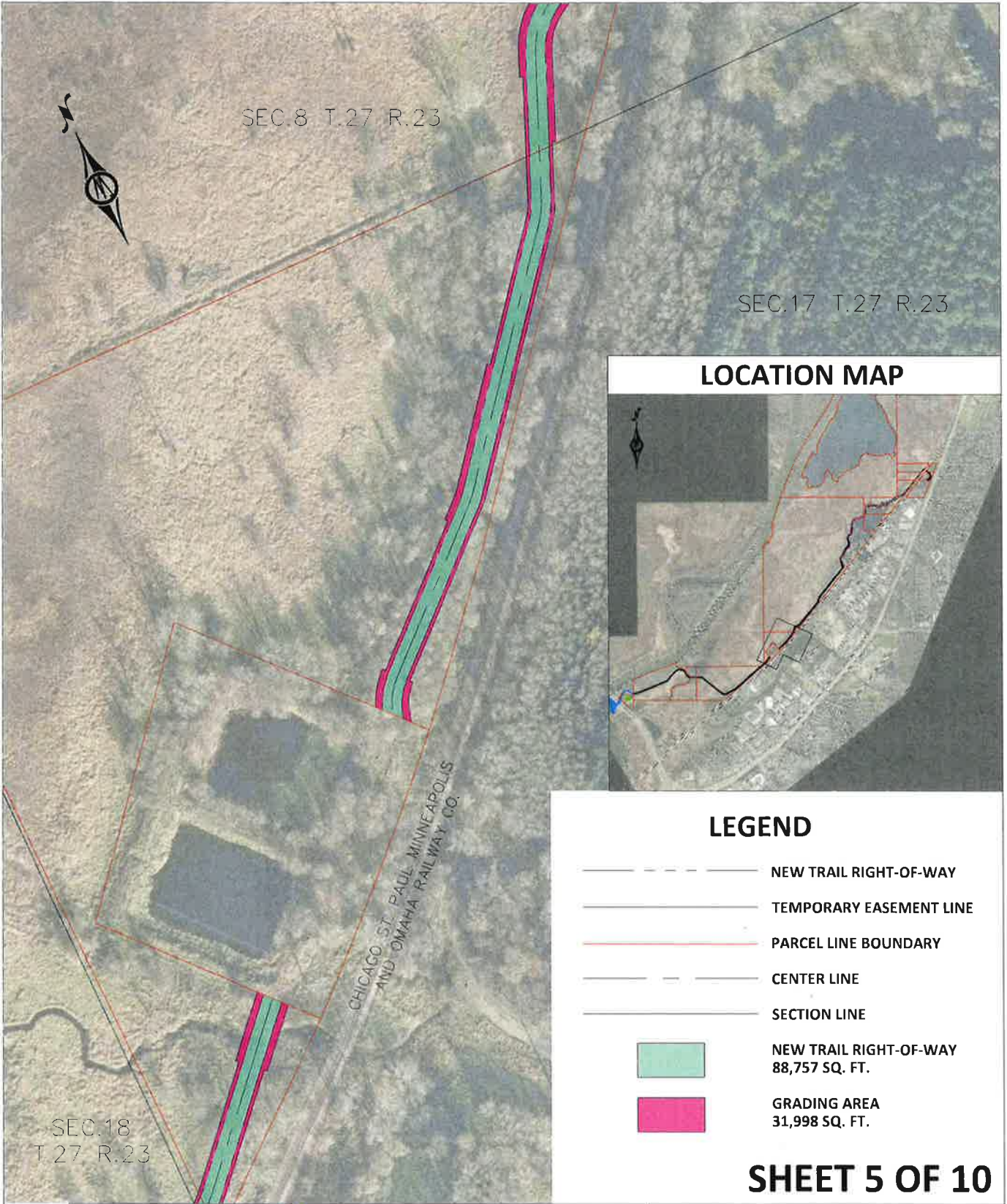


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(952) 890-0509



SHEET 4 OF 10








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LOCATION MAP



LEGEND

-  NEW TRAIL RIGHT-OF-WAY
-  TEMPORARY EASEMENT LINE
-  PARCEL LINE BOUNDARY
-  CENTER LINE
-  SECTION LINE
-  NEW TRAIL RIGHT-OF-WAY
88,757 SQ. FT.
-  GRADING AREA
31,998 SQ. FT.

SHEET 5 OF 10

Exhibit B - PARCEL SKETCH DAKOTA COUNTY



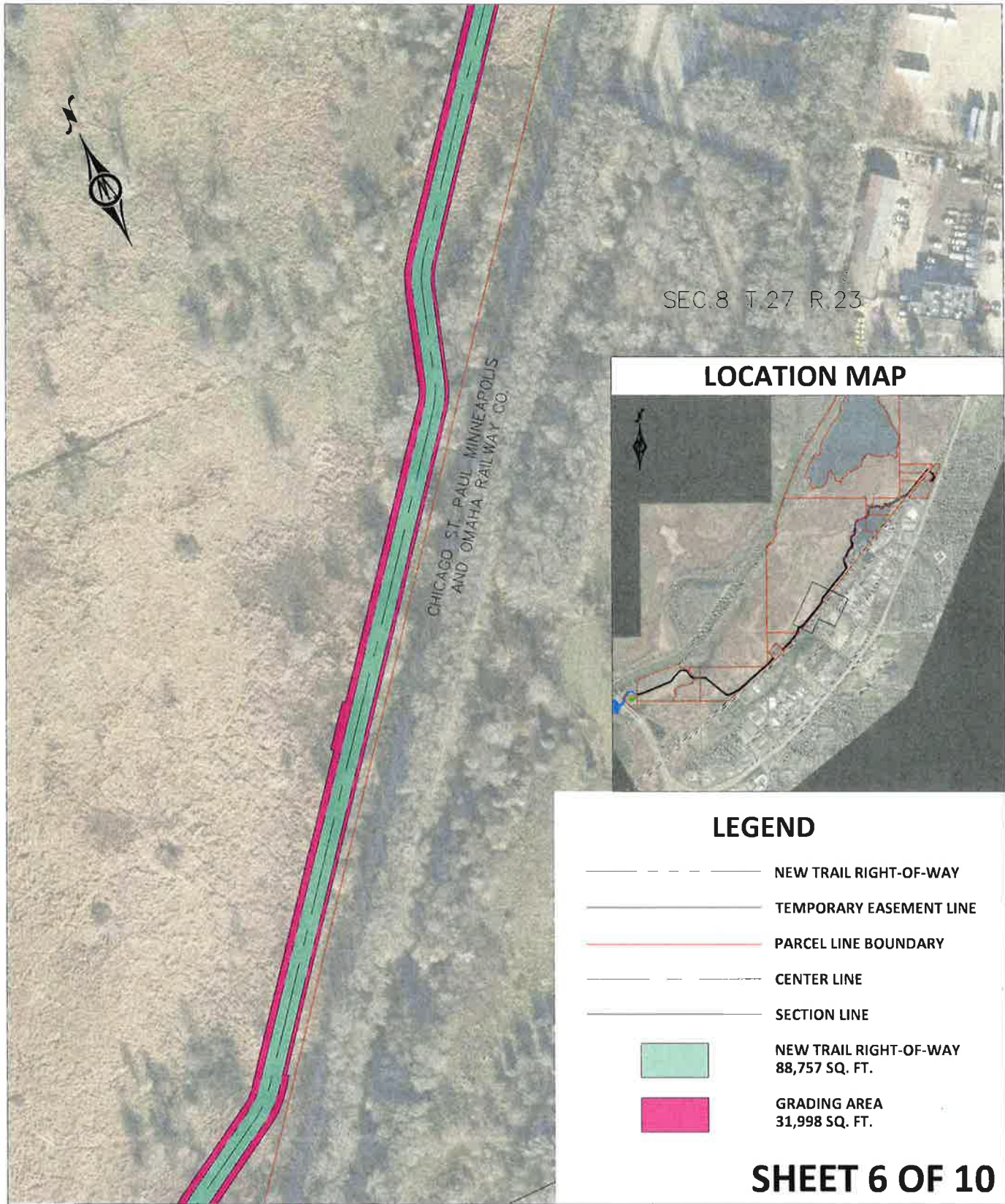
BOLTON & MENK

12224 NICOLLET AVENUE
BURNSVILLE, MINNESOTA 55337
(952) 890-0509

MINNESOTA RIVER GREENWAY TRAIL

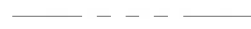








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LOCATION MAP

LEGEND

-  NEW TRAIL RIGHT-OF-WAY
-  TEMPORARY EASEMENT LINE
-  PARCEL LINE BOUNDARY
-  CENTER LINE
-  SECTION LINE
-  NEW TRAIL RIGHT-OF-WAY
88,757 SQ. FT.
-  GRADING AREA
31,998 SQ. FT.

SHEET 6 OF 10

Exhibit **E** - PARCEL SKETCH
DAKOTA COUNTY

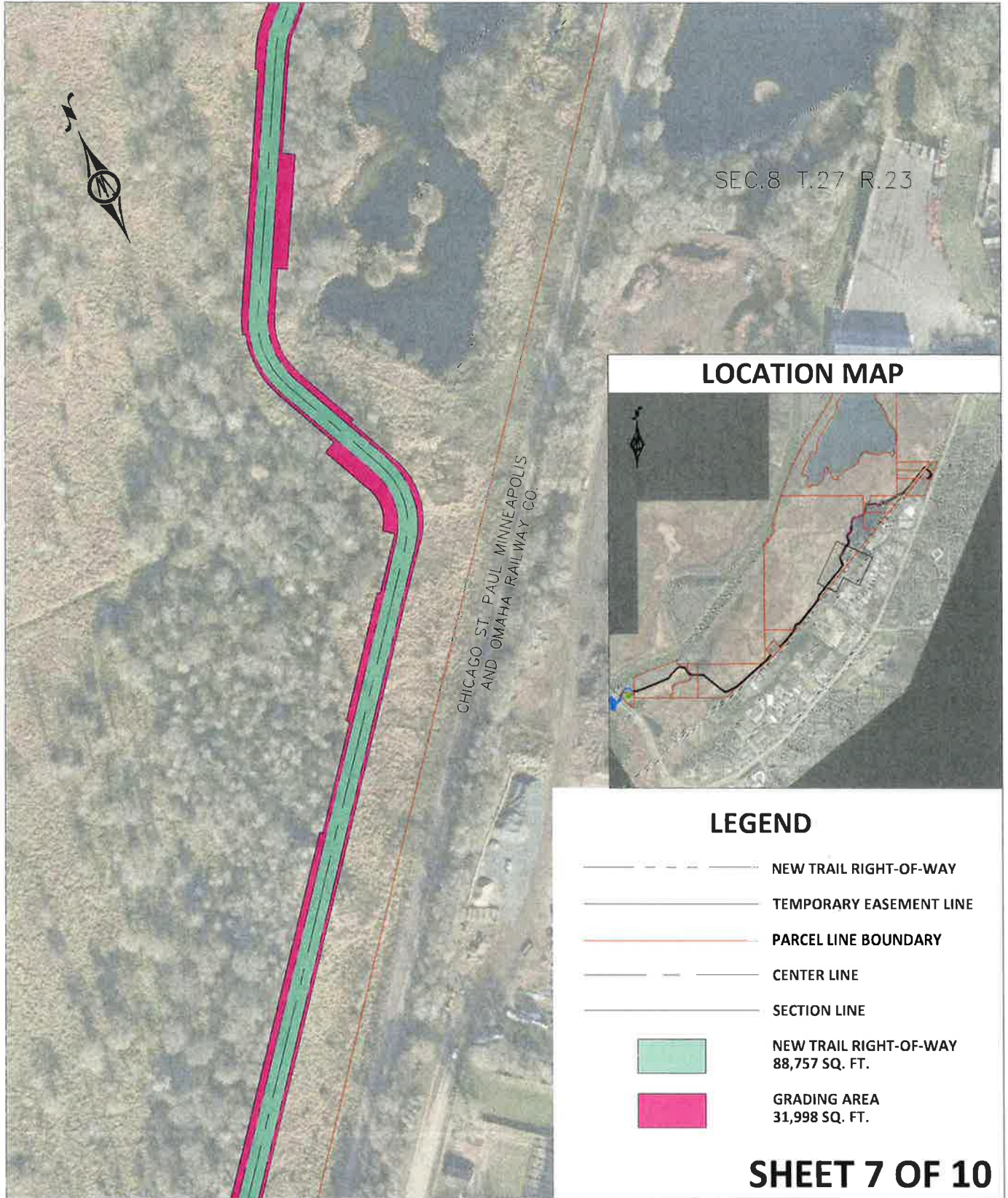
MINNESOTA RIVER GREENWAY TRAIL



12224 NICOLLET AVENUE
BURNSVILLE, MINNESOTA 55337
(952) 890-0509










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LOCATION MAP



LEGEND

-  NEW TRAIL RIGHT-OF-WAY
-  TEMPORARY EASEMENT LINE
-  PARCEL LINE BOUNDARY
-  CENTER LINE
-  SECTION LINE
-  NEW TRAIL RIGHT-OF-WAY
88,757 SQ. FT.
-  GRADING AREA
31,998 SQ. FT.

SHEET 7 OF 10

Exhibit B -- PARCEL SKETCH
DAKOTA COUNTY

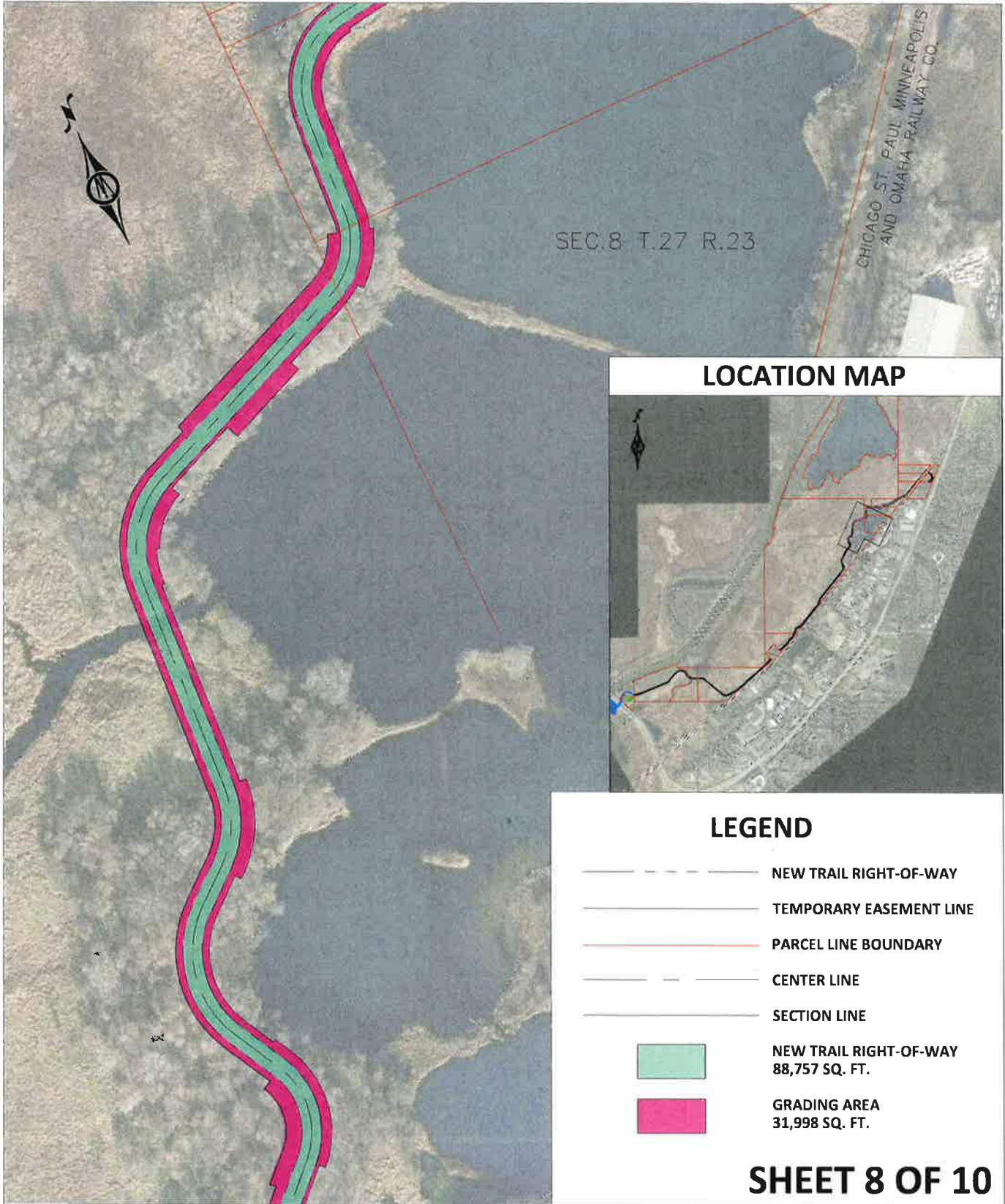
MINNESOTA RIVER GREENWAY TRAIL



12224 NICOLLET AVENUE
BURNSVILLE, MINNESOTA 55337
(952) 890-0509










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LOCATION MAP



LEGEND

-  NEW TRAIL RIGHT-OF-WAY
-  TEMPORARY EASEMENT LINE
-  PARCEL LINE BOUNDARY
-  CENTER LINE
-  SECTION LINE
-  NEW TRAIL RIGHT-OF-WAY
88,757 SQ. FT.
-  GRADING AREA
31,998 SQ. FT.

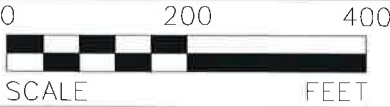
SHEET 8 OF 10

Exhibit B – PARCEL SKETCH
DAKOTA COUNTY



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MINNESOTA RIVER GREENWAY TRAIL



LOCATION MAP



SEC. 4 T. 27 R. 23




SEC. 5 T. 27 R. 23

SEC. 8
T. 27 R. 23

SEC. 9
T. 27 R. 23

CHICAGO ST. PAUL MINNEAPOLIS
AND OMAHA RAILWAY CO.

LEGEND

-  NEW TRAIL RIGHT-OF-WAY 88,757 SQ. FT.
-  GRADING AREA 31,998 SQ. FT.
-  NEW TRAIL RIGHT-OF-WAY
-  TEMPORARY EASEMENT LINE
-  PARCEL LINE BOUNDARY
-  CENTER LINE
-  SECTION LINE

SHEET 9 OF 10

Exhibit B - PARCEL SKETCH DAKOTA COUNTY



BOLTON & MENK

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(952) 890-0509

MINNESOTA RIVER GREENWAY TRAIL



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LOCATION MAP



LEGEND

-  NEW TRAIL RIGHT-OF-WAY
-  TEMPORARY EASEMENT LINE
-  PARCEL LINE BOUNDARY
-  CENTER LINE
-  SECTION LINE
-  NEW TRAIL RIGHT-OF-WAY
88,757 SQ. FT.
-  GRADING AREA
31,998 SQ. FT.

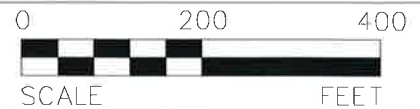
SHEET 10 OF 10

Exhibit B – PARCEL SKETCH DAKOTA COUNTY



12224 NICOLLET AVENUE
BURNSVILLE, MINNESOTA 55337
(952) 890-0509

MINNESOTA RIVER GREENWAY TRAIL





April 1, 2020

John Mertens
Dakota County Physical Development, Principal Planner
14955 Galaxie Avenue
Apple Valley, MN 55124

RE: 2020 Regional Solicitation Letter of Support for Dakota County – Minnesota River Greenway – Fort Snelling UP Rail Pedestrian Bridge

Dear Mr. Mertens:

This letter is to express the City of Eagan's support for Dakota County's Regional Solicitation application for the Minnesota River Greenway – Fort Snelling UP Pedestrian Bridge.

The Minnesota River Greenway supports the City's park and trail system by providing outdoor recreation in the Minnesota River Valley. The completion of the Minnesota River Greenway – Fort Snelling UP Rail Pedestrian Bridge will expand access to Fort Snelling State Park for many Eagan residents.

We look forward to working with Dakota County on the development of the regional trail and facility improvements to the Minnesota River Valley.

Sincerely,

Andrew Pimental, CPRE
Director of Parks and Recreation
651-675-5506



MINNESOTA RIVER
REGIONAL GREENWAY TRAIL

SKYLINE DR

FORT SNELLING
STATE PARK

PROPOSED TRAIL AND
UP RAIL OVERPASS

UP RAIL

RUSTIC HILLS DR

MINNESOTA
RIVER REGIONAL
GREENWAY
TRAILHEAD

SIBLEY MEMORIAL HWY

26

LONE OAK RD

13

MCCARTHY RD

0

0.25 MILES

N

Minnesota River Regional Greenway—
Fort Snelling State Park UP Rail Overpass

Minnesota River Regional Greenway— Fort Snelling State Park UP Rail Overpass

DAKOTA COUNTY



Project Location:	Eagan
Requested Award Amount:	\$3,777,940
Total Project Cost:	\$4,722,425

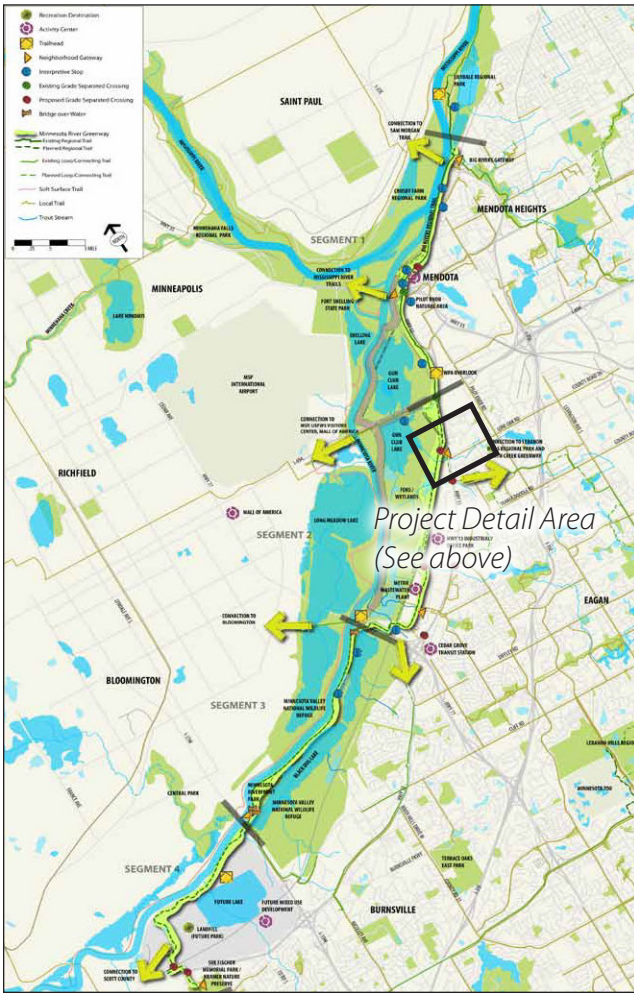
PROJECT DESCRIPTION

The Minnesota River Greenway UP rail overpass and trail segment will complete a critical 0.4 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 a safe, grade-separated crossing of a major bike and pedestrian barrier, the UP Railroad, between Eagan and Fort Snelling State Park/Minnesota River Valley
- » Provides commuters with a safer, scenic, more direct route
- » Completes a long planned regional trail between Burnsville and downtown Saint Paul
- » Connects to key bridges over the Minnesota River, including the Cedar Avenue and I-494 bridges
- » Provides new opportunities and local connections for underserved populations in adjacent communities to access the outstanding natural resources at Fort Snelling State Park and the Minnesota Valley National Wildlife Refuge
- » Fills a gap between the popular Big Rivers Regional Trail and the Burnsville segment of Minnesota River Greenway Regional Trail
- » Connects trails in Burnsville, Eagan, Bloomington, Mendota Heights, Minneapolis, Saint Paul and beyond
- » Immerses visitors in the expansive Minnesota River Valley, providing views and long vistas that feel far removed from the urban environment
- » Links a major system of trails in the Minnesota River Valley from Ortonville to Le Sueur to Saint Paul with continued collaboration and trail development

Proposed overpass and trail route



Minnesota River Greenway Regional Trail Concept Plan



***The UP Rail
bridge will
connect down
the trail to
the right and
then over the
rail behind
the trees.***

Existing Conditions Site Photo
Source: Google Earth, June 2019

Minnesota River Regional Greenway - UP Rail Overpass

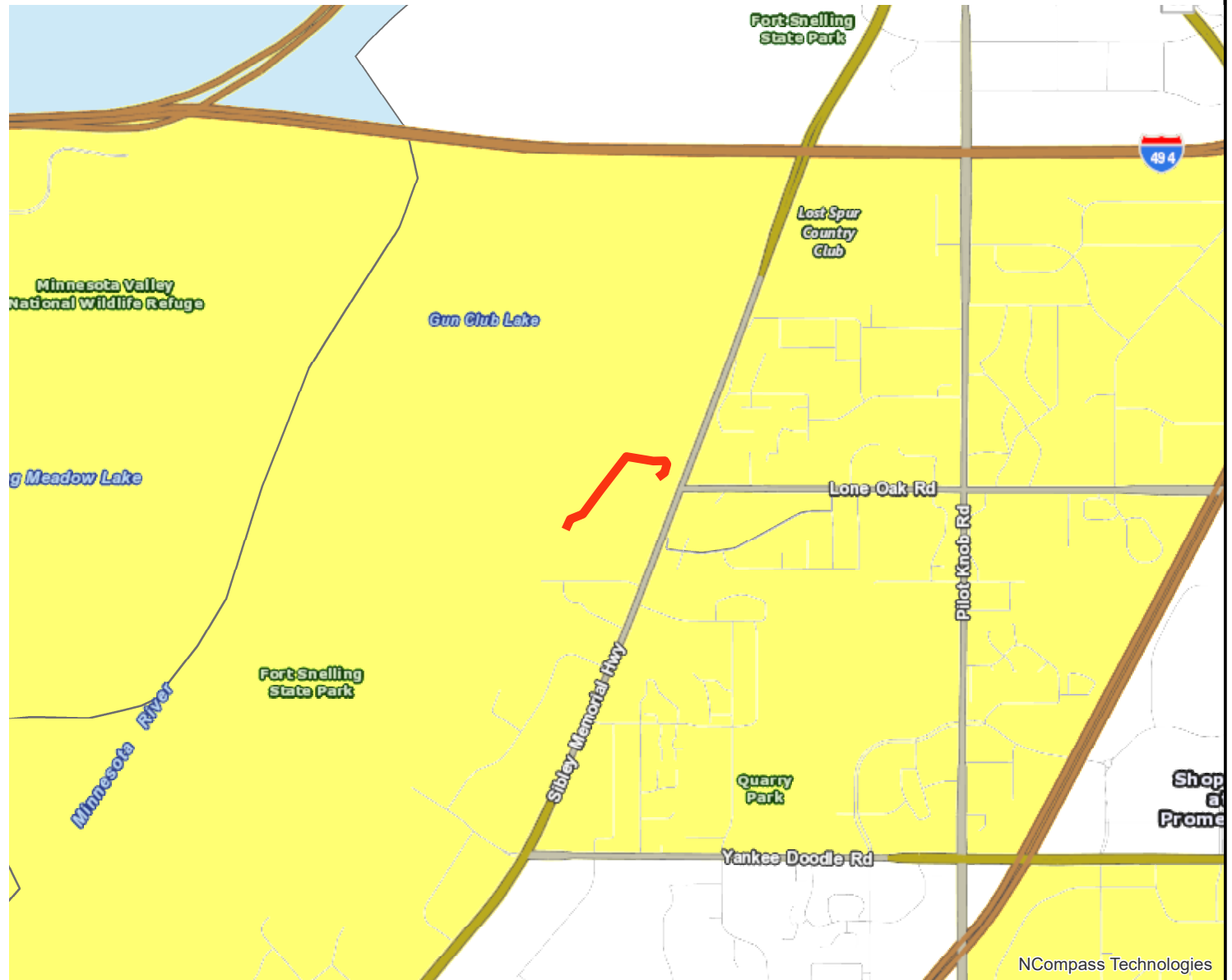
DAKOTA COUNTY

Socio-Economic Conditions

Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)

Tracts within half-mile: 60725 60726



— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



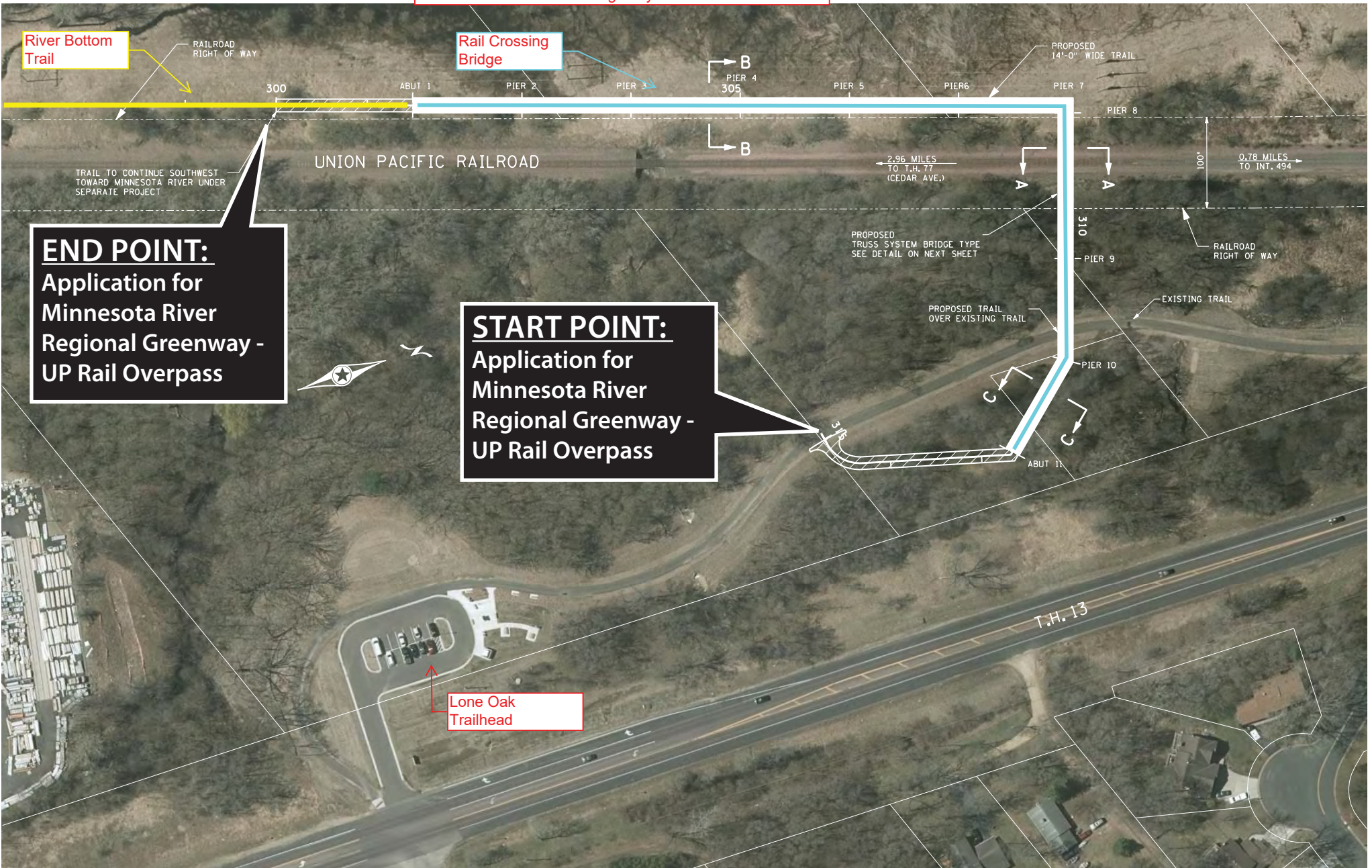
Created: 3/17/2020
LandscapeRSA2



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



Attachment C - Schematic Bridge Layout near Lone Oak Road



END POINT:
Application for
Minnesota River
Regional Greenway -
UP Rail Overpass

START POINT:
Application for
Minnesota River
Regional Greenway -
UP Rail Overpass

Lone Oak
Trailhead

DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.



7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2853
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

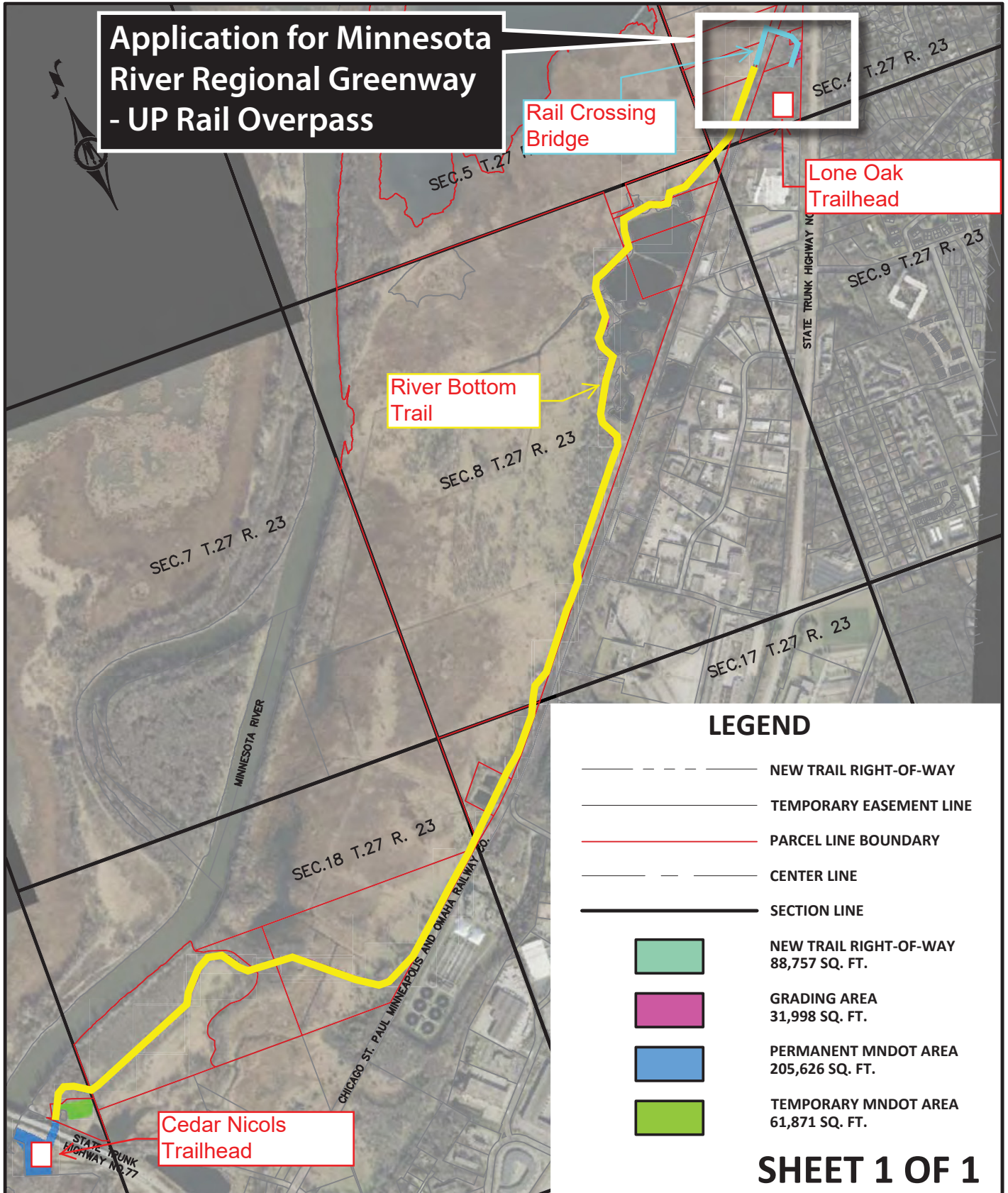
ENGINEER
LIC. NO. _____ LICENSE _____ DATE _____ DATE _____

TITLE:
**SHEET TITLE ONE
SHEET TITLE TWO
DESCRIPTION**

DESIGNED	DES.	DRAWN	DRN.	APPROVED
CHECKED	CDES	CHECK	CDRN	
TRAIL BRIDGE				
SHEET NO. X OF XX SHEETS				

BR
XXXXX

Application for Minnesota River Regional Greenway - UP Rail Overpass



LEGEND

- NEW TRAIL RIGHT-OF-WAY
- TEMPORARY EASEMENT LINE
- PARCEL LINE BOUNDARY
- CENTER LINE
- SECTION LINE
- NEW TRAIL RIGHT-OF-WAY 88,757 SQ. FT.
- GRADING AREA 31,998 SQ. FT.
- PERMANENT MNDOT AREA 205,626 SQ. FT.
- TEMPORARY MNDOT AREA 61,871 SQ. FT.

SHEET 1 OF 1

EXHIBIT B—PARCEL SKETCH OVERVIEW
DAKOTA COUNTY



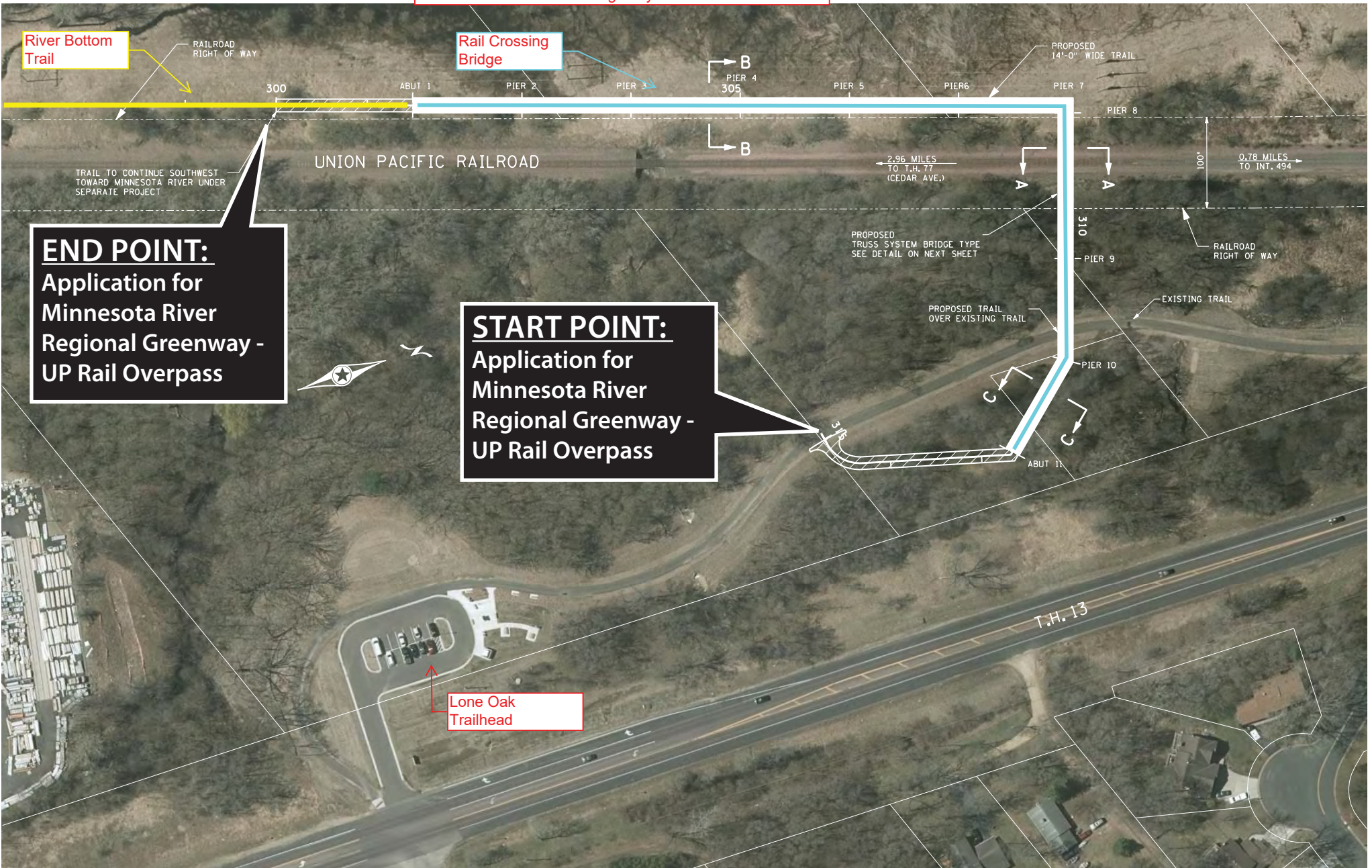
12224 NICOLLET AVENUE
BURNSVILLE, MINNESOTA 55337
(952) 890-0509

MINNESOTA RIVER GREENWAY TRAIL



H:\DACO\T44117934\CAD\C3D\figures\Daco_Greenway_Trail_Exhibit_B.dwg 12/13/2019 1:31 PM

Attachment C - Schematic Bridge Layout near Lone Oak Road



END POINT:
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Minnesota River
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SHEET TITLE TWO
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DESIGNED	DES.	DRAWN	DRN.	APPROVED
TRAIL BRIDGE				
SHEET NO. X OF XX SHEETS				

BR
XXXXX

**REIMBURSEMENT AGREEMENT
PRELIMINARY ENGINEERING SERVICES**

THIS REIMBURSEMENT AGREEMENT (**Agreement**) is made and entered into as of this 20th day of December, 2019 (**Effective Date**), by and between UNION PACIFIC RAILROAD COMPANY, a Delaware corporation (**Railroad**), and COUNTY OF DAKOTA, of the State of Minnesota (**Agency**).

RECITALS

- A. Agency desires to initiate the project more particularly described on Exhibit A attached hereto (the "Project").
- B. The Project will affect Railroad's track and right of way at or near the Project area more particularly described on Exhibit A.
- C. Railroad agrees to collaborate with Agency on the conceptualization and development of the Project in accordance with the terms and conditions of this Agreement.

AGREEMENT

1. NOW THEREFORE, the parties hereto agree as follows:
2. Railroad, and/or its representatives, at Agency's sole cost and expense, agrees to perform (or shall cause a third-party consultant to perform on Railroad's behalf) the preliminary engineering services work described on Exhibit B attached hereto (**PE Work**). Agency acknowledges and agrees that: (a) Railroad's review of any Project designs, plans and/or specifications, as part of the PE Work, is limited exclusively to potential impacts on existing and future Railroad facilities and operations; (b) Railroad makes no representations or warranties as to the validity, accuracy, legal compliance or completeness of the PE Work; and (c) Agency's reliance on the PE Work is at Agency's own risk.
3. Railroad's estimated cost for the PE Work is THIRTY-FIVE THOUSAND and 00/100 Dollars (\$35,000.00) (**Estimate**). Notwithstanding the Estimate, Agency agrees to reimburse Railroad and/or Railroad's third-party consultant, as applicable, for one hundred percent (100%) of all actual costs and expenses incurred for the PE Work. During the performance of the PE Work, Railroad will provide (and/or will cause its third-party consultant to provide) progressive billing to Agency based on actual costs in connection with the PE Work. Within sixty (60) days after completion of the PE Work, Railroad will submit (and/or will cause its third-party consultant to submit) a final billing to Agency for any balance owed for the PE Work. Agency shall pay Railroad (and/or its third-party consultant, as applicable) within thirty (30) days after Agency's receipt of any progressive and final bills submitted for the PE Work. Bills will be submitted to the Agency using the contact information provided on **Exhibit C**. Agency's obligation hereunder to reimburse Railroad (and/or its third-party consultant, as applicable) for the PE Work shall apply regardless if Agency declines to proceed with the Project or Railroad elects not to approve the Project.

4. Agency acknowledges and agrees that Railroad may withhold its approval for the Project for any reason in its sole discretion, including without limitation, Impacts to Railroad's safety, facilities or operations. If Railroad approves the Project, Railroad will continue to work with Agency to develop final plans and specifications and prepare material and force cost estimates for any Project related work performed by Railroad.

5. If the Project is approved by Railroad, Railroad shall prepare and forward to Agency a Construction and Maintenance Agreement (**C&M Agreement**) which shall provide the terms and conditions for the construction and ongoing maintenance of the Project. Unless otherwise expressly set forth in the C&M Agreement, the construction and maintenance of the Project shall be at no cost to Railroad. No construction work on the Project affecting Railroad's property or operations shall commence until the C&M Agreement is finalized and executed by Agency and Railroad.

6. Neither party shall assign this Agreement without the prior written consent of the other party, which consent shall not be unreasonably withheld, conditioned or delayed.


7. No amendment or variation of the terms of this Agreement shall be valid unless made in writing and signed by the parties.

8. This Agreement sets forth the entire agreement between the parties regarding the Project and PE Work. To the extent that any terms or provisions of this Agreement regarding the PE Work are inconsistent with the terms or provisions set forth in any existing agreement related to the Project, such terms and provisions shall be deemed superseded by this Agreement to the extent of such inconsistency.

IN WITNESS WHEREOF, the parties hereto have duly executed this Agreement as of the Effective Date.

COUNTY OF DAKOTA

UNION PACIFIC RAILROAD COMPANY,
a Delaware Corporation

 12/19/2019

Signature



Signature

W. Taud Hoopingartner

Printed Name

Chris Keckelsen

Printed Name

Director, Parks, Facilities and Fleet Management Departments

Title

Manager I, Industry & Public Projects

Title

APPROVED AS TO FORM:

 12/6/19
Assistant Dakota County Attorney/Date
KS-2019-534

Exhibit A Project Description and Location

Project Description

Agency desires to construct a new pedestrian bridge structure over UPRR tracks at the location listed below.

Location

Mankato Subdivision

DOT	Crossing Type	Milepost	Street Name
975446A	Pedestrian	9.03	Lone Oak/Hwy 13

Exhibit B

Scope of Project Services

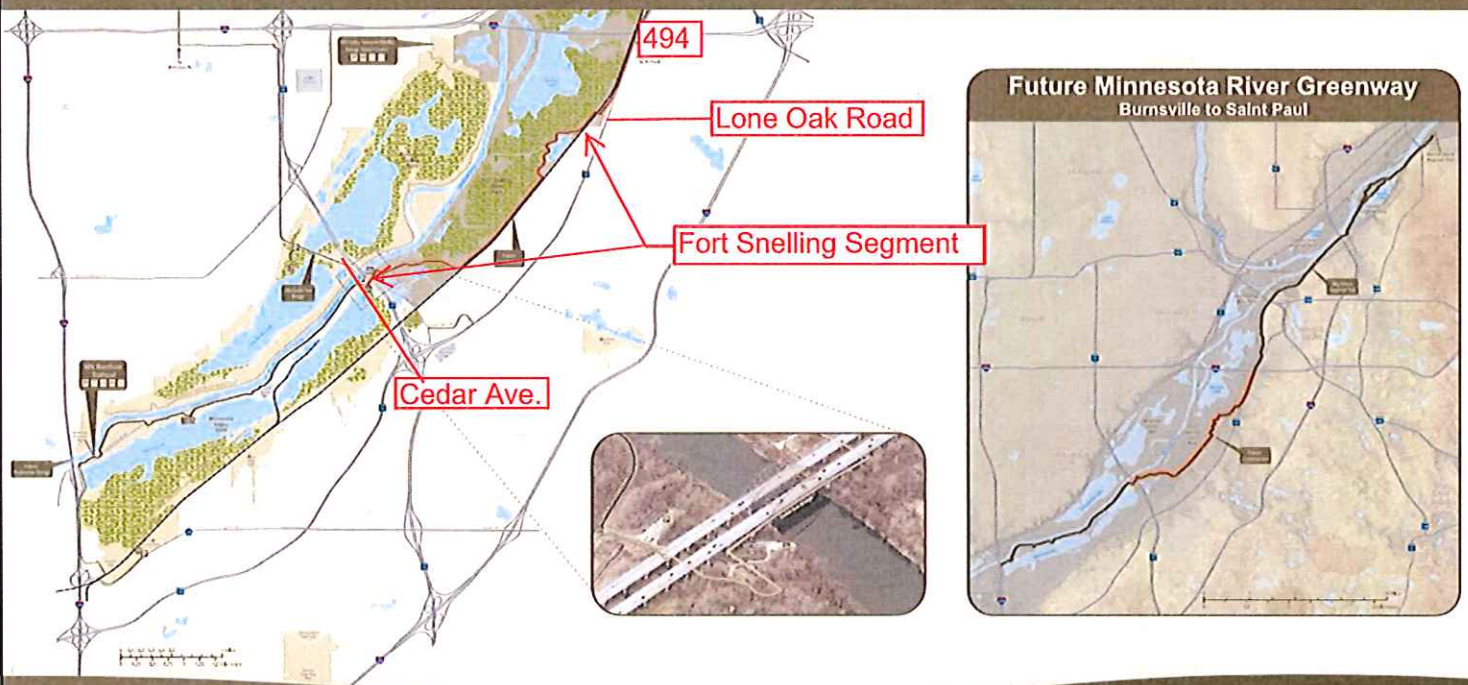
Scope of work includes, but is not limited to the following

- Field diagnostic(s) and inspections
- Plan, specification and construction review
- Project design
- Preparation of Project estimate for force account or other work performed by the Railroad
- Meetings and travel

Exhibit C
Billing Contact Information

Name	Josh Kinney
Title	Sr. Project Manager
Address	1590 Hwy 55, Hastings, MN, 55033
Work Phone	(952) 891-7016
Cell Phone	
Email	josh.kinney@co.dakota.mn.us

MINNESOTA RIVER GREENWAY



Dakota County Contract #C0032250
Reimbursement Agreement for Preliminary Engineering (PE) Services for new pedestrian bridge structure over UPRR tracks at Lone Oak/Hwy 13

