



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14073 - TH 149 Trail and Underpass - Mendota Heights

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 05/15/2020 8:13 AM

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## Primary Contact

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

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## Organization Information

**Name:** DAKOTA COUNTY

**Jurisdictional Agency (if different):**

**Organization Type:** County Government  
**Organization Website:**  
**Address:** TRANSPORTATION DEPT  
14955 GALAXIE AVE  
  
\* APPLE VALLEY Minnesota 55124  
City State/Province Postal Code/Zip  
**County:** Dakota  
**Phone:\*** 952-891-7100  
Ext.  
**Fax:**  
**PeopleSoft Vendor Number** 000002621A15

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## Project Information

**Project Name** TH 149 Trail and Underpass  
**Primary County where the Project is Located** Dakota  
**Cities or Townships where the Project is Located:** Mendota Heights  
**Jurisdictional Agency (If Different than the Applicant):**

This application seeks funding for a 1.2-mile multiuse trail along TH 149/Dodd Road within a RBTN 1 corridor, between I-494 and Hwy 62, and an underpass at Dodd Road (TH 149), a grade separated crossing that will remove a barrier for the RBTN 1 corridor in this area. The underpass is located approximately 100 feet north of the intersection of Dodd Road and Highway 62. This trail and underpass will improve local and regional connectivity and safety as they will divert pedestrian and bicycle traffic away from the shoulder of TH 140 and away from the major intersection of Dodd Road (TH 149) and Highway 62. The underpass would be a 10-foot by 14-foot box culvert.

The trail and grade separated crossing are part of two greenways within the Dakota County regional greenway system: the River to River Greenway and the Mendota to Lebanon Hills Greenway. The proposed trail and underpass both play important roles in the RBTN network and Dakota County's Greenway system. The Greenways navigate through urban and suburban development in Mendota Heights, West St. Paul, South St. Paul, Inver Grove Heights, Eagan, and Saint Paul, providing linkages to north-south RBTN routes and other Dakota County greenways that link to employment and commercial areas in those communities and downtown Saint Paul.

Providing an off-road trail and grade separated crossing of Dodd Road (TH 149) at its intersection with Highway 62 addresses significant barriers to mobility in this area. In 2016, there were an estimated 33,500 vehicles traveling along Highway 62 and 9,900 vehicles on Dodd Road. Constructing the trail separated from the road and an underpass of Dodd Road moves bicyclists and pedestrians off the shoulder of TH 149 and allows users of the existing trail along Highway 62 easier mobility of that busy, and reduced visibility, intersection. The underpass also capitalizes on recent regional

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

investments, including the 2018 underpass of Highway 62 to the east of this intersection to facilitate north-south non-motorized transportation and the addition of a trail north on Dodd to Marie Avenue as part of upcoming road reconstruction projects

*(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.](#)**

Dodd Road (TH 149), Mendota Heights, north of intersection with TH 62 ? Construct grade separated underpass and multi-use trail

**Project Length (Miles)** 1.6

*to the nearest one-tenth of a mile*

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## 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** \$2,104,100.00

**Match Amount** \$526,025.00

*Minimum of 20% of project total*

**Project Total** \$2,630,125.00

*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** Dakota County

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

## Preferred Program Year

**Select one:** 2024

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

**Additional Program Years:** 2022, 2023

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

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## Project Information

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

**Zip Code where Majority of Work is Being Performed** 55120

**(Approximate) Begin Construction Date** 06/01/2023

**(Approximate) End Construction Date** 06/01/2024

**Name of Trail/Ped Facility:** River to River Greenway Regional Trail & Mendota to Lebanon Greenway Regional Trail

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

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

**From:** Hwy 62 (former Hwy 110) & TH 149/Dodd Road intersection  
**(Intersection or Address)**

**To:** Mendota Heights Road & TH 149/Dodd Road intersection  
**(Intersection or Address)**

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

**Or At:**

**Miles of trail (nearest 0.1 miles):** 1.6

**Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):** 1.6

**Is this a new trail?** Yes

**Primary Types of Work** GRADE, AGG BASE, BIT BASE, BIT SURF, GUARDRAIL, BIKE PATH, TUNNEL, PED RAMPS

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

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

**Old Bridge/Culvert No.:**

**New Bridge/Culvert No.:** To be determined

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

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## Requirements - All Projects

### All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (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.*

- Dodd Road Trail Feasibility Study, 2017: pages 2, 8-9, 23-25

- River to River Greenway Regional Trail Master Plan: page 25, 39-41

**List the applicable documents and pages:**

- Mendota to Lebanon Hills Greenway Master Plan: pages 21, 30-31,

- City of Mendota Heights 2040 Comprehensive Plan, Chapter 4: Parks and Trails: pages 4-8, "Dodd Road Trail Corridor"

- Metropolitan Council 2040 Regional Parks Policy Plan: pages 46, 48

*(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.*

***Multise 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

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## Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

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

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

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

Upload Agreement PDF

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

**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.

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### 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
<b>Totals</b>	<b>\$0.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$1,021,725.00
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	\$1,608,400.00
<b>Totals</b>	<b>\$2,630,125.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00

Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

### Transit Operating Costs

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

### Totals

Total Cost	\$2,630,125.00
Construction Cost Total	\$2,630,125.00
Transit Operating Cost Total	\$0.00

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

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1589223010282\_RBTN Map.pdf

*Please upload attachment in PDF form.*

### Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 11070

Existing Employment Within One Mile (Integer Only) 20484

Upload the "Population Summary" map 1589223090935\_PopEmp Map.pdf

*Please upload attachment in PDF form.*

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## **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. Recent engagement activities have been associated with the Dakota County Parks Visitor Services Master Plan and the Pedestrian and Bicycle Master Plan. Public engagement activities included stakeholder and focus group meetings with people of color, low-income people, and residents who speak languages other than English. These meetings identified the need to increase outreach and awareness of parks and trail facilities, provide welcoming facilities, and design facilities that feel safe.

**Response:**

Dakota County's Pedestrian and Bicycle Master Plan's summary of stakeholder engagement identified that multiple people desire better connections along the River to River Greenway, which includes the underpass of TH149. In general, the input identified an overall desire for safer pedestrian and bicycle crossings of busy roadways.

Outreach conducted by the City of Mendota Heights in late 2017 included 119 survey responses from students at St. Thomas Academy and Visitation School. Over 70% of the survey respondents indicated that "street crossing improvements" are needed along the Dodd Road trail to make walking and biking safer, easier, and more fun.

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

*(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.

The proposed trail project will provide safe pedestrian and bicycle connections for nearby elderly populations as there are two senior living facilities on the north and south sides of Hwy 62, which are owned by Dakota County CDA and provide housing for low-income seniors. As shown in the socio-economic map, the tunnel under TH149 and the associated trail segment are not located in census tracts with above regional average concentrations of low-income populations and people of color. However, areas less than a mile to the east and southwest, do include above regional average concentrations of race and poverty. The proposed underpass and trail segment provide links between existing trails in these nearby areas, and reduce travel time for both non-motorized and motorized users by reducing the number of bikes and pedestrians who wait to cross at the busy intersection of Dodd Road and Hwy 62.

**Response:**

Nearby residents will gain a safer, much improved, car-free commuting and recreation option, and a convenient connection between trails along the Minnesota River and the Mississippi River, and safe connections to schools and local destinations in Mendota Heights, West St. Paul, and South St. Paul.

The Dodd Road underpass and trail segment are located adjacent to and provide safe walking and biking connections to the Village at Mendota Heights and the Mendota Plaza shopping center, which are major retail, employment, and shopping locations, including other personal services, such as yoga studios and chiropractic offices, in the area. There are three schools within half a mile of the proposed trail segment: Friendly Hills Middle School, Visitation School, and Saint Thomas Academy. When complete, the underpass and trail segment will complete key gaps in two regional trails: the River to River Greenway and the

Mendota to Lebanon Hills Greenway. The tunnel will provide a seamless and safe connection under TH 149/Dodd Road, a major connectivity barrier. The trail project will provide recreation opportunities to low-income populations, people of color, children, people with disabilities, and the elderly by providing free, safe, and continuous recreation and commuting connections to many other trails in Dakota County and the Twin Cities. Additionally, this trail will provide excellent recreational connections to many local and regional parks and trails. By completing this key gap in the Mendota to Lebanon Hills 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:**

**Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:**

Yes

*(up to 40% of maximum score )*

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**

1589223316020\_SocioEcon Map.pdf

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## 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
Mendota Heights	1.6	1.0	25.0	25.0

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## Total Project Length

Total Project Length 1.6

*Project length entered on the Project Information - General form.*

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## Housing Performance Score

Total Project Length (Miles) or Population 1.6

Total Housing Score 25.0

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## Affordable Housing Scoring

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### 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.*

Parkview Plaza is located along the proposed trail project, south of TH 62 and east of Dodd Road on South Plaza Drive in Mendota Heights. Parkview Plaza is one of two CDA senior housing developments located in Mendota Heights. This existing development includes 65 units including: 2 two-bedroom accessible units; 38 one-bedroom units; and 25 two-bedroom units. Rent is based on a percentage of the resident's income.

Village Commons, the other CDA senior housing development, is located one-sixth of a mile north of the proposed trail project, within the Village at Mendota Heights development. This existing development includes 60 units including: 2 one-bedroom accessible units, 39 one-bedroom units, and 19 two-bedroom units. Rent is based on a percentage of the resident's income.

**Response:**

Located 0.8 mile west of the proposed trail project, Hillside Gables Townhomes is the only CDA workforce housing in Mendota Heights. The development contains 24 units (1 one-bedroom accessible unit, 1 two-bedroom accessible unit, 16 two-bedroom units, and 6 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. These income requirements include maximum limits that 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. The Policy also includes lists of tools, programs, and practices that should be followed regarding housing provision. There also may be naturally occurring affordable housing with ½ mile to 1 mile of the project.

Residents of these developments will gain more walkable, safe commuting and recreational facilities and improved access to trails that connect to the broader trail network in Dakota County, Minneapolis, and Saint Paul.

*(Limit 2,100 characters; approximately 300 words)*

**Upload map:**

1589223906246\_Affordable Housing Map.pdf

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## **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, including the underpass of TH 149, will eliminate a critical gap in the regional trail system by creating a safe crossing of a significant barrier (TH149/Dodd Road) in Mendota Heights. The current trail route option is an at-grade crossing of Dodd Road at Hwy 62, where frequent vehicle turning movements take place. Currently along Dodd Road (40 MPH speed limit, 9,900 AADT in 2016), a wide shoulder serves as the only biking facility, where several driveways and heavy traffic are barriers to many potential bicyclists and pedestrians. Currently Dodd Road lacks bike/pedestrian facilities for this stretch, so cyclists must ride on the shoulder, bypass lanes, and turn lanes in order to access the regional trail system and reach the retail areas along Hwy 62 in Mendota Heights.

**Response:**

The trail project will improve safety for trail users along the River to River Greenway by creating a continuous pedestrian and bicycle trail facility for users of all ages and abilities and it provides a safe connection under TH149/Dodd Road.

This trail phase will support completion of the River to River and Mendota to Lebanon Hills Regional Greenways. When complete, the TH149 underpass and Dodd Road trail segment will eliminate conflicts between highway traffic on TH149/Dodd Road and pedestrians 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 connectivity created by this trail is significant. The underpass of Dodd Road is located along an RBTN Tier 1 Alignment, and the trail segment is located along a RBTN Tier 1 Corridor. The completion of this trail makes an immediate

regional trail connection between Mendota Heights and Eagan. The trail connects to the following regional trails; Big Rivers Regional Trail, Lilydale Regional Trail, Minnesota River Greenway Regional Trail, and the Mississippi River Regional Trail. This trail drastically improves safe and continuous 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**

Yes

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

**Tier 2**

*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 Dodd Road in Mendota Heights. Several east-west trail connections exist within the area that would be connected by the proposed trail. Currently Dodd Road has disjointed 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 in Mendota Heights at the intersection of TH149/Dodd Road and Hwy 62.

Currently, there are no bicycle and pedestrian facilities along Dodd Road between Mendakota Drive and Mendota Heights Road. This lack of pedestrian and bicycle facilities creates a major deterrent to pedestrian and bicycle use. Attempting to bike or walk along TH149 would be a large risk to cyclist and pedestrian safety. On the segment of TH149 between Hwy 62 and I-494, there was one crash involving bicyclists and pedestrians reported between 2015 and 2019 (MnCMAT).

**Response:**

The proposed trail underpass corrects a large deficiency in the Dakota County Regional trails as well as the overall regional trails. The proposed tunnel under Dodd Road will connect to a tunnel under TH 62 and thus eliminate the need for pedestrians and bicyclists to deal with fast-moving vehicles at the intersection of TH 149 and TH 62. The connected trails and underpasses will connect to the larger network of off-road paved trails along the River to River Greenway, providing safe and continuous recreational facilities for miles to the east and west.

The proposed trail does not cross any major roadways and will likely eliminate the potential for any pedestrian and cyclist conflict with vehicles.

The construction of this trail will improve regional connectivity and accessibility. The separation provided by the trail will allow users of all ages and abilities to safely travel without having to worry about navigating vehicular traffic.

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

---

## **Measure A: Multimodal Elements**

The proposed regional trail will function as an element of the intermodal transportation system in northern Dakota County. It will complete critical gaps in both the River to River Greenway and the Mendota to Lebanon Hills Greenway trails and therefore extend the continuous portion of the trail by connecting existing portions through West St. Paul, South St. Paul, Inver Grove Heights, and Eagan, creating a safe and scenic route for pedestrians and cyclists and along two RBTN routes: a Tier 1 RBTN alignment and a Tier 1 RBTN corridor. The trail route and underpass have been identified in many local and regional plans. Since 2017, a trail underpass has been completed under Hwy 62, and the connection under TH 149 would complete the safe route through the busy intersection of TH 149 and Hwy 62.

**Response:**

When complete, the proposed tunnel and trail will eliminate a significant gap in the regional trail system in northern Dakota County. The current route consists of a wide shoulder along TH 149/Dodd Rd (40 MPH speed limit, 9,900 AADT in 2016). Currently pedestrians and cyclists must use the shoulder, where bypass lanes and turn lanes make the existing condition unsafe. Local students use the road for cross country practice, access to school, and other recreational training.

The planned trail tunnel and connecting 10-foot regional trail will provide the space for varying skill levels to safely share the trail. In addition to its primary benefit to non-motorized users, the trail benefits motorists by removing conflicts with cyclists on TH149/Dodd Road. The trail will provide access to transit hubs at the Village of Mendota Heights and the Mendota Plaza. The improved trail safety and accessibility will directly impact local senior residents at the adjacent developments of the Village of Mendota Heights and The Reserve at

Mendota Village and will help to improve the viability of active living in the local community and encourage transportation mode choice changes.

The trail's connections to existing transit routes along Dodd Rd and regional trails provides access to major mixed-use pedestrian destinations and employment centers like the Village at Mendota Heights and Mendota Plaza. The extension will also improve accessibility to recreation destinations like Lilydale Regional Park, Dodge Nature Center, and several local parks and trails.

*(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**

1589488147205\_TH 149 Layout pages sm.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 Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

**3)Right-of-Way (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**

*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**

**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:** 10/17/2016

**Meeting with partner agencies:** 10/25/2016

**Targeted online/mail outreach:** 11/01/2017

**Number of respondents:** 119

**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%

Outreach conducted by the City of Mendota Heights in late 2017 as part of the Dodd Road Trail Feasibility Study, included 119 survey responses from students at St. Thomas Academy and Visitation School. Over 70% of the survey respondents indicated that "street crossing improvements" are needed along the Dodd Road trail to make walking and biking safer, easier, and more fun. The Study included evaluation of various routes parallel to Dodd Road. The route selected as part of this proposed project is a safer, more enjoyable, and better-connected route than improving the trail that crosses at-grade at TH 62 and TH 149.

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

Several meetings were also held with stakeholder groups and the general public during master planning for the River to River Greenway and Mendota to Lebanon Hills Greenway. These two plans identify the proposed project route shown as it provides a safe, trail connection that integrates with the existing network and provides convenient connections to existing retail areas, employment centers, schools, and housing.

During the River to River Greenway master planning process in late 2014 and early 2015, meetings and targeted outreach were directed to parents of Garlough Elementary School, Covington Courts Apartments, the Advisory Council for Older Adults at the Thompson Park Activity Center, and Mendota Heights city staff. There were public meetings held in November 2014 and February 2015.

During the Mendota to Lebanon Hills Greenway master planning process in 2012 and 2013, meetings and targeted outreach were directed to

city staff of Mendota Heights, Inver Grove Heights, and Eagan, and local residents.

---

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$2,630,125.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$2,630,125.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

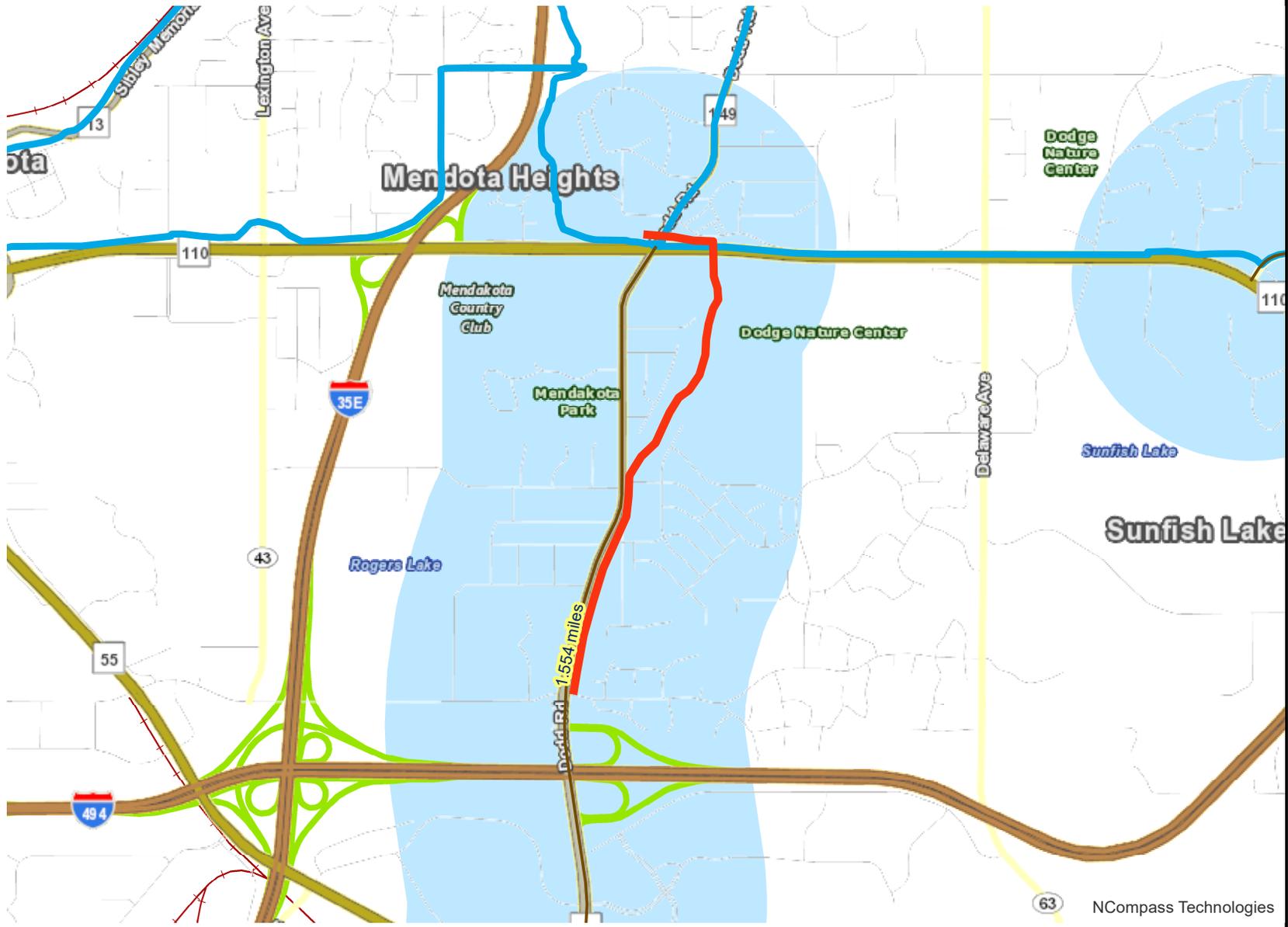
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## Other Attachments

File Name	Description	File Size
2020520-DC Snow and Ice River to River Greenway.pdf	Snow and Ice Removal	164 KB
Ltr of Support City for DC Grant MH.pdf	Letter of Support	368 KB
One-page Project Summary.pdf	Project Summary	1.4 MB
Site Photos.pdf	Existing Site Photos	1.9 MB
TH149_startendpoints.pdf	Map for project Start and End Points	2.0 MB

# Project to RBTN Orientation

Results  
 Project IN TIER 1  
 Bicycle Transport Corridor.



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



Created: 4/10/2020  
 LandscapeRSA6



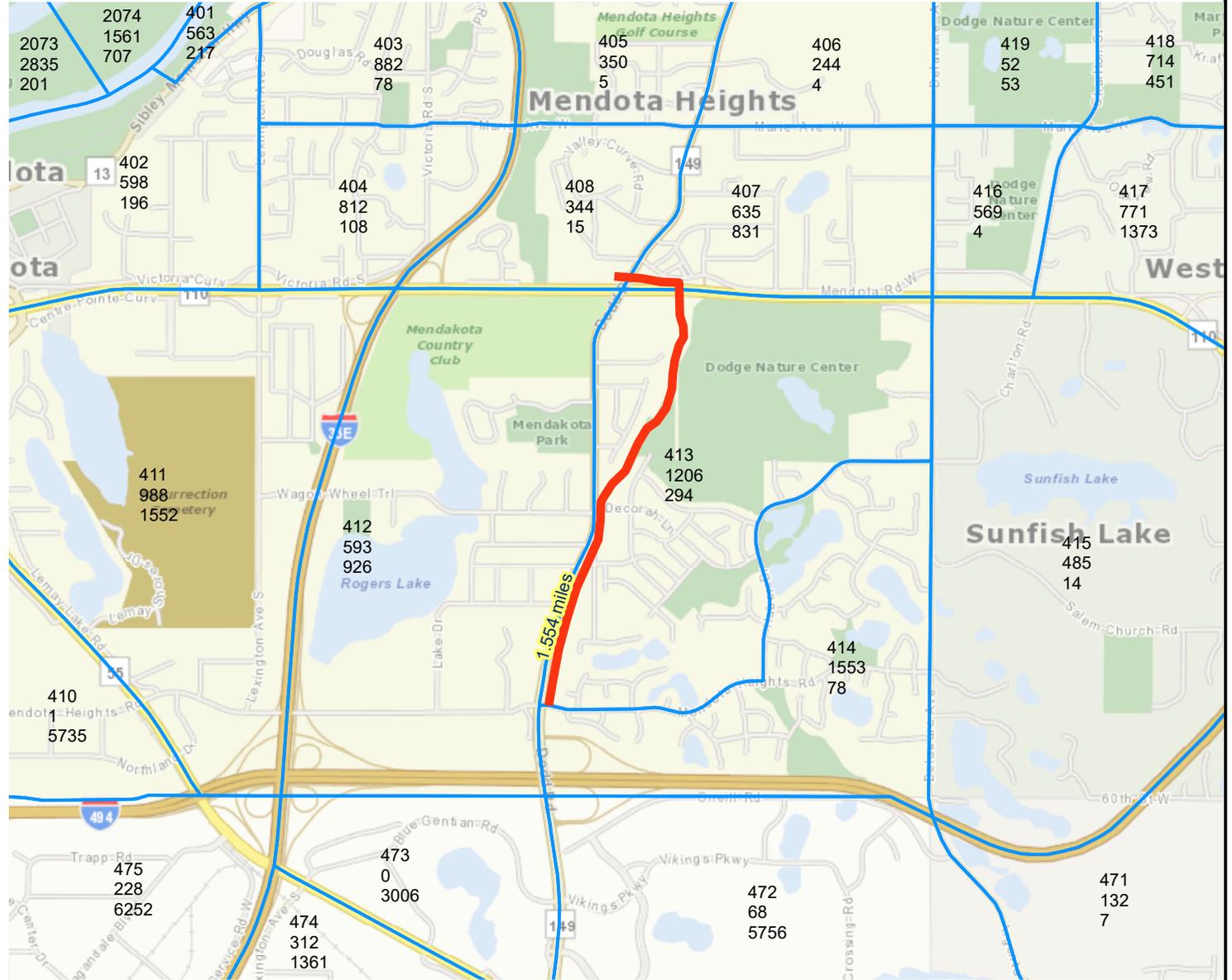
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<https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



NCompass Technologies

# Population/Employment Summary

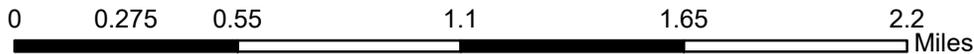
## Multiuse Trails and Bicycle Facilities Project: River to River (Dodd Road Underpass) & Mendota to Lebanon Gr | Map



### Results

Within ONE Mile of project:  
 Total Population: 11070  
 Total Employment: 20484

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/10/2020  
 LandscapeRSA4



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

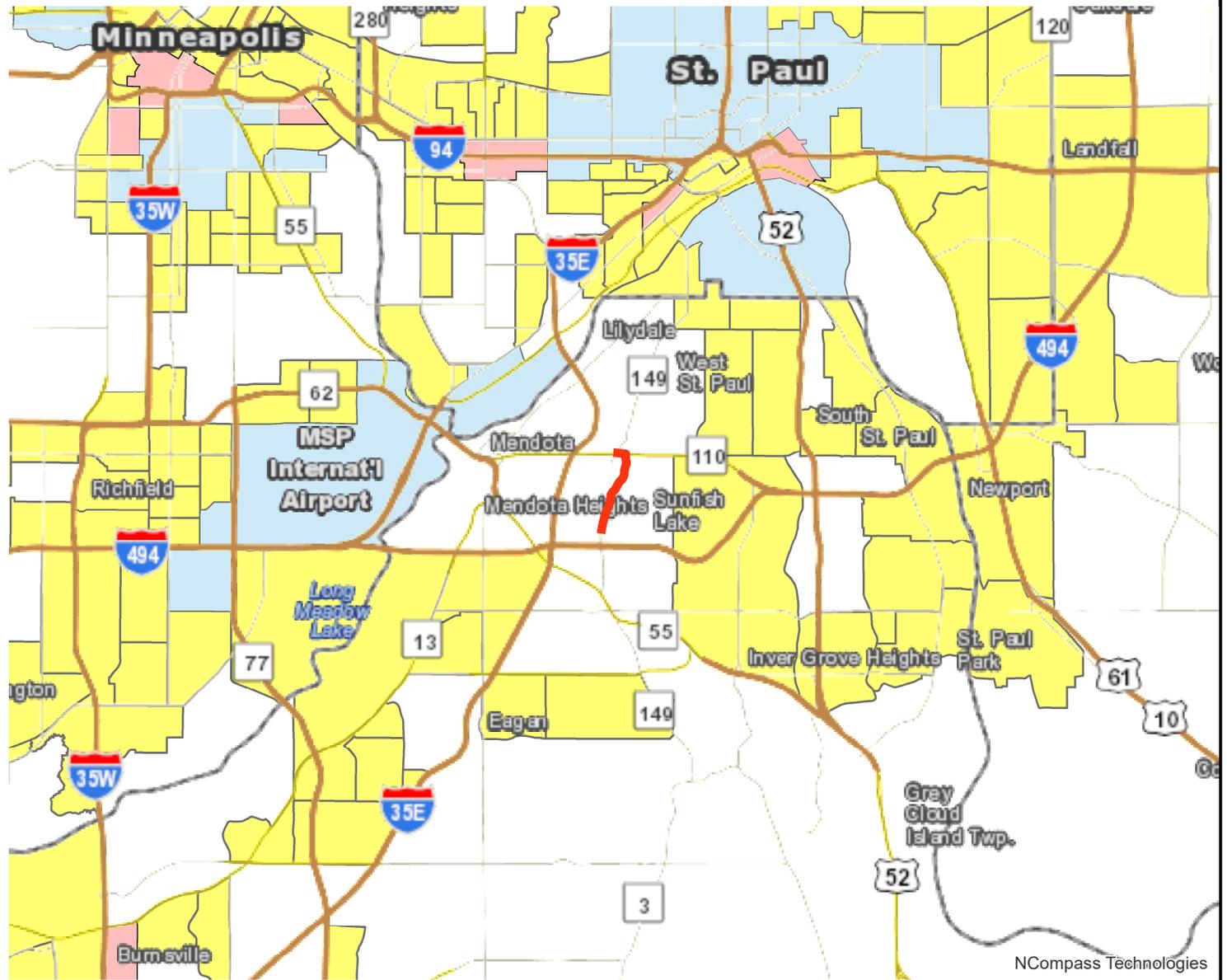


# Socio-Economic Conditions

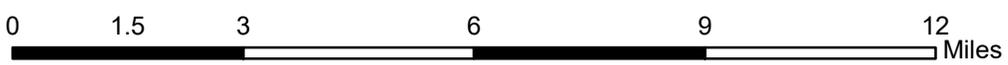
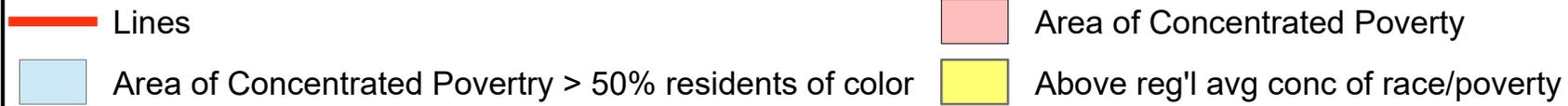
## Results

Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:  
(0 to 12 Points)

Tracts within half-mile:  
60603 60604 60605  
60606 60717



NCompass Technologies



Created: 4/10/2020  
LandscapeRSA2



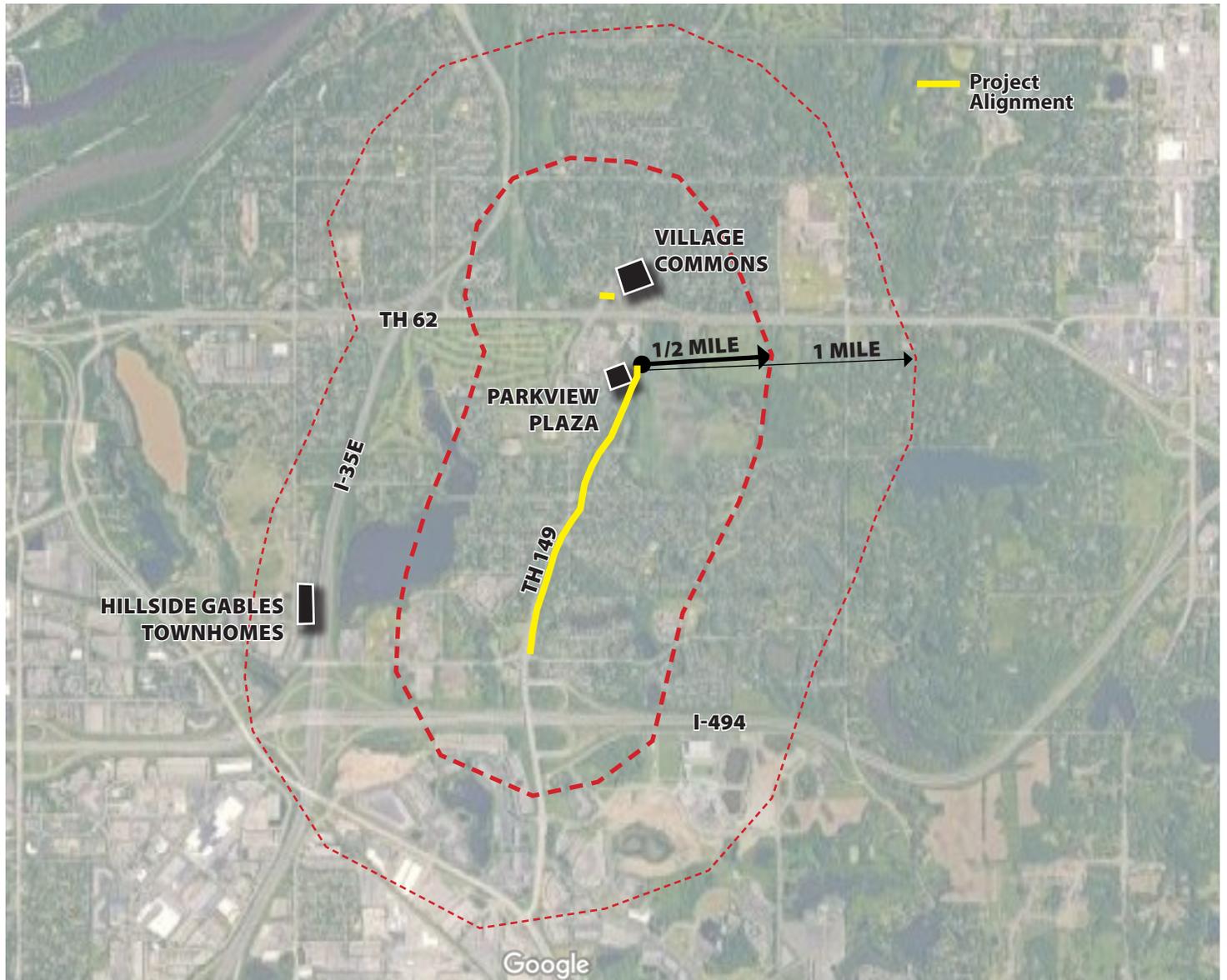
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



# TH 149 Trail and Underpass

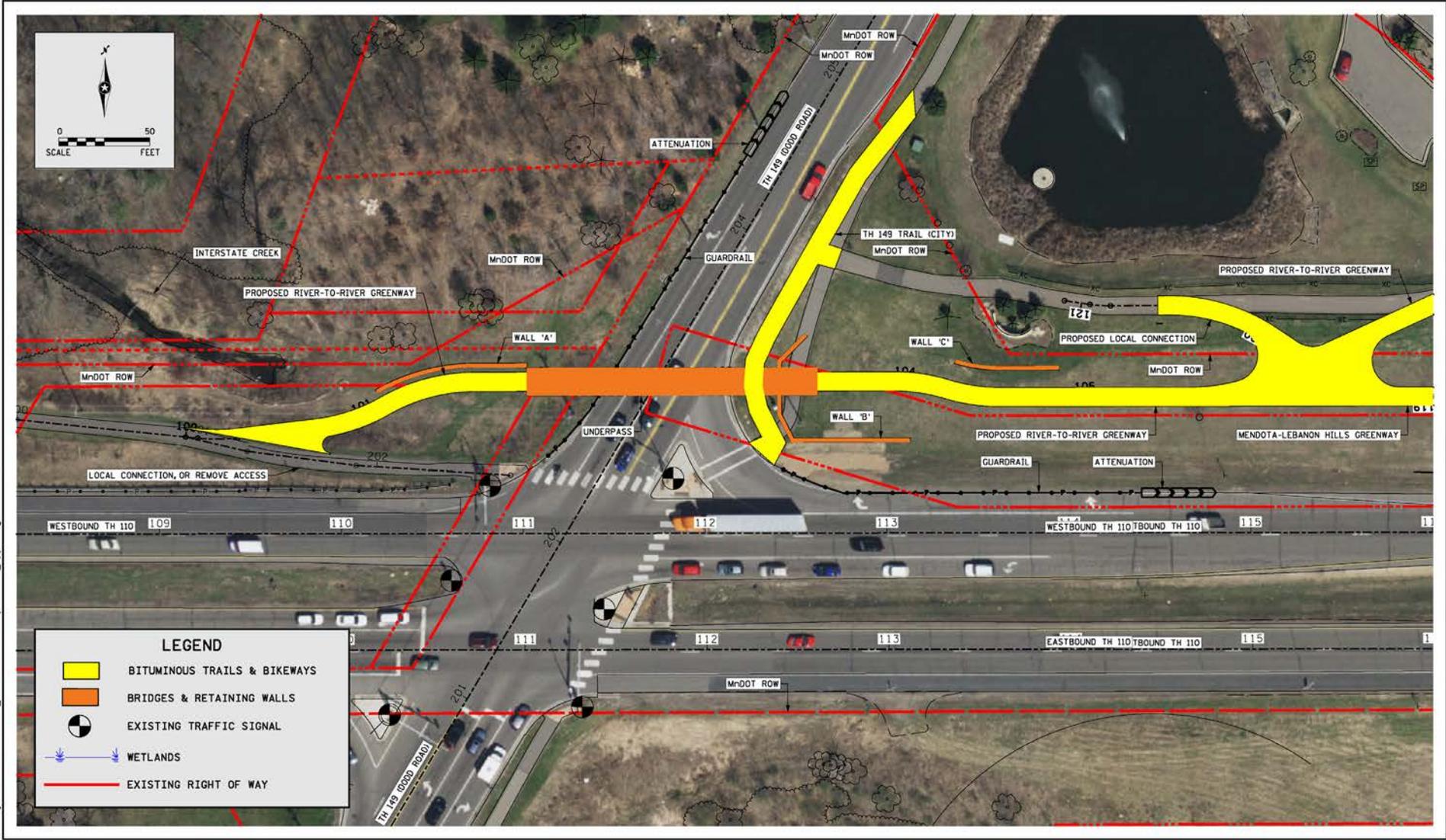
DAKOTA COUNTY

## Affordable Housing Map





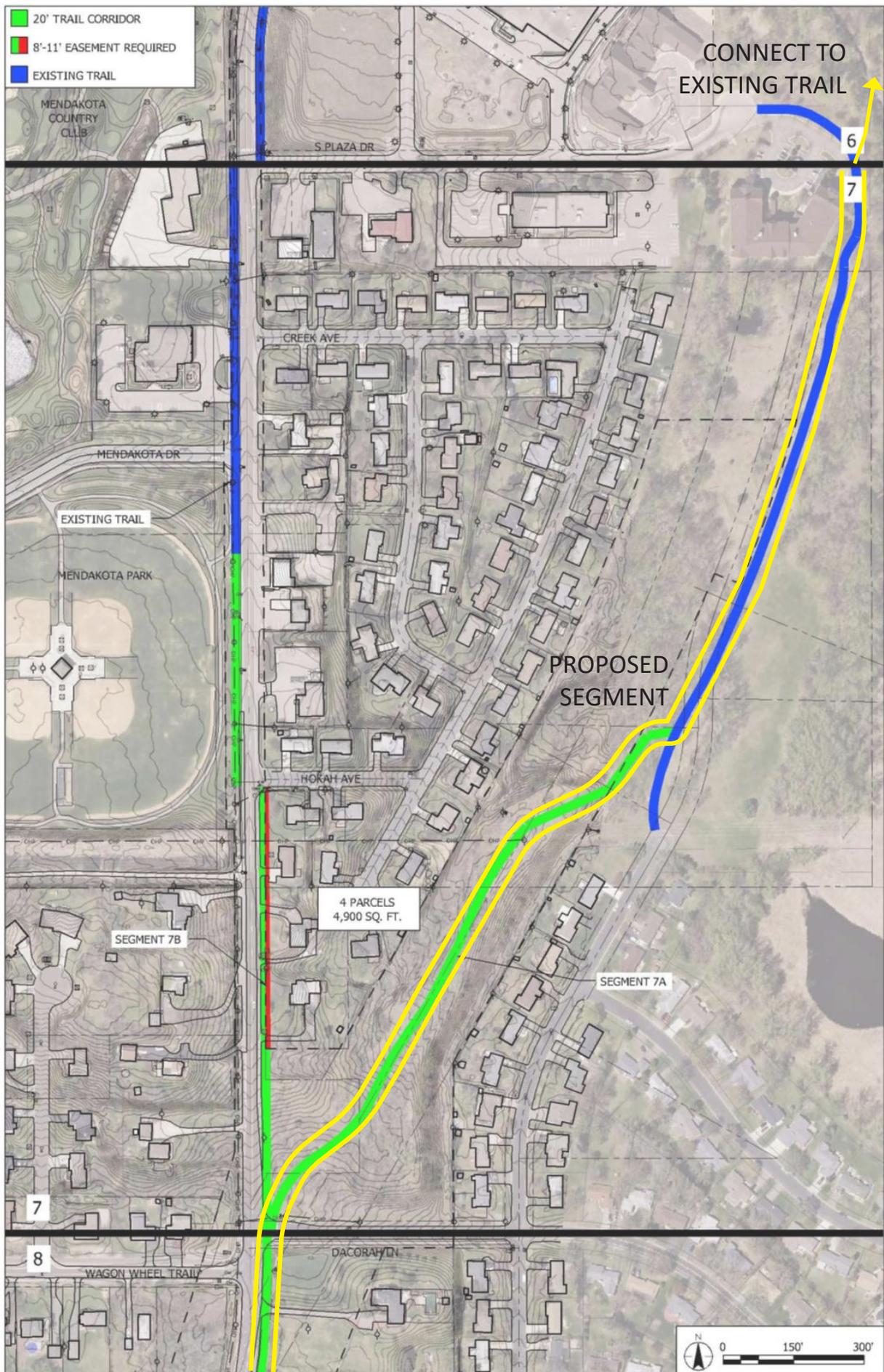
# TH 149 Underpass



H:\Projects\109000\10264\CAD\_BIM\Plans\Struct\Report\10264\_appC2.dgn

Figure C2

# TH 149 Trail (North)



# TH 149 Trail (Middle)

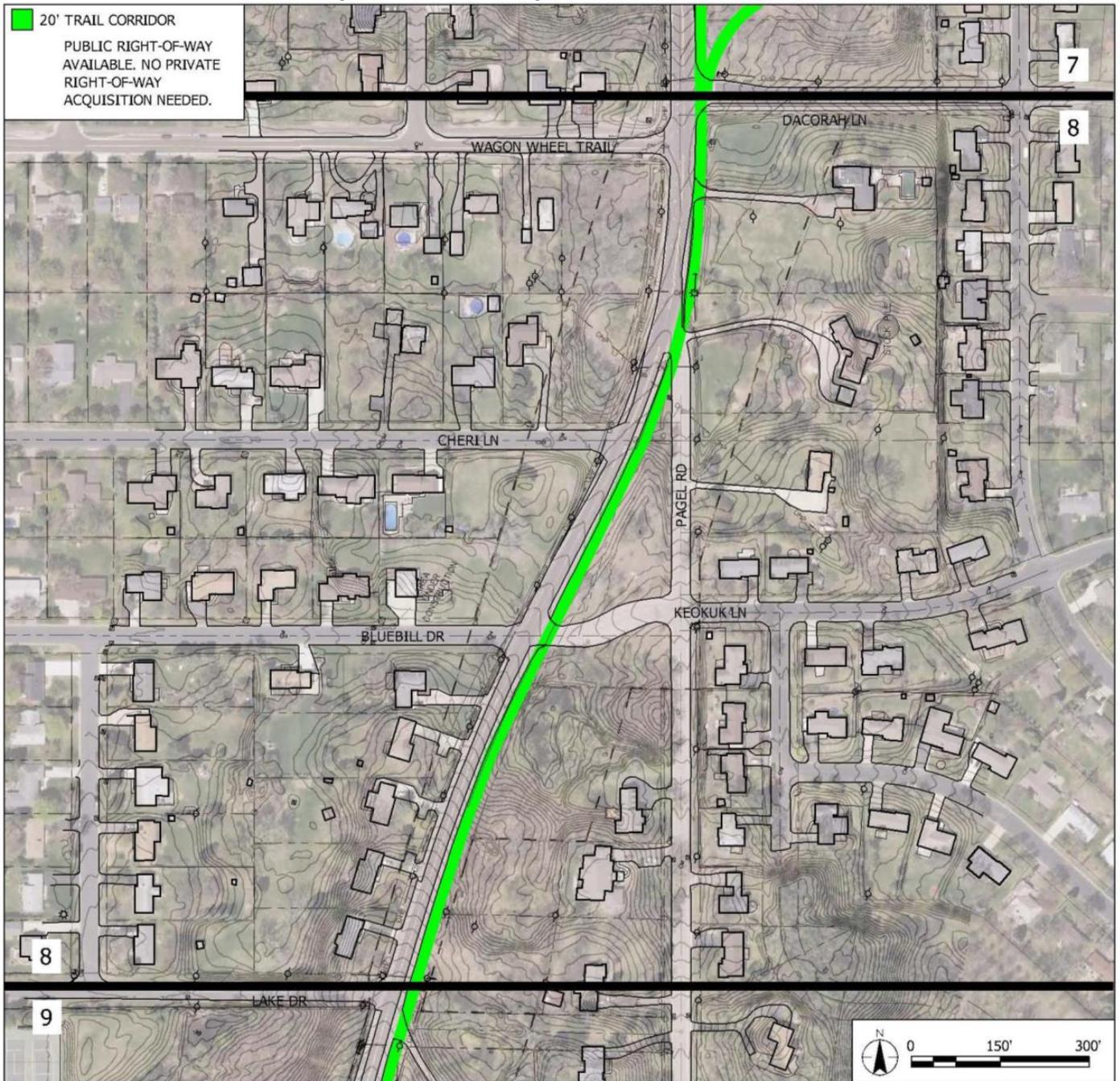


Figure 17: Trail Alignment in Segment 8 Using Public Right-of-Way  
(Decorah Lane to Lake Drive)

# TH 149 Trail (South)

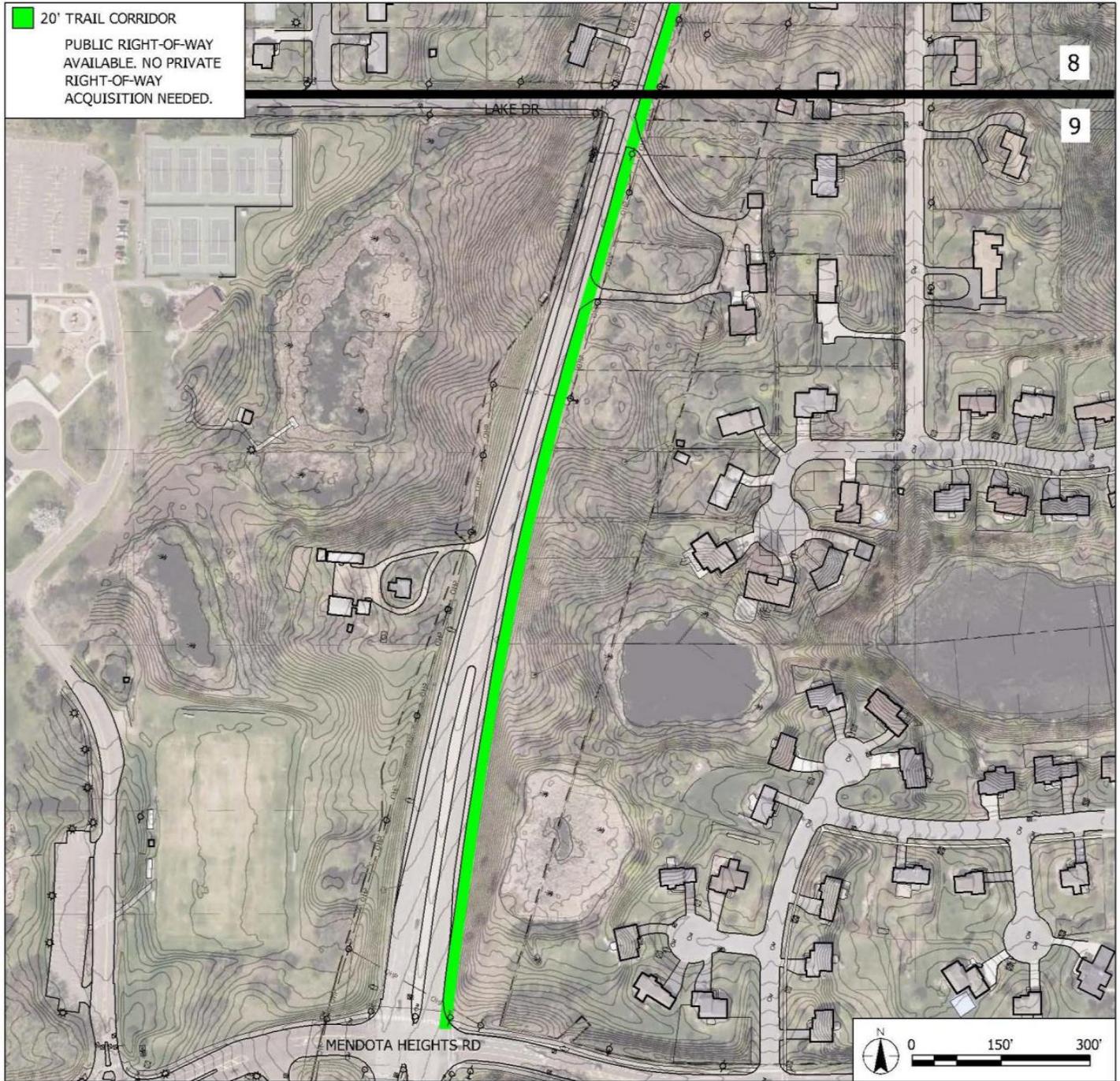


Figure 18: Trail Alignment in Segment 9 Using Public Right-of-Way  
(Lake Drive to Mendota Heights Road)



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](http://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: River to River Greenway TH 149 trail and TH 149 underpass

Dear Ms. Koutsoukos:

I am writing to confirm that the River to River Greenway TH 149 trail and TH 149 underpass 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", written in a cursive style.

Steve Sullivan  
Dakota County Parks Director



April 8, 2020

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

RE: Letter of Support for Dakota County's Application for TH 149 Trail and Underpass

Dear Ms. Koutsoukos:

The City of Mendota Heights is pleased to support Dakota County's application to the Metropolitan Council for a Regional Solicitation Multiuse Trails and Bicycle Facilities Grant to fund the construction of an underpass of TH 149 and a trail gap parallel to TH 149.

The City of Mendota Heights has reviewed the proposed layout of the project and was a partner in the preliminary design studies completed for the trail and underpass.

The proposed trail and underpass will eliminate an important gap and barrier on an RBTN Tier 1 alignment as it extends through Mendota Heights. When complete, the RBTN and Regional Trail system will connect to many regional destinations including employment and commercial centers in downtown St. Paul and other Dakota County communities.

We highly support funding of this important project and look forward to working with Dakota County on its development and implementation. If you have any questions about this letter, please contact Ryan Ruzek, Public Works Director at 651-255-1152 or [ryanr@mendota-heights.com](mailto:ryanr@mendota-heights.com).

Sincerely,

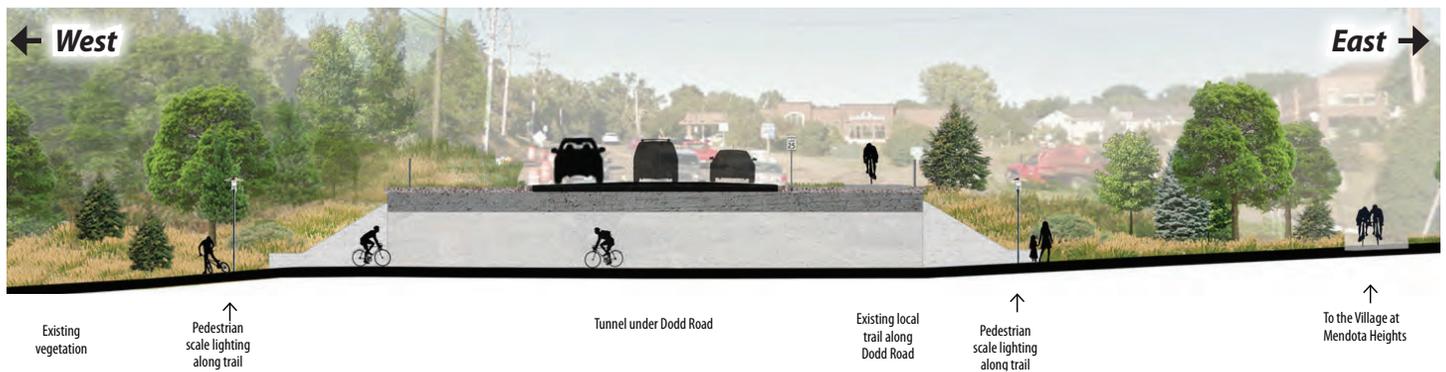
A handwritten signature in blue ink that reads 'Neil Garlock' with a stylized flourish at the end.

Neil Garlock

Mayor

# TH 149 Trail and Underpass

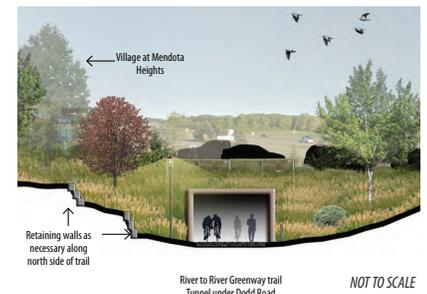
## DAKOTA COUNTY



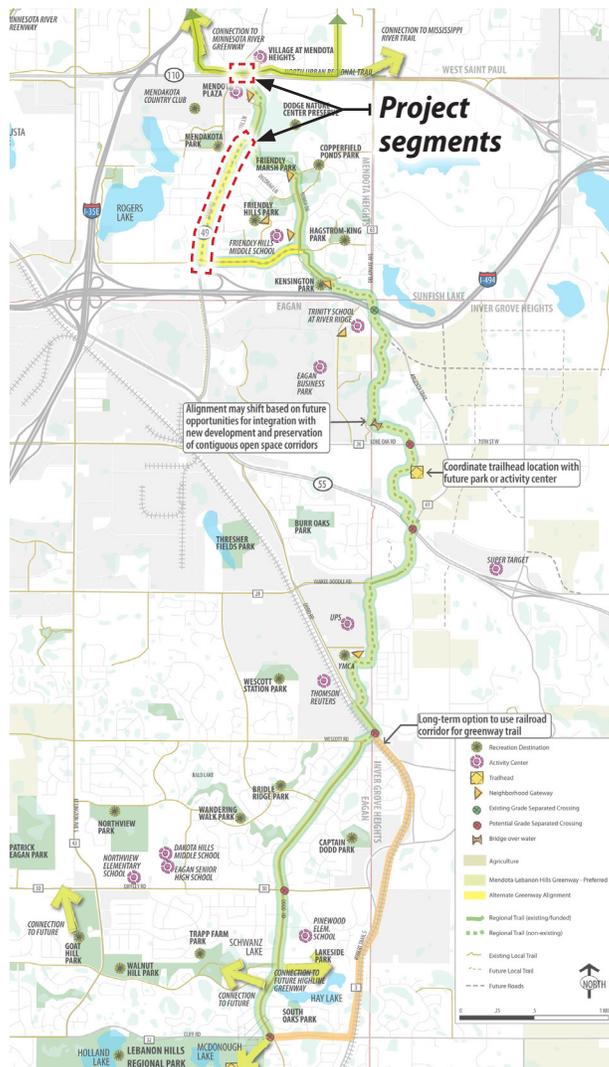
Project Location:	Mendota Heights
Requested Award Amount:	\$2,104,100
Total Project Cost:	\$2,630,125



Recent investment in construction of an underpass under Hwy 62



Conceptual view through underpass looking east



Mendota to Lebanon Hills Greenway Concept Master Plan (2013)

### PROJECT DESCRIPTION

The Dodd Rd underpass and trail will complete critical gaps in two planned regional greenways: a grade-separated crossing gap in the River to River Regional Greenway and a 1.6 mile trail gap in the 8.5-mile Mendota to Lebanon Hills Regional Greenway, both important regional trails that provide recreational opportunities and commuting options through several suburban Twin Cities communities. The project is at the intersection of the two greenways: the River to River Greenway, which connects residents of Mendota Heights, West St. Paul, and South St. Paul to the Minneapolis and St. Paul trail systems; and the Mendota to Lebanon Hills Greenway, which links Mendota Heights, Inver Grove Heights, and Eagan.

### PROJECT BENEFITS

- » Provides a safe, grade-separated crossing of a major bike and pedestrian barrier, TH149/Dodd Road, between the Minnesota River and the Mississippi River
- » Provides a safe, off-road recreational trail along Dodd Road for local students, residents, and employees in the immediate area
- » Completes gaps in long planned regional trails between Mendota Heights and South St. Paul, and between Mendota Heights and Eagan
- » Fills a one mile trail gap in the Mendota to Lebanon Hills Greenway Regional Trail
- » Connects trails in Mendota Heights, West St. Paul, South St. Paul, Inver Grove Heights, Eagan, Minneapolis, Saint Paul and beyond



Existing Conditions Site Photo  
Source: Google Earth, August 2018

## **TH 149 Trail and Underpass** DAKOTA COUNTY



Existing Conditions Site Photo (looking north on Dodd Rd north of Mendota Heights Rd)  
Source: Google Earth, June 2019

## **TH 149 Trail and Underpass**

DAKOTA COUNTY



Existing Conditions Site Photo (looking north on Dodd Rd toward Lake Dr)  
Source: Google Earth, June 2019

## **TH 149 Trail and Underpass**

DAKOTA COUNTY



Existing Conditions Site Photo (looking south on Dodd Rd at Keokuk Ln)

Source: Google Earth, June 2019

## **TH 149 Trail and Underpass**

DAKOTA COUNTY



Existing Conditions Site Photo (looking north on Dodd Rd at Cheri Ln)

Source: Google Earth, June 2019

## **TH 149 Trail and Underpass**

DAKOTA COUNTY



Existing Conditions Site Photo (looking north on Dodd Rd at Decorah Ln)  
Source: Google Earth, June 2019

## **TH 149 Trail and Underpass**

DAKOTA COUNTY

# Met Council Thrive Layers

-  Areas Of Concentrated Poverty ACP50
-  Areas Of Concentrated Poverty
-  Job & Activity Centers

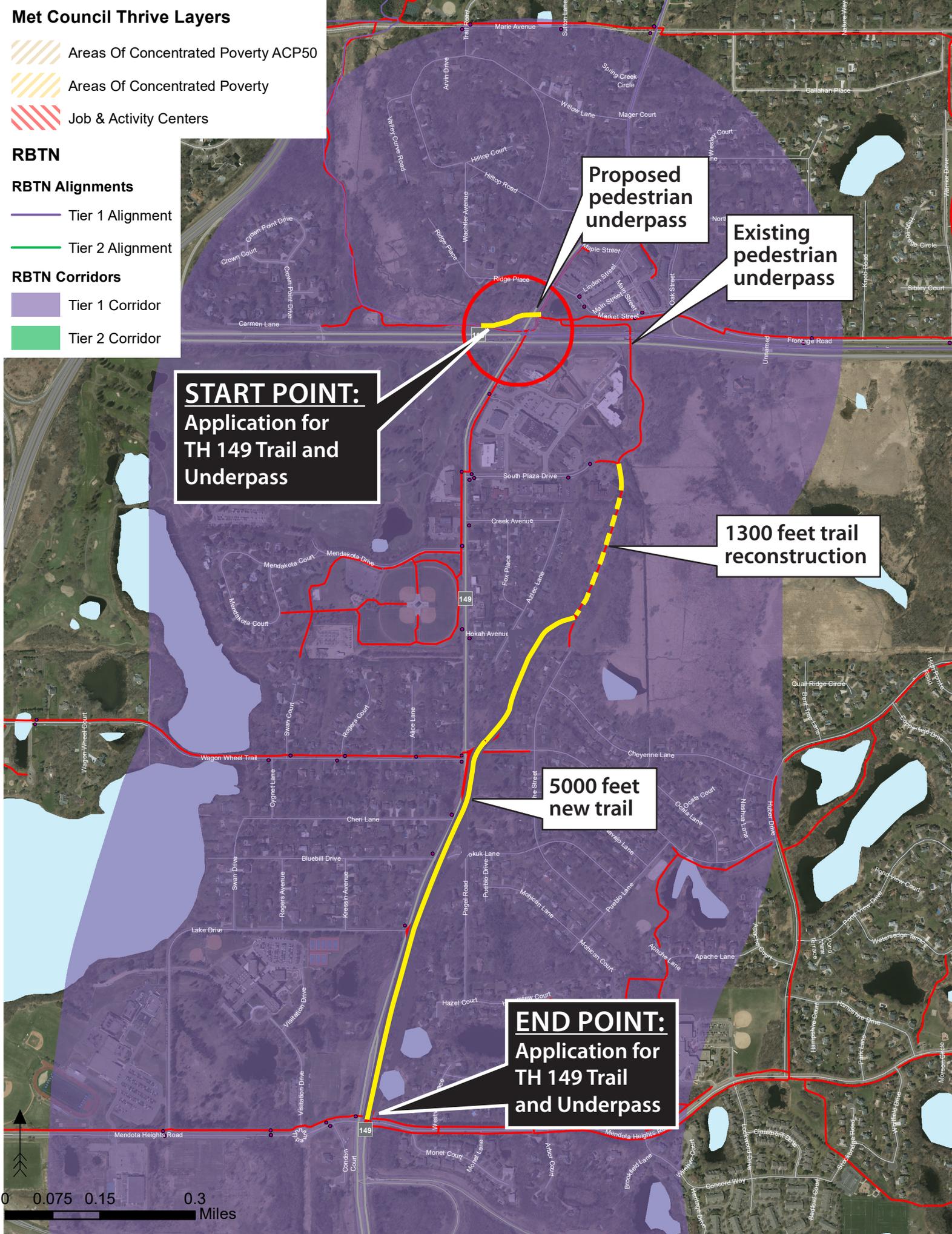
## RBTN

### RBTN Alignments

-  Tier 1 Alignment
-  Tier 2 Alignment

### RBTN Corridors

-  Tier 1 Corridor
-  Tier 2 Corridor



Proposed pedestrian underpass

Existing pedestrian underpass

**START POINT:**  
Application for TH 149 Trail and Underpass

1300 feet trail reconstruction

5000 feet new trail

**END POINT:**  
Application for TH 149 Trail and Underpass

