



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17652 - Lake Marion Greenway - Lakeville West Segment

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

Name:* He/him/his Zach Johnson
Pronouns First Name Middle Name Last Name

Title: City Engineer

Department: Public Works - Engineering Division

Email: zjohnson@lakevillemn.gov

Address: 20195 Holyoke Avenue

***:** Lakeville Minnesota 55044
City State/Province Postal Code/Zip

Phone:* 952-985-4501
Phone Ext.

Fax:

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

Organization Information

Name: LAKEVILLE, CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website:
Address: 20195 HOLYOKE AVE

* LAKEVILLE Minnesota 55044
City State/Province Postal Code/Zip
County: Dakota
Phone:* 952-985-2800
Ext.
Fax:
PeopleSoft Vendor Number 0000020957A1

Project Information

Project Name Lake Marion Greenway - Lakeville West Segment
Primary County where the Project is Located Dakota
Cities or Townships where the Project is Located: Lakeville
Jurisdictional Agency (If Different than the Applicant):

The City of Lakeville is submitting this application to complete the west segment of the Lake Marion Greenway. This segment extends from Dakota County Highway 60 (185th Street) to Dakota County Highway 9 (Dodd Boulevard). Primary project components include a) construction of a trail through Ritter Farm Park - a unique 340-acre community park consisting primarily of preserved natural environments with limited access, b) safety enhancements at crossings of high-speed highways including Interstate 35 (195th Street bridge), Kenrick Avenue (minor arterial) and 205th Street (major collector), and c) replacement of existing trails deficient in horizontal alignment, width, and pavement conditions.

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

The City of Lakeville is submitting a separate application for the east segment of the Lake Marion Greenway, extending from Dakota County Highway 9 (Dodd Boulevard) (including a significant highway profile change to accommodate a grade-separated crossing) to downtown Lakeville. The two segments are being submitted in separate applications due to differing: project needs and priorities, funding sources, and program years. The City of Lakeville is also planning these projects to minimize impacts to the travelling public during construction, including any required road closures or detours.

The proposed project will provide a multiuse trail designed for users of all ages and abilities, that improve the transportation network by increasing access and connectivity to desirable local and regional destinations, including schools, community parks. At completion, the entire Lake Marion Greenway will travel 20 miles through the communities of Burnsville, Savage, Credit River, Lakeville, and Farmington. It will link the Minnesota River and the Minnesota River Greenway to Murphy-Hanrehan Park Reserve, Ritter Farm Park,

and Lake Marion where it will connect to the North Creek Greenway. Like all Dakota County greenways, the Lake Marion Greenway is envisioned to provide multiple benefits to water quality, habitat, recreation and non-motorized transportation, while improving access and safety for all users of all ages and abilities.

(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.

Construction of bike/ped trail (5.2 mi) in City of Lakeville between Dodd Blvd/207th St W and CSAH 60/Judicial Rd

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles) 5.2

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 \$2,852,110.00

Match Amount \$713,028.00

Minimum of 20% of project total

Project Total \$3,565,138.00

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 City of Lakeville

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: 2026

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years: 2025

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

Project Information

County, City, or Lead Agency

City of Lakeville

Zip Code where Majority of Work is Being Performed 55044

(Approximate) Begin Construction Date 04/06/2026

(Approximate) End Construction Date 09/25/2026

Name of Trail/Ped Facility: Lake Marion Greenway
(i.e., CEDAR LAKE TRAIL)

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

From: Dodd Blvd/207th St
(Intersection or Address)

To: CR60/Judicial Rd
(Intersection or Address)

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

Or At: n/a

Miles of trail (nearest 0.1 miles): 5.2

**Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):** 5.2

Is this a new trail? Yes

Primary Types of Work GRADE, AGG BASE, BIT SURF, LIGHTING, BIKE TRAIL,
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.: n/a

New Bridge/Culvert No.: n/a

Structure is Over/Under
(Bridge or culvert name): n/a

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.

Goal B - Safety and Security: The regional transportation system is safe and secure for all users. (Chapter 2, Page 2.5)

o Strategy B6. Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.

Goal C. Access to Destinations: A reliable, affordable, and efficient multimodal transportation system supports the prosperity of people and businesses by connecting them to destinations throughout the region and beyond. (Chapter 2, Page 2.10)

o Objectives D: Increase the number and share of trips taken using transit, carpools, bicycling, and walking.

o Objective E: Improve the availability of and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations.

o Strategy C1. Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Metropolitan Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel.

o C2. Local units of government should provide a network of interconnected roadways, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles.

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

o C15. Regional transportation partners should focus investments on completing Regional Bicycle Transportation Network alignments and their direct connections with local bicycle networks.

Goal D. Competitive Economy: The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state. (Chapter 2, Page 2.26)

o Objective B. Invest in a multimodal transportation system to attract and retain businesses and residents.

o Strategy D3. The Metropolitan Council and its partners will invest in regional transit and bicycle and pedestrian facilities that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors.

Goal E. Healthy and Equitable Communities: The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments. (Chapter 2, Page 2.30)

o Objective A. Reduce transportation-related air emissions.

o Objective C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options.

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.

Lake Marion Greenway Master Plan, pp. 37-41

<https://www.co.dakota.mn.us/parks/About/TrailPlanning/Documents/LakeMarionGreenwayMasterPlan.pdf>

Dakota County Pedestrian and Bicycle Study, pp. 2-21 and 2-22

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

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

Lakeville 2040 Comprehensive Land Use Plan, pp. 148

<https://www.lakevillemn.gov/DocumentCenter/View/5466/Land-Use-Plan-PDF?bidId=>

City of Lakeville 2040 Transportation Plan, pp. 55-57

<https://www.lakevillemn.gov/DocumentCenter/View/5467/Transportation-Plan-PDF>

City of Lakeville Capital Improvement Plan 2022-2026, pp.28

<https://www.lakevillemn.gov/ArchiveCenter/ViewFile/Item/1180>

(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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

Multituse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$2,000,000

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: 08/05/2019

Link to plan: <https://www.lakevillemn.gov/DocumentCenter/View/6492/ADA-Transition-Plan>

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. Unique projects are exempt from this qualifying requirement.

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

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

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)	\$240,000.00
Removals (approx. 5% of total cost)	\$135,910.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$23,650.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$100,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$25,000.00
Striping	\$12,450.00
Signing	\$25,350.00
Lighting	\$6,000.00
Turf - Erosion & Landscaping	\$192,550.00
Bridge	\$292,500.00
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	\$1,053,410.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,830,115.00

Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$595.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$62,400.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$135,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$465,018.00
Other Bicycle and Pedestrian Elements	\$18,600.00
Totals	\$2,511,728.00

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	\$3,565,138.00
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Construction Cost Total	\$3,565,138.00
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

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment Yes

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 1649907335931_Project to RBTN Orientation.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 19977

Existing Employment Within One Mile (Integer Only) 10381

Upload the "Population Summary" map 1649907379123_Population-Employment Summary.pdf

Please upload attachment in PDF form.

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

The total number of publicly subsidized rental housing ½ mile from the project area is 320. The project location is located in the above average regional average for population in poverty or population of color.

The Lakeville segment of the Lake Marion Greenway is identified in multiple local and regional planning documents. Each of these plans, including the Lake Marion Greenway Master Plan; the Lakeville Parks, Trails & Open Space Plan; and the Lakeville 2040 Comprehensive Plan incorporated community engagement activities and stakeholder conversations in building public consensus.

Response:

The Lake Marion Greenway Master Plan implemented a community-driven public outreach and stakeholder engagement process to create a project vision. Efforts included in-person events focused on understanding issues and community values with the public and community groups, and work sessions with advisory committees and city councils to build consensus and support. Lakeville also completed a Feasibility Study for the segment of the Greenway located in the city. The Feasibility Study included a strategic, robust engagement program to represent community interests, including a walking-tour of Ritter Farm with stakeholders, and work sessions with the Park, Recreation & Natural Resources Committee.

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

Response:

The project area includes a diverse, underserved population with varying needs. A multi-modal approach is needed to remove equity-related transportation barriers. Traveling modes such as public transit, walking and biking are essential for daily transportation. The Lake Marion Greenway is located in a census tract(s) that exceeds the regional average for population in poverty or population of color. The census tract comprising the Lake Marion Greenway has a population consisting of 18% People of Color and 14% older adults (64+). Project elements that would address equity-related transportation barriers include a multi-purpose trail along a RBTN Tier 2 alignment. This trail would provide connectivity to the regional trail network and essential destinations including schools, parks, businesses, and jobs. The project completes a critical existing trail gap between Casperson Park and Dakota County Highway 60, and also includes reconstructing existing trails with a design that serves users of all ages and abilities.

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

Measure C: Affordable Housing Access

Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

There are 320 publicly subsidized rental housing units in census tracts within 1/2 mile of the project corridor. There are two existing affordable housing developments located 0.25 miles away from the east end of the project area, northeast of the Dodd Boulevard highway crossing. There is also a senior affordable housing development (Winsor Plaza) located 0.4 mi. east of the project corridor. Construction of the trail project will provide these affordable housing residents with a) improved access to a new trail cross-section designed for users of all ages and abilities, b) connectivity to desirable community destinations including schools, community parks (Antlers, Casperson, Ritter Farm), fishing piers and West Lake Marion Mountain Bike Trailhead, and c) access to regional trail networks.

Response:

The project is not in an area of concentrated poverty, but both ends of the Lake Marion Greenway are located in Regional Environmental Justice areas. The project completes a trail connection that provides access to downtown Lakeville (1/4-1/2 mile) and several essential destinations including banks, employment, Lakeville Area Arts Center, post office, restaurants, retail/service centers and a school. Downtown Lakeville also contains a subsidized housing development (owned/operated by Dakota County Community Development Agency).

The Ritter Farm trail segment completes a key gap in the planned Lake Marion Greenway system and provides a safe, dedicated walking/biking connection over Interstate 35 at 195th Street, to the existing regional trail system along Dakota County Highway 60.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure.

1649907468376_Socio-Economic Conditions.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 Lake Marion Greenway will significantly improve regional bicycle connectivity as it completes a Tier 2 Regional Bicycle Transportation Network (RBTN) alignment gap and provides connections to existing Tier 2 RBTN corridors at both ends of the project. The project also fills a long-standing gap in the local trail network. Completing the gap in the local trail network enhances connectivity to local destinations such as schools, parks, and businesses. It also improves regional connectivity and continuity between Dakota County, Scott County, and Hennepin County trail systems. The western end of the project corridor is located near the Dakota County and Scott County border.

Response:

The primary transportation barriers addressed by the project are a) completing a trail connection for users of all ages and abilities through Ritter Farm Park, and b) creating a safe, protected crossing for pedestrians/bicyclists across an existing bridge crossing of Interstate 35 at 195th Street and Kenrick Avenue (minor arterial). The project includes a new paved trail through Ritter Farm Park, pedestrian/bicyclist safety enhancements along the 195th Street bridge and pedestrian/bicyclist safety enhancements at Kenrick Avenue (currently an uncontrolled, side-stop intersection). Proposed pedestrian/bicyclist safety enhancements at crossings include a) reducing existing curb radii to slow vehicle turning speeds, and b) adding pedestrian hybrid beacon, high-visibility crosswalk markings, trail crossing signs, and ADA improvements (new curb ramps).

(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

Response:

MnCMAT data identified one reported pedestrian crash and two reported bike crashes in the project area in the past 10 years. All crashes were located along 205th Street. The pedestrian crash occurred near 205th Street and Juno Trail, one bike crash occurred in a crosswalk near 205th Street and Antlers Park, and the other bike crash occurred in a crosswalk along 205th Street near Jacquard Avenue. This project includes significant improvements to the 205th Street crossing at Antlers Park by relocating the existing crosswalk to the east where sightlines between vehicles and bicyclists/pedestrians are dramatically better. The project also includes a pedestrian-activated rapid flashing beacon system with advanced warning for drivers travelling along 205th Street. These improvements will greatly increase visibility of trail users and driver awareness, and ultimately reduce crashes.

There are also several segments along the existing trail that have either deficient pavement conditions or deficient pavement design (trail width, horizontal alignment). The deficient trail segments (identified by dashed orange and teal lines in the layout) will be replaced with new trail segments designed to be consistent with State Aid standards and to create safer bicyclist/pedestrian facilities and reduce conflicts between multiple users.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

There are no transit routes located near the project corridor, but the project includes several elements designed to improve safety for pedestrians, bicyclists, and motor vehicles. Several street crossing improvements are included in the project that will have a positive impact on trail user safety and comfort. One location with crossing improvements is along 205th Street near Antlers Park, which includes a relocated crossing, a rapid flashing beacon, and advanced warning, as described in the 'Deficiencies and Safety' section.

One important pedestrian safety improvement is at the 195th Street crossing over Interstate 35. Improvements include adding a safety railing, parapet, and fence to both sides of the existing bridge. The existing plate beam guardrail is proposed to be modified to accommodate a future trail; ground-in, "share the road" bicycle pavements markings are also being added on the bridge. The recommendation for a future bridge is to accommodate a trail on the north side to provide a dedicated space for trail users. The intersection of Kenrick Ave and 195th Street also includes several improvements to increase safety for all users - including adding a pedestrian hybrid beacon, ADA compliant curb ramps, trail crossing signs, and marked crosswalks.

Response:

Another project benefit that will provide enhanced safety and comfort for trail users is widening of the existing trail segments that have been deemed deficient. The attached project layout identifies trail segments with deficient pavement width (under 10' in width) with dashed orange lines and trail segments with deficient pavement condition in dashed teal lines. All of these segments are proposed to be replaced with a new 10' trail. Lastly, one segment of the existing trail has a proposed realignment to remove curves in the trail and define

a clear thru movement for trail users (see Sheet 4 of plan set).

(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. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

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

50%

At least online/mail outreach effort specific to this project with the general public 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%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

The Lakeville segment of the Lake Marion Greenway has had public engagement opportunities as part of numerous local and regional planning processes, including the Lake Marion Greenway Master Plan, the Lakeville's Parks & Recreation Plan, and Lakeville's Comprehensive Plan, all of which had significant public review.

The Lake Marion Greenway Master Plan public and stakeholder input process included presentations to commissions and city councils in each community the greenway travels through, community open houses, and individual meetings with key stakeholders. The first open house was at the Lakeville Water Treatment Facility and had about 40 participants. Direct mailer notifications were sent to all addresses within 500 feet of the greenway. Overall, attendees were in favor of the greenway but wanted to know more about the specific alignments and timing for construction of the greenway trail. Meetings were also held with key stakeholders during the process to discuss specific issues.

Response:

The second open house was also hosted at the Lakeville Water Treatment Facility. Residents within 500 feet of the greenway alignment again were notified of the open house by mail. The second open house gave the public the opportunity to talk to county staff and comment on the draft master plan. The draft master plan was posted on Dakota County's website and the greenway project website for 1.5 months. In addition, a summary presentation was prepared for technical advisory group members to present to their organizations.

In addition, the City of Lakeville prepared a Feasibility Study for the Lakeville segment of the greenway that also included stakeholder engagement. The feasibility study was presented to

the Lakeville Parks & Rec Committee, and several stakeholders were engaged on a project site tour walk at Ritter Farm including the Lakeville Snowmobile Club.

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

*Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; * city and/or county limits; existing ROW, labeled; existing signals; * and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width; * proposed signals; * and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1649907888929_013981_000_ Exhibits_20210113.pdf

Please upload attachment in PDF form.

Additional Attachments

1649953139273_RS MnDOT Letter Lakeville Lake Marion Trail.pdf

Please upload attachment in PDF form.

3. 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.

100%

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

Yes

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

Yes

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5.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%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$3,565,138.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$3,565,138.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

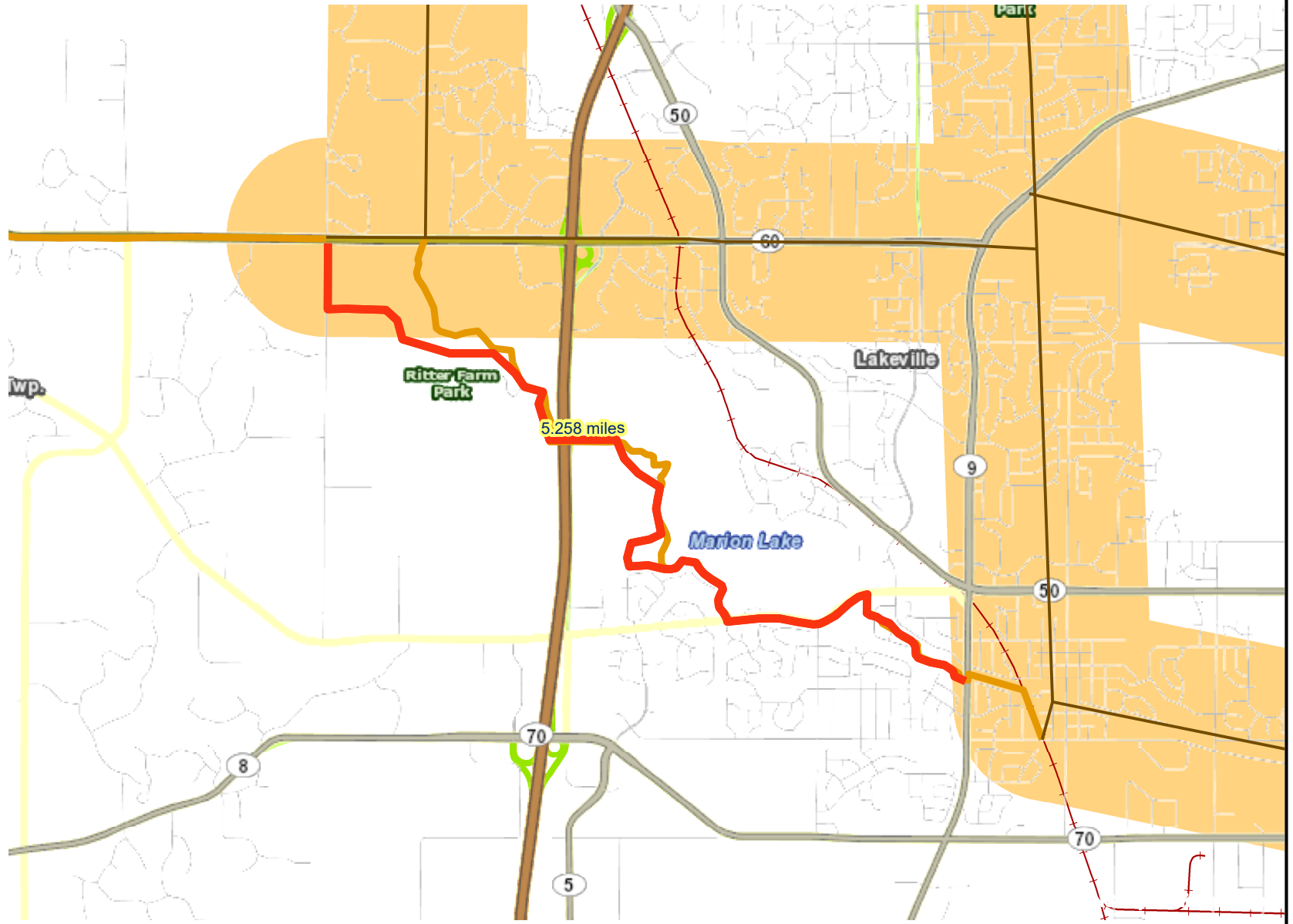
Other Attachments

File Name	Description	File Size
2022412 RS Dakota County Letter.pdf	Dakota County Letter	169 KB
City of Lakeville Letter.pdf	City of Lakeville Letter	64 KB
County Board Resolution No. 22-144.pdf	Dakota County Resolution	87 KB
Existing Conditions in Ritter Farm Park.pdf	Existing Conditions Photo in Ritter Farm Park	203 KB
Lakeville One-page Summary.pdf	One page project summary	293 KB
Population-Employment Summary.pdf	Population and Employment Summary	5.2 MB
Project to RBTN Orientation.pdf	RBTN Orientation Map	3.6 MB
RS MnDOT Letter Lakeville Lake Marion Trail.pdf	MnDOT Letter of Support	187 KB
Socio-Economic Conditions.pdf	Socio-economic conditions	2.4 MB
Transit Connections.pdf	Transit connections map	2.9 MB

Project to RBTN Orientation

Results

Project IN TIER 2
Bicycle Transport Corridor.



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



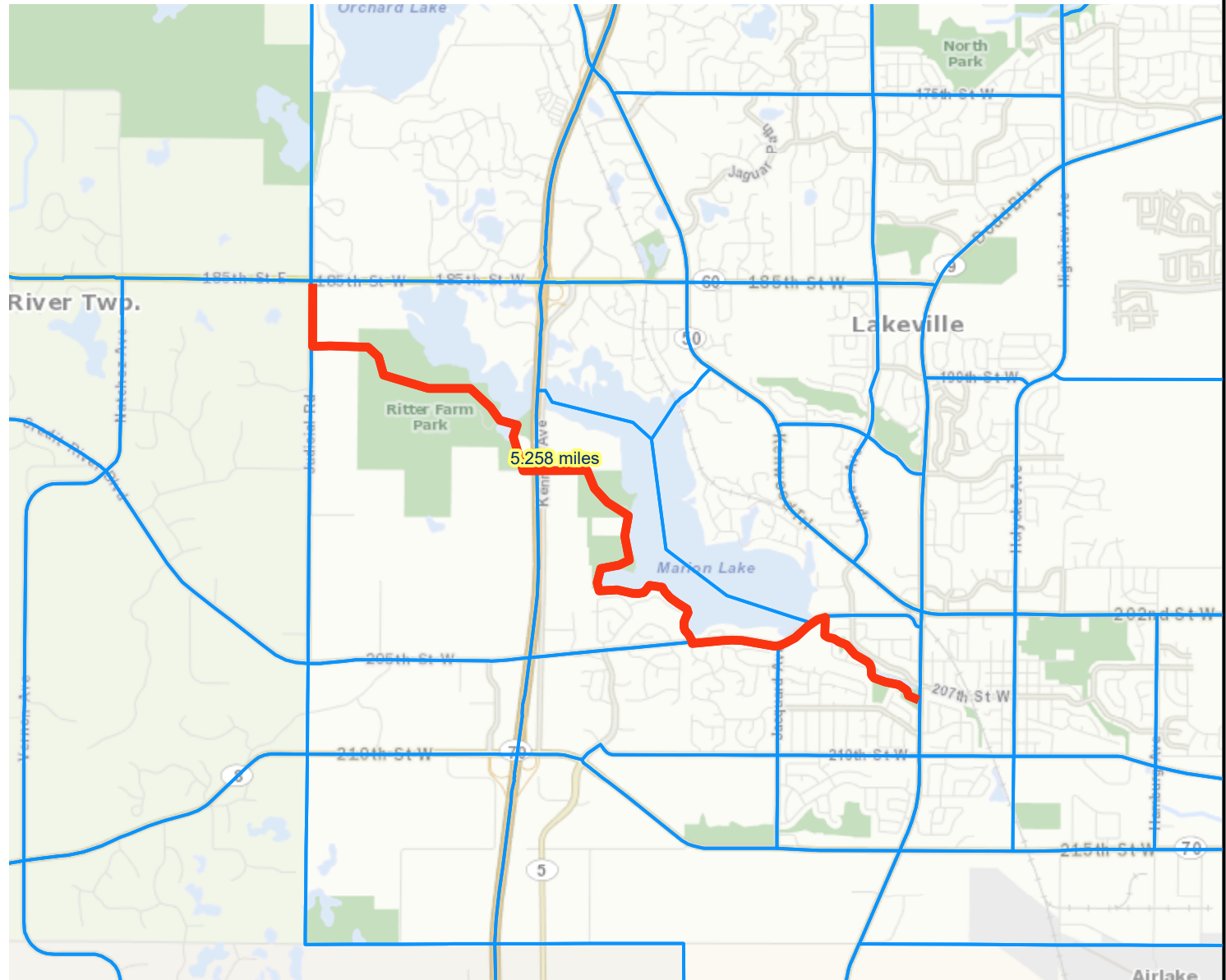
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<https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



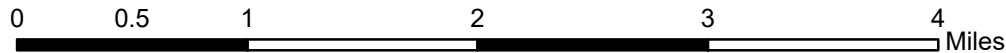
Population/Employment Summary



Results

Within ONE Mile of project:
Total Population: 19977
Total Employment: 10381

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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LandscapeRSA4



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

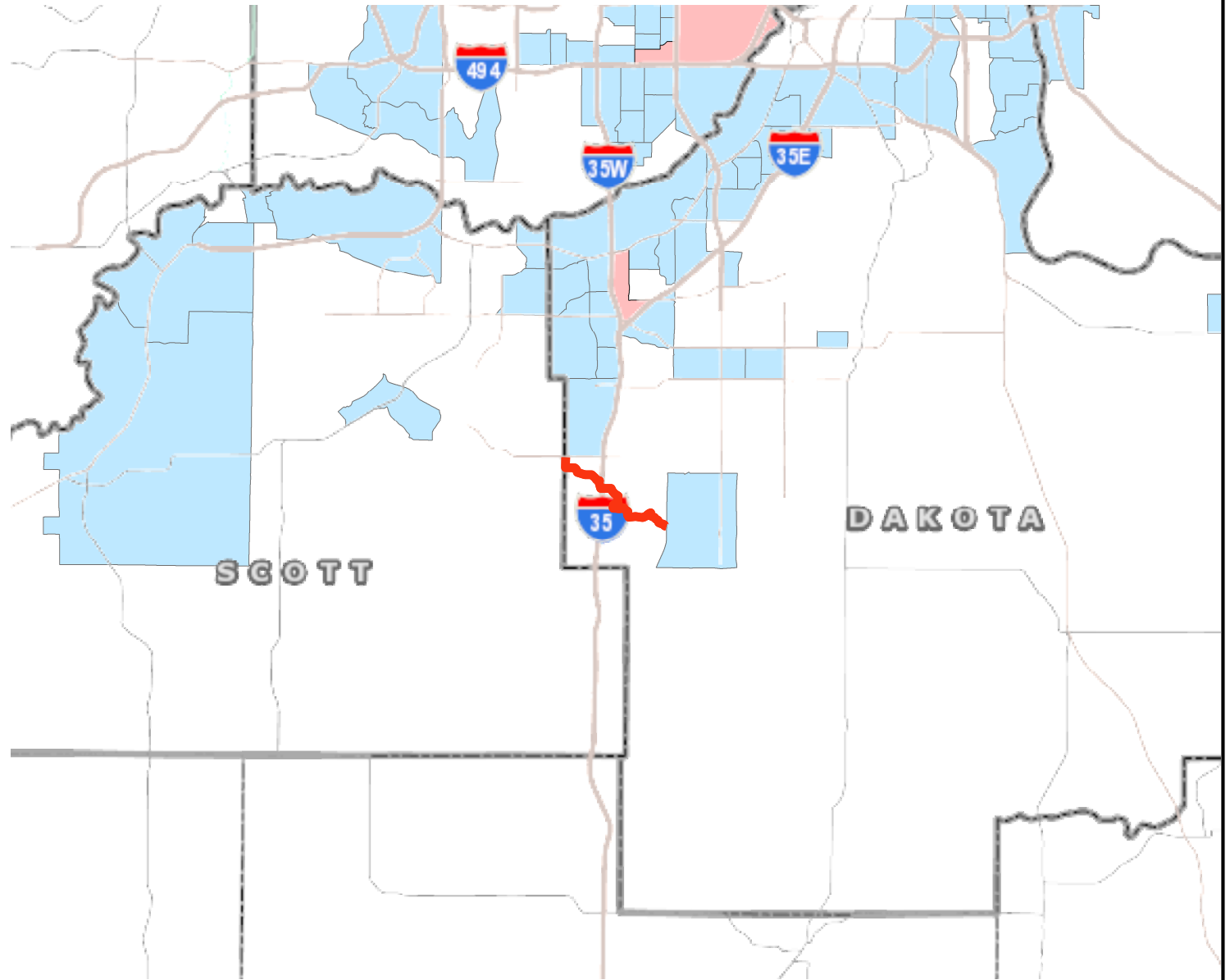


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 320

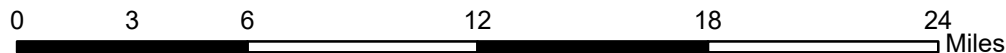
Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty

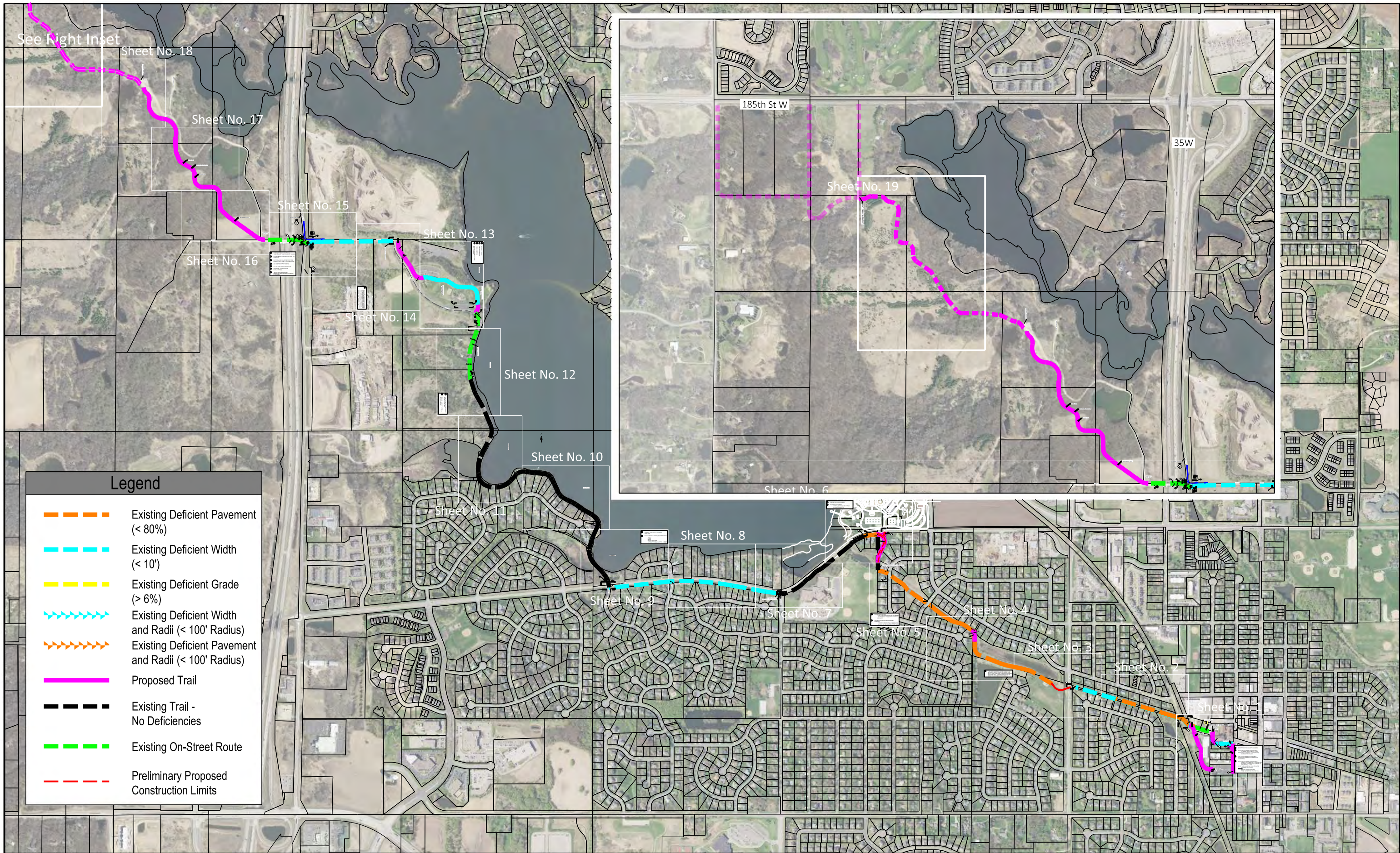


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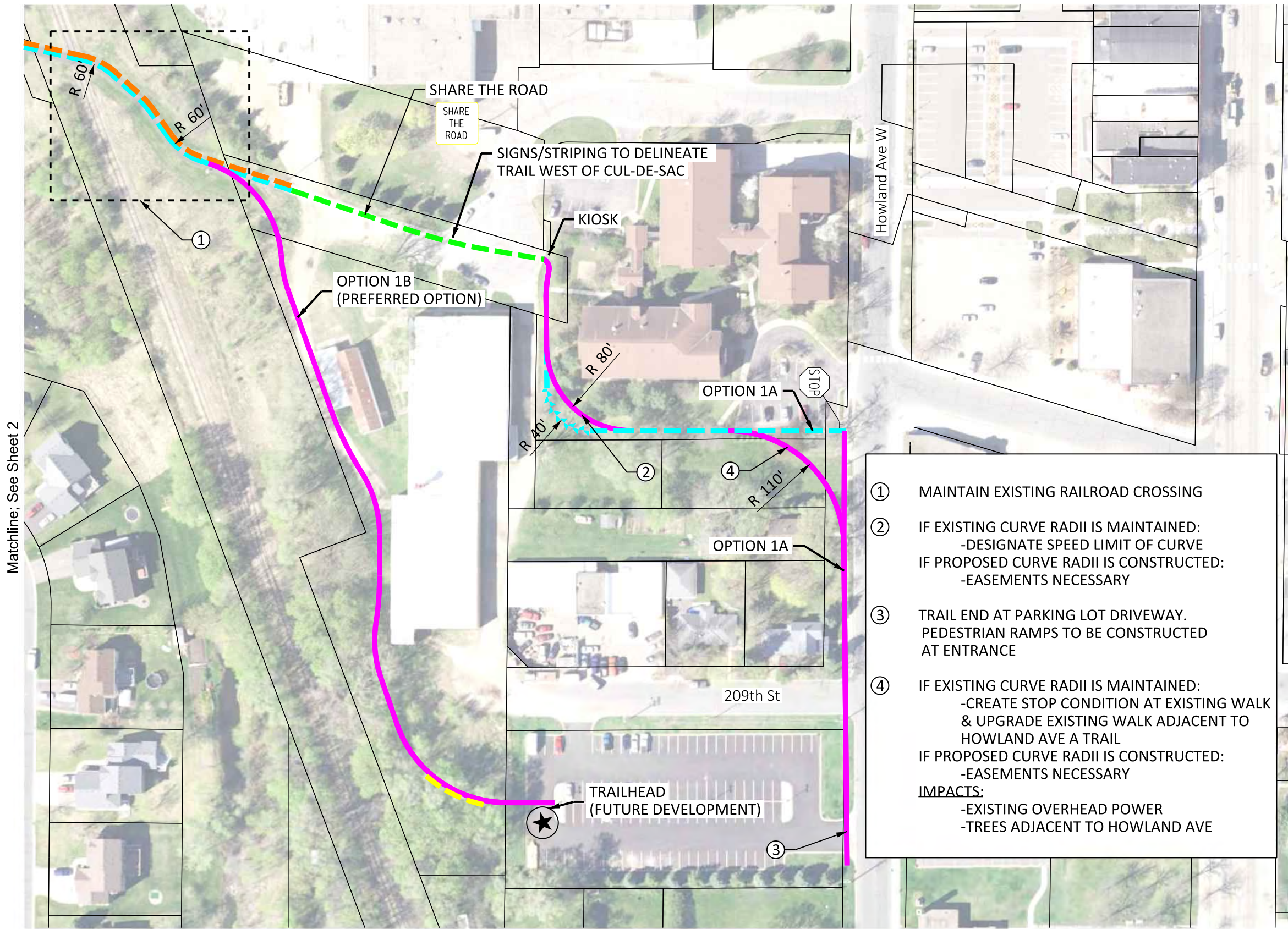
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- - - - - Existing Deficient Width (< 10')
- - - - - Existing Deficient Grade (> 6%)
- - - - - Existing Deficient Width and Radii (< 100' Radius)
- - - - - Existing Deficient Pavement and Radii (< 100' Radius)
- Proposed Trail
- - - - - Existing Trail - No Deficiencies
- - - - - Existing On-Street Route
- - - - - Preliminary Proposed Construction Limits

Lakeville Lake Marion Trail

Lakeville, Minnesota
 January 10, 2021 | WSB Project Number: 013981-000





Legend	
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	Existing Deficient Width (< 10')
	Deficient Grade (> 6%)
	Existing Deficient Width and Radii (< 100' Radius)
	Existing Deficient Pavement and Radii (< 100' Radius)
	Proposed Trail
	Existing Trail - No Deficiencies
	Existing On-Street Route
	Preliminary Proposed Construction Limits



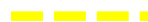






- ① MAINTAIN EXISTING RAILROAD CROSSING
 - ② IF EXISTING CURVE RADII IS MAINTAINED:
-DESIGNATE SPEED LIMIT OF CURVE
IF PROPOSED CURVE RADII IS CONSTRUCTED:
-EASEMENTS NECESSARY
 - ③ TRAIL END AT PARKING LOT DRIVEWAY.
PEDESTRIAN RAMPS TO BE CONSTRUCTED AT ENTRANCE
 - ④ IF EXISTING CURVE RADII IS MAINTAINED:
-CREATE STOP CONDITION AT EXISTING WALK & UPGRADE EXISTING WALK ADJACENT TO HOWLAND AVE A TRAIL
IF PROPOSED CURVE RADII IS CONSTRUCTED:
-EASEMENTS NECESSARY
- IMPACTS:**
- EXISTING OVERHEAD POWER
 - TREES ADJACENT TO HOWLAND AVE

- TRAILHEAD**
- TRAILHEAD KIOSK
 - FIX-IT STATION
 - RESTROOMS

Lakeville Lake Marion Trail



Legend

-  Existing Deficient Pavement (< 80%)
-  Existing Deficient Width (< 10')
-  Deficient Grade (> 6%)
-  Existing Deficient Width and Radii (< 100' Radius)
-  Existing Deficient Pavement and Radii (< 100' Radius)
-  Proposed Trail
-  Existing Trail - No Deficiencies
-  Existing On-Street Route
-  Preliminary Proposed Construction Limits

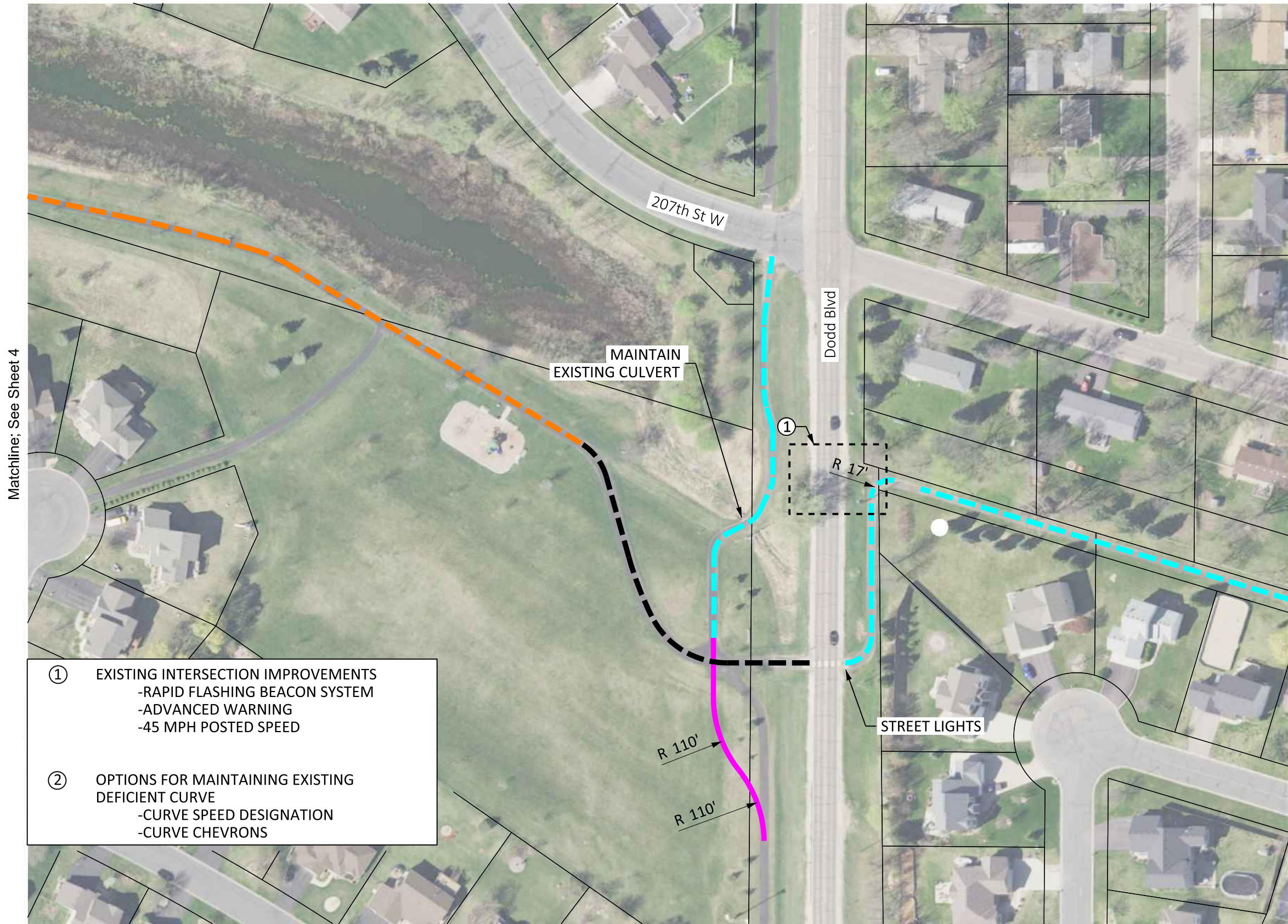


Lakeville Lake Marion Trail

Lakeville, Minnesota
 January 2021 | WSB Project Number: 013981-000

Sheet 2





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	Deficient Grade (> 6%)
	Existing Deficient Width and Radii (< 100' Radius)
	Existing Deficient Pavement and Radii (< 100' Radius)
	Proposed Trail
	Existing Trail - No Deficiencies
	Existing On-Street Route
	Preliminary Proposed Construction Limits

- ① EXISTING INTERSECTION IMPROVEMENTS
 - RAPID FLASHING BEACON SYSTEM
 - ADVANCED WARNING
 - 45 MPH POSTED SPEED

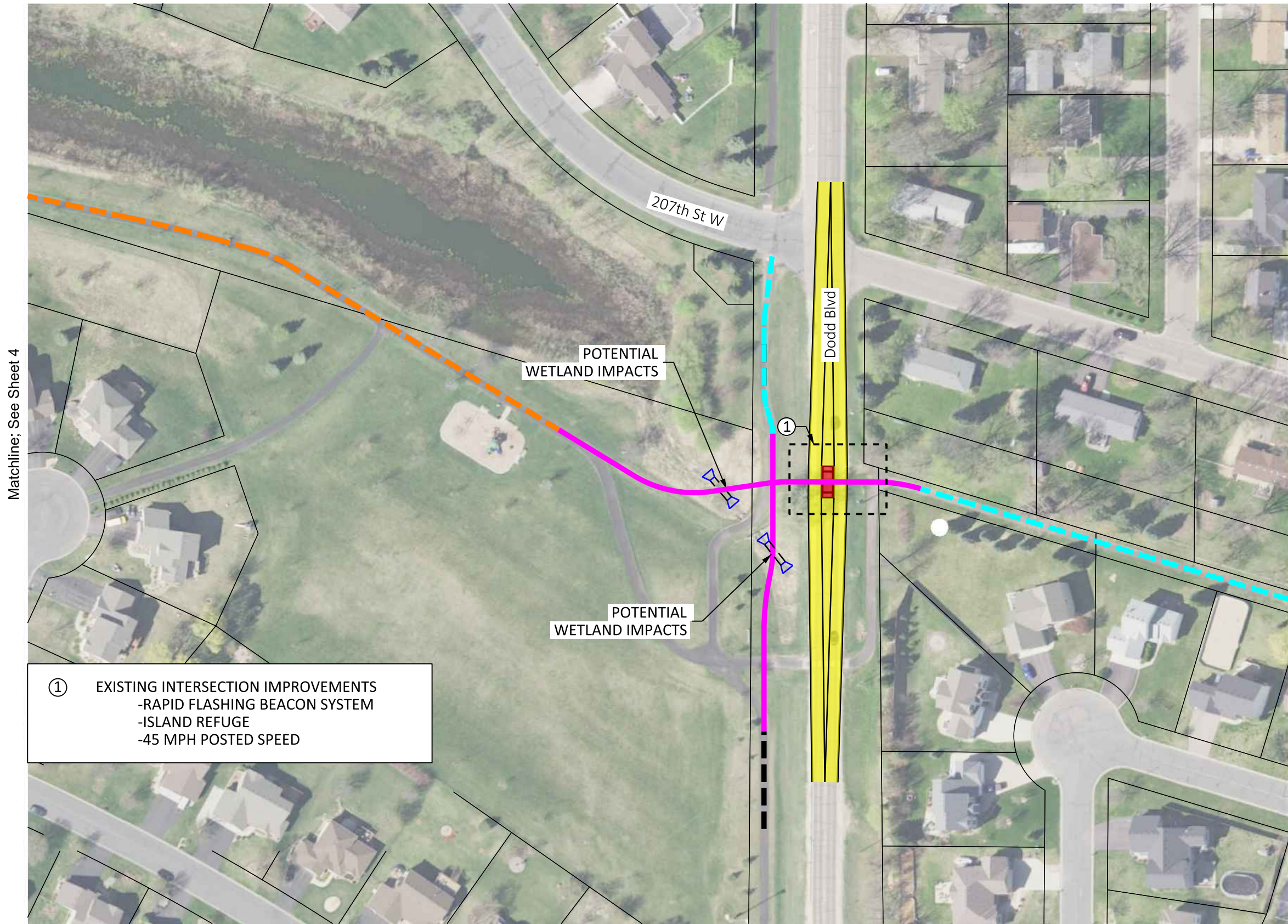
- ② OPTIONS FOR MAINTAINING EXISTING DEFICIENT CURVE
 - CURVE SPEED DESIGNATION
 - CURVE CHEVRONS

Lakeville Lake Marion Trail

Lakeville, Minnesota
 January 2021 | WSB Project Number: 013981-000

Sheet 3A





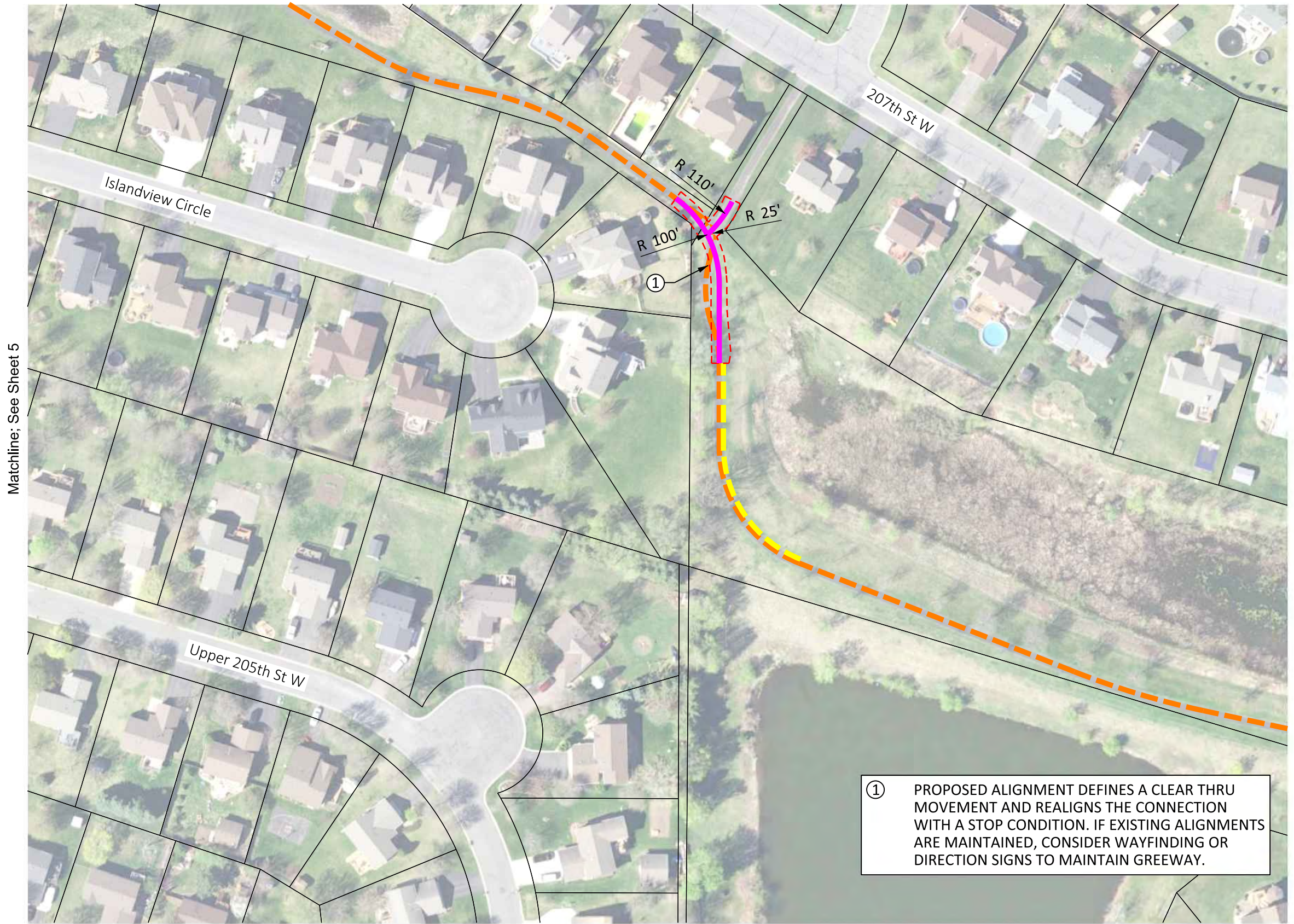
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	Existing Deficient Width and Radii (< 100' Radius)
	Existing Deficient Pavement and Radii (< 100' Radius)
	Proposed Trail
	Existing Trail - No Deficiencies
	Existing On-Street Route
	Preliminary Proposed Construction Limits

① EXISTING INTERSECTION IMPROVEMENTS
 -RAPID FLASHING BEACON SYSTEM
 -ISLAND REFUGE
 -45 MPH POSTED SPEED

Matchline; See Sheet 4

Matchline; See Sheet 2





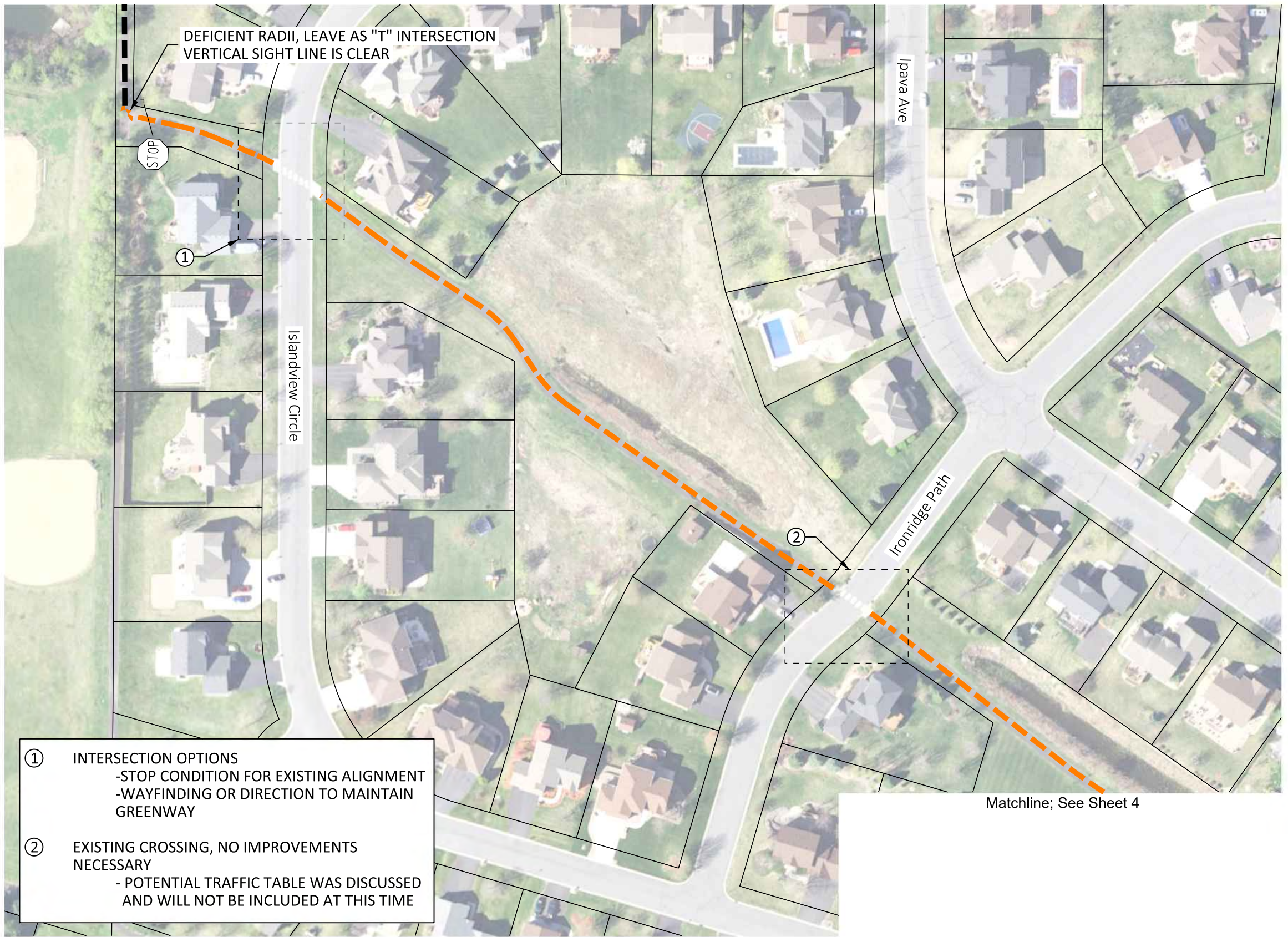
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	Existing Deficient Pavement and Radii (< 100' Radius)
	Proposed Trail
	Existing Trail - No Deficiencies
	Existing On-Street Route
	Preliminary Proposed Construction Limits

Matchline: See Sheet 5

Matchline: See Sheet 3

① PROPOSED ALIGNMENT DEFINES A CLEAR THRU MOVEMENT AND REALIGNS THE CONNECTION WITH A STOP CONDITION. IF EXISTING ALIGNMENTS ARE MAINTAINED, CONSIDER WAYFINDING OR DIRECTION SIGNS TO MAINTAIN GREEWAY.





DEFICIENT RADII, LEAVE AS "T" INTERSECTION
VERTICAL SIGHT LINE IS CLEAR

STOP

Islandview Circle

Ipava Ave

Ironridge Path

Matchline; See Sheet 6



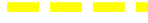


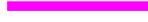



Matchline; See Sheet 4

- ① INTERSECTION OPTIONS
 - STOP CONDITION FOR EXISTING ALIGNMENT
 - WAYFINDING OR DIRECTION TO MAINTAIN GREENWAY
- ② EXISTING CROSSING, NO IMPROVEMENTS NECESSARY
 - POTENTIAL TRAFFIC TABLE WAS DISCUSSED AND WILL NOT BE INCLUDED AT THIS TIME

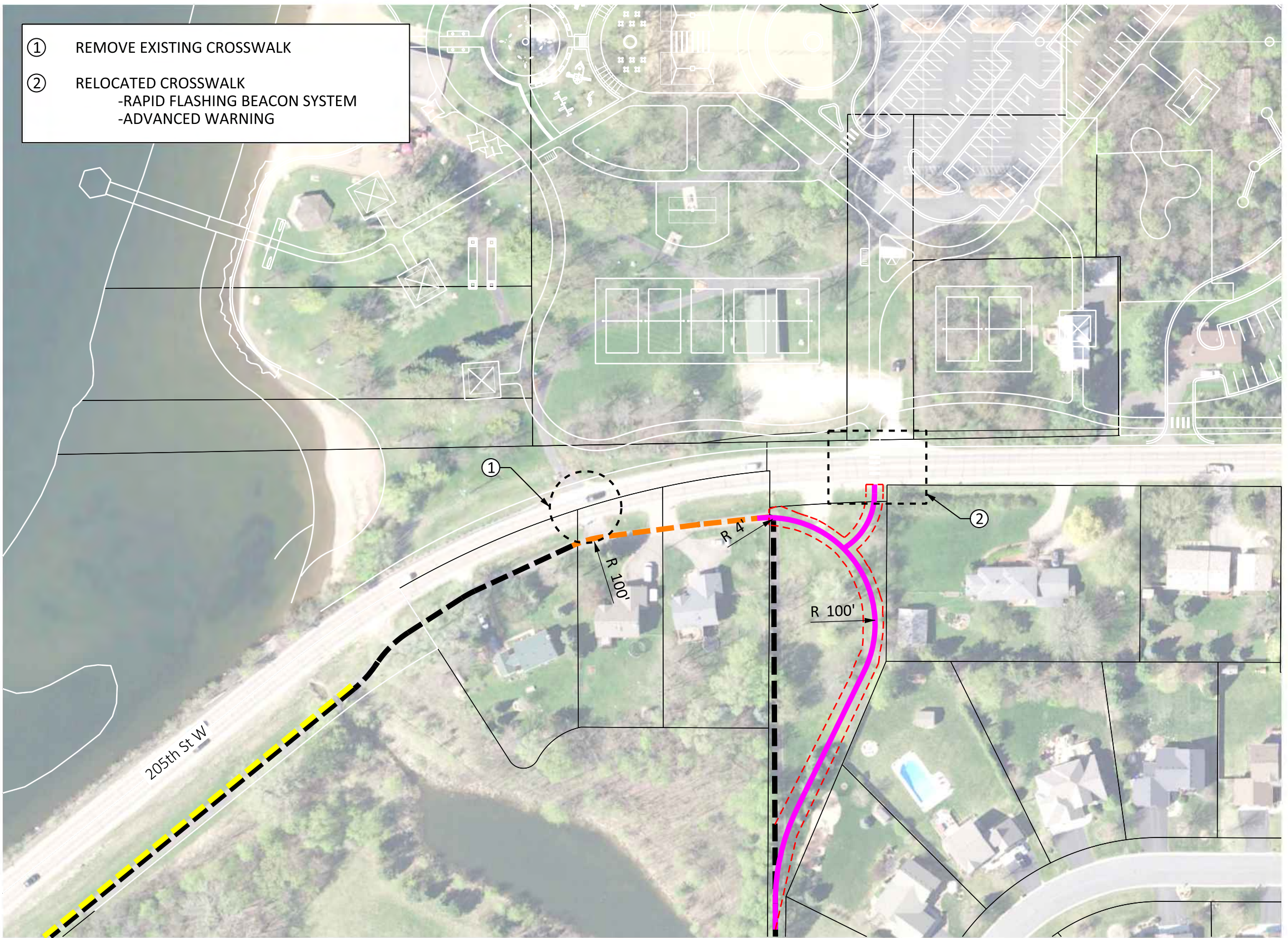
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	Existing Deficient Pavement and Radii (< 100' Radius)
	Proposed Trail
	Existing Trail - No Deficiencies
	Existing On-Street Route
	Preliminary Proposed Construction Limits



- ① REMOVE EXISTING CROSSWALK
- ② RELOCATED CROSSWALK
-RAPID FLASHING BEACON SYSTEM
-ADVANCED WARNING

Legend	
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	Existing Deficient Width (< 10')
	Deficient Grade (> 6%)
	Existing Deficient Width and Radii (< 100' Radius)
	Existing Deficient Pavement and Radii (< 100' Radius)
	Proposed Trail
	Existing Trail - No Deficiencies
	Existing On-Street Route
	Preliminary Proposed Construction Limits

Matchline: See Sheet 7



Matchline: See Sheet 5

Lakeville Lake Marion Trail

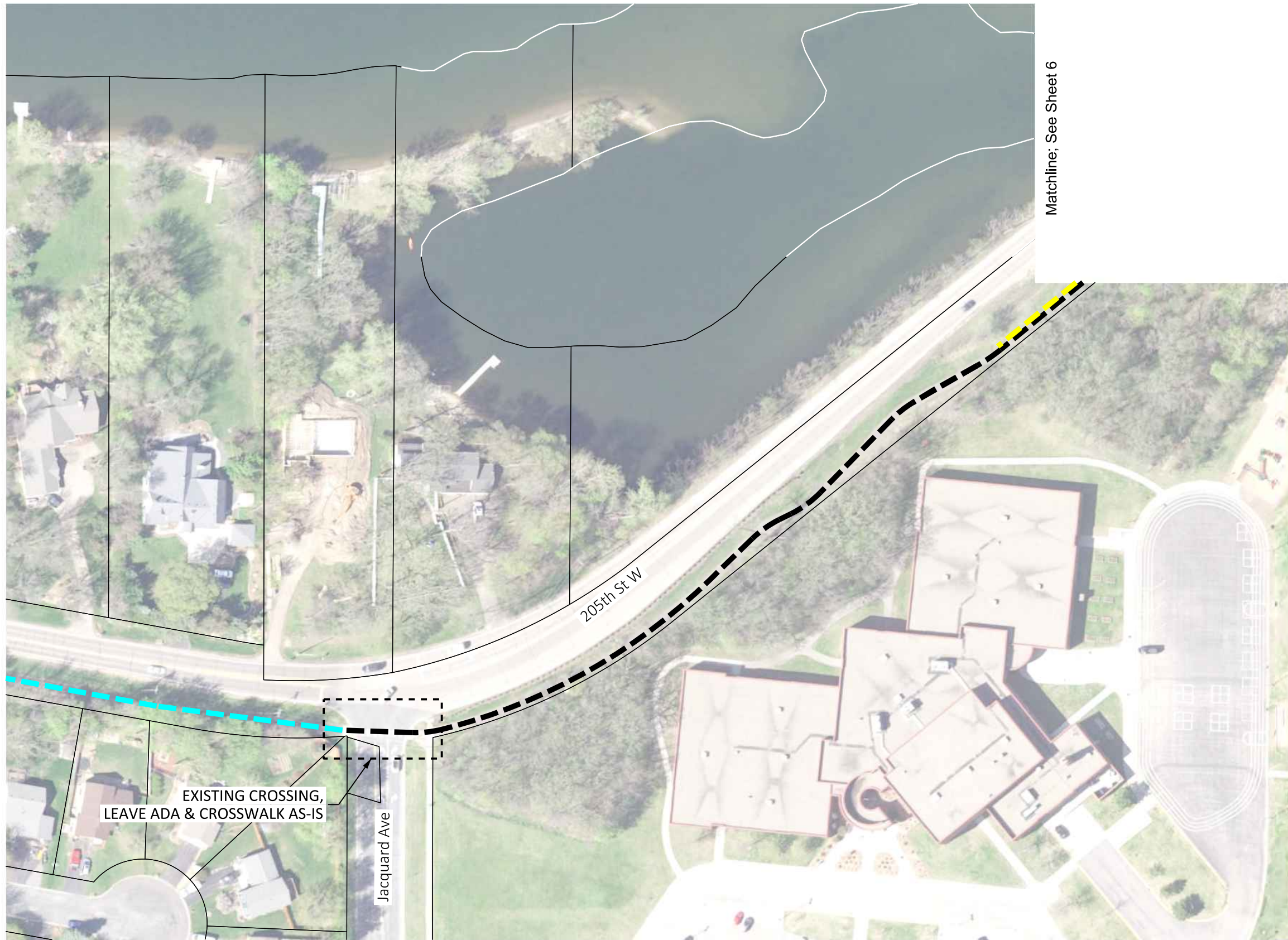
Lakeville, Minnesota
January 2021 | WSB Project Number: 013981-000

Sheet 6



Matchline; See Sheet 8

Matchline; See Sheet 6



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	Deficient Grade (> 6%)
	Existing Deficient Width and Radii (< 100' Radius)
	Existing Deficient Pavement and Radii (< 100' Radius)
	Proposed Trail
	Existing Trail - No Deficiencies
	Existing On-Street Route
	Preliminary Proposed Construction Limits

Lakeville Lake Marion Trail

Lakeville, Minnesota
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Sheet 7





Legend	
	Existing Deficient Pavement (< 80%)
	Existing Deficient Width (< 10')
	Deficient Grade (> 6%)
	Existing Deficient Width and Radii (< 100' Radius)
	Existing Deficient Pavement and Radii (< 100' Radius)
	Proposed Trail
	Existing Trail - No Deficiencies
	Existing On-Street Route
	Preliminary Proposed Construction Limits

Matchline; See Sheet 9

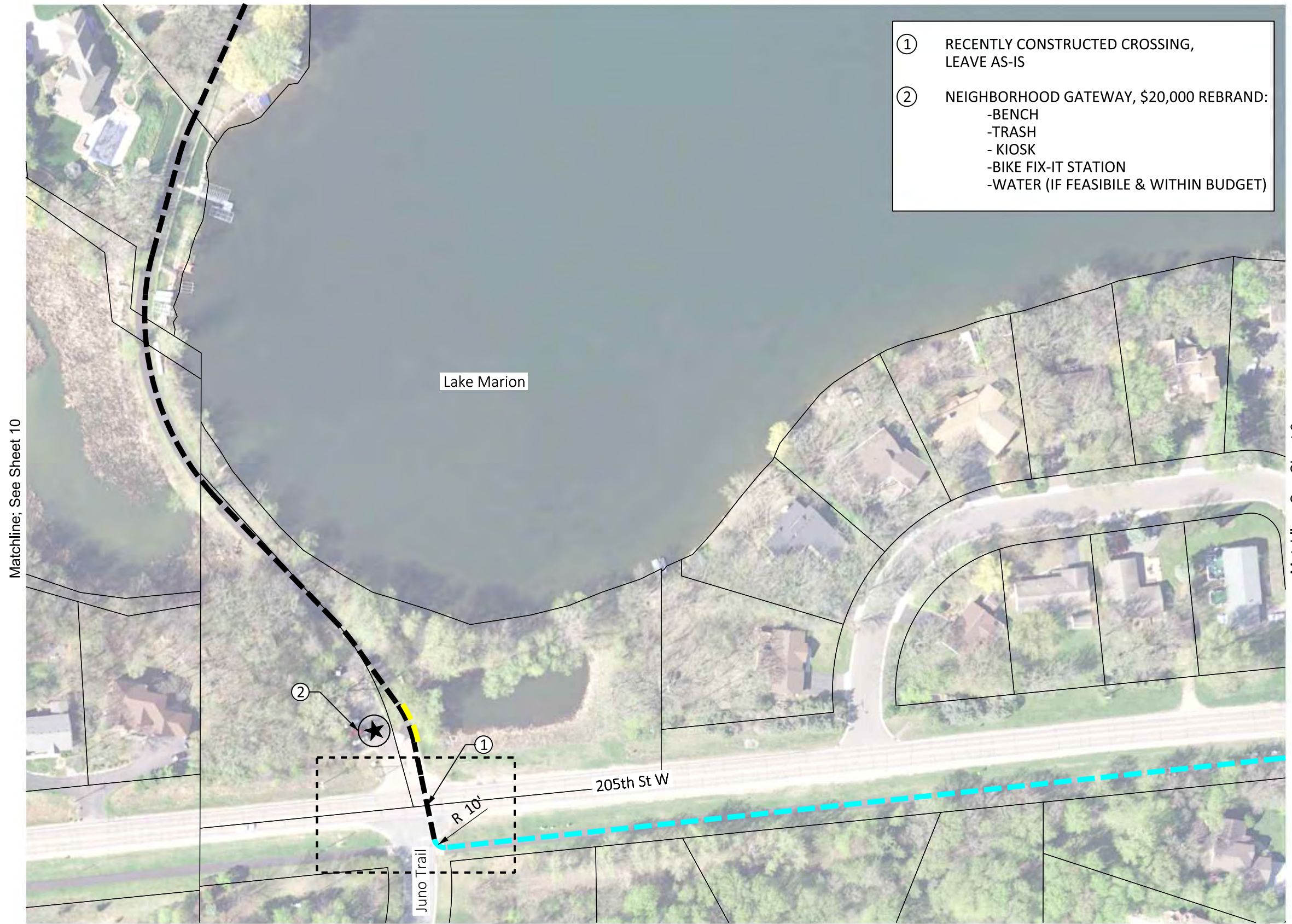
Matchline; See Sheet 7

Lakeville Lake Marion Trail

Lakeville, Minnesota
 January 2021 | WSB Project Number: 013981-000

Sheet 8





- ① RECENTLY CONSTRUCTED CROSSING, LEAVE AS-IS
- ② NEIGHBORHOOD GATEWAY, \$20,000 REBRAND:
 - BENCH
 - TRASH
 - KIOSK
 - BIKE FIX-IT STATION
 - WATER (IF FEASIBLE & WITHIN BUDGET)

Legend	
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	Existing Deficient Width (< 10')
	Deficient Grade (> 6%)
	Existing Deficient Width and Radii (< 100' Radius)
	Existing Deficient Pavement and Radii (< 100' Radius)
	Proposed Trail
	Existing Trail - No Deficiencies
	Existing On-Street Route
	Preliminary Proposed Construction Limits

Matchline; See Sheet 10

Matchline; See Sheet 8










Lakeville Lake Marion Trail

Lakeville, Minnesota
 January 2021 | WSB Project Number: 013981-000

Sheet 9





Legend	
	Existing Deficient Pavement (< 80%)
	Existing Deficient Width (< 10')
	Deficient Grade (> 6%)
	Existing Deficient Width and Radii (< 100' Radius)
	Existing Deficient Pavement and Radii (< 100' Radius)
	Proposed Trail
	Existing Trail - No Deficiencies
	Existing On-Street Route
	Preliminary Proposed Construction Limits

Matchline: See Sheet 11

Matchline: See Sheet 9

Lakeville Lake Marion Trail

Lakeville, Minnesota
 January 2021 | WSB Project Number: 013981-000

Sheet 10





Legend	
	Existing Deficient Pavement (< 80%)
	Existing Deficient Width (< 10')
	Deficient Grade (> 6%)
	Existing Deficient Width and Radii (< 100' Radius)
	Existing Deficient Pavement and Radii (< 100' Radius)
	Proposed Trail
	Existing Trail - No Deficiencies
	Existing On-Street Route
	Preliminary Proposed Construction Limits

Matchline: See Sheet 12

Matchline: See Sheet 10

Lakeville Lake Marion Trail

Lakeville, Minnesota
 January 2021 | WSB Project Number: 013981-000





Legend	
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	Existing Deficient Width (< 10')
	Deficient Grade (> 6%)
	Existing Deficient Width and Radii (< 100' Radius)
	Existing Deficient Pavement and Radii (< 100' Radius)
	Proposed Trail
	Existing Trail - No Deficiencies
	Existing On-Street Route
	Preliminary Proposed Construction Limits

Matchline; See Sheet 13

Matchline; See Sheet 11

- ① END EXISTING ON-STREET ROUTE
BEGIN EXISTING TRAIL
- ② GROUND-IN, SHARE THE ROAD,
BICYCLE STRIPING



- ① HANDICAP PARKING
- ② PARKING EXPANSION
- ③ END SHARED ROAD
- ④ GROUND-IN, SHARE THE ROAD, BICYCLE STRIPING



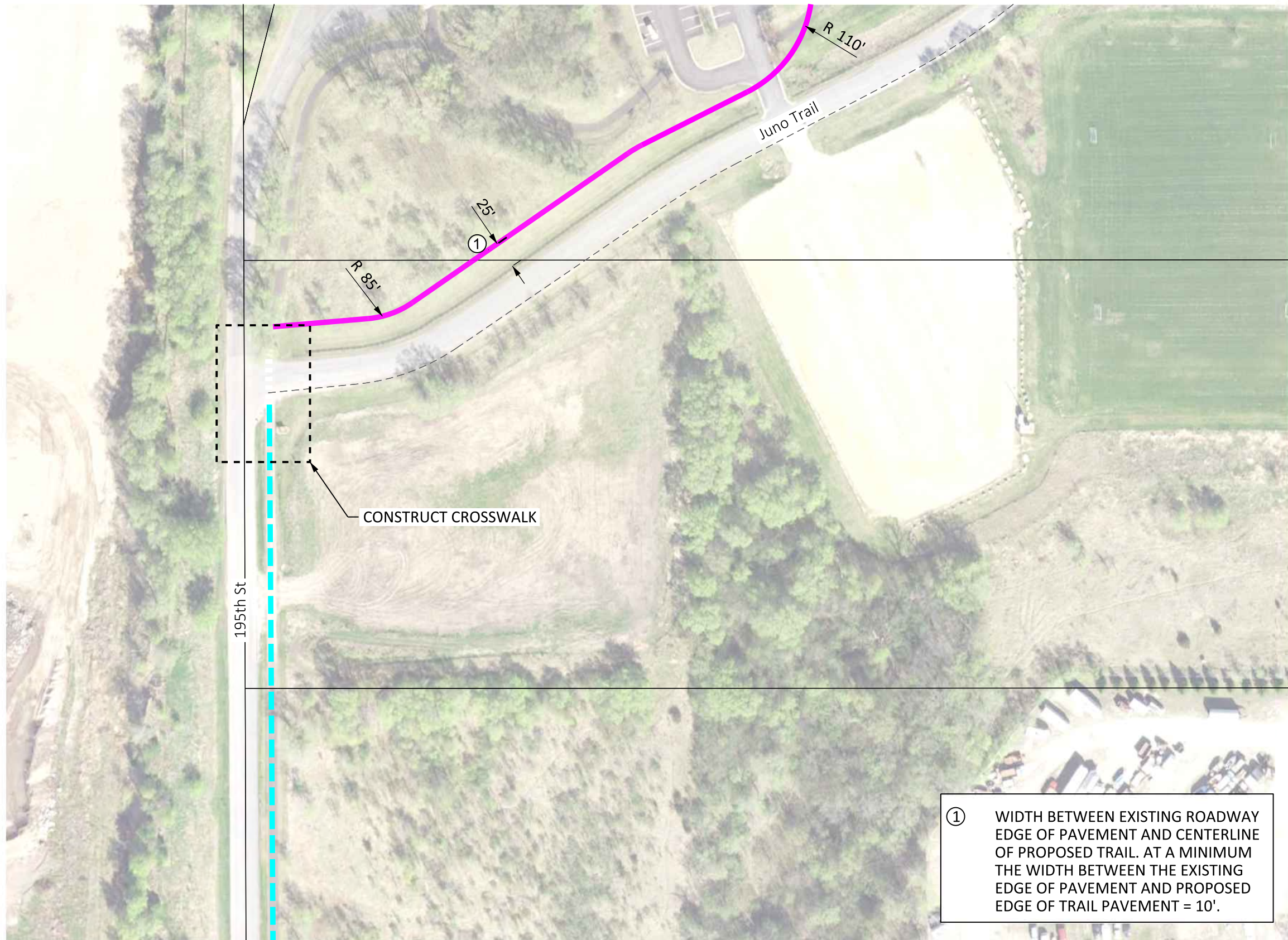
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	Existing Deficient Pavement and Radii (< 100' Radius)
	Proposed Trail
	Existing Trail - No Deficiencies
	Existing On-Street Route
	Preliminary Proposed Construction Limits

Matchline; See Sheet 14

Matchline; See Sheet 12



Matchline; See Sheet 15

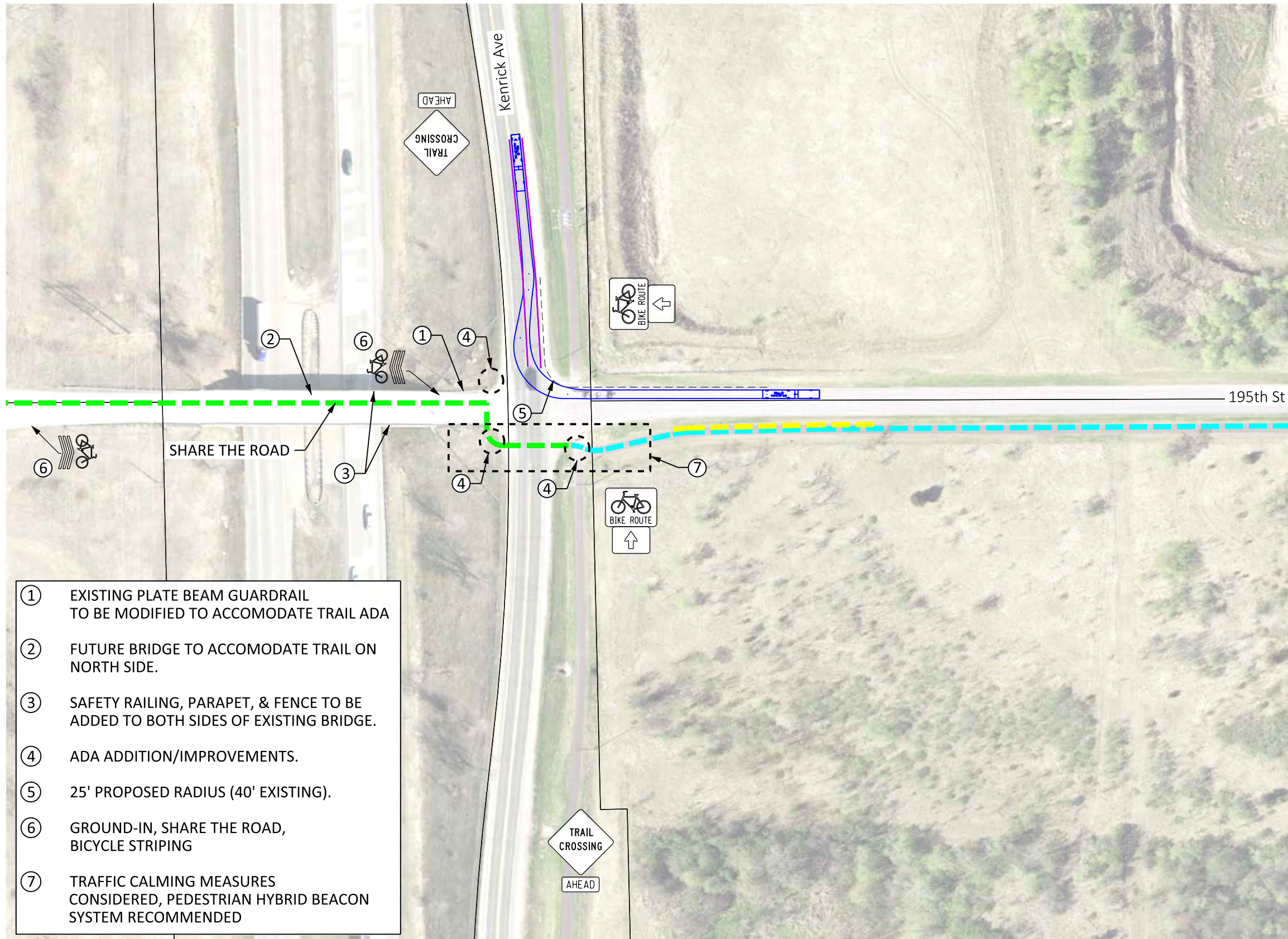


Matchline; See Sheet 13

Legend	
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	Deficient Grade (> 6%)
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	Existing Deficient Pavement and Radii (< 100' Radius)
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① WIDTH BETWEEN EXISTING ROADWAY EDGE OF PAVEMENT AND CENTERLINE OF PROPOSED TRAIL. AT A MINIMUM THE WIDTH BETWEEN THE EXISTING EDGE OF PAVEMENT AND PROPOSED EDGE OF TRAIL PAVEMENT = 10'.





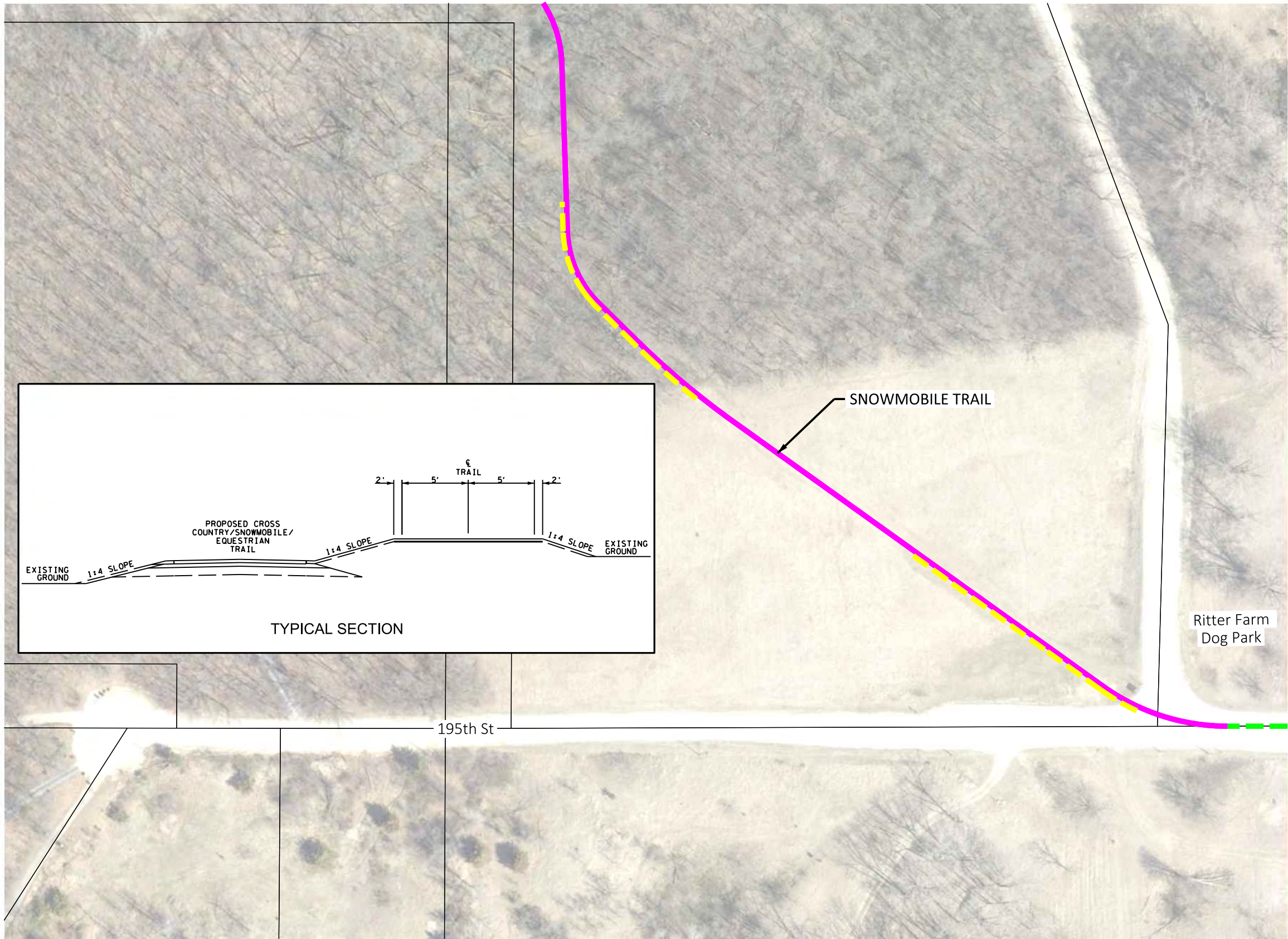
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	Existing Deficient Pavement and Radii (< 100' Radius)
	Proposed Trail
	Existing Trail - No Deficiencies
	Existing On-Street Route
	Preliminary Proposed Construction Limits

- ① EXISTING PLATE BEAM GUARDRAIL TO BE MODIFIED TO ACCOMODATE TRAIL ADA
- ② FUTURE BRIDGE TO ACCOMODATE TRAIL ON NORTH SIDE.
- ③ SAFETY RAILING, PARAPET, & FENCE TO BE ADDED TO BOTH SIDES OF EXISTING BRIDGE.
- ④ ADA ADDITION/IMPROVEMENTS.
- ⑤ 25' PROPOSED RADIUS (40' EXISTING).
- ⑥ GROUND-IN, SHARE THE ROAD, BICYCLE STRIPING
- ⑦ TRAFFIC CALMING MEASURES CONSIDERED, PEDESTRIAN HYBRID BEACON SYSTEM RECOMMENDED

Matchline; See Sheet 16

Matchline; See Sheet 14

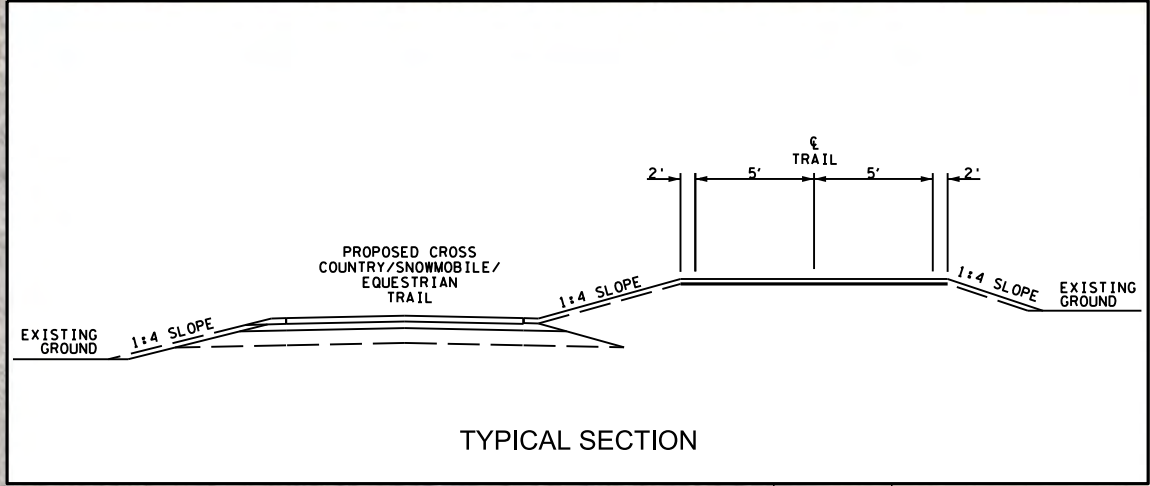




Legend	
	Existing Deficient Pavement (< 80%)
	Existing Deficient Width (< 10')
	Deficient Grade (> 6%)
	Existing Deficient Width and Radii (< 100' Radius)
	Existing Deficient Pavement and Radii (< 100' Radius)
	Proposed Trail
	Existing Trail - No Deficiencies
	Existing On-Street Route
	Preliminary Proposed Construction Limits

Matchline: See Sheet 17

Matchline: See Sheet 15



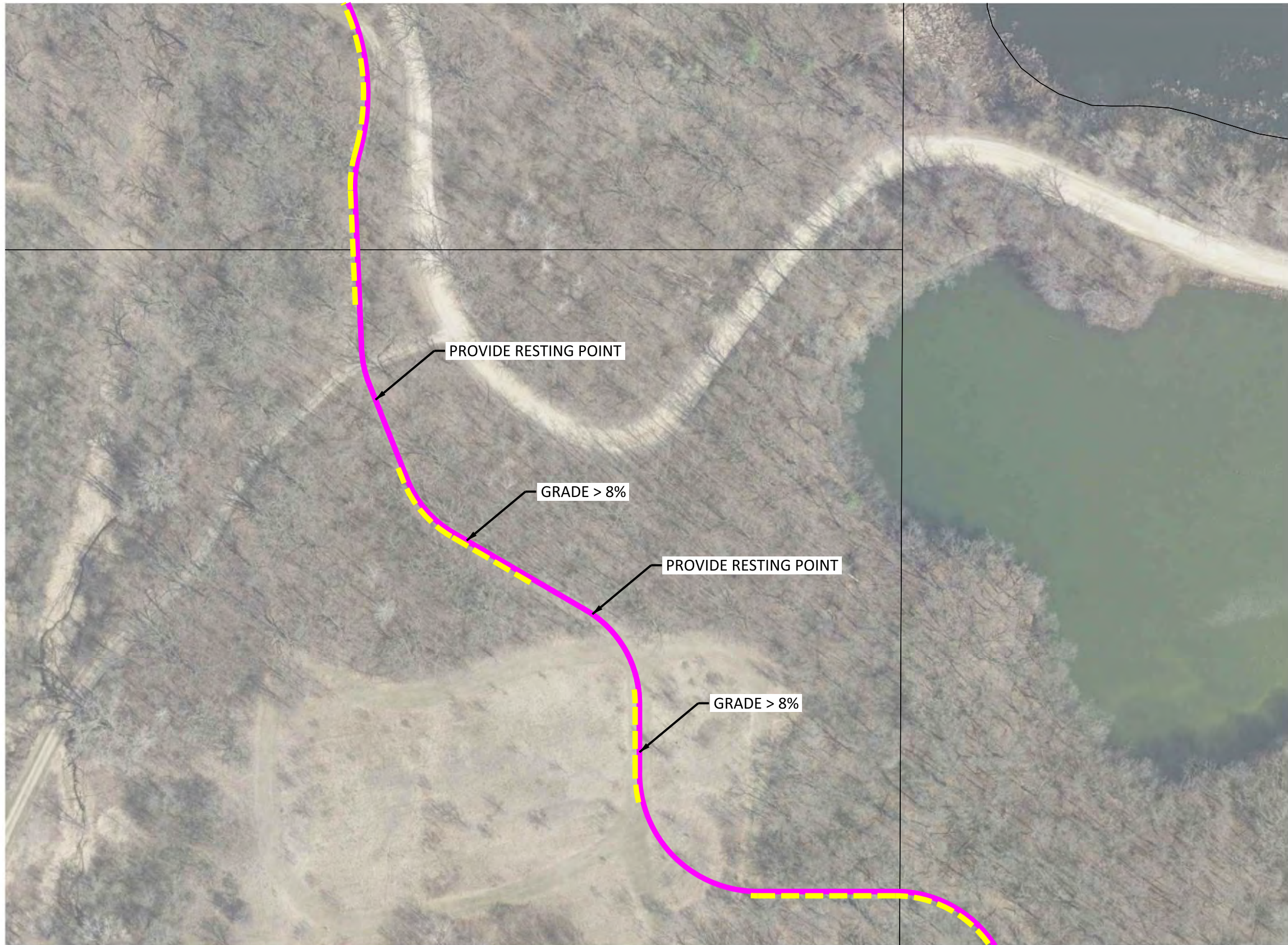
TYPICAL SECTION

195th St

Ritter Farm Dog Park



Matchline; See Sheet 18



Legend	
	Existing Deficient Pavement (< 80%)
	Existing Deficient Width (< 10')
	Deficient Grade (> 6%)
	Existing Deficient Width and Radii (< 100' Radius)
	Existing Deficient Pavement and Radii (< 100' Radius)
	Proposed Trail
	Existing Trail - No Deficiencies
	Existing On-Street Route
	Preliminary Proposed Construction Limits

Matchline; See Sheet 16

Lakeville Lake Marion Trail

Lakeville, Minnesota
January 2021 | WSB Project Number: 013981-000

Sheet 17



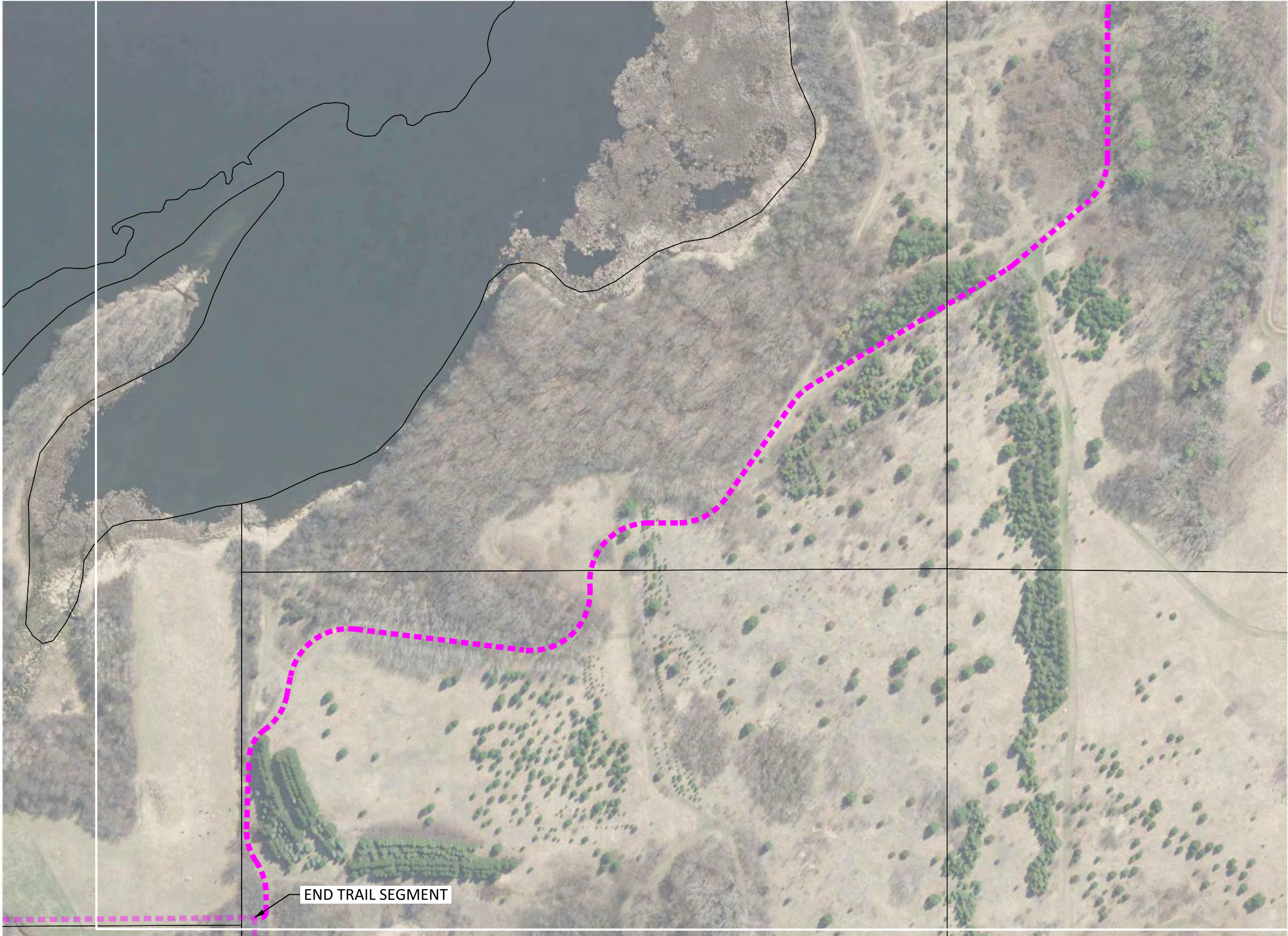


Legend	
	Existing Deficient Pavement (< 80%)
	Existing Deficient Width (< 10')
	Deficient Grade (> 6%)
	Existing Deficient Width and Radii (< 100' Radius)
	Existing Deficient Pavement and Radii (< 100' Radius)
	Proposed Trail
	Existing Trail - No Deficiencies
	Existing On-Street Route
	Preliminary Proposed Construction Limits

Matchline; See Sheet 17

Matchline; See Sheet 19





Legend	
	Existing Deficient Pavement (< 80%)
	Existing Deficient Width (< 10')
	Deficient Grade (> 6%)
	Existing Deficient Width and Radii (< 100' Radius)
	Existing Deficient Pavement and Radii (< 100' Radius)
	Proposed Trail
	Existing Trail - No Deficiencies
	Existing On-Street Route
	Preliminary Proposed Construction Limits

END TRAIL SEGMENT





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

April 14, 2022

Zach Johnson
City Engineer
City of Lakeville

Re: MnDOT Letter for City of Lakeville's Metropolitan Council/Transportation Advisory Board 2022 Regional Solicitation Funding Request for the Lake Marion Greenway trail project

Zach Johnson,

This letter documents MnDOT Metro District's recognition for Lakeville to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2022 Regional Solicitation for the Lake Marion Greenway trail project.

As proposed, this project impacts MnDOT right-of-way on I-35. As the agency with jurisdiction over I-35, MnDOT will allow Lakeville to seek improvements proposed in the application. Details of any future maintenance agreement will need to be determined during project development to define how the improvements will be maintained for the project's useful life if the project receives funding.

There is no funding from MnDOT currently planned or programmed for this improvement. If your project receives funding, continue to work with MnDOT Area staff to coordinate needs and opportunities for cooperation.

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

If you have questions or require additional information at this time, please reach out to Area Manager Ryan Wilson at ryan.wilson@state.mn.us.

Sincerely,

Molly McCartney
Metro District Capital Program Manager

CC: Michael Barnes, Metro District Engineer, Ryan Wilson, Metro District Area Manager; Dan Erickson, Metro State Aid Engineer



April 12, 2022

Zach Johnson, PE
City Engineer
City of Lakeville
20195 Holyoke Avenue
Lakeville, MN 55044

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: Lake Marion Greenway from Ritter Farm to downtown in Lakeville

Dear Mr Johnson:

Please see the attached Dakota County Board resolution regarding the Regional Solicitation federal funding application for the Lake Marion Greenway from Ritter Farm to downtown Lakeville. Dakota County approves the layout for the project. The layout is consistent with Dakota County standards for regional greenway trails.

Once the Lake Marion Trail is complete between Ritter Farm Park and downtown Lakeville, Dakota County intends to enter into a maintenance agreement with the City of Lakeville to assume ongoing maintenance and commits to removing snow/ice from the proposed trail for the duration of its design life.

The proposed multiuse trail is located on a Regional Bicycle Transportation Network (RBTN) Tier 2 alignment and will improve connectivity by completing a gap in the regional bikeway network. In addition, the proposed multi-use trail will link the Minnesota River and the Minnesota River Greenway to Murphy-Hanrehan Park Reserve, Ritter Farm Park, Lake Marion, Antlers Park, and downtown Lakeville. Future extensions east of downtown Lakeville will connect the South Creek and Downtown Farmington. The proposed project includes enhanced crossings at key locations and improved access and connectivity to natural areas and destinations (i.e. trails, parks, and schools) for users of all ages and abilities.

Dakota County is committed to the long-term completion of a regional trail network that supports regional multi-modal transportation goals, recreational activity, and provides safe and enjoyable means for experiencing the outdoors for people throughout the county. This project is a significant step towards realizing these goals.

Sincerely,

A handwritten signature in black ink, appearing to read "Niki Giesler".

Niki Giesler

Dakota County Parks Director



City of Lakeville
Positioned to Thrive

April 12, 2022

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

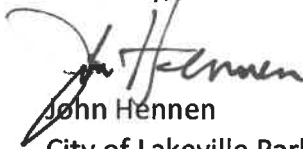
RE: 2022 Regional Solicitation Application; Lake Marion Greenway – West Segment

Dear Ms. Koutsoukos,

As requested in the Regional Solicitation federal funding application, this letter is meant to state the City's commitment to removing snow/ice from the proposed multi-use Lake Marion Greenway Trail for the duration of its design life. If the City is awarded federal funding through the Multi-use Trails and Bicycle Facilities category, the City commits to providing snow and ice removal along the proposed multi-use Lake Marion Greenway Trail to support year-round bicycle and pedestrian use. Winter maintenance is a high priority for the City of Lakeville to ensure safe and accessible facilities for users. Beyond this letter of commitment, the City has a detailed Snow and Ice Control Policy (No. 5.11), please see attached. Once the Lake Marion Trail is completely built out between Ritter Farm Park and downtown Lakeville, Dakota County intends to enter into a maintenance agreement with the City of Lakeville to assume ongoing maintenance, including snow and ice clearing.

The proposed multi-use trail is located on a Regional Bicycle Transportation Network (RBTN) Tier 2 alignment and will improve connectivity by completing gaps in the bikeway network. In addition, the proposed multi-use Lake Marion Greenway will link the Minnesota River and the Minnesota River Greenway to Murphy-Hanrehan Park Reserve, Ritter Farm Park, Lake Marion, Antlers Park, and downtown Lakeville. Future extensions east of downtown Lakeville will connect the South Creek and Downtown Farmington. The proposed project includes enhanced crossings at key locations and improved access and connectivity to natural areas and destinations (i.e. trails, parks, and schools) for users of all ages and abilities.

Sincerely,



John Hennen
City of Lakeville Parks and Recreation Director

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

April 5, 2022

Resolution No. 22-144

Motion by Commissioner Hamann-Roland

Second by Commissioner Atkins

Approval Of Grant Application Submittals For 2022 Regional Federal Funding Solicitation And Rebuilding American Infrastructure With Sustainability And Equity Grant Program

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

WHEREAS, the U.S. Department of Transportation is requesting project submittals for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program; and

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

WHEREAS, the RAISE federal grant program in rural areas funds up to 100 percent of project costs and 80 percent of project costs in urban areas; and

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

WHEREAS, project submittals are due on April 14, 2022; and

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

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

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

- 1) County State Aid Highway (CSAH) 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township and Rosemount
- 2) CSAH 46 (160th Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings
- 3) CSAH 42 (150th Street) from Redwood Drive to 147th Street in Apple Valley
- 4) CSAH 26 (Lone Oak Road) from TH 13 to Interstate 35E in Eagan
- 5) CSAH 46 (160th Street) at CSAH 85 (Goodwin Avenue) in Nininger and Vermillion Townships
- 6) CSAH 60 (185th Street) from CSAH 50 (Kenwood Trail) to Ipava Avenue in Lakeville
- 7) CSAH 63 (Delaware Avenue) Trail from TH 62 to Marie Avenue in Mendota Heights and West St. Paul
– Safe Routes To School

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	<u> X </u>	Slavik	_____
Gaylord	<u> X </u>	Gaylord	_____
Halverson	<u> X </u>	Halverson	_____
Atkins	<u> X </u>	Atkins	_____
Workman	<u> Absent </u>	Workman	_____
Holberg	<u> X </u>	Holberg	_____
Hamann-Roland	<u> X </u>	Hamann-Roland	_____

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 5th day of April 2022, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 5th day of April 2022.

Jeni Reynolds

Clerk to the Board

- 8) CSAH 63 (Delaware Avenue) Trail from Marie Avenue to TH 149 (Dodd Road) in Mendota Heights and West St. Paul
- 9) Minnesota River Greenway – Railroad Overpass in Eagan
- 10) River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights
- 11) Mendota to Lebanon Hills Greenway - TH 149 South in Mendota Heights
- 12) Veterans Memorial Greenway from TH 3 to CSAH 32 (Cliff Road) in Eagan and Inver Grove Heights
- 13) CSAH 23 (Cedar Avenue) pedestrian overpass at 140th Street in Apple Valley
- 14) CSAH 42 Trail and Underpass from 145th Street to Dakota County Technical College in Rosemount

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following city led submittals to TAB for federal funding:

- 1) Nicollet Avenue and TH 13 interchange in Burnsville
- 2) CSAH 23 (Cedar Avenue) pedestrian overpass at 147th Street in Apple Valley – Transit Modernization
- 3) CSAH 9 (Dodd Boulevard) Trail from 210th Street to CSAH 50 (Kenwood Trail) in Lakeville
- 4) CSAH 73 (Babcock Trail) Trail from Upper 55th St. to I-494 in Inver Grove Heights
- 5) Lake Marion Greenway from Sunset Park to Rose Bluffs in Burnsville
- 6) Lake Marion Greenway from Ritter Farm to downtown in Lakeville
- 7) North Creek Greenway from 199th St. W to Rambling River Park in Farmington

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby approves the following County led project for submittal to U.S. Department of Transportation for the RAISE grant program:

- 1) County State Aid Highway (CSAH) 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township, and Rosemount
- 2) Mississippi River Greenway Trail, Rosemount east segment

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following city led submittal to U.S. Department of Transportation for the RAISE grant program:

- 1) TH 13 and Nicollet Avenue grade-separated intersection in Burnsville

; and

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

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	<u> X </u>	Slavik	_____
Gaylord	<u> X </u>	Gaylord	_____
Halverson	<u> X </u>	Halverson	_____
Atkins	<u> X </u>	Atkins	_____
Workman	<u> Absent </u>	Workman	_____
Holberg	<u> X </u>	Holberg	_____
Hamann-Roland	<u> X </u>	Hamann-Roland	_____

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 5th day of April 2022, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 5th day of April 2022.



Clerk to the Board

Existing Conditions in Ritter Farm Park:



Project Name: Lake Marion Greenway – Lakeville West Segment

Applicant: City of Lakeville

Project Location: City of Lakeville

Total Project Cost: \$3,565,138

Requested Federal Award Amount: \$2,852,110

Local Match: \$713,028



Project Description:

The City of Lakeville is submitting this application to complete a segment of the Lake Marion Greenway, starting from Dodd Blvd and extending west to Ritter Farm Park, ending at 185th Street/CSAH 60 and Judicial Rd. The greenway travels over I-35 via an existing bridge on 195th St. The segment to the west of I-35 is a planned trail within Ritter Farm Park, and the segment to the east of I-35 is located on existing trails, many of which are being upgraded due to deficient trail widths and pavement conditions. In addition, the City of Lakeville is submitting a separate grant application for a different segment of the Lake Marion Trail that connects directly to this segment at Dodd Blvd. The two segments are being submitted in separate applications due to differing project needs, funding sources, and program years.

The proposed project will provide increased connectivity to numerous destinations, trailheads, parks, and schools in the area. When fully completed, the Lake Marion Greenway will travel 20 miles through the communities of Burnsville, Savage, Credit River Township, Lakeville, and Farmington and will link the Minnesota River and the Minnesota River Greenway to Murphy-Hanrehan Park Reserve, Ritter Farm Park, and Lake Marion where it will connect to the North Creek Greenway. Like all Dakota County greenways, the Lake Marion Greenway is envisioned to provide multiple benefits to water quality, habitat, recreation and nonmotorized transportation, while improving access and safety for all users.

Project Benefits:

- Fills a key gap in local and regional biking and walking networks
- Reduces risk of crashes and conflicts between bike, pedestrians, and vehicles
- Enhances the bicycle and pedestrian crossing at 195th Street bridge
- Increases access to natural areas, trails and cultural resources

Key Connections:

- Located on an RBTN Tier 2 alignment
- Connects to RBTN Tier 2 corridors on both ends
- Connects local residents to Ritter Farm Park, Caspersen Park, West Lake Marion Park, Lakeview Elementary, and Marion Fields Park
- Connects directly to another segment of the Lake Marion Greenway at Dodd Blvd which connects to downtown Lakeville

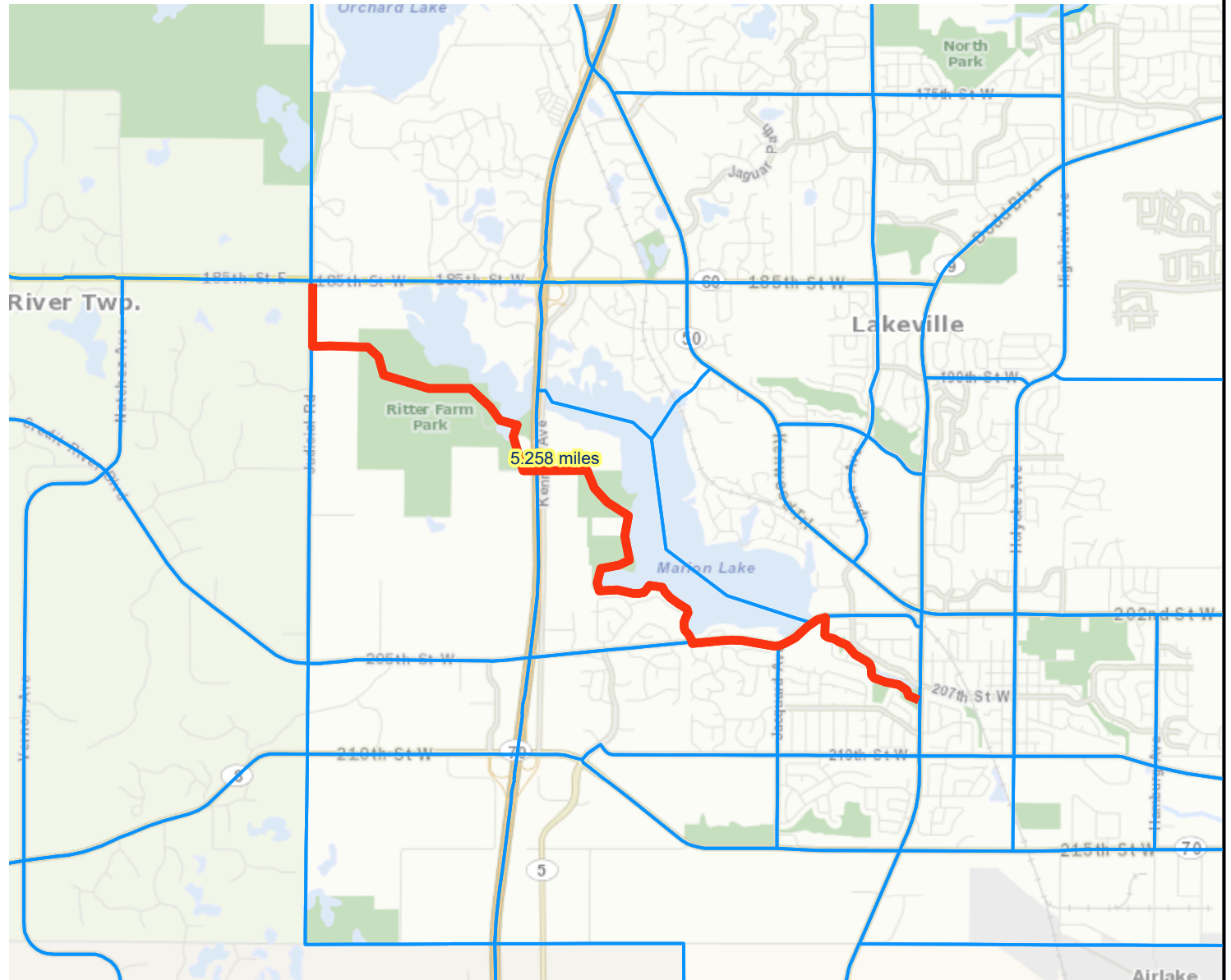
Project Area:



Existing Conditions in Ritter Farm Park:



Population/Employment Summary



Results

Within ONE Mile of project:
Total Population: 19977
Total Employment: 10381

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/13/2022
LandscapeRSA4



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

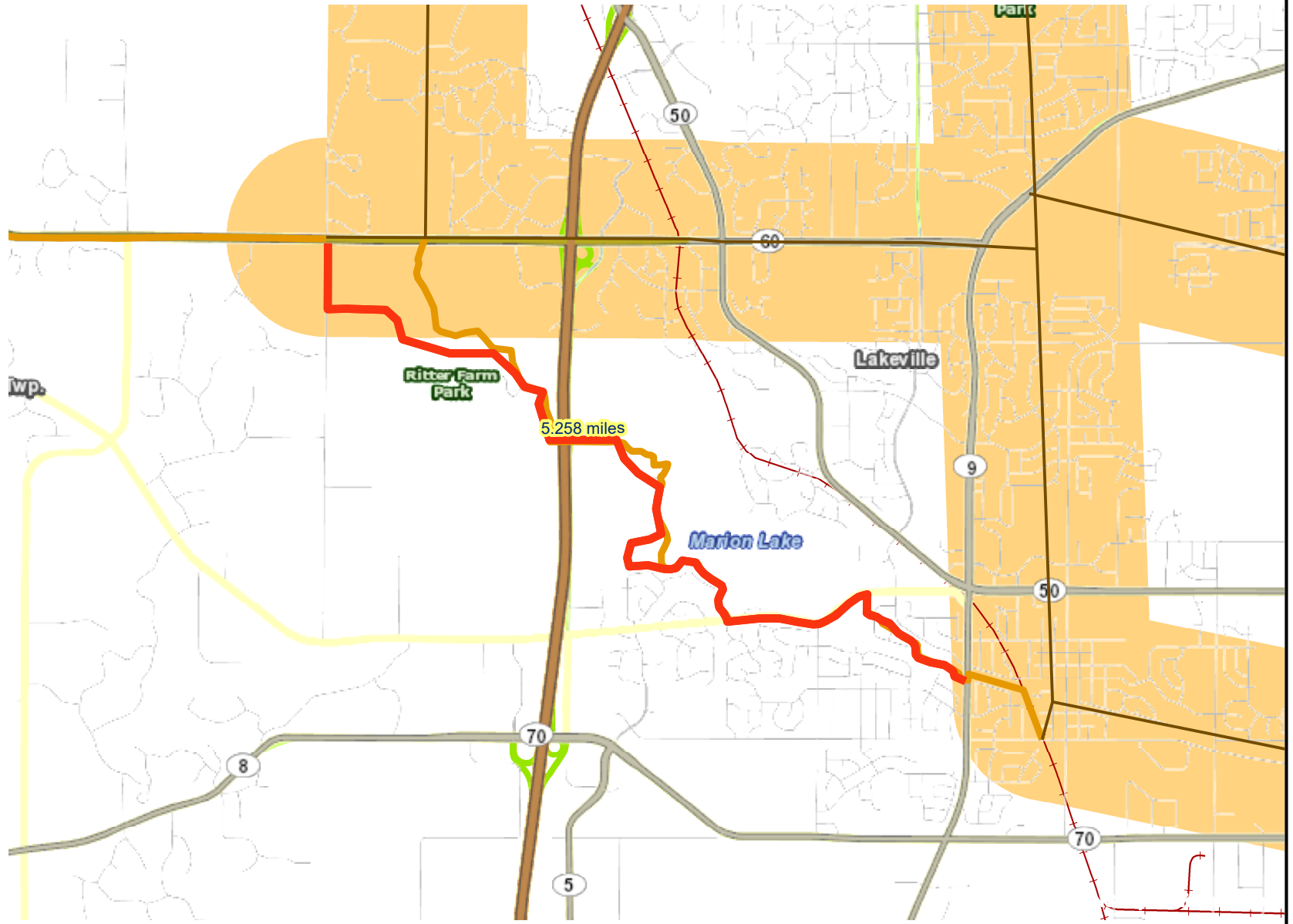


Project to RBTN Orientation

Multiseuse Trails and Bicycle Facilities Project: Lake Marion Greenway - West Segment | Map ID: 1649906346962

Results

Project IN TIER 2
Bicycle Transport Corridor.



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



Created: 4/13/2022
LandscapeRSA6



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





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

April 14, 2022

Zach Johnson
City Engineer
City of Lakeville

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

If you have questions or require additional information at this time, please reach out to Area Manager Ryan Wilson at ryan.wilson@state.mn.us.

Sincerely,

Molly McCartney
Metro District Capital Program Manager

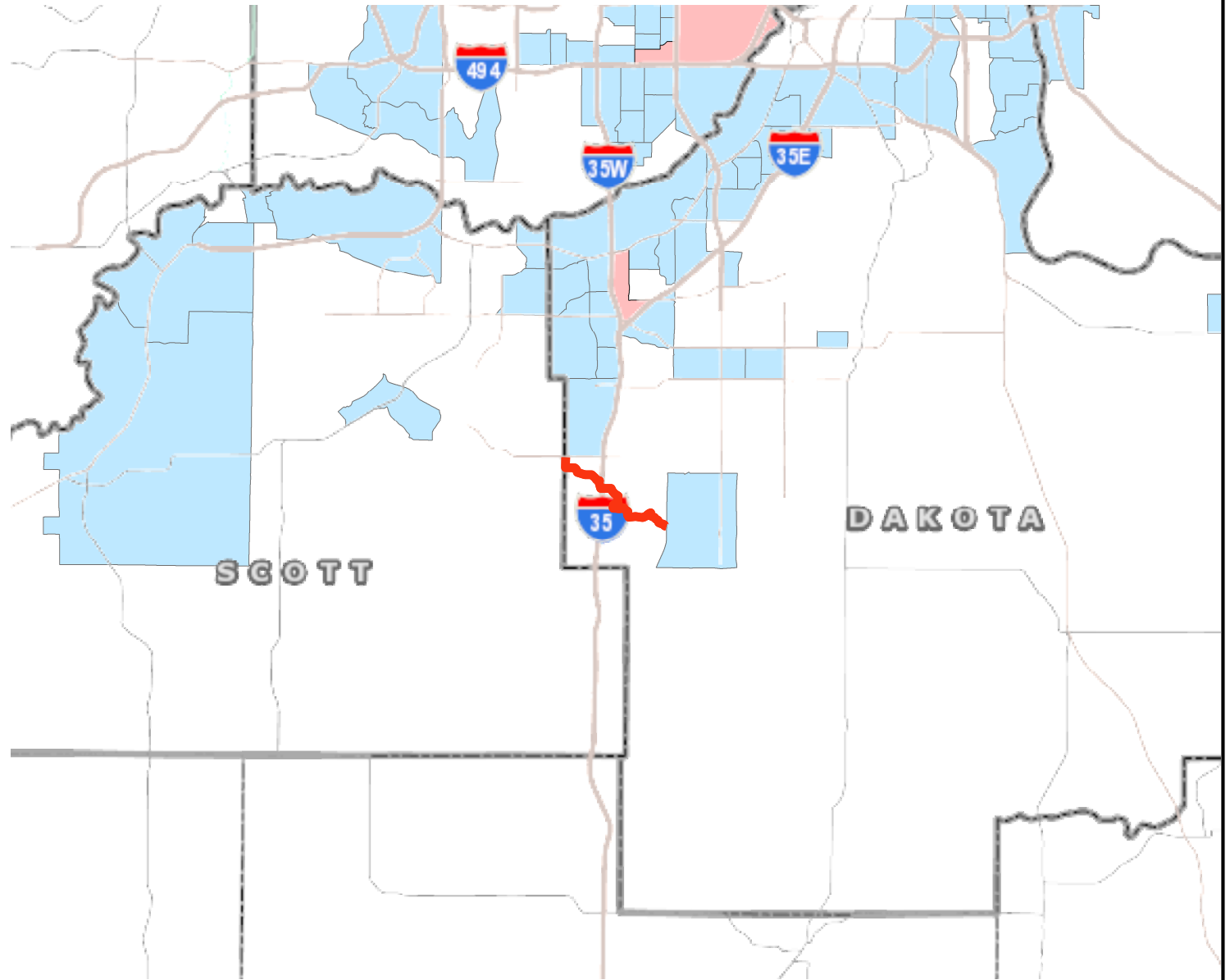
CC: Michael Barnes, Metro District Engineer, Ryan Wilson, Metro District Area Manager; Dan Erickson, Metro State Aid Engineer

Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 320

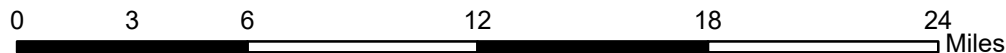
Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



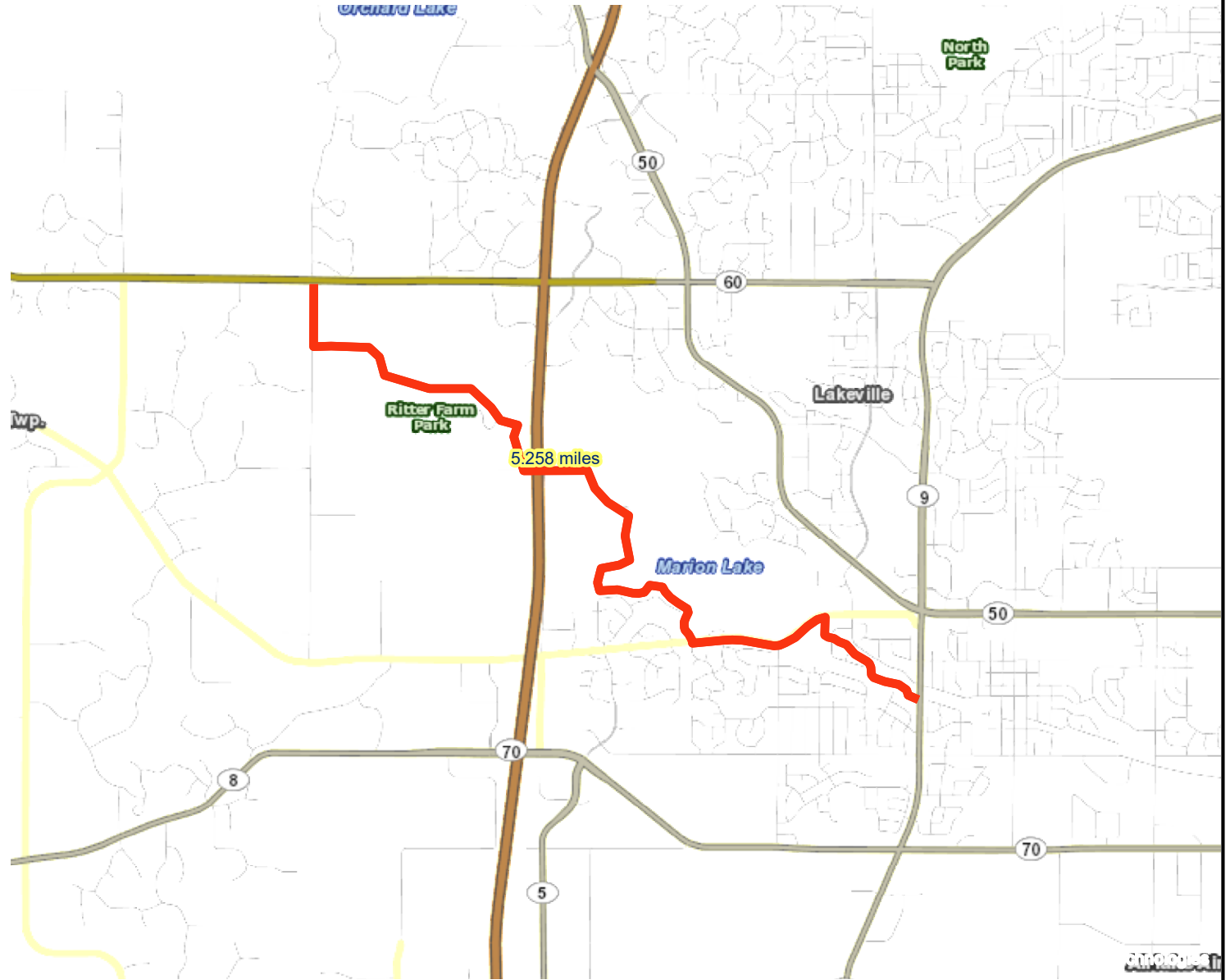
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LandscapeRSA2



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Transit Connections



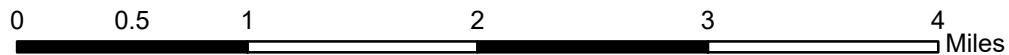
Results

Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

Transit Market areas: 4

-  Project Points
-  Project
-  Project Area



Created: 4/13/2022
LandscapeRSA3



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

