



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17711 - Minnesota River Greenway Railroad Overpass in Eagan

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 04/14/2022 1:18 PM

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## Primary Contact

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Phone Ext.

**Fax:**

**What Grant Programs are you most interested in?** 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** Minnesota River Regional Greenway - Fort Snelling State Park  
UP Rail Overpass

**Primary County where the Project is Located** Dakota

**Cities or Townships where the Project is Located:** Eagan

**Jurisdictional Agency (If Different than the Applicant):** N/A

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

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

The Minnesota River Greenway - UP Rail Overpass project includes a 10-foot off-road bituminous trail and bridge to serve pedestrians, bicyclists, and other users of non-motorized transportation which runs parallel to TH 13, an A-minor arterial in Eagan. It will complete a significant gap within the greenway network in order to connect trails in Burnsville, Eagan, Bloomington, Mendota Heights, Minneapolis, Saint Paul, and beyond. Key connections include the Cedar Avenue and 494 bridges which provide direct access to jobs at the Mall of America, Minneapolis-St. Paul International Airport, Twin Cities Premium Outlet Mall in Eagan, and workplaces along TH13 and I-494. Commuters will gain a safer, scenic, more direct route when this project is completed.

As part of the larger Minnesota River Greenway, the bridge over the UP railway will be a highlight, providing expansive views and access to the wide Minnesota River Valley not far from the adjacent urban environment. In addition to transportation benefits, trail users and underserved populations in adjacent communities will be able to access the outstanding natural, ecological, and historical

resources at Fort Snelling State Park and the Minnesota Valley National Wildlife Refuge. The trail will connect to existing trail facilities, including an existing trailhead at the Cedar Avenue Bridge and the trail over the Minnesota River on the Old Cedar Avenue bridge with a connection to Lake Nokomis and the Minneapolis Grand Rounds. This project will be completed in partnership with the MN DNR and the City of Eagan. Trail construction includes site clearing, trail-bed preparation and surfacing, bridge piers and decking, orientation signage, and landscaping. Dakota County has committed to providing the local match and costs associated with project delivery.

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

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

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

*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)** 0.5

*to the nearest one-tenth of a mile*

## Project Funding

**Are you applying for competitive funds from another source(s) to implement this project?** No

**If yes, please identify the source(s)**

**Federal Amount** \$3,777,940.00

**Match Amount** \$944,485.00

*Minimum of 20% of project total*

**Project Total** \$4,722,425.00

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

**Match Percentage** 20.0%

*Minimum of 20%*

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

**Source of Match Funds** 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:** 2026, 2027

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

**Additional Program Years:** 2023, 2024, 2025

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** 55121

**(Approximate) Begin Construction Date** 05/01/2026

**(Approximate) End Construction Date** 10/31/2026

**Name of Trail/Ped Facility:** Minnesota River Greenway

(i.e., CEDAR LAKE TRAIL)

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

**From:** Lone Oak Road/TH 13 Intersection  
**(Intersection or Address)**

**To:** UP Rail Corridor in Fort Snelling State Park, west of Lone Oak  
**(Intersection or Address)** Road

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):** 0.5

**Miles of trail on the Regional Bicycle Transportation Network  
(nearest 0.1 miles):** 0.5

**Is this a new trail?** Yes

**Primary Types of Work** GRADE, AGG BASE, BIT BASE, BIT SURF, GUARDRAIL,  
BIKE PATH, BRIDGE

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 over UP railroad  
**(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.*

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

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

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

3. Goal D: Competitive Economy (page 2.26) - Objective A, Objective B, Strategy D3

4. Goal E: Healthy Environment (page 2.30) - Objective A, Objective B, Objective C, Objective D, Strategy E3, Strategy E4, Strategy E5, Strategy E6, Strategy E7

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

*(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.*

1. Minnesota River Greenway Regional Trail  
Master Plan - page 37

2. Metro Regional Bicycle Transportation Network -  
Plan

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

3. City of Eagan 2040 Comprehensive Plan,  
Chapter 5: Parks and Recreation

i. pages 7-8, "Minnesota Riverfront"

ii. Page 14, "Trails"

iii. Page 16, Figure 5.1 State and Regional Parks  
and Trails - Existing and Planned

*(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).*

**Multiuse 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: 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. 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

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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. Yes

Upload Agreement PDF

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

**Multiuse Trails and Bicycle Facilities projects only:**

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

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

Upload PDF of Agreement in Other Attachments.

**Safe Routes to School projects only:**

4.All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

5.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

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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                                | \$187,800.00          |
| Sidewalk Construction                                  | \$0.00                |
| On-Street Bicycle Facility Construction                | \$0.00                |
| Right-of-Way   | \$0.00                |
| Pedestrian Curb Ramps (ADA)                            | \$0.00                |
| Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) | \$0.00                |
| Pedestrian-scale Lighting                              | \$0.00                |
| Streetscaping  | \$0.00                |
| Wayfinding   | \$0.00                |
| Bicycle and Pedestrian Contingencies                   | \$0.00                |
| Other Bicycle and Pedestrian Elements                  | \$4,534,625.00        |
| <b>Totals</b>  | <b>\$4,722,425.00</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                   | \$4,722,425.00 |
| Construction Cost Total      | \$4,722,425.00 |
| Transit Operating Cost Total | \$0.00         |

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

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1649857125801\_Bike Corridors Map.pdf

*Please upload attachment in PDF form.*

### Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 9147

Existing Employment Within One Mile (Integer Only)

24879

Upload the "Population Summary" map

1649857171379\_Population and Employment Map.pdf

*Please upload attachment in PDF form.*

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## 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:*

This project is located within a regional environmental justice area which means that the project's census tracts are above the regional average for population in poverty or population of color. This area has a median household income of \$63,038, which is below Dakota County's median household income of \$88,864. This area is also more racially diverse than Dakota County. Roughly 40% of the residents in this area are people of color, while in Dakota County, that number is 23.3%. The County will continue to engage these populations as the project progresses.

This trail project has been involved in several different planning processes over the last 15 years. Dakota County has embraced various public engagement techniques to involve all members of the community during these processes. In 2010 and 2011, public open houses were held to discuss the Minnesota River Greenway during the master planning process. The feedback received from these efforts demonstrated that trail users are becoming increasingly diverse and that recreational amenities should reflect the various user groups.

In 2015 and 2016, the Visitor Services Master Plan included an in-depth outreach process where 9 Community Dialogues were held with people of color, low-income residents, and community members who speak languages other than English to determine ways to attract more diverse park users to the County's parks, trails, and greenways. Input identified the need to increase outreach and awareness of park and trail facilities and design facilities that feel safe and welcoming for all. The proposed project reflects this input in the design of the trail facility which includes a connection to an inclusive trailhead on TH 13 and clear sightlines from the trail and bridge over the UP railway which

**Response:**

provide a feeling of safety and openness.

Engagement events for the Dakota County Pedestrian and Bicycle Study and the City of Eagan Pedestrian and Bicycle Plan included many pop-up events held between 2017 and 2020. 875 responses were received for Dakota County's events while the City of Eagan received 276 comments. Many of the people engaged during these processes were low-income and minority populations. Input included a strong desire for crossing improvements at the Minnesota River and access to Fort Snelling State Park and the Minnesota River Greenway.

Specific to the proposed trail improvements within this project, an interactive project website was made available in 2021 to members of the public where they can provide feedback on the proposed trail elements and alignment to help shape the final product. Over 100 comments have been received to date including, "I would use this trail weekly. I've ridden on Hwy 13 and it's very nerve-racking" and "Love the trail alignment!".

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

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## **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.*

As shown in the socio-economic map, the bridge over the UP rail along the Minnesota River Greenway trail brings trails to a census tract with higher-than-average percentages of both low-income populations and people of color. Nearby residents will gain a car-free commuting option, a convenient connection to the scenic Minnesota River Valley, a safe route to recreation destinations along the river, and reduced bicycle travel times by avoiding several controlled intersections along TH 13.

**Response:**

The trail bridge connection and trail along TH 13 are within 1 mile of a number of industrial and office employers, as well as the Eagan Community Center and Eagan's Central Park. When complete, the bridge will complete a key gap in the Minnesota River Greenway that links existing trails between the communities of Mendota Heights, Eagan, Saint Paul, and Mendota to trails in Bloomington, Richfield, and Minneapolis. The bridge will provide a seamless and safe connection to the existing trail through the Minnesota River Valley to the Cedar Avenue Bridge which provides trail access across the Minnesota River to residents of Bloomington's concentrated area of poverty. It will also serve the oldest and most diverse neighborhoods in Eagan. The completed trail will provide access to major employment centers including the Twin Cities Premium Outlet Mall, Mall of America, MSP International Airport, and major employers along I-494. The connection to the Mall of America has the added benefit of connecting to Blue and Red Line transit service and jobs in Minneapolis.

The trail project will provide outstanding recreational opportunities to nearby racially diverse and low-income populations. The trail provides easy and safe access to Fort Snelling State Park and the Minnesota Valley National Wildlife Refuge,

partially addressing the underrepresentation of people of color and lower income persons in state parks and at national wildlife refuges. Additionally, this trail will provide excellent recreational connections to many regional parks and trails. The completion of this key gap in the Minnesota River Greenway will expand the network of accessible, safe, and convenient trail loops that weave throughout the southern Twin Cities metro area, offering young and old residents more opportunities for healthy outdoor recreation.

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. Construction and other disruptions will be minimized reduce any impact on the day-to-day activities of surrounding residents and individuals.

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

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## **Measure C: Affordable Housing Access**

*Describe any affordable housing developments 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 projects 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 81 publicly subsidized rental units within ½ mile of the project site. To the south, Riverview Ridge Townhomes is 1 of 5 Dakota County Community Development Agency (CDA) workforce housing sites in Eagan. This existing development contains 27 units at 80% of area median income. There may also be some naturally occurring affordable housing within ½ mile of the project area, including at Coachman Oaks Apartments and Condominiums on Four Oaks Road in Eagan.

Residents with private vehicles may drive and park at the trailhead where the project is located. Residents arriving at the trailhead from the neighborhoods to the east on foot or using bicycles may walk or ride on the shoulder of Hwy 13 and cross Hwy 13 at an uncontrolled intersection near the trailhead.

Residents of these developments will gain improved access to employment centers, regional destinations, and recreational amenities within the metro area. The project elements are located within 1 mile of and improve access to several industrial and office employers in Eagan, as well as community resources such as the Eagan Community Center and Central Park. Outside of Eagan, the improved trail connectivity resulting from this project will provide non-motorized connections to major regional destinations such as the Mall of America and the MSP Airport.

The trail project also improves access to 2 major transit centers: Cedar Grove Red Line BRT station (3 miles southwest of the project site) and Eagan Transit station (1 mile southeast of the project site). For those who cannot or do not wish to drive themselves, access to these transit centers provides opportunities for increased mobility in and around the metro area.

**Response:**

This project provides a safe and convenient connection to the broader trail network in Minneapolis and Saint Paul and improves accessibility to recreational destinations both near and far and. The trail bridge over the UP railway provides direct access to Fort Snelling State Park. As a part of the Minnesota River Greenway, the proposed trail improvements link to other regional trails in the area including the Big Rivers Regional Trail, Lilydale Regional Trail, Mississippi River Regional Trail, and the Nokomis-Minnesota River Regional Trail which link to destinations such as Lilydale Regional Park, Minnesota Valley National Wildlife Refuge, and the Minneapolis Grand Rounds.

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

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## 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.

1649857357421\_Socioeconomic 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 will eliminate a critical gap in the regional trail system by creating a safe grade-separated crossing of a significant barrier (the UP railroad) along the Minnesota River in Dakota County. The trail project will improve safety for trail users of all ages and abilities within Fort Snelling State Park by creating a continuous non-motorized trail and providing a safe connection over the UP railroad with a trail bridge. Currently, bicyclists and pedestrians must use TH 13 (55MPH speed limit; 10,600 AADT in 2019) to travel north/south through the area. TH 13 lacks trail facilities, so cyclists must ride on the shoulder, bypass lanes, and turn lanes in order to access the regional trail system and reach the existing employment center to the north.

**Response:**

The proposed trail project is a critical component of the Minnesota River Greenway, which will travel from Burnsville to St. Paul when complete. The Minnesota River Greenway alignment provides a trail corridor that is fully separated from the roadway, which will significantly reduce conflict between motorized vehicles and trail users. 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 project is significant. Regionally, the Minnesota River is a barrier that divides population and employment areas in Hennepin and Dakota counties. The completion of this trail bridge links bicyclists and pedestrians to the Cedar Avenue Bridge and the 494 Bridge Crossing which is crucial to the connectivity of the region as there are currently no other ways for pedestrians to cross the river. As a component of the Minnesota River Greenway, this trail project connects to the wider metro trail network including: Big Rivers Regional Trail, Lilydale Regional Trail, Mississippi River Regional

Trail and the Nokomis-Minnesota River Regional Trail which is an RBTN 1 Corridor with connections to Minneapolis.

Locally, this trail provides access to the Minnesota River Greenway and Fort Snelling State Park for Eagan residents. The proposed trail bridge is located near a trailhead at the intersection of TH 13 and Lone Oak Rd which has been identified as a gateway for local residents to access the recreational amenities along the Minnesota River. The trail bridge is necessary to make the connection over the existing UP railroad and provide access between the neighborhood to the east and the recreational amenities to the west.

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

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

**DEFINITIONS:**

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

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

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

**Tier 1**

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

**Tier 2**

Yes

*Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments*

**Tier 3**

*Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments*

**Non-tiered**

*Crossings of non-tiered Regional Bicycle Barrier segments*

**No improvements**

*No Improvements to barrier crossings*

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

**Multiple**

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

---

## Measure B: Project Improvements

When complete, the proposed trail will eliminate a significant gap in the regional trail system along the Minnesota River in Dakota County. The nearest parallel travelway is a 4-mile stretch of TH 13 which has a posted speed of 55 MPH and an AADT of 10,600 in 2019. Currently the highway lacks trail facilities, so cyclists must ride on the shoulder, bypass lanes, and turn lanes in order to access the regional trail system and major employment and recreational destinations such as the MSP Airport, Mall of America, Eagan Community Center, Fort Snelling State Park, Minnesota Valley National Wildlife Refuge, and the Minneapolis Grand Rounds.

**Response:**

The lack of pedestrian and bicycle facilities along TH 13 in this area creates a major deterrent to pedestrian and bicycle use. Attempting to bike or walk along TH 13 is a significant risk to cyclist and pedestrian safety. On the segment of TH 13 near Lone Oak Road, there were 2 crashes reported in the latest collected crash data from MnDOT. One involved a bicycle and a vehicle while the other involved pedestrians and a vehicle.

The proposed trail project is a critical component of the Minnesota River Greenway, which stretches from Burnsville to St. Paul. The Minnesota River Greenway alignment provides a fully separate, parallel trail along TH 13 which will significantly reduce conflict between motorized vehicles and trail users. Removing the opportunities for interaction and conflict between motorists and non-motorists creates a safer environment for all users along the corridor. Furthermore, this separation will allow cyclists to feel comfortable on the trails and improves accessibility and safety for recreational and novice cyclists. The proposed trail and bridge also improve safety by providing a safe connection over the UP railroad to provide access to Fort

Snelling State Park and by creating a continuous pedestrian and bicycle trail for users of all ages and abilities.

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

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

---

## **Measure A: Multimodal Elements**



The proposed trail bridge and 10-foot wide regional trail have been identified in many local and regional plans and will function as an element of the intermodal transportation system in Eagan. These elements will complete a critical gap in the Minnesota River Greenway by extending the continuous portion of the trail through Fort Snelling State Park and creating a safe and scenic route for pedestrians and cyclists of all skill and ability levels along a Tier 1 RBTN corridor. The proposed width of the trail project will provide space for different types of trail users to safely share the trail. This phase of the trail will overcome several bicycle and pedestrian barriers including the UP railway and the Minnesota River, including its floodplain and wetlands.

**Response:**

The continuation of the Minnesota River Greenway in this area will remove cyclists from TH 13, which is the current route for traveling north-south in this area of Eagan. Non-motorized travel is dangerous along TH 13 as the highway lacks bike and pedestrian facilities so cyclists must ride on the shoulder or in bypass lanes. The separation of the trail from TH 13 will reduce conflicts and improve the safety along this corridor for motorized and non-motorized users alike.

This project and connecting trails link to transit and regional trails and provide access to major mixed-use pedestrian destinations and employment centers like the MSP airport, Eagan Community Center, Twin Cities Premium Outlet Mall, and Mall of America while also improving accessibility to recreation destinations like Lilydale Regional Park, Fort Snelling State Park, Minnesota Valley National Wildlife Refuge, and the Minneapolis Grand Rounds. The trail project improves access to 2 major transit facilities: Cedar Grove Red Line BRT station (3 miles southwest of the project site) and

Eagan Transit Station (1 mile southeast of the project site).

The trail project will also link to the existing metro trail network, including connections to the Cedar Avenue Bridge which crosses the river and extends into Minneapolis and the Minnesota River Regional Trail which is a designated Tier 1 RBTN Alignment. The project will also connect to an existing pedestrian trail along the I-35W MN River bridge which links Dakota County to Bloomington, Richfield, and Minneapolis. The connections to the regional trail network, destinations, and transit will improve the viability of active living in the local community and encourage transportation mode choice changes.

*(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.*

This project has been included in the outreach and planning for numerous plans since 2012. A public open house was held in 2012 during the planning process for the MN River Greenway Master Plan. In 2015 and 2016, the Visitor Services Master Plan included an in-depth outreach process where several Community Dialogues were held with people of color, low-income residents, and community members who speak languages other than English to determine ways to attract more diverse park users to the County's parks, trails, and greenways. Input included a need for the creation of safe, inclusive trail facilities. During the planning process for the Dakota County Pedestrian and Bicycle Study in 2017 and 2018, many pop-up events were staged that engaged more than 875 people including low-income and minority populations. Input received from these events indicated a strong desire for crossing improvements between the Eagan neighborhoods east of TH 13 and the Minnesota River.

**Response:**

Design meetings for the specific trail improvements included in this request were attended a wide variety of partner agencies including the City of Eagan, DNR, Dakota County, MnDOT, and the Lower Minnesota River Watershed District.

This trail project is located within a regional environmental justice area and is within 1 mile of an area of concentrated poverty. The County will continue to engage these nearby populations as the project continues to progress. Currently, an interactive website is available where members of the public may share their thoughts and feedback on the proposed trail connection and bridge. This website is available at: <https://gis.bolton-menk.com/inputid/?app=greenway> and has received over 100 comments.

## 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](mailto: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

1649885977890\_UP Rail\_startendpoints.pdf

Please upload attachment in PDF form.

Additional Attachments

1649885969006\_Bridge Plans\_8.5x11.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. Yes

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

**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 Yes

100%

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

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

1649885977842\_Dakota\_Co\_Greenway.JPA.Short.pdf

Please upload attachment in PDF form.

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

50%

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

0%

---

**Measure A: Cost Effectiveness**

Total Project Cost (entered in Project Cost Form): \$4,722,425.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$4,722,425.00

Points Awarded in Previous Criteria

---

## Other Attachments

| File Name  | Description                               | File Size |
|--|---|-----------|
| 1-Page Project Summary_MN River Greenway_2022_final.pdf  | 1 Page Project Summary                    | 861 KB    |
| Affordable Housing Map.pdf                               | Affordable Housing Map                    | 412 KB    |
| Bridge Plans_8.5x11.pdf                                  | Bridge Engineering Plans                  | 2.4 MB    |
| County Board Resolution No. 22-144.pdf                   | Dakota County Board Resolution of Support | 87 KB     |
| Dakota County Snow and Ice - Minnesota River.pdf         | Dakota County Maintenance Letter          | 166 KB    |
| Dakota_Co_Greenway.JPA.Short.pdf                         | ROW Agreement Signature Page              | 215 KB    |
| DNR letter of support_MNRiver.pdf                        | DNR Letter of Support                     | 89 KB     |
| eagan support letter Fort Snelling Pedestrian Bridge.pdf | Eagan Letter of Support                   | 531 KB    |
| Existing Conditions Photo.pdf                            | Existing Conditions                       | 318 KB    |
| MNGreenwayFtSnelling_Project Map.pdf                     | Project Map                               | 1.6 MB    |
| Transit Connections Map.pdf                              | Transit Connections Map                   | 1.0 MB    |
| UP - Dakota County MN Support Letter.pdf                 | UP Rail Letter of Support                 | 207 KB    |
| UP Rail_startendpoints.pdf                               | Project Layout                            | 2.8 MB    |

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Minnesota River UP Rail Overpass | Map ID: 1647795300027

## Results

Project **NOT IN** Regional Bicycle Transportation Corridor.



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

0 0.0475 0.095 0.19 0.285 0.38 Miles

Created: 3/20/2022  
LandscapeRSA6



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

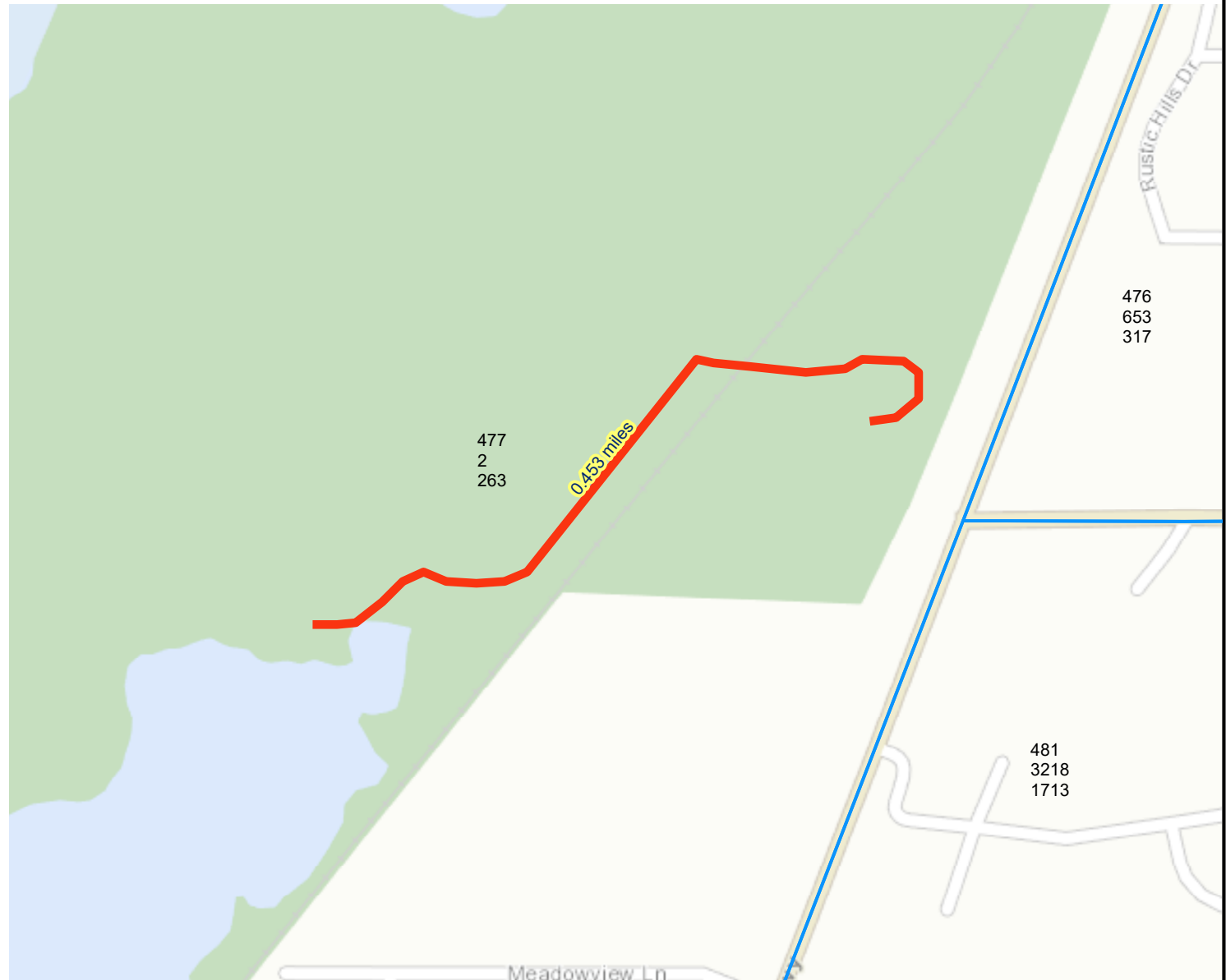




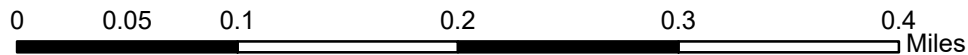
# Population/Employment Summary

## Results

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



- Project Points
- Project Area
- Project
- 2016 TAZ



Created: 3/20/2022  
LandscapeRSA4



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



# Socio-Economic Conditions

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 81

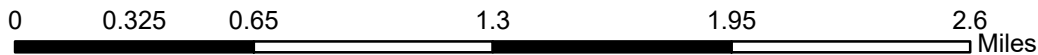
Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



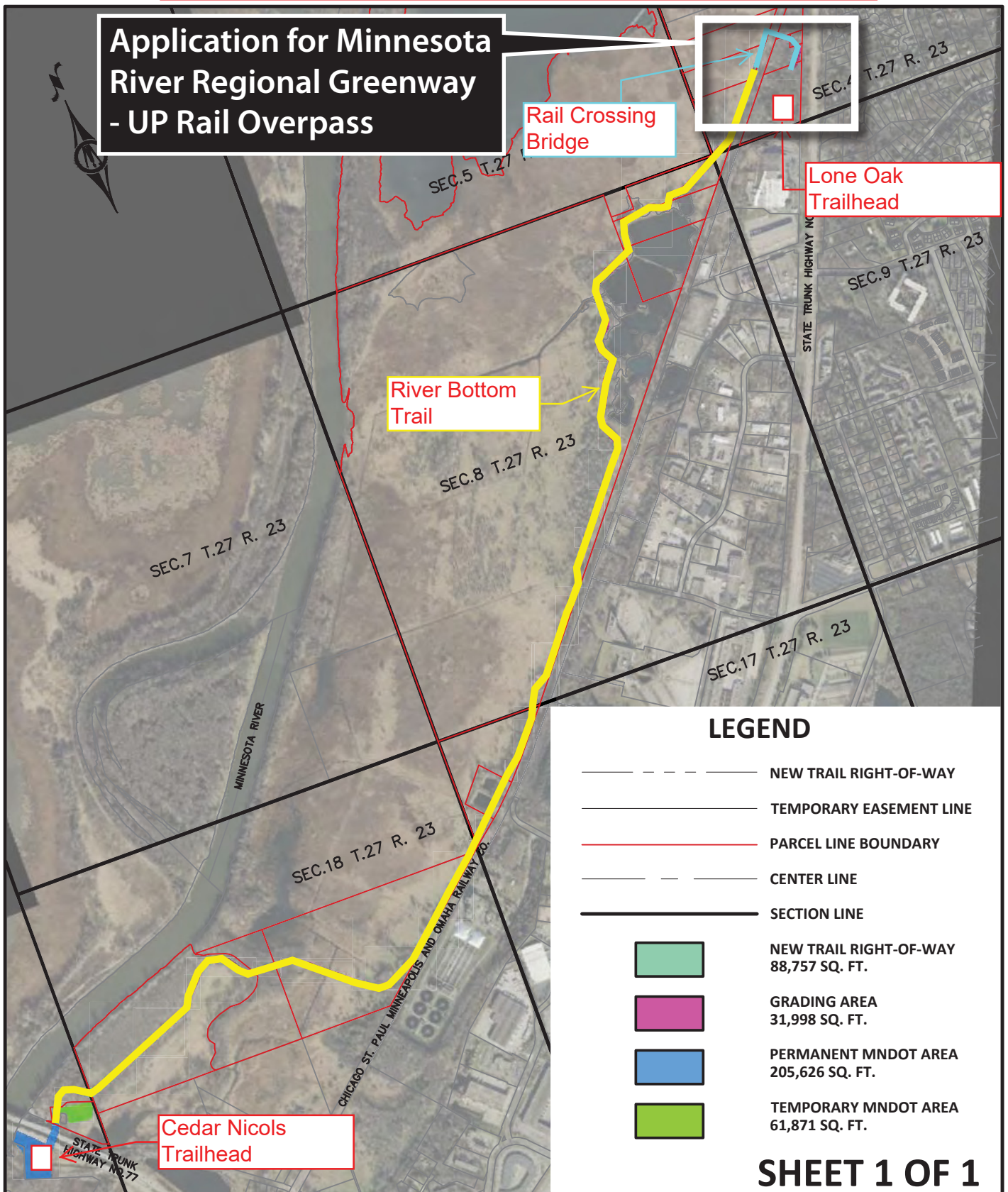
Created: 3/20/2022  
LandscapeRSA2



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



**Application for Minnesota River Regional Greenway - UP Rail Overpass**



**LEGEND**

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

**SHEET 1 OF 1**

**EXHIBIT B—PARCEL SKETCH OVERVIEW**  
 DAKOTA COUNTY

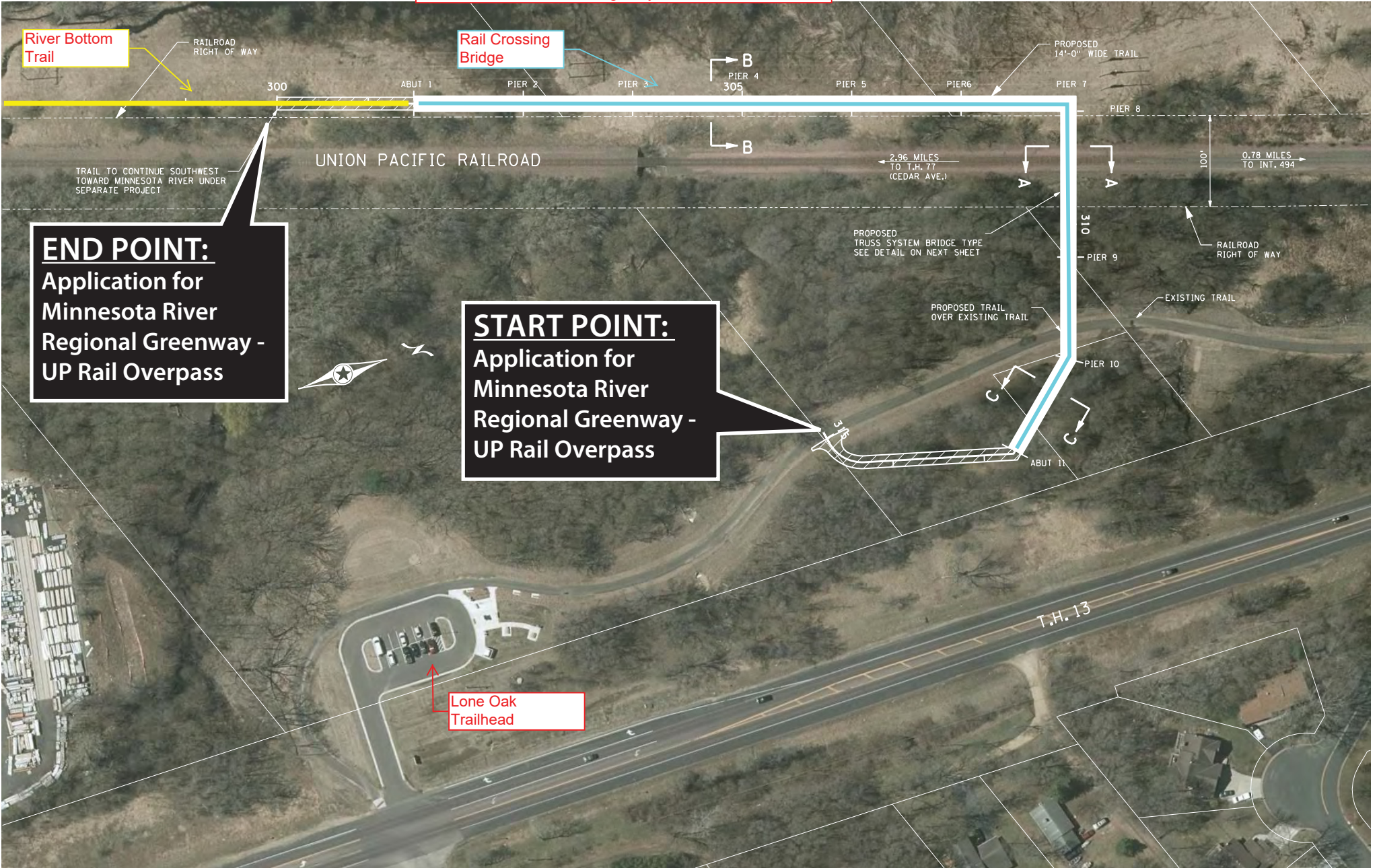
**BOLTON & MENK**  
 12224 NICOLLET AVENUE  
 BURNSVILLE, MINNESOTA 55337  
 (952) 890-0509

MINNESOTA RIVER GREENWAY TRAIL

0 1500 3000  
  
 SCALE FEET

H:\DACO\T44117934\CAD\C3D\figures\Daco\_Greenway\_Trail\_Exhibit\_B.dwg 12/13/2019 1:31 PM

Attthment C - Schematic Bridge Layout near Lone Oak Road



River Bottom Trail

Rail Crossing Bridge

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

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



Lone Oak Trailhead

| DATE | REVISION DESCRIPTION | DR. | CHK. | APP'D. |
|------|----------------------|-----|------|--------|
|      |                      |     |      |        |
|      |                      |     |      |        |



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

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

ENGINEER  
LIC. NO. \_\_\_\_\_ LICENSE \_\_\_\_\_ DATE \_\_\_\_\_ DATE \_\_\_\_\_

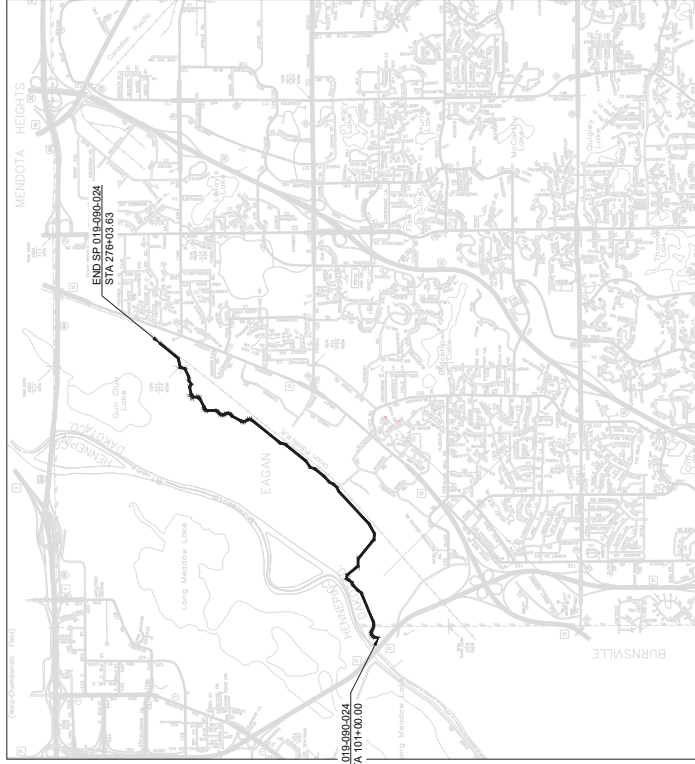
SHEET TITLE ONE  
SHEET TITLE TWO  
DESCRIPTION

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

BR  
XXXXX

# MINNESOTA DEPARTMENT OF TRANSPORTATION DAKOTA COUNTY, MINNESOTA

## CONSTRUCTION PLANS FOR CULVERTS, GRADING, BITUMINOUS TRAIL, BRIDGE DECK REHABILITATION, AND BOARDWALKS CITY OF EAGAN FROM MN-77 TO 850' NW OF CSAH 26 & MN-13 MINNESOTA RIVER GREENWAY - FORT SNELLING SEGMENT SP 019-090-024



| SP 019-090-024 |                            | DESIGN DESIGNATION   |
|----------------|----------------------------|--|
| GROSS LENGTH   | 17,203.63 FEET 3,258 MILES | MINNESOTA RIVER GREENWAY   |
| NET LENGTH     | 17,203.63 FEET 3,258 MILES | DESIGN SPEED 20 M.P.H.   |
|                |                            | STOPPING SIGHT DISTANCE BASED ON<br>HEIGHT OF EYE 4.5' HEIGHT OF OBJECT 0.1' |

| EXISTING  | PROPOSED                                     |
|---|--|
| RIGHT OF WAY  | STREET CENTERLINE                            |
| PERMANENT EASEMENT  | RIGHT-OF-WAY                                 |
| PROPERTY LINE   | PERMANENT EASEMENT                           |
| HORIZONTAL CONTROL POINT  | CONSTRUCTION LIMITS                          |
| BENCHMARK   | FORCE MAIN                                   |
| SURVEY MARKER   | SANITARY SEWER, BULKHEAD AND MANHOLE         |
| SOIL BORING   | FORCE MAIN                                   |
| SANITARY SEWER AND MANHOLE  | SANITARY SERVICE AND CLEANOUT                |
| FORCE MAIN AND LIFT STATION   | WATER MAIN, TEE, HYDRANT, BULKHEAD AND VALVE |
| SANITARY SEWER SERVICE & CLEANOUT   | WATER VALVE MANHOLE, REDUCER, BEND AND CROSS |
| WATER MAIN, HYDRANT, VALVE AND MANHOLE                                      | WATER SERVICE AND CURB STOP BOX              |
| WATER SERVICE AND CURB STOP BOX   | STORM SEWER, MANHOLE AND CATCH BASIN         |
| STORM SEWER, MANHOLE AND CATCH BASIN  | CULVERT AND APRON ENDWALL                    |
| CULVERT AND APRON ENDWALL   | DRAIN TILE                                   |
| GAS MAIN, VALVE, VENT AND METER   | DITCH / SWALE                                |
| MANHOLE   | RIPRAP                                       |
| BURIED FIBER OPTIC CABLE AND MANHOLE  | STREET NAME SIGN                             |
| BURIED PHONE CABLE, PEDESTAL AND MANHOLE                                    | SIGN (NON STREET NAME)                       |
| BURIED CABLE, PEDESTAL AND MANHOLE  | RETAINING WALL                               |
| BURIED ELECTRIC, TELEPHONE, CABLE, PEDESTAL, MANHOLE, TRANSFORMER AND METER |  |
| OVERHEAD WIRE, POLE AND GUY WIRE  |  |
| LIGHT POLE  |  |
| TRAFFIC SIGNAL  |  |
| STREET NAME SIGN  |  |
| SIGN (NON STREET NAME)  |  |
| RAILROAD TRACKS   |  |
| DECIDUOUS AND CONIFEROUS TREE   |  |
| BUSH, SHRUB AND STUMP   |  |
| EDGE OF WOODED AREA   |  |
| WETLAND   |  |
| BUILDING  |  |
| FENCE (UNIDENTIFIED)  |  |
| BARBED WIRE FENCE   |  |
| CHAIN LINK FENCE  |  |
| ELECTRIC WIRE FENCE   |  |
| WOOD FENCE  |  |
| WOVEN WIRE FENCE  |  |
| PLATE BEAM GUARDRAIL  |  |
| CABLE GUARDRAIL   |  |
| POST / BOLLARD  |  |
| RETAINING WALL  |  |

NOTE:  
THE SUBSURFACE UTILITY QUALITY INFORMATION IN THIS PLAN IS LEVEL D.  
THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES  
GUIDELINES OF PRACTICE 3040 EXISTING STANDARD GUIDELINES FOR THE  
COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA.  
THE CONTRACTOR SHALL CALL THE ONE CALL SYSTEM AT  
811 BEFORE COMMENCING EXCAVATION.

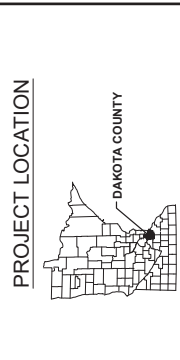
GOVERNING SPECIFICATIONS  
THE DESIGN AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR CONSTRUCTION SHALL GOVERN EXCEPT AS MODIFIED BY THE SPECIFICATIONS FOR THIS PROJECT.

MINN PROJ NO TA 7120 (238)

ALL TRAFFIC CONTROL DEVICES SHALL CONFORM WITH THE CURRENT EDITION OF THE MINNESOTA MANUAL ON TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

| SHEET NO. | DESCRIPTION                                     |
|-----------|---|
| 1         | TITLE SHEET                                     |
| 2         | GENERAL LAYOUT                                  |
| 4-5       | TYPICAL SECTIONS                                |
| 6-9       | MAILED SEWAGE TREATMENT PLANT                   |
| 7-9       | ALIGNMENT PLAN AND TABULATION                   |
| 9-14      | IN PLACE UTILITY, TOPOGRAPHY, AND REMOVAL PLANS |
| 15-19     | CONSTRUCTION PLAN AND PROFILES                  |
| 20-32     | TRAIL AND BOARDWALK PLANS                       |
| 33-37     | TRAFFIC CONTROL PLANS                           |
| 38-43     | STRIPING PLANS                                  |
| 44-51     | BOARDWALK PLANS                                 |
| 52-55     | BRIDGE BR01000 REHABILITATIONS                  |
| 56-59     | CROSS SECTIONS                                  |

THIS PLAN CONTAINS 112 SHEETS.



|   |      |
|---|------|
| APPROVED:   | DATE |
| DAKOTA COUNTY ENGINEER  | DATE |
| APPROVED:   | DATE |
| CITY ENGINEER OF EAGAN  | DATE |
| RECOMMENDED FOR APPROVAL:   | DATE |
| DISTRICT STATE AID ENGINEER REVIEWED FOR COMPLIANCE WITH STATE AID POLICY | DATE |
| RECOMMENDED FOR APPROVAL:   | DATE |
| APPROVED FOR STATE AND FEDERAL AID FUNDING                                | DATE |
| STATE AID ENGINEER  | DATE |

DAKOTA COUNTY, MINNESOTA

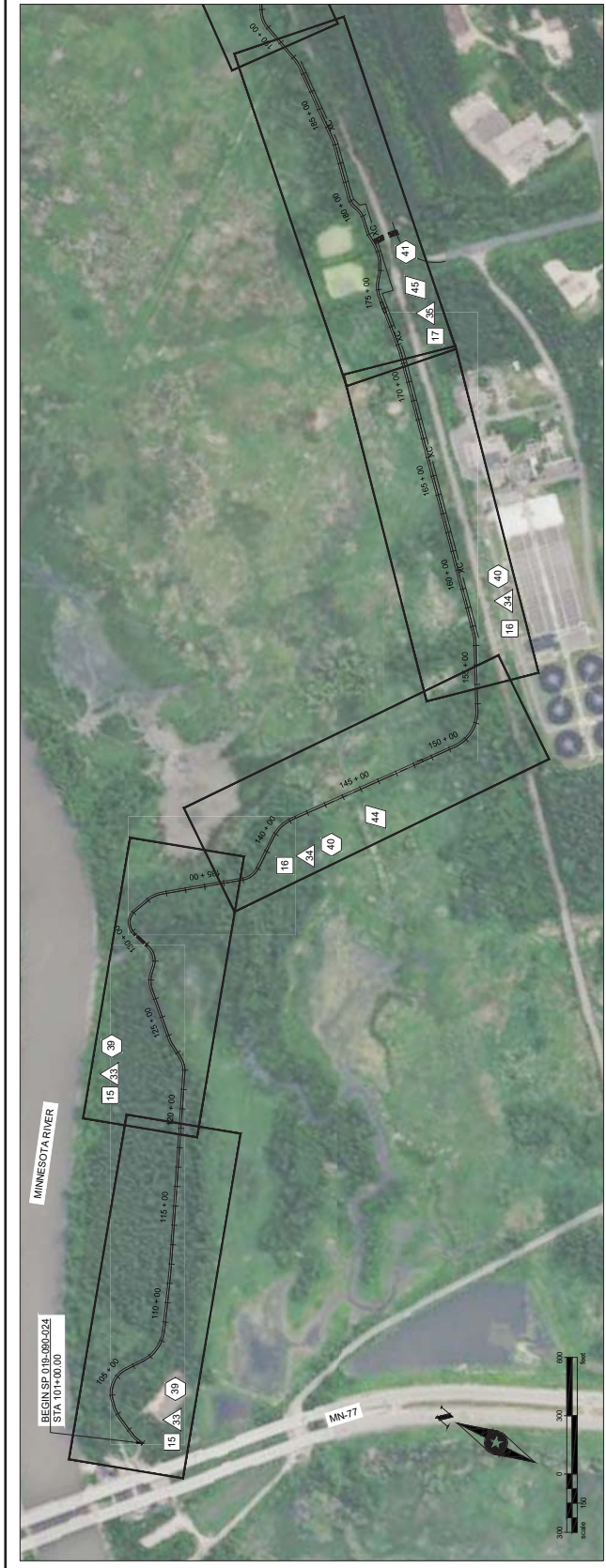
STATE OF MINNESOTA  
1000 RED CIRCLE DRIVE  
SUITE 300  
MINNEAPOLIS, MN 55404  
www.sdmh.com

FILE NO. 15280  
1  
112

PRELIMINARY  
DATE: XXXXXXXX, PE  
DRAWN BY: XXXXXXXX  
L.S. NO.: XXXXX

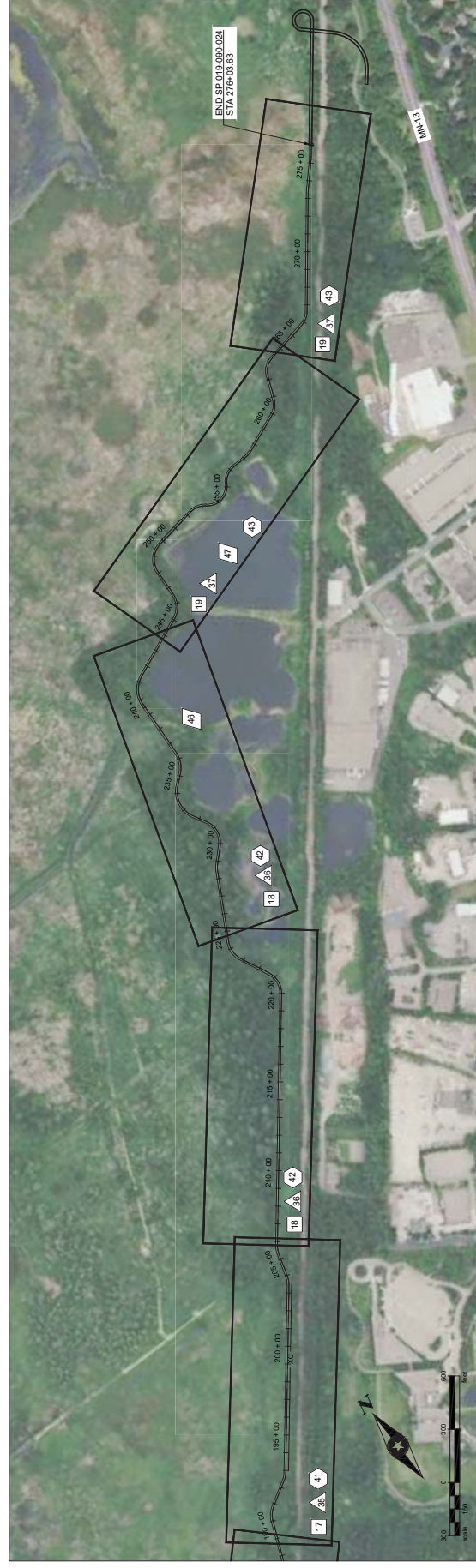


SP 019-090-024



**LEGEND**

- INPLACE UTILITY, TOPOGRAPHY, AND REMOVAL PLAN
- EROSION CONTROL PLAN
- STRIPING PLAN
- BOARDWALK PLANS



|  |     |    |      |           |  |  |   |   |     |
|--|-----|----|------|-----------|--|--|---|---|-----|
| DRAWN BY: KM<br>DESIGNER: KM<br>CHECKED BY: WB<br>DESIGN TEAM: | NO. | BY | DATE | REVISIONS | <p style="font-size: small;">PLANS: 650.0120.00<br/>1000 RED CIRCLE DRIVE<br/>MINNEAPOLIS, MN 55403<br/>www.sehinc.com</p> | <p style="font-size: small;">I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY AN ENGINEER OR ARCHITECT UNDER MY SUPERVISION AND THAT I AM A FULLY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA. I AM A LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA. MY LICENSE NO. IS XXXXXX. PE</p> <p>Date: <u>XX/XX/XX</u> Lic. No. <u>XXXXXX</u></p> | <b>GENERAL LAYOUT</b>   | <b>2</b>  | 112 |
|  |     |    |      |           |  |  | <p style="font-size: small;">MINNESOTA RIVER<br/>GREENWAY - FORT<br/>SNELLING SEGMENT</p> | <p style="font-size: small;">SP 01B-090-024<br/>FILE NO.<br/>152580</p> |     |



**DESIGN DATA**

IN ACCORDANCE WITH 2020 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2009 LRFD GUIDE SPECIFICATIONS FOR THE DESIGN OF PEDESTRIAN BRIDGES W/ 2015 INTERIM REVISIONS.  
 DESIGN VEHICLE: H10 (20,000 LBS.)  
 PEDESTRIAN LOADING: 90 PSF  
 MATERIAL DESIGN PROPERTIES:  
 REINFORCED CONCRETE:  
 $f_c = 4 \text{ KSI}$   $n = 8$   
 $f_y = 60 \text{ KSI}$  REINFORCEMENT  
 STRUCTURAL STEEL:  
 WEATHERING STEEL, PER MNDOT 3309 & 3361 TYPE C (UNPAINTED)  
 $f_y = 50,000 \text{ PSI}$  MINIMUM  
 PRESTRESSED CONCRETE:  
 $n = 1$  FOR PRESTRESSING STRANDS  
 $f_pu = 270 \text{ KSI}$  (MAX.)  
 $f_c = 9.5 \text{ KSI}$  (MAX.)  
 0.75  $f_pu$  FOR INITIAL PRESTRESS  
 DESIGN SPEED:  
 OVER = 20 MPH  
 APPROXIMATE DECK AREA 22280 SQ. FT.

**LIST OF SHEETS**

| NO.   | DESCRIPTION                     |
|-------|---------------------------------|
| 1     | GENERAL PLAN                    |
| 2-5   | GENERAL PLAN AND ELEVATION      |
| 6     | TYPICAL SECTIONS AND DETAILS    |
| 7     | TEMPORARY R.R. CROSSING DETAILS |
| 8     | BRIDGE SURVEY                   |
| 9     | EAST TRACK PROFILE              |
| 10    | GENERAL SURVEY PLAN AND PROFILE |
| 11-23 | BORING INFORMATION              |
| 24    | AESTHETIC DETAILS               |



**BOLTON & MENK**  
 7333 SUNWOOD DRIVE N.W.  
 BOJONE, MN 55305  
 Phone: (763) 433-2853  
 Email: Ramsey@boltonmenk.com  
 www.boltonmenk.com

**MINNESOTA DEPARTMENT OF TRANSPORTATION**

**PRELIMINARY PLAN BRIDGE NO. XXXXX**

LOCATED IN THE CITY OF EAGAN, MN, 3.03 MILES NORTH FROM THE INTERSECTION OF CEDAR AVE. AND THE UNION PACIFIC R.R. ALONG THE TRACKS OF THE TRACKS  
 PRESTRESSED BEAM SPANS AND STEEL GIRDER SPANS

**GENERAL PLAN**

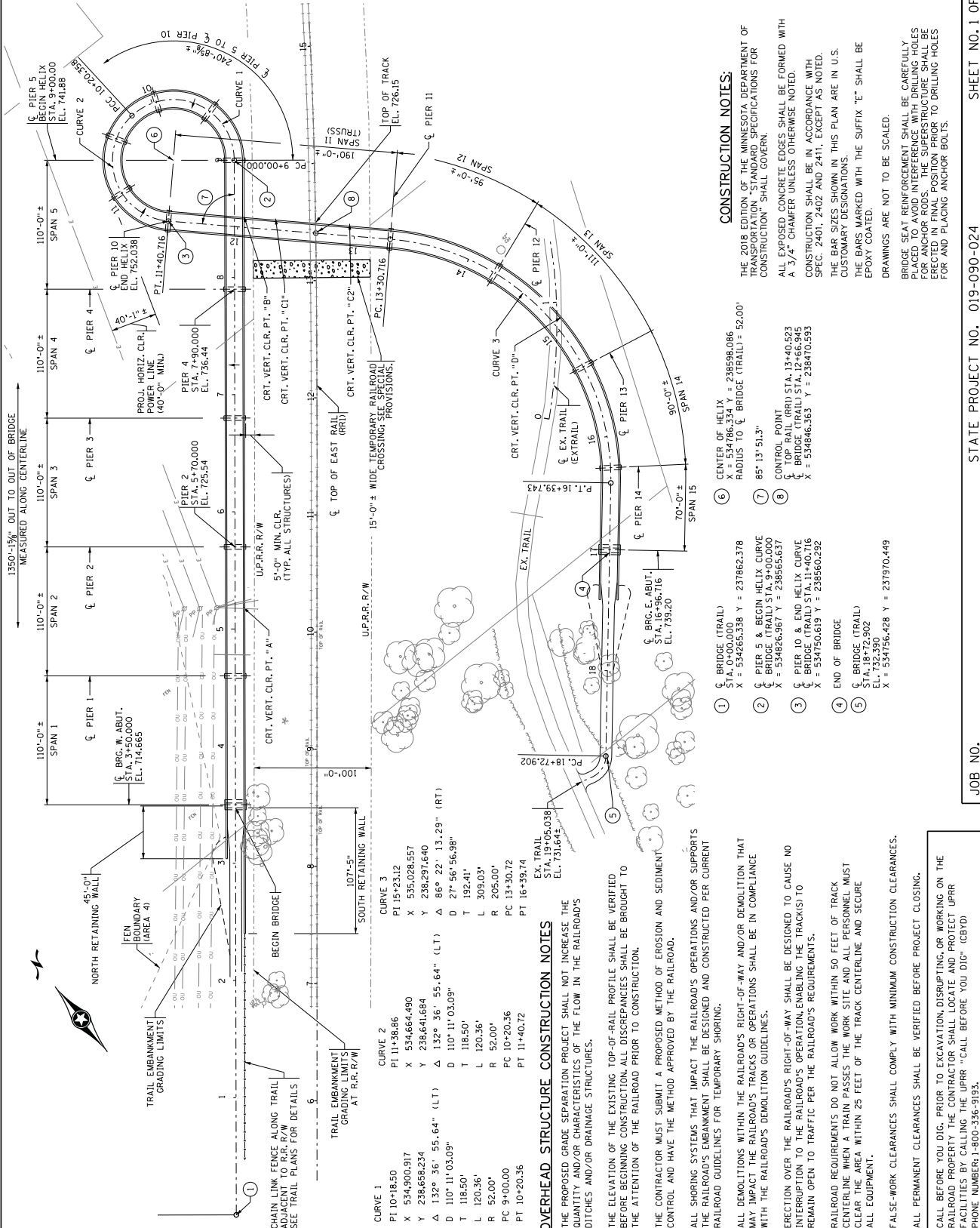
IDENTIFICATION NO. 501 , 209 , 302 , 401

SEC. 4 T 21 N R 23 W  
 CITY OF EAGAN DAKOTA COUNTY

APPROVED BY DATE  
 DAKOTA COUNTY ENGINEER DATE

APPROVED BY DATE  
 STATE BRIDGE ENGINEER DATE

JMR RRE



**CONSTRUCTION NOTES:**

THE 2018 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

ALL EXPOSED CONCRETE EDGES SHALL BE FORMED WITH A 3/4" CHAMFER UNLESS OTHERWISE NOTED.

CONSTRUCTION SHALL BE IN ACCORDANCE WITH SPEC. 2401.2-402 AND 2411, EXCEPT AS NOTED.

THE BAR SIZES SHOWN IN THIS PLAN ARE IN U.S. CUSTOMARY DESIGNATIONS.

THE BARS MARKED WITH THE SUFFIX "E" SHALL BE EPOXY COATED.

DRAWINGS ARE NOT TO BE SCALED.

BRIDGE SEAT REINFORCEMENT SHALL BE CAREFULLY PLACED TO AVOID INTERFERENCE WITH DRILLING HOLES FOR ANCHOR RODS. THE SUPERSTRUCTURE SHALL BE ERRECTED IN FINAL POSITION PRIOR TO DRILLING HOLES FOR AND PLACING ANCHOR BOLTS.

- ① BRIDGE (TRAIL) STA. 0+00.000 X = 534786.334 Y = 238598.086
- ② PIER 5 & BEGIN HELIX CURVE BRIDGE (TRAIL) STA. 9+00.000 X = 534826.367 Y = 238565.637
- ③ PIER 10 & END HELIX CURVE BRIDGE (TRAIL) STA. 12+66.945 X = 534750.619 Y = 238560.292
- ④ END OF BRIDGE STA. 18+72.902 X = 534756.428 Y = 237970.449
- ⑤ BRIDGE (TRAIL) STA. 19+05.038 EL. 731.642
- ⑥ CENTER OF HELIX X = 534786.334 Y = 238598.086 RADIUS TO  $\xi$  BRIDGE (TRAIL) = 52.00'
- ⑦ 85° 13' 51.3"
- ⑧ CONTROL POINT  $\xi$  TOP RAIL (RR) STA. 13+40.523  $\xi$  BRIDGE (TRAIL) STA. 12+66.945 X = 534846.363 Y = 238470.595

**OVERHEAD STRUCTURE CONSTRUCTION NOTES**

THE PROPOSED GRADE SEPARATION PROJECT SHALL NOT INCREASE THE QUANTITY AND/OR CHARACTERISTICS OF THE FLOW IN THE RAILROAD'S DITCHES AND/OR DRAINAGE STRUCTURES.

THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION.

THE CONTRACTOR MUST SUBMIT A PROPOSED METHOD OF EROSION AND SEDIMENT CONTROL AND HAVE THE METHOD APPROVED BY THE RAILROAD.

ALL SHORING SYSTEMS THAT IMPACT THE RAILROAD'S OPERATIONS AND/OR SUPPORTS THE RAILROAD'S EMBANKMENT SHALL BE DESIGNED AND CONSTRUCTED PER CURRENT RAILROAD GUIDELINES FOR TEMPORARY SHORING.

ALL DEMOLITIONS WITHIN THE RAILROAD'S RIGHT-OF-WAY AND/OR DEMOLITION THAT MAY IMPACT THE RAILROAD'S TRACKS OR OPERATIONS SHALL BE IN COMPLIANCE WITH THE RAILROAD'S DEMOLITION GUIDELINES.

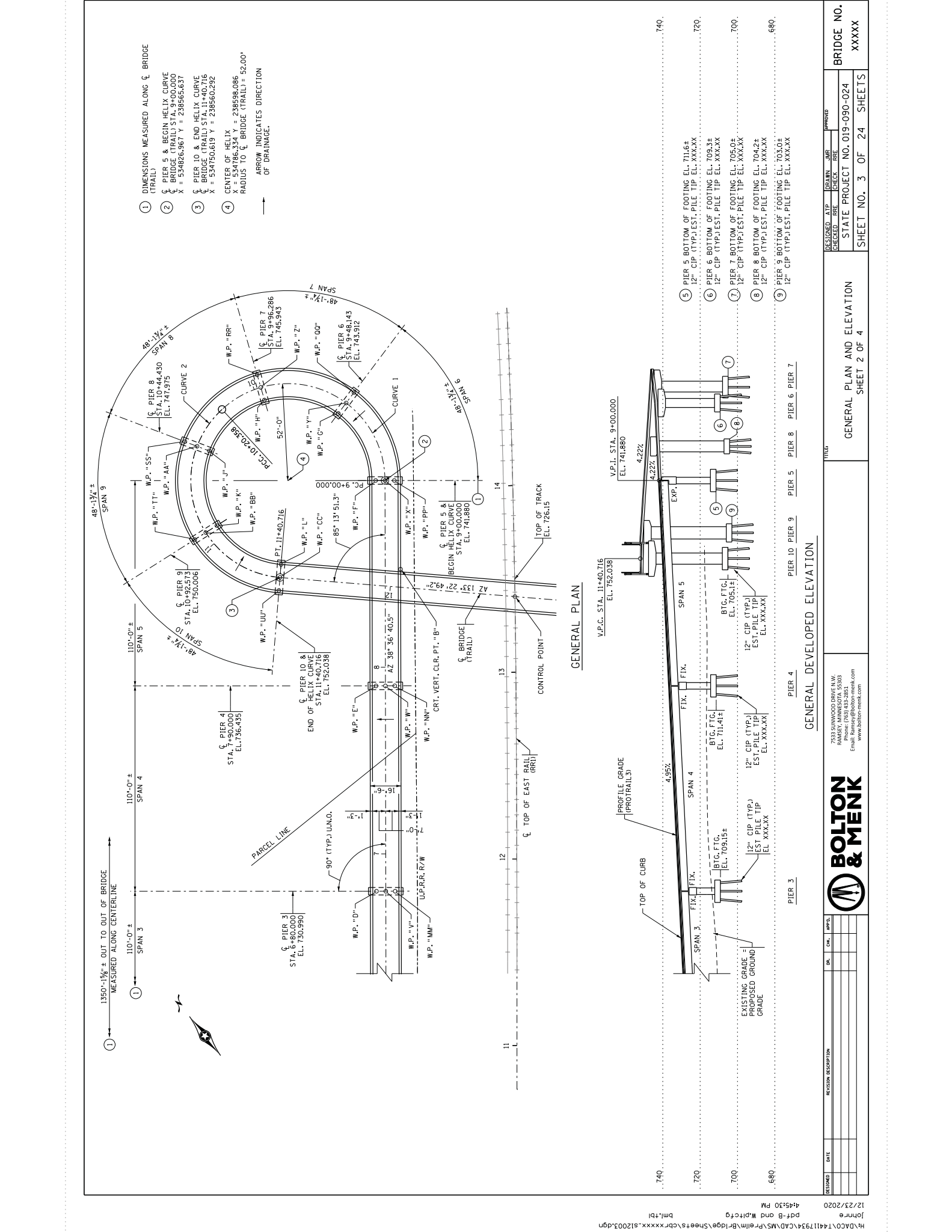
ERECTOR OVER THE RAILROAD'S RIGHT-OF-WAY SHALL BE DESIGNED TO CAUSE NO INTERFERENCE TO THE RAILROAD'S OPERATION, INCLUDING THE TRACKS TO REMAIN OPEN TO TRAFFIC PER THE RAILROAD'S REQUIREMENTS.

RAILROAD REQUIREMENTS DO NOT ALLOW WORK WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT.

FALSE-WORK CLEARANCES SHALL COMPLY WITH MINIMUM CONSTRUCTION CLEARANCES. ALL PERMANENT CLEARANCES SHALL BE VERIFIED BEFORE PROJECT CLOSING.

CALL BEFORE YOU DIG: PRIOR TO EXCAVATION, DISRUPTING OR WORKING ON THE RAILROAD PROPERTY, THE CONTRACTOR SHALL LOCATE AND PROTECT UPRR FACILITIES BY CALLING THE UPRR "CALL BEFORE YOU DIG" (CBYD) PHONE NUMBER 1-800-336-9193.





- ① DIMENSIONS MEASURED ALONG  $\zeta$  BRIDGE (TRAIL)
  - ② PIER 5 & BEGIN HELIX CURVE
  - ③ PIER 10 & END HELIX CURVE
  - ④ CENTER OF HELIX
- $\zeta$  BRIDGE (TRAIL) STA. 9+00.000  
 $X = 534826.967$   $Y = 238565.637$   
 $\zeta$  BRIDGE (TRAIL) STA. 11+40.716  
 $X = 534750.619$   $Y = 238560.292$   
 $\zeta$  CENTER OF HELIX  
 $STA. 9+00.000$   
 $RADIUS TO  $\zeta$  BRIDGE (TRAIL) = 52.00'$   
 ARROW INDICATES DIRECTION OF DRAINAGE.

**GENERAL PLAN**

**GENERAL DEVELOPED ELEVATION**

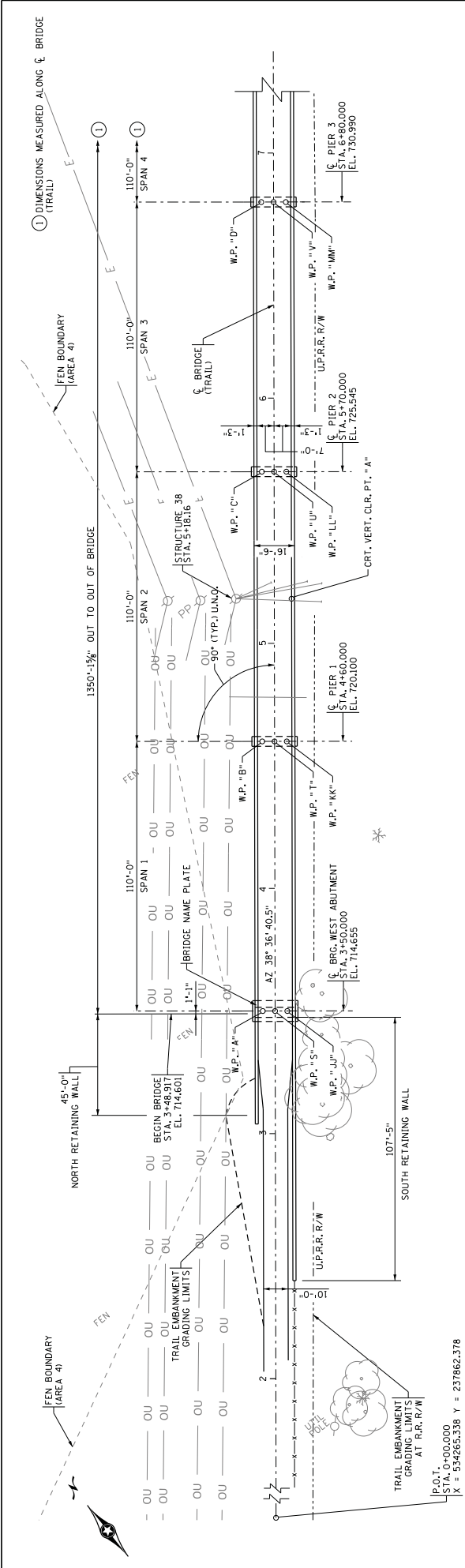
|                               |      |      |      |          |
|-------------------------------|------|------|------|----------|
| DESIGNED                      | DATE | CHK. | DATE | APPROVED |
| CHECKED                       | DATE | CHK. | DATE | APPROVED |
| DRAWN: JMR                    |      |      |      |          |
| CHECKED: RRE                  |      |      |      |          |
| STATE PROJECT NO. 019-090-024 |      |      |      |          |
| BRIDGE NO. XXXXX              |      |      |      |          |
| SHEET NO. 3 OF 24 SHEETS      |      |      |      |          |

GENERAL PLAN AND ELEVATION  
SHEET 2 OF 4

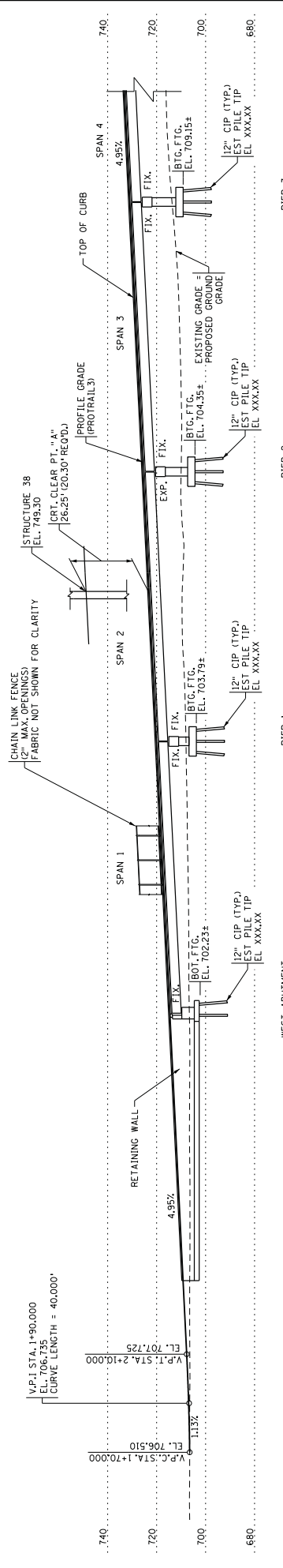
7633 S. WISCONSIN DRIVE, N.W.  
RAMSEY, MINNESOTA 55903  
Phone: (763) 432-2851  
Email: [www.boltonmenk.com](mailto:www.boltonmenk.com)



| REVISION | DATE | DESCRIPTION |
|----------|------|-------------|
|          |      |             |
|          |      |             |



GENERAL PLAN



GENERAL DEVELOPED ELEVATION

| REVISION | DATE | DESCRIPTION | BY | CHK. | APPROV. |
|----------|------|-------------|----|------|---------|
|          |      |             |    |      |         |
|          |      |             |    |      |         |
|          |      |             |    |      |         |

|                               |               |               |           |
|-------------------------------|---------------|---------------|-----------|
| DESIGNED: A.P.                | DRAWN: J.M.R. | CHECKED: R.E. | APPROVED: |
| STATE PROJECT NO. 019-090-024 |               |               |           |
| SHEET NO. 2 OF 24 SHEETS      |               |               |           |

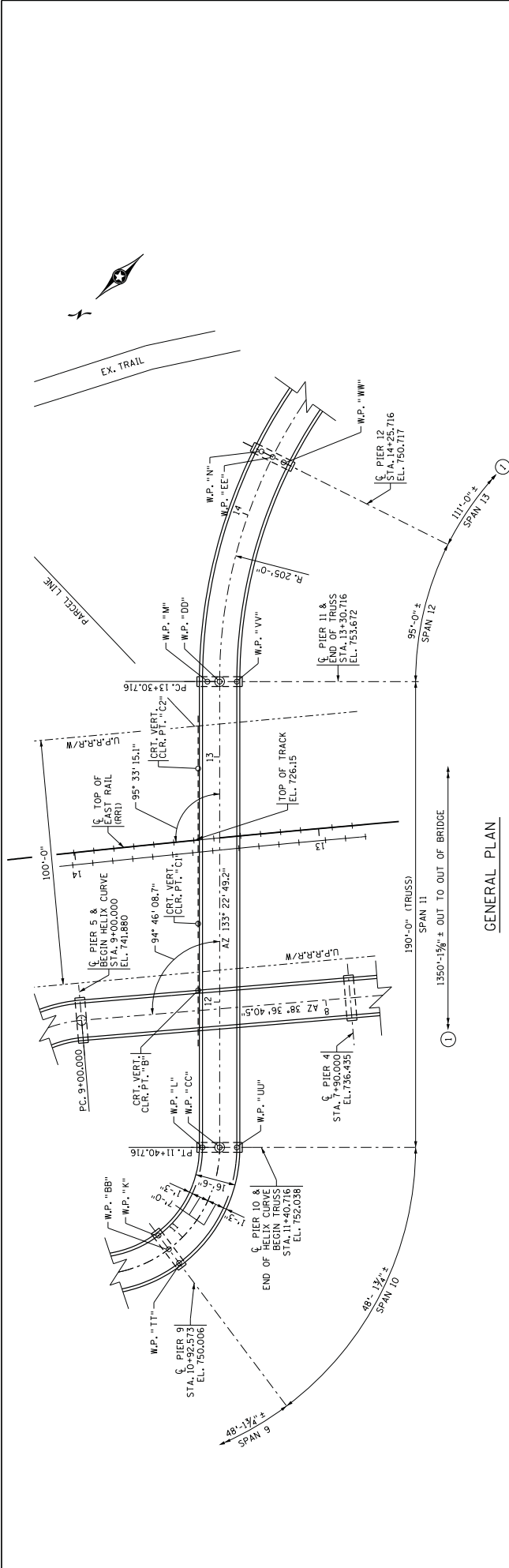
  

|                            |  |            |
|----------------------------|--|------------|
| GENERAL PLAN AND ELEVATION |  | BRIDGE NO. |
| SHEET 1 OF 4               |  | XXXXX      |

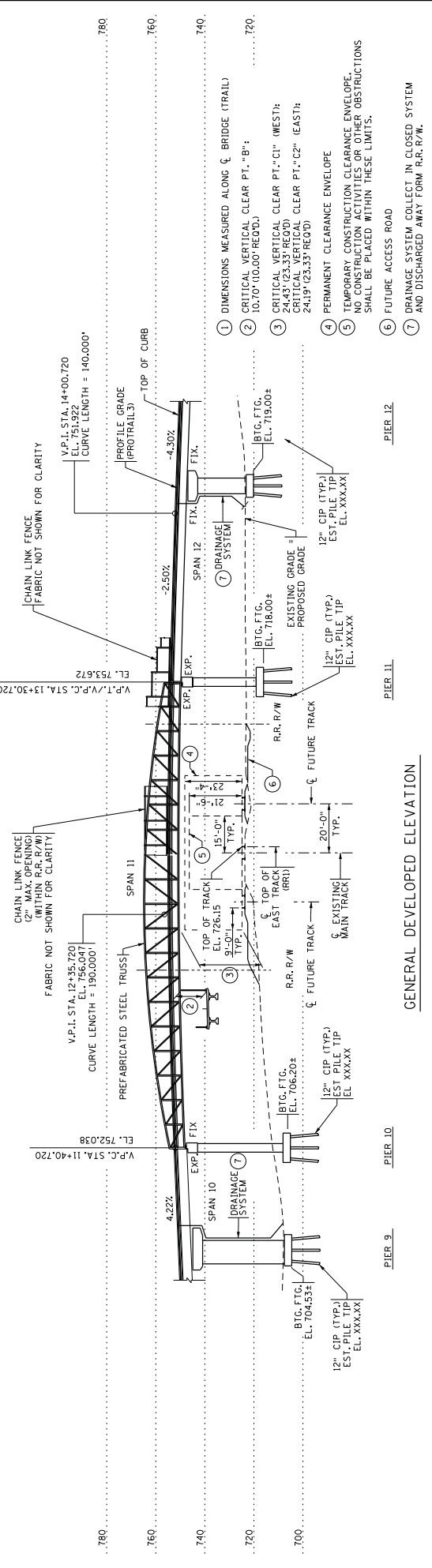
7633 SIXTH AVENUE, SUITE 100  
 RAMSEY, MINNESOTA 55083  
 Phone: (763) 432-2851  
 Email: info@boltonmenk.com  
 www.boltonmenk.com



**BOLTON & MENK**



**GENERAL PLAN**



**GENERAL DEVELOPED ELEVATION**

- 1 DIMENSIONS MEASURED ALONG  $\zeta$  BRIDGE (TRAIL)
- 2 CRITICAL VERTICAL CLEAR PT. "B"
- 3 CRITICAL VERTICAL CLEAR PT. "C1" (WEST); 24.43' (23.33' REOD); CRITICAL VERTICAL CLEAR PT. "C2" (EAST); 24.19' (23.33' REOD)
- 4 PERMANENT CLEARANCE ENVELOPE
- 5 TEMPORARY CONSTRUCTION CLEARANCE ENVELOPE. NO CONSTRUCTION ACTIVITIES OR OTHER OBSTRUCTIONS SHALL BE PLACED WITHIN THESE LIMITS.
- 6 FUTURE ACCESS ROAD
- 7 DRAINAGE SYSTEM COLLECT IN CLOSED SYSTEM AND DISCHARGED AWAY FROM R.R. R/W.

| REVISION | DATE | BY | CHK. | APPV. | REVISION DESCRIPTION |
|----------|------|----|------|-------|----------------------|
|          |      |    |      |       |                      |
|          |      |    |      |       |                      |
|          |      |    |      |       |                      |

|                  |               |           |
|------------------|---------------|-----------|
| DESIGNED: A.T.P. | DRAWN: J.M.R. | APPROVED: |
| CHECKED: R.E.    | CHECK: R.E.   |           |

BRIDGE NO. XXXXX

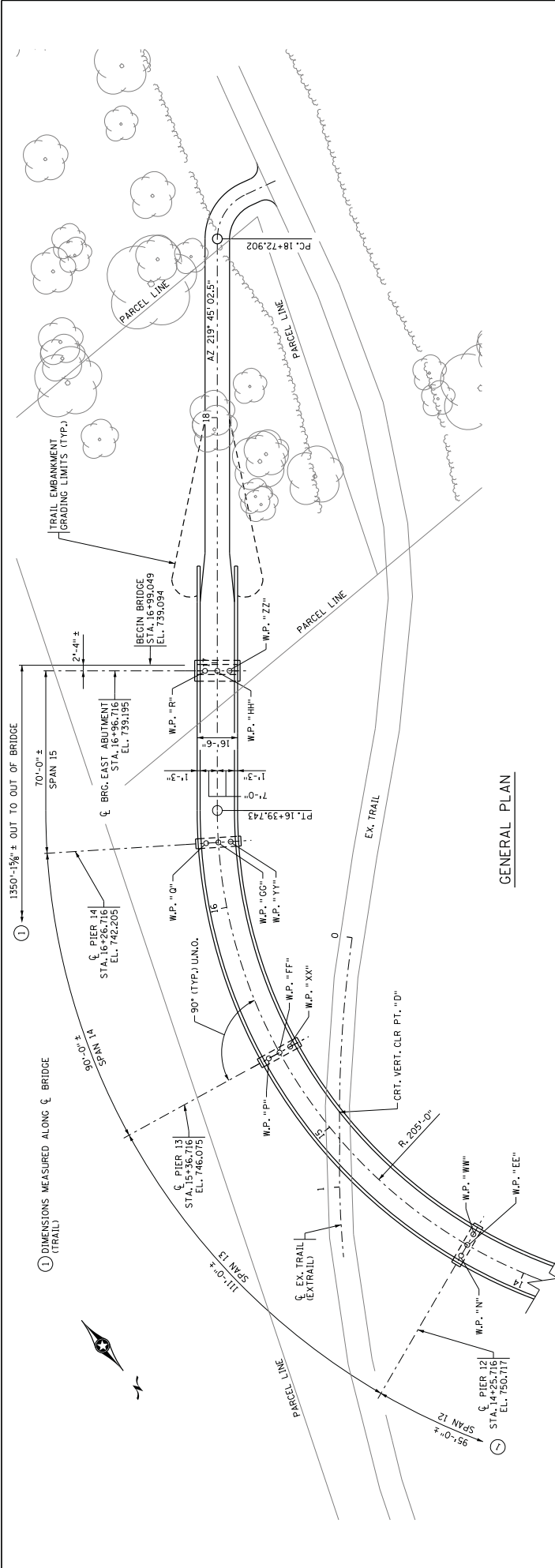
STATE PROJECT NO. 019-090-024

GENERAL PLAN AND ELEVATION

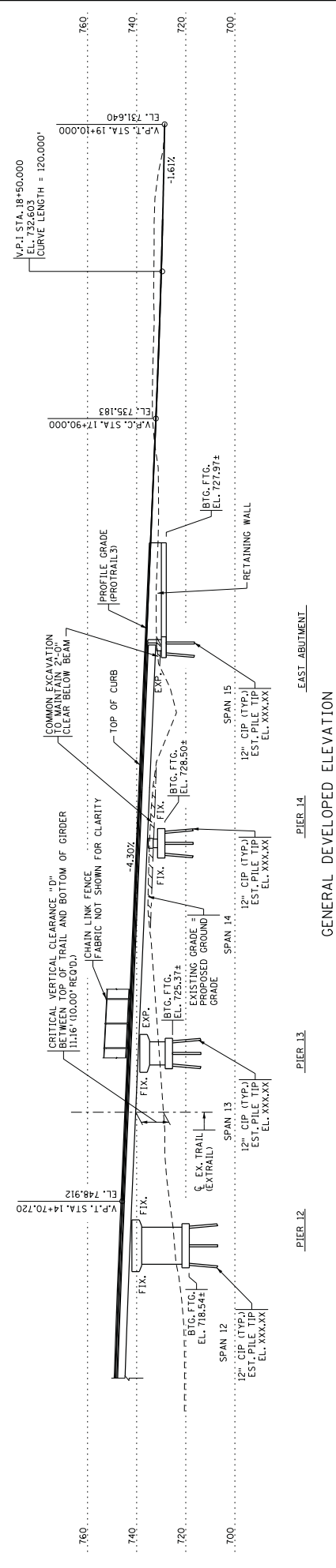
SHEET NO. 4 OF 24 SHEETS



7533 SIXTH AVENUE, SUITE 1100  
 RAMSEY, MINNESOTA 55039  
 Phone: (763) 432-2851  
 Email: info@boltonmenk.com  
 www.boltonmenk.com



GENERAL PLAN



GENERAL DEVELOPED ELEVATION

| REVISION | DATE | DESCRIPTION | DR. | CHK. | APPR. |
|----------|------|-------------|-----|------|-------|
|          |      |             |     |      |       |
|          |      |             |     |      |       |
|          |      |             |     |      |       |

|                               |               |               |                |
|-------------------------------|---------------|---------------|----------------|
| DESIGNED: A.T.P.              | CHECKED: R.E. | DRAWN: J.M.R. | APPROVED: R.E. |
| STATE PROJECT NO. 019-090-024 |               |               |                |
| SHEET NO. 5 OF 24 SHEETS      |               |               |                |

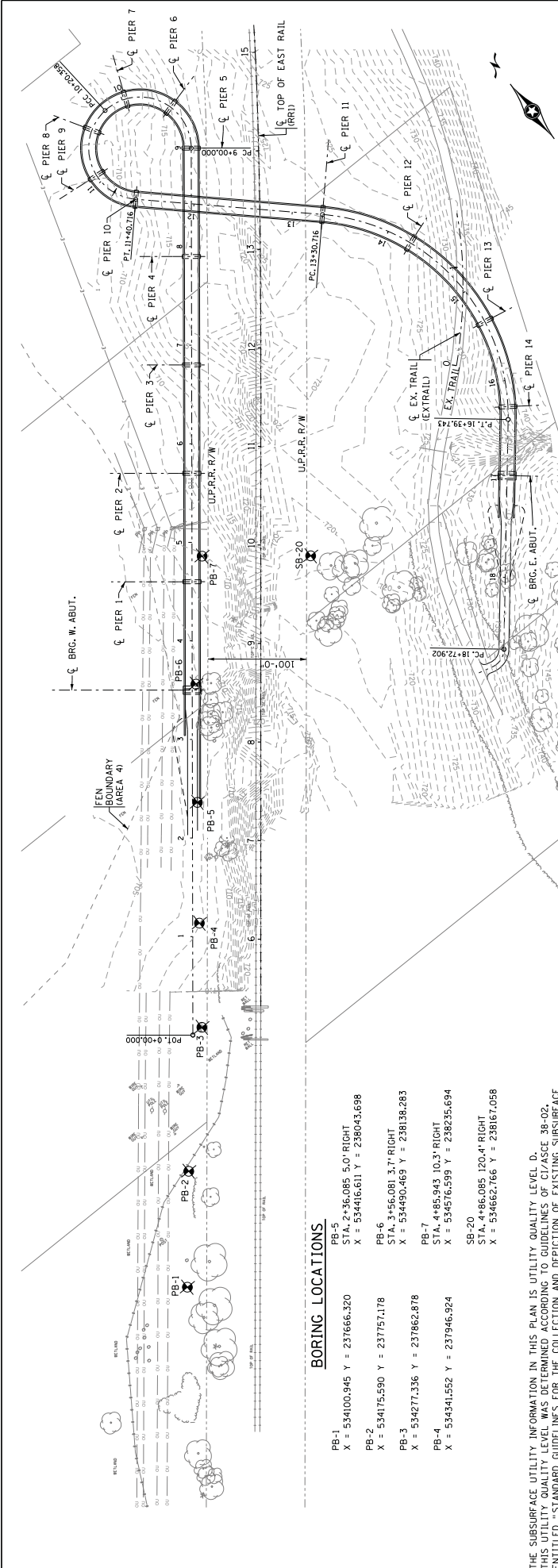
  

|                            |            |
|----------------------------|------------|
| TITLE                      | BRIDGE NO. |
| GENERAL PLAN AND ELEVATION | XXXXX      |
| SHEET 4 OF 4               |            |



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 RAMSEY, MINNESOTA 55039  
 Phone: (763) 432-2851  
 Email: info@boltonmenk.com  
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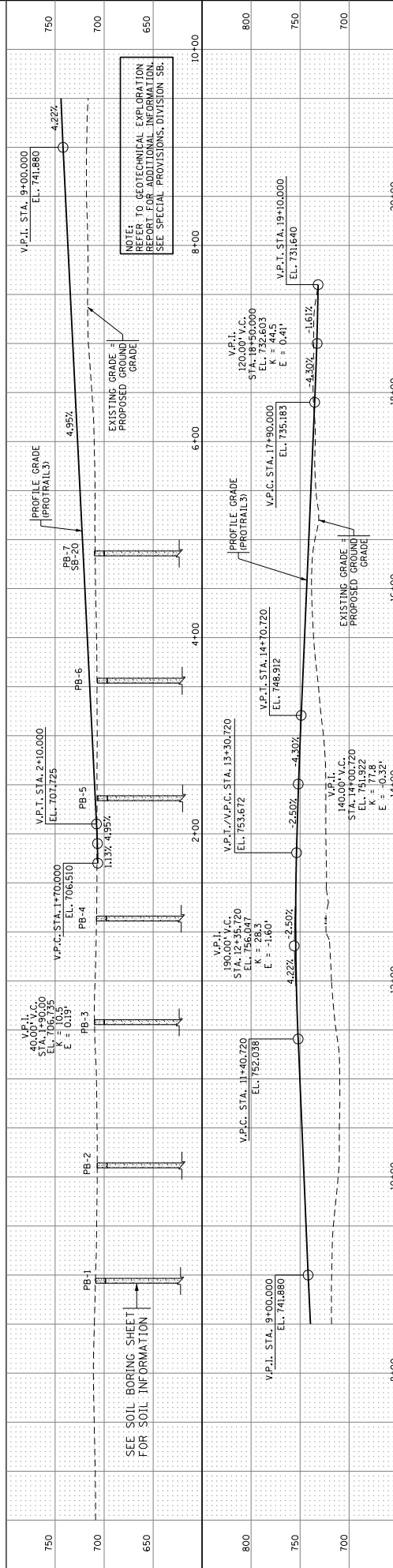




**BORING LOCATIONS**

- PB-1 X = 534100.945 Y = 237666.320
- PB-2 X = 534175.590 Y = 237757.178
- PB-3 X = 534271.336 Y = 237862.878
- PB-4 X = 534341.552 Y = 237946.924
- PB-5 STA. 2+36.085 5.0' RIGHT  
X = 534416.611 Y = 238043.699
- PB-6 STA. 3+56.081 3.7' RIGHT  
X = 534490.469 Y = 238138.283
- PB-7 STA. 4+85.943 10.3' RIGHT  
X = 534576.599 Y = 238235.694
- SB-20 STA. 86+086 120.4' RIGHT  
X = 534662.766 Y = 238167.058

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. GET UTILITY LEVELS DETERMINED ACCORDING TO GUIDELINES OF ASSC 38-02. ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".



SEE SOIL BORING SHEET FOR SOIL INFORMATION

NOTE: TO GEOTECHNICAL EXPLORATION REPORT FOR ADDITIONAL INFORMATION, SEE SPECIAL PROVISIONS, DIVISION SB.

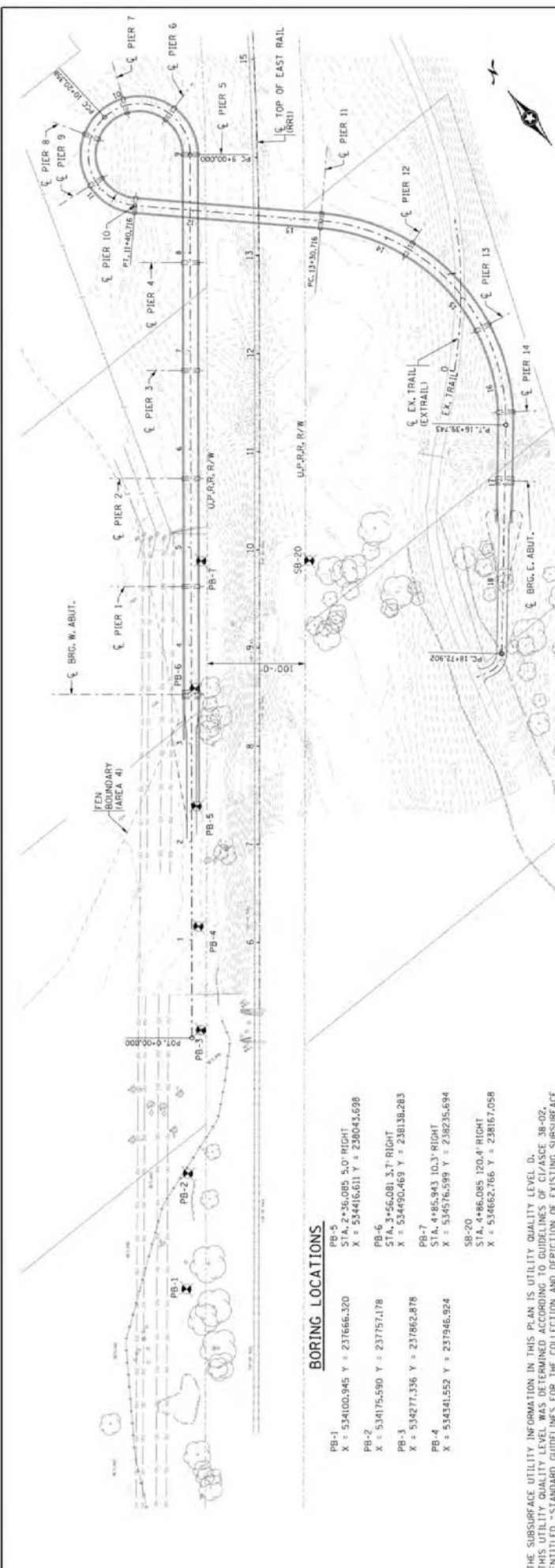
| REVISION | DATE | DESCRIPTION | DRG. | CHK. | APPROV. |
|----------|------|-------------|------|------|---------|
|          |      |             |      |      |         |
|          |      |             |      |      |         |

DESIGNED: A.P. DRAWN: J.M.R. CHECKED: R.R. APPROVED: R.R.

BRIDGE NO. XXXXX  
STATE PROJECT NO. 019-090-024  
SHEET NO. 10 OF 24 SHEETS



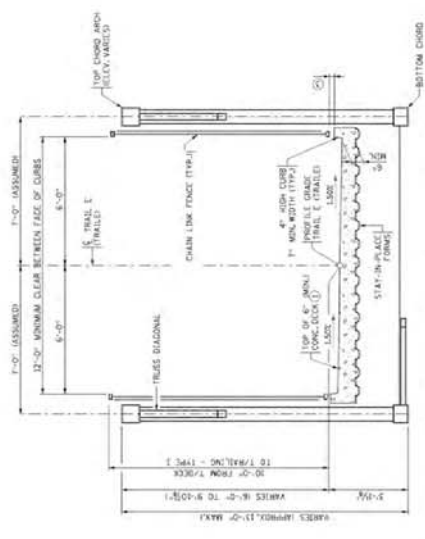
7633 SIXTH AVENUE DRIVE NW  
RAMSEY, MINNESOTA 55083  
Phone: (763) 433-2851  
www.boltonmenk.com



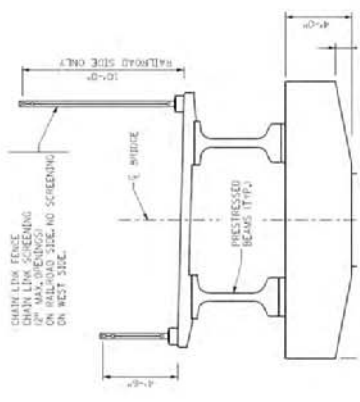
**BORING LOCATIONS**

- PB-1 X = 534100.945 Y = 237666.320
- PB-2 X = 534175.590 Y = 237757.178
- PB-3 X = 534277.336 Y = 237862.878
- PB-4 X = 534341.552 Y = 237946.924
- PB-5 STA. 2+36.085 5.0' RIGHT X = 534416.611 Y = 238041.698
- PB-6 STA. 5+56.081 3.7' RIGHT X = 534490.463 Y = 238138.283
- PB-7 STA. 4+85.843 10.3' RIGHT X = 534576.589 Y = 238235.694
- SB-20 STA. 4+86.085 120.4' RIGHT X = 534682.166 Y = 238167.058

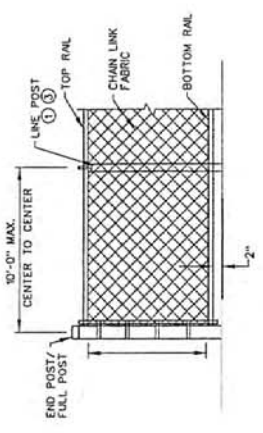
THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS INFORMATION WAS OBTAINED FROM GROUND PENETRATING RADAR (GPR) SURVEY SB-20. ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".



Chain Link Fence along Truss Section over ROW



Chain Link Fence along Ramp Section next to ROW



2" Chain Link Fence Detail - 8' and 10'



2450 UNIVERSITY DRIVE, NW  
 KANSAS, MISSOURI, 66209  
 Phone: (781) 472-7801  
 Email: kansas@boltonmenk.com  
 www.boltonmenk.com

|          |      |    |     |     |
|----------|------|----|-----|-----|
| REVISION | DATE | BY | CHK | APP |
|          |      |    |     |     |
|          |      |    |     |     |
|          |      |    |     |     |
|          |      |    |     |     |

STATE PROJECT NO. 019-090-024  
 SHEET NO. XXXXX

BRIDGE NO. XXXXX

## AMENDMENT NO.1 TO CONTRACT NO. 120619

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

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

### Recitals

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

### Contract Amendment

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

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

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

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

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

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

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

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

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

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

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

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

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



AMENDMENT NO.2 TO CONTRACT NO. 120619

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

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

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

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

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

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

[The Balance of this page Left Intentionally Blank]

AMENDMENT NO.1 TO CONTRACT NO. 120619

1. STATE ENCUMBRANCE VERIFICATION

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

Signed: *Vincent Potvin*  
Date: *2/18/2020*

CFMS Contract No. 120619 *110 PO*

2. CONTRACTOR

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

By: *Mike Smith*  
Title: *Chair Dakota County Board*  
Date: *3/17/2020*

APPROVED AS TO FORM  
DAKOTA COUNTY

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

3. STATE AGENCY

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

By: *(with delegated authority)*  
Title: *Linda Erickson*  
Date: *2020.04.13 10:09:56 -05'00'*  
*Digitally signed by Linda Erickson-Eastwood*

4. COMMISSIONER OF ADMINISTRATION

DocuSigned by: *PaBong Thao*  
Title: *Management Division*  
Date: *APR 11 15, 2020*  
*5A76479B1B5340E...*

Distribution:  
Agency

DS  
*km*

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

DAKOTA COUNTY



Proposed overpass and trail route



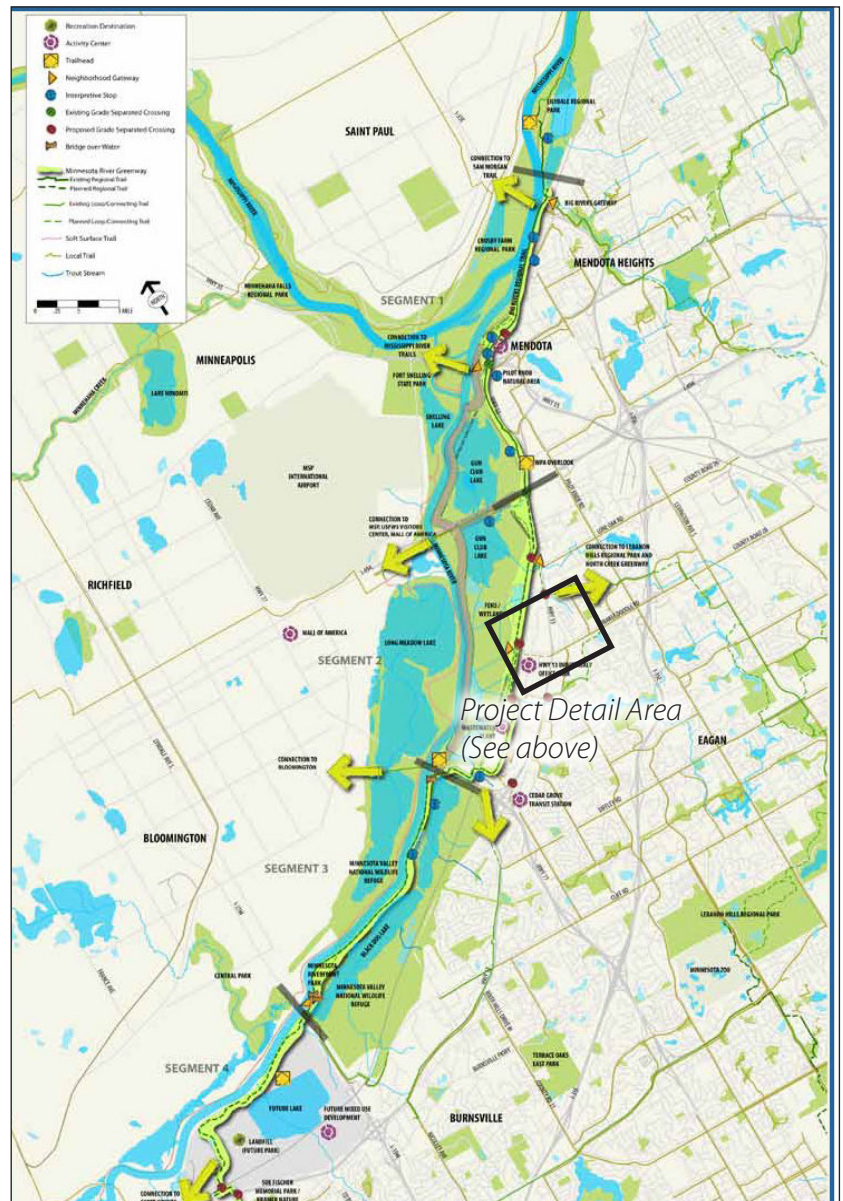
## PROJECT DESCRIPTION

The Minnesota River Greenway UP rail overpass and trail segment will complete a critical 0.5 mile gap in the 17-mile Minnesota River Greenway Regional Trail, an important regional trail that will provide views and access to the Minnesota River through several suburban Twin Cities communities.

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

## PROJECT BENEFITS

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

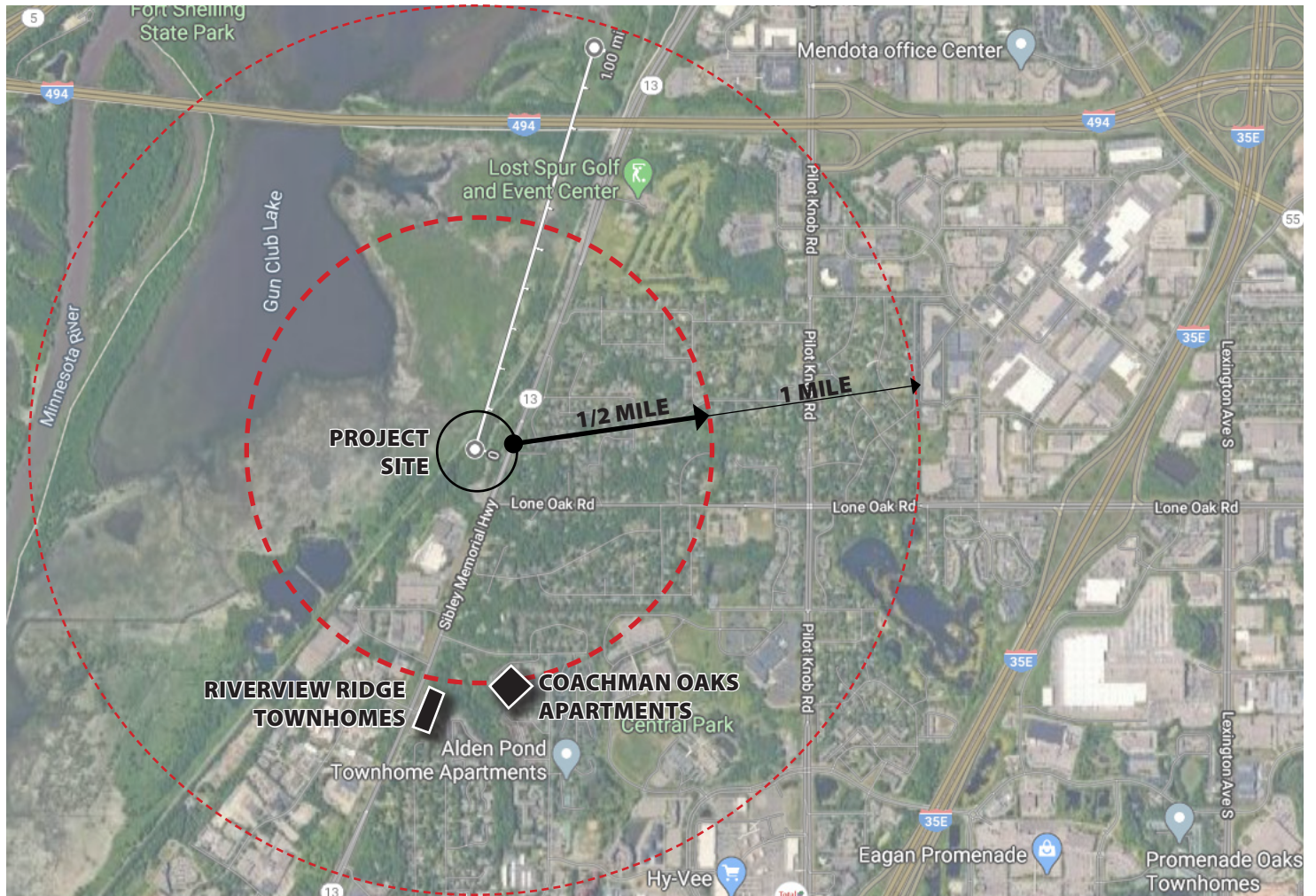


Minnesota River Greenway Regional Trail Concept Plan

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

DAKOTA COUNTY

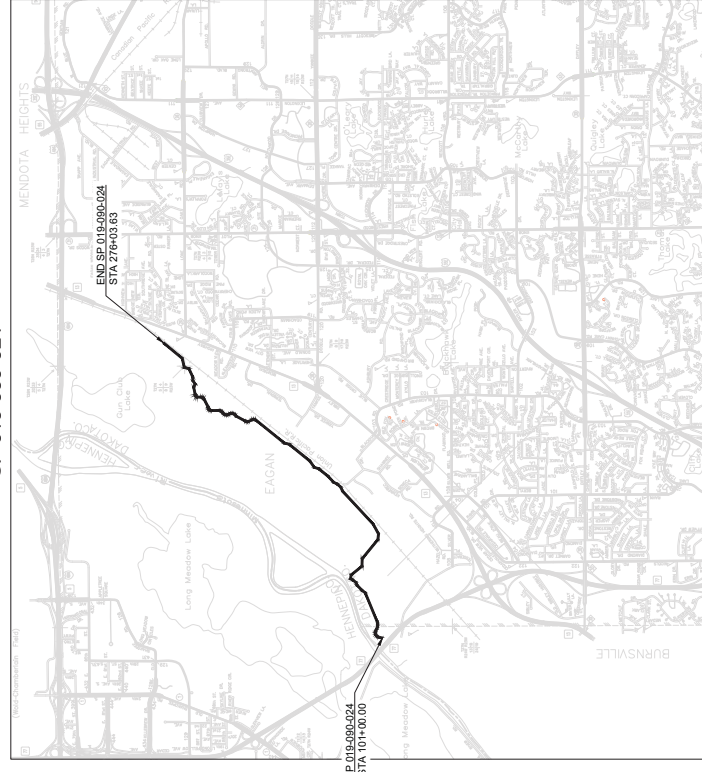
## Affordable Housing Map



# MINNESOTA DEPARTMENT OF TRANSPORTATION DAKOTA COUNTY, MINNESOTA

## CONSTRUCTION PLANS FOR CULVERTS, GRADING, BITUMINOUS TRAIL, BRIDGE DECK REHABILITATION, AND BOARDWALKS CITY OF EAGAN FROM MN-77 TO 850' NW OF CSAH 26 & MN-13 MINNESOTA RIVER GREENWAY - FORT SNELLING SEGMENT SP 019-090-024

| EXISTING   | PROPOSED                                     |
|--|--|
| RIGHT OF WAY   | STREET CENTERLINE                            |
| PERMANENT EASEMENT   | RIGHT-OF-WAY                                 |
| PROPERTY LINE  | PERMANENT EASEMENT                           |
| HORIZONTAL CONTROL POINT   | CONSTRUCTION LIMITS                          |
| BENCHMARK  | SANITARY SEWER, BULKHEAD AND MANHOLE         |
| SURVEY MARKER  | FORCE MAIN                                   |
| SOIL BORING  | SANITARY SERVICE AND CLEANOUT                |
| SANITARY SEWER AND MANHOLE   | WATER MAIN, TEE, HYDRANT, BULKHEAD AND VALVE |
| FORCE MAIN AND LIFT STATION  | WATER VALVE MANHOLE, REDUCER, BEND AND CROSS |
| SANITARY SEWER SERVICE & CLEANOUT                                    | WATER SERVICE AND CURB STOP BOX              |
| WATER MAIN, HYDRANT, VALVE AND MANHOLE                               | STORM SEWER, MANHOLE AND CATCH BASIN         |
| WATER SERVICE AND CURB STOP BOX                                      | CULVERT AND APRON ENDWALL                    |
| STORM SEWER, MANHOLE AND CATCH BASIN                                 | DITCH / SWALE                                |
| CULVERT AND APRON ENDWALL  | RIPRAP                                       |
| GAS MAIN, VALVE, VENT AND METER                                      | STREET NAME SIGN                             |
| MANHOLE  | SIGN (NON STREET NAME)                       |
| BURIED FIBER OPTIC CABLE AND MANHOLE                                 | RETAINING WALL                               |
| BURIED PHONE CABLE, PEDESTAL AND MANHOLE                             |  |
| BURIED CABLE, PEDESTAL AND MANHOLE                                   |  |
| BURIED ELECTRIC, TELEPHONE, PEDESTAL, MANHOLE, TRANSFORMER AND METER |  |
| OVERHEAD WIRE, POLE AND GUY WIRE                                     |  |
| LIGHT POLE   |  |
| TRAFFIC SIGNAL   |  |
| STREET NAME SIGN   |  |
| SIGN (NON STREET NAME)   |  |
| RAILROAD TRACKS  |  |
| DECIDUOUS AND CONIFEROUS TREE  |  |
| BUSH, SHRUB AND STUMP  |  |
| EDGE OF WOODED AREA  |  |
| WETLAND  |  |
| BUILDING   |  |
| FENCE (UNIDENTIFIED)   |  |
| BARBED WIRE FENCE  |  |
| CHAIN LINK FENCE   |  |
| ELECTRIC WIRE FENCE  |  |
| WOOD FENCE   |  |
| WOVEN WIRE FENCE   |  |
| PLATE BEAM GUARDRAIL   |  |
| CABLE GUARDRAIL  |  |
| POST / BOLLARD   |  |
| RETAINING WALL   |  |



| SP 019-090-024                   |  |
|----------------------------------|--|
| GROSS LENGTH                     | 17,233.63 FEET 3,258 MILES               |
| NET LENGTH                       | 17,233.63 FEET 3,258 MILES               |
| DESIGNATION                      | MINNESOTA RIVER GREENWAY                 |
| DESIGN SPEED                     | 20 M.P.H.                                |
| STOPPING SIGHT DISTANCE BASED ON | HEIGHT OF EYE 4.5' HEIGHT OF OBJECT 0.1' |



| SHEET NO. | DESCRIPTION                                     |
|-----------|---|
| 1         | TITLE SHEET                                     |
| 2         | GENERAL LAYOUT                                  |
| 4-5       | TYPICAL SECTIONS                                |
| 6-9       | MAILED SEWER ELEVATION PLATE                    |
| 7-9       | MAILED SANITARY SERVICE ELEVATION PLATE         |
| 9-14      | ALIGNMENT PLAN AND TABULATION                   |
| 15-19     | IN PLACE UTILITY, TOPOGRAPHY, AND REMOVAL PLANS |
| 20-32     | CONSTRUCTION PLAN AND PROFILES                  |
| 33-37     | TRAFFIC CONTROL PLANS                           |
| 38        | STRIPING PLANS                                  |
| 39-43     | BOARDWALK PLANS                                 |
| 44-51     | BRIDGE DECK REHABILITATIONS                     |
| 52-55     | CROSS SECTIONS                                  |
| 56-112    | CROSS SECTIONS                                  |

THIS PLAN CONTAINS 112 SHEETS.

**PROJECT LOCATION**

DAKOTA COUNTY

|   |      |
|---|------|
| APPROVED:   | DATE |
| DAKOTA COUNTY ENGINEER  | DATE |
| APPROVED:   | DATE |
| CITY ENGINEER OF EAGAN  | DATE |
| RECOMMENDED FOR APPROVAL:   | DATE |
| DISTRICT STATE AID ENGINEER REVIEWED FOR COMPLIANCE WITH STATE AID POLICY | DATE |
| RECOMMENDED FOR APPROVAL:   | DATE |
| APPROVED FOR STATE AND FEDERAL AID FUNDING                                | DATE |
| STATE AID ENGINEER  | DATE |

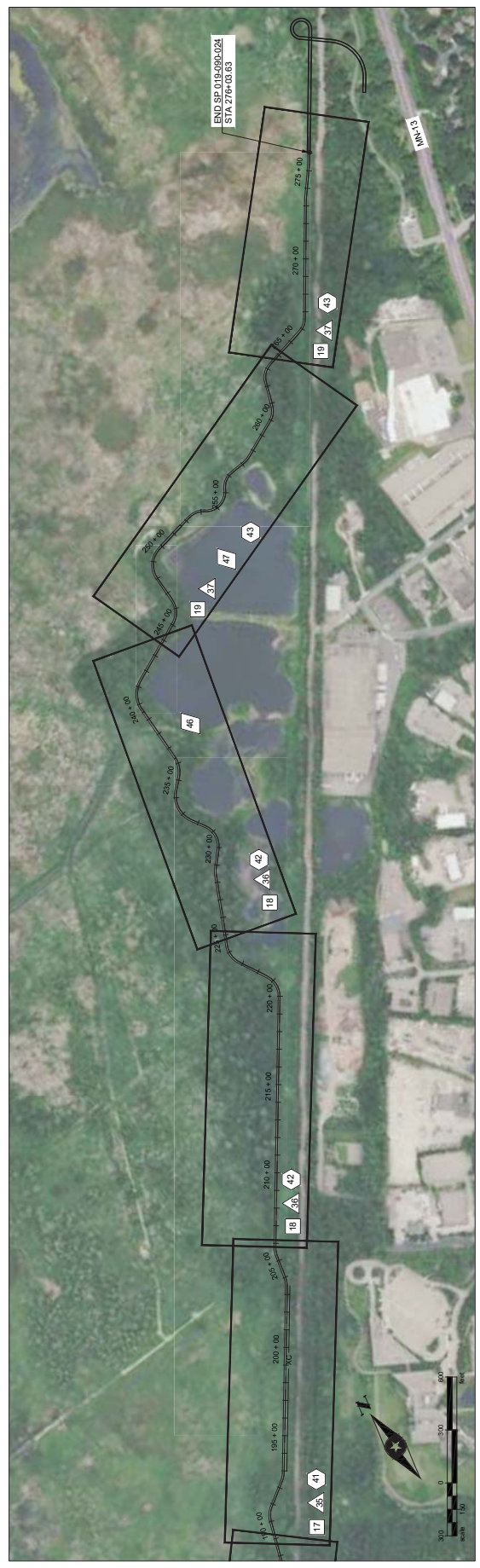
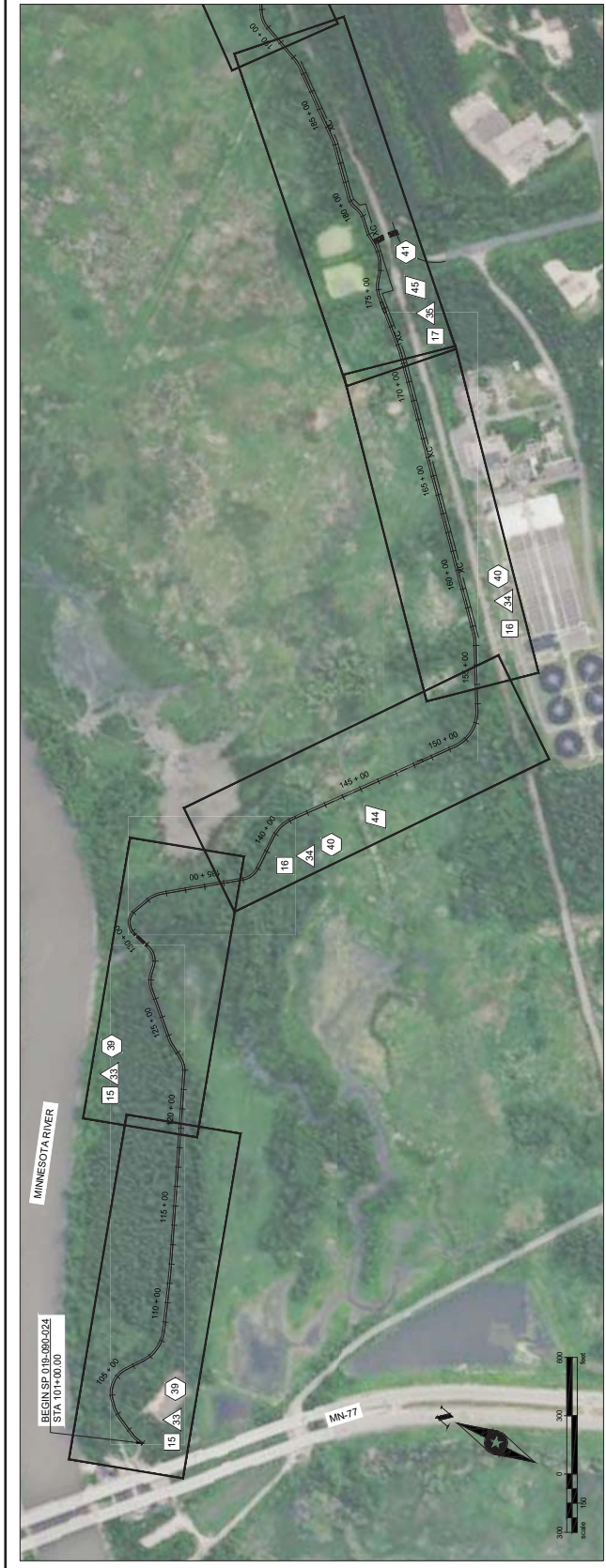
DAKOTA COUNTY, MINNESOTA

SEH  
1000 RED CIRCLE DRIVE  
SUITE 300  
MINNEAPOLIS, MN 55412  
WWW.SEH.COM

|             |       |
|-------------|-------|
| FILE NO.    | 15280 |
| DATE        | 1     |
| PROJECT NO. | 112   |

THE SUBSURFACE UTILITY QUALITY INFORMATION IN THIS PLAN IS LEVEL D. THE CONTRACTOR SHALL CALL THE ONE CALL SYSTEM AT 811 BEFORE COMMENCING EXCAVATION.

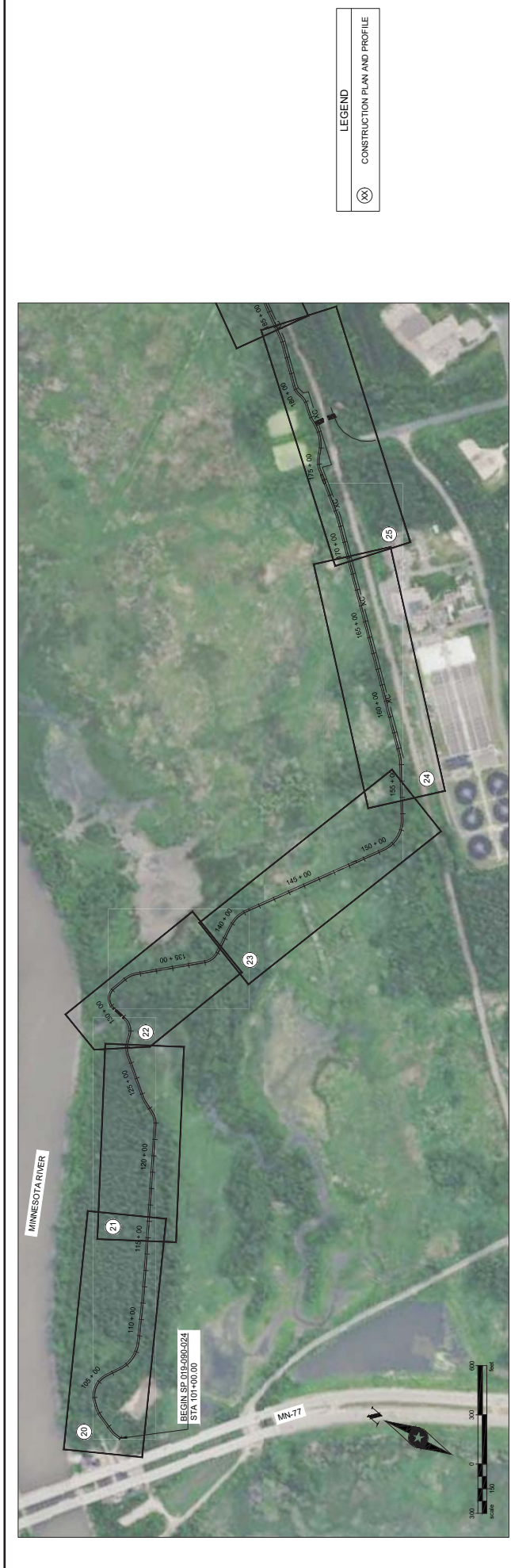
SP 019-090-024



**LEGEND**

|  |   |
|--|---|
|  | INPLACE UTILITY, TOPOGRAPHY, AND REMOVAL PLAN |
|  | EROSION CONTROL PLAN                          |
|  | STRIPING PLAN                                 |
|  | BOARDWALK PLANS                               |

|  |                 |           |  |   |   |                       |                                   |          |
|--|-----------------|-----------|--|---|---|-----------------------|-----------------------------------|----------|
| DRAWN BY: KM<br>DESIGNER: KM<br>CHECKED BY: WB<br>DESIGN TEAM: | NO.   BY   DATE | REVISIONS | <br>PLANS: 650.0120.00<br>1000 RED CIRCLE DRIVE<br>MINNEAPOLIS, MN 55433<br>www.sehinc.com | PRELIMINARY<br>I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY AN ENGINEER UNDER SUPERVISION AND THAT I AM A FULLY LICENSED PROFESSIONAL ENGINEER UNDER THE SUPERVISION OF THE STATE OF MINNESOTA.<br>DATE: 06/20/2020 Lic. No. XXXXX | <b>MINNESOTA RIVER GREENWAY - FORT SNELLING SEGMENT</b> | <b>GENERAL LAYOUT</b> | SP 019-090-024<br>FILE NO. 152580 | 2<br>112 |
|--|-----------------|-----------|--|---|---|-----------------------|-----------------------------------|----------|



**LEGEND**  
 CONSTRUCTION PLAN AND PROFILE  
 (XX)



|  |  |                       |  |
|--|--|-----------------------|--|
| DRAWN BY: KM   |  | NO.   BY   DATE       |  |
| DESIGNED BY: KM  |  | REVISIONS             |  |
| CHECKED BY: WB   |  |                       |  |
| DESIGN TEAM:   |  |                       |  |
|  |  |                       |  |
| P.O. BOX 600<br>1000 RED CIRCLE DRIVE<br>MINNEAPOLIS, MN 55403<br>www.sehinc.com   |  |                       |  |
| <b>PRELIMINARY</b><br><small>WE HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY AN ENGINEER UNDER SUPERVISION AND THAT I AM A FULLY LICENSED PROFESSIONAL ENGINEER UNDER THE STATE OF MINNESOTA. I AM THE DESIGNER OF THIS PROJECT.</small><br>Date: 06/20/2020 Lic. No. XXXXX |  |                       |  |
| <b>MINNESOTA RIVER GREENWAY - FORT SNELLING SEGMENT</b>  |  | <b>GENERAL LAYOUT</b> |  |
| SP 018-096-024<br>FILE NO. 152580  |  | 2<br>112              |  |

**DESIGN DATA**  
 IN ACCORDANCE WITH 2020 AASHTO LRFD  
 BRIDGE DESIGN SPECIFICATIONS,  
 2009 LRFD GUIDE SPECIFICATIONS FOR THE  
 DESIGN OF PEDESTRIAN BRIDGES W/ 2015 INTERIM  
 REVISIONS,  
 PEDESTRIAN LOADING: 90 PSF  
 DESIGN VEHICLE: HIQ (20,000 LBS.)  
 MATERIAL DESIGN PROPERTIES:  
 REINFORCED CONCRETE:  
 $f'_c = 4 \text{ ksi}$   $n = 8$   
 $f_y = 60 \text{ ksi}$  REINFORCEMENT  
 STRUCTURAL STEEL:  
 WEATHERING STEEL, PER MDOT  
 3309 & 3361 TYPE C  
 UNPAINTED  
 $f_y = 50,000 \text{ PSI}$  MINIMUM  
 PRESTRESSED CONCRETE:  
 $n = 1$  FOR PRESTRESSING STRANDS  
 $f'_p = 270 \text{ ksi}$  (MAX.) LAX. STRANDS  
 $f_{pu} = 0.75 \text{ fpu}$  FOR INITIAL PRESTRESS  
 DESIGN SPEED:  
 OVER = 20 MPH  
 APPROXIMATE DECK AREA 22280 SQ. FT.

**LIST OF SHEETS**

| NO.   | DESCRIPTION                     |
|-------|---------------------------------|
| 1     | GENERAL PLAN                    |
| 2-5   | GENERAL PLAN AND ELEVATION      |
| 6     | TYPICAL SECTIONS AND DETAILS    |
| 7     | TEMPORARY R.R. CROSSING DETAILS |
| 8     | BRIDGE SURVEY                   |
| 9     | EAST TRACK PROFILE              |
| 10    | GENERAL SURVEY PLAN AND PROFILE |
| 11-23 | BORING INFORMATION              |
| 24    | AESTHETIC DETAILS               |

**BOLTON & MENK**  
 7333 SUNWOOD DRIVE N.W.,  
 SUITE 200, FARGO, ND 58103  
 PHONE: (701) 432-9813  
 EMAIL: Ramsey@boltonmenk.com  
 www.boltonmenk.com

MINNESOTA DEPARTMENT OF  
 TRANSPORTATION  
**PRELIMINARY PLAN**  
 BRIDGE NO. XXXXX

LOCATED IN THE CITY OF EAGAN, MN,  
 3.03 MILES NORTH FROM THE INTERSECTION  
 OF CEDAR AVE. AND THE UNION PACIFIC R.R. ALONG THE TRACKS  
 CONCRETE HELIX - STEEL TRUSS SPAN  
 PRESTRESSED BEAM SPANS AND STEEL GIRDER SPANS  
 IDENTIFICATION NO. 501 , 209 , 302 , 401

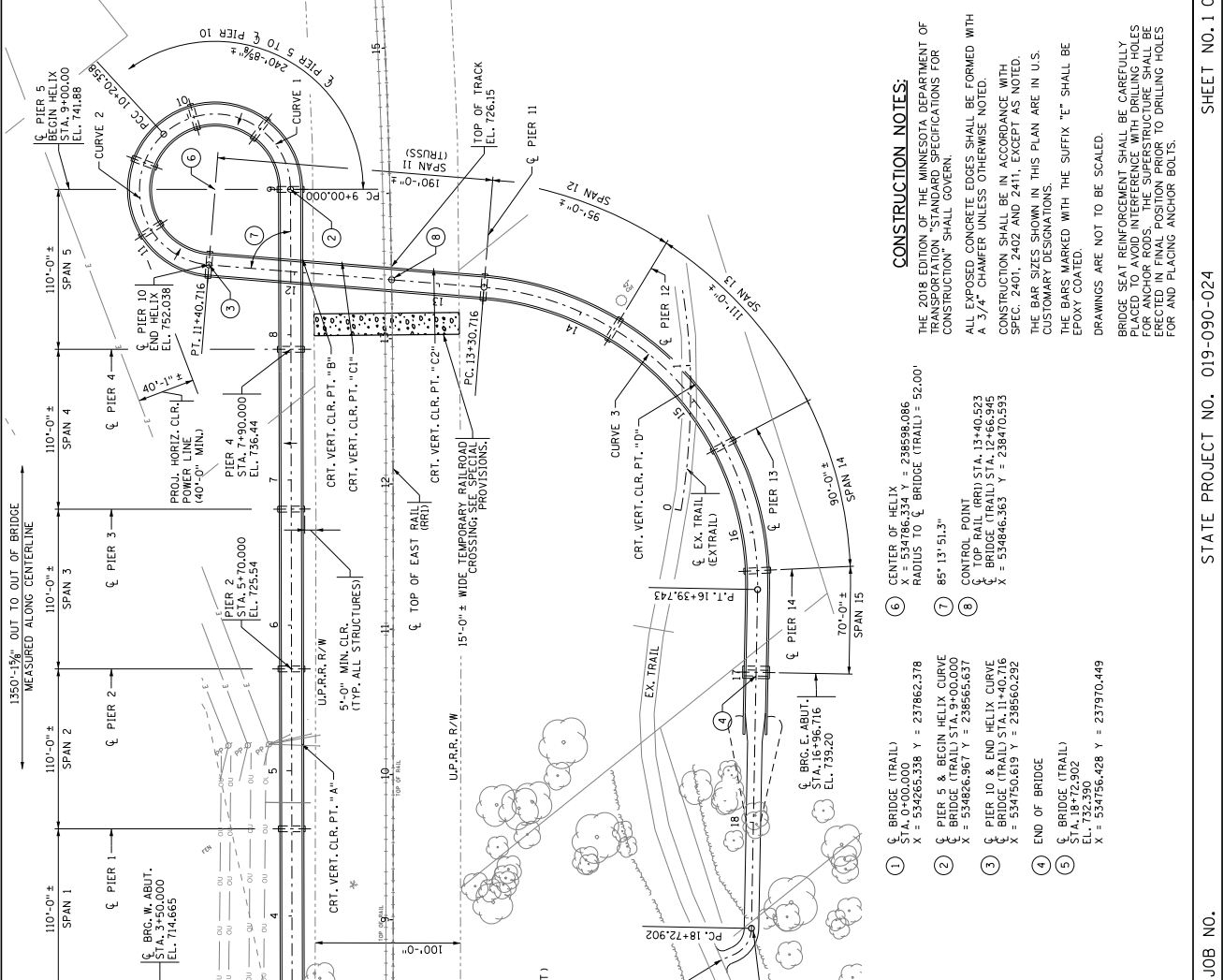
SEC. 4 T 21 N R 23 W  
 CITY OF EAGAN DAKOTA COUNTY

APPROVED \_\_\_\_\_ DATE \_\_\_\_\_  
 DAKOTA COUNTY ENGINEER

APPROVED \_\_\_\_\_ DATE \_\_\_\_\_  
 STATE BRIDGE ENGINEER

STATE XXXXX  
 ATP RRE

JMR  
 RRE



**OVERHEAD STRUCTURE CONSTRUCTION NOTES**  
 THE PROPOSED GRADE SEPARATION PROJECT SHALL NOT INCREASE THE QUANTITY AND/OR CHARACTERISTICS OF THE FLOW IN THE RAILROAD'S DITCHES AND/OR DRAINAGE STRUCTURES.

THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION.

THE CONTRACTOR MUST SUBMIT A PROPOSED METHOD OF EROSION AND SEDIMENT CONTROL AND HAVE THE METHOD APPROVED BY THE RAILROAD.

ALL SHORING SYSTEMS THAT IMPACT THE RAILROAD'S OPERATIONS AND/OR SUPPORTS THE RAILROAD'S EMBANKMENT SHALL BE DESIGNED AND CONSTRUCTED PER CURRENT RAILROAD GUIDELINES FOR TEMPORARY SHORING.

ALL DEMOLITIONS WITHIN THE RAILROAD'S RIGHT-OF-WAY AND/OR DEMOLITION THAT MAY IMPACT THE RAILROAD'S TRACKS OR OPERATIONS SHALL BE IN COMPLIANCE WITH THE RAILROAD'S DEMOLITION GUIDELINES.

ERECTOR OVER THE RAILROAD'S RIGHT-OF-WAY SHALL BE DESIGNED TO CAUSE NO INTERFERENCE TO THE RAILROAD'S OPERATION, EMBLING THE TRACKS TO REMAIN OPEN TO TRAFFIC PER THE RAILROAD'S REQUIREMENTS.

RAILROAD REQUIREMENTS DO NOT ALLOW WORK WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT.

FALSE-WORK CLEARANCES SHALL COMPLY WITH MINIMUM CONSTRUCTION CLEARANCES. ALL PERMANENT CLEARANCES SHALL BE VERIFIED BEFORE PROJECT CLOSING.

CALL BEFORE YOU DIG. PRIOR TO EXCAVATION, DISRUPTING OR WORKING ON THE RAILROAD PROPERTY, THE CONTRACTOR SHALL LOCATE AND PROTECT UPRR FACILITIES BY CALLING THE UPRR "CALL BEFORE YOU DIG" (CBYD) PHONE NUMBER 1-800-336-9193.

| NO.       | DESCRIPTION  |
|-----------|--|
| CURVE 1   | PI 10+18.50<br>X 534.900,917<br>Y 238.658,234<br>D 132° 36' 55.64" (LT)<br>D 110° 11' 03.09"<br>L 118.50'<br>L 120.36'<br>R 52.00'<br>PC 9+00.00<br>PI 10+20.36  |
| CURVE 2   | PI 11+38.86<br>X 534.664,490<br>Y 238.641,684<br>D 132° 36' 55.64" (LT)<br>D 110° 11' 03.09"<br>L 118.50'<br>L 120.36'<br>R 52.00'<br>PC 10+20.36<br>PI 11+40.72 |
| CURVE 3   | PI 11+23.12<br>X 535.028,557<br>Y 238.297,640<br>D 86° 22' 13.29" (RT)<br>D 27° 56' 56.98"<br>L 309.03'<br>R 205.00'<br>PC 13+30.72<br>PI 11+49.74               |
| EX. TRAIL | STA. 19+05.038<br>EL. 731.642  |

1. BRIDGE (TRAIL)  
 STA. 0+00.000  
 X = 534786.334 Y = 238598.086
2. PIER 5 & BEGIN HELIX CURVE  
 BRIDGE (TRAIL) STA. 9+00.000  
 X = 534826.367 Y = 238565.637
3. PIER 10 & END HELIX CURVE  
 BRIDGE (TRAIL) STA. 12+66.945  
 X = 534750.619 Y = 238560.292
4. END OF BRIDGE  
 BRIDGE (TRAIL)  
 STA. 18+72.902  
 EL. 732.350  
 X = 534756.428 Y = 237970.449

CONSTRUCTION NOTES:  
 THE 2018 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.  
 ALL EXPOSED CONCRETE EDGES SHALL BE FORMED WITH A 3/4" CHAMFER UNLESS OTHERWISE NOTED.  
 CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CUSTOMARY DESIGNATIONS.  
 THE BAR SIZES SHOWN IN THIS PLAN ARE IN U.S. CUSTOMARY DESIGNATIONS.  
 THE BARS MARKED WITH THE SUFFIX "E" SHALL BE EPOXY COATED.  
 DRAWINGS ARE NOT TO BE SCALED.  
 BRIDGE SEAT REINFORCEMENT SHALL BE CAREFULLY PLACED TO AVOID INTERFERENCE WITH DRILLING HOLES FOR ANCHOR RODS. THE SUPERSTRUCTURE SHALL BE ERECTED IN FINAL POSITION PRIOR TO DRILLING HOLES FOR AND PLACING ANCHOR BOLTS.

STATE PROJECT NO. 019-030-024 SHEET NO. 1 OF 24 SHEETS

MINNESOTA DEPARTMENT OF TRANSPORTATION  
 PRELIMINARY PLAN  
 BRIDGE NO. XXXXX

GENERAL PLAN

SEC. 4 T 21 N R 23 W  
 CITY OF EAGAN DAKOTA COUNTY

APPROVED \_\_\_\_\_ DATE \_\_\_\_\_  
 DAKOTA COUNTY ENGINEER

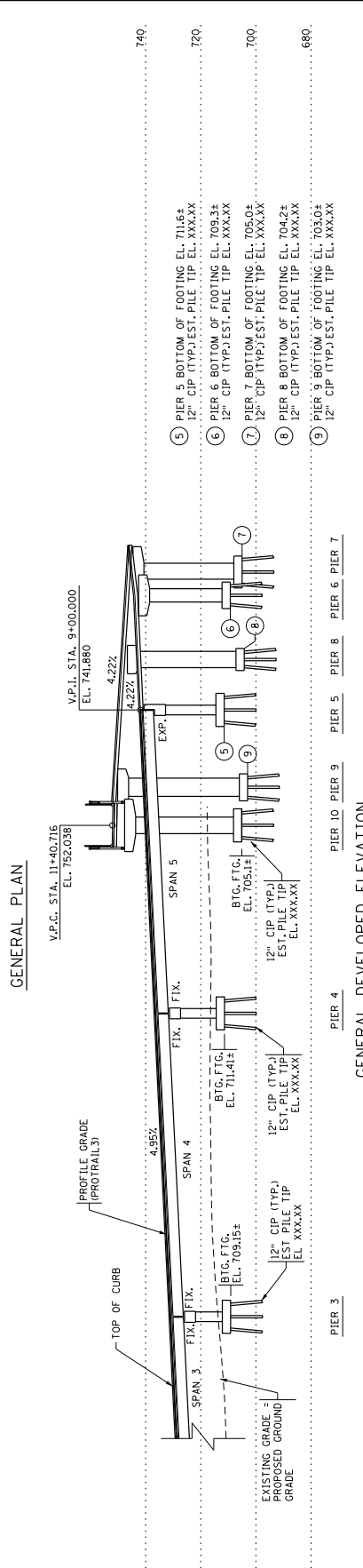
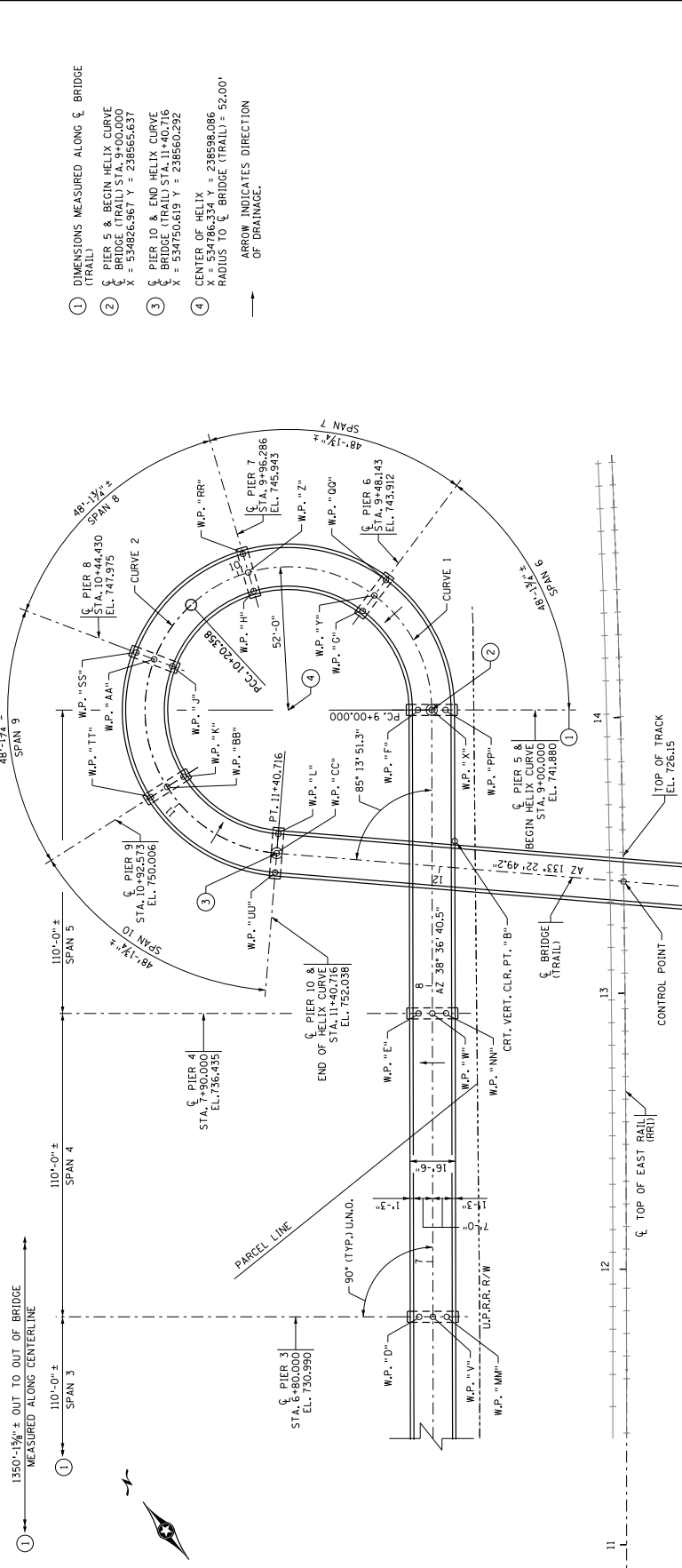
APPROVED \_\_\_\_\_ DATE \_\_\_\_\_  
 STATE BRIDGE ENGINEER

STATE XXXXX  
 ATP RRE

JMR  
 RRE

JOB NO. \_\_\_\_\_





- ① DIMENSIONS MEASURED ALONG  $\xi$  BRIDGE (TRAIL)
- ② PIER 5 & BEGIN HELIX CURVE  
 $\xi$  BRIDGE (TRAIL) STA. 9+00.000  
 $X = 534826.967$   $Y = 238565.637$
- ③ PIER 10 & END HELIX CURVE  
 $\xi$  BRIDGE (TRAIL) STA. 11+40.716  
 $X = 534750.619$   $Y = 238560.292$
- ④ CENTER OF HELIX  
 $EL. = 736.331$   
 RADIUS TO  $\xi$  BRIDGE (TRAIL) = 52.00'  
 ARROW INDICATES DIRECTION OF DRAINAGE.

- ⑤ PIER 5 BOTTOM OF FOOTING EL. 711.6±  
 12" CIP (TYP.) EST. PILE TIP EL. XXX.XX
- ⑥ PIER 6 BOTTOM OF FOOTING EL. 709.3±  
 12" CIP (TYP.) EST. PILE TIP EL. XXX.XX
- ⑦ PIER 7 BOTTOM OF FOOTING EL. 705.0±  
 12" CIP (TYP.) EST. PILE TIP EL. XXX.XX
- ⑧ PIER 8 BOTTOM OF FOOTING EL. 704.2±  
 12" CIP (TYP.) EST. PILE TIP EL. XXX.XX
- ⑨ PIER 9 BOTTOM OF FOOTING EL. 703.0±  
 12" CIP (TYP.) EST. PILE TIP EL. XXX.XX

| REVISION | DATE | DESCRIPTION | BY | CHK. | APPROV. |
|----------|------|-------------|----|------|---------|
|          |      |             |    |      |         |
|          |      |             |    |      |         |

7533 SIXTH AVENUE DRIVE, N.W.  
 RAMSEY, MINNESOTA 55003  
 Phone: (763) 432-2851  
 Email: [www@boltonmenk.com](mailto:www@boltonmenk.com)  
[www.boltonmenk.com](http://www.boltonmenk.com)

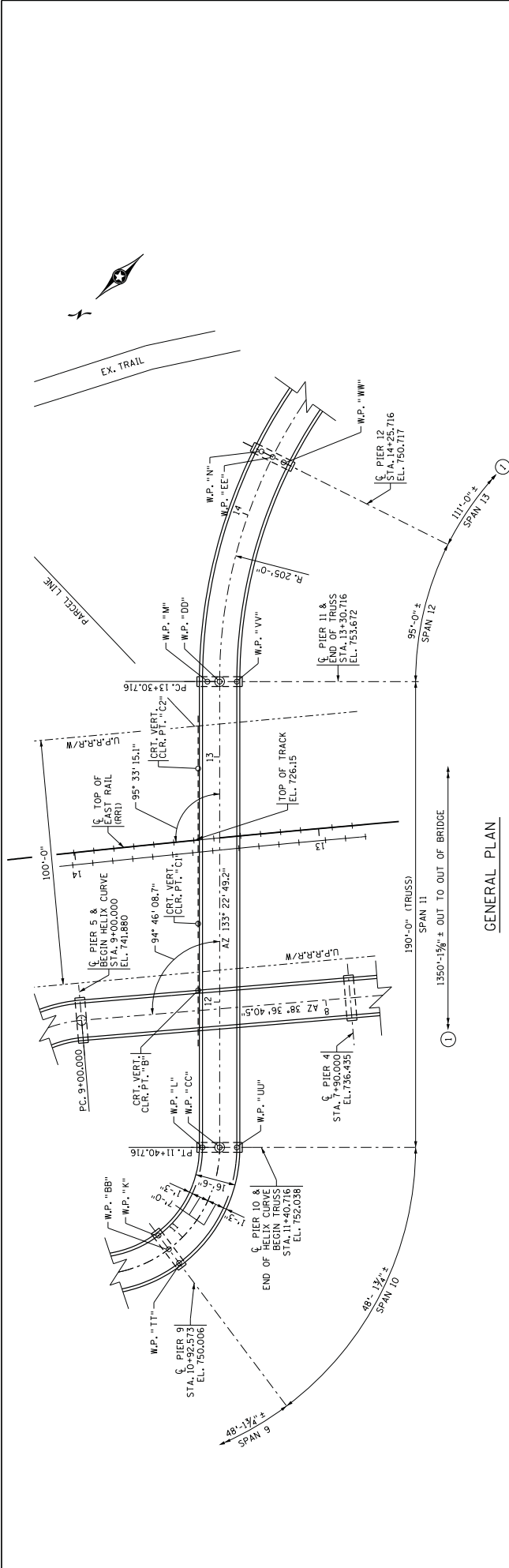


GENERAL DEVELOPED ELEVATION

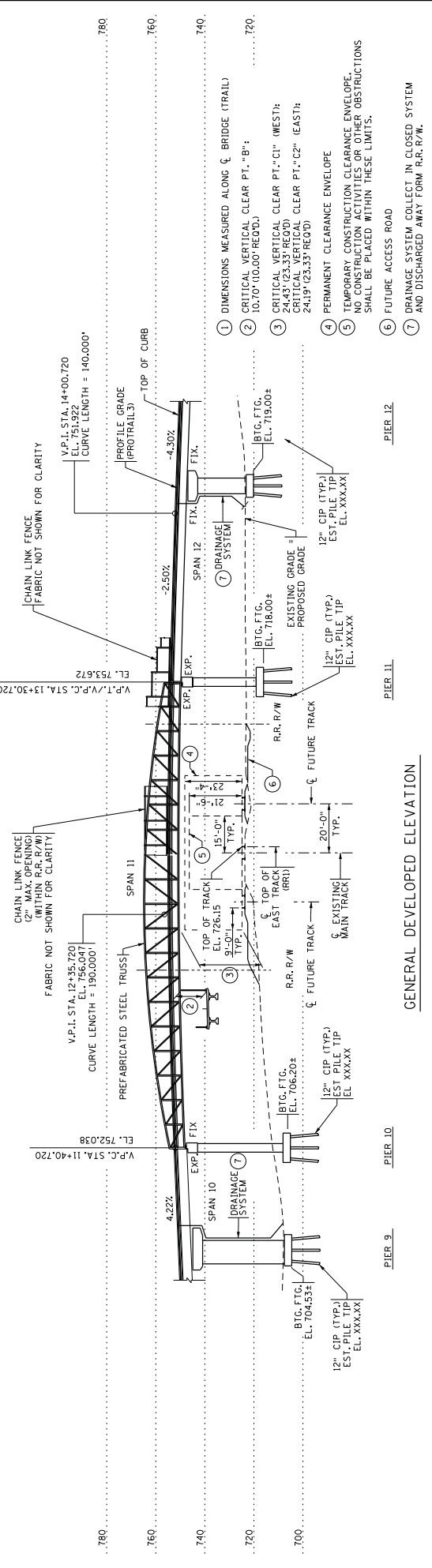
GENERAL PLAN AND ELEVATION  
 SHEET NO. 3 OF 24 SHEETS

BRIDGE NO.  
 XXXXX





**GENERAL PLAN**



**GENERAL DEVELOPED ELEVATION**

- 1 DIMENSIONS MEASURED ALONG  $\zeta$  BRIDGE (TRAIL)
- 2 CRITICAL VERTICAL CLEAR PT. "B"
- 3 CRITICAL VERTICAL CLEAR PT. "C1" (WEST); 24.43' (23.33' REOD); CRITICAL VERTICAL CLEAR PT. "C2" (EAST); 24.19' (23.33' REOD)
- 4 PERMANENT CLEARANCE ENVELOPE
- 5 TEMPORARY CONSTRUCTION CLEARANCE ENVELOPE. NO CONSTRUCTION ACTIVITIES OR OTHER OBSTRUCTIONS SHALL BE PLACED WITHIN THESE LIMITS.
- 6 FUTURE ACCESS ROAD
- 7 DRAINAGE SYSTEM COLLECT IN CLOSED SYSTEM AND DISCHARGED AWAY FROM R.R. R/W.

| REVISION | DATE | BY | CHK. | APPV. | REVISION DESCRIPTION |
|----------|------|----|------|-------|----------------------|
|          |      |    |      |       |                      |
|          |      |    |      |       |                      |
|          |      |    |      |       |                      |

|                  |               |           |
|------------------|---------------|-----------|
| DESIGNED: A.T.P. | DRAWN: J.M.R. | APPROVED: |
| CHECKED: R.R.E.  | CHECK: R.R.E. |           |

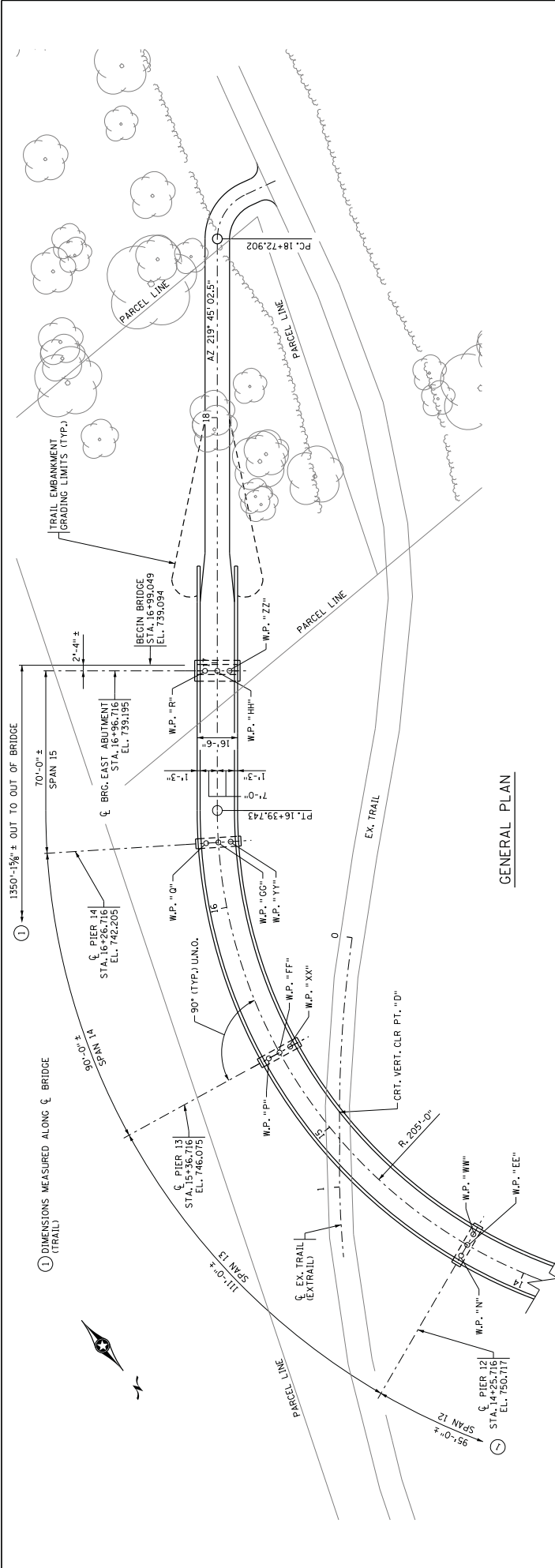
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|-------------------|----------------|
| BRIDGE NO.        | XXXXX          |
| STATE PROJECT NO. | 019-090-024    |
| SHEET NO.         | 4 OF 24 SHEETS |

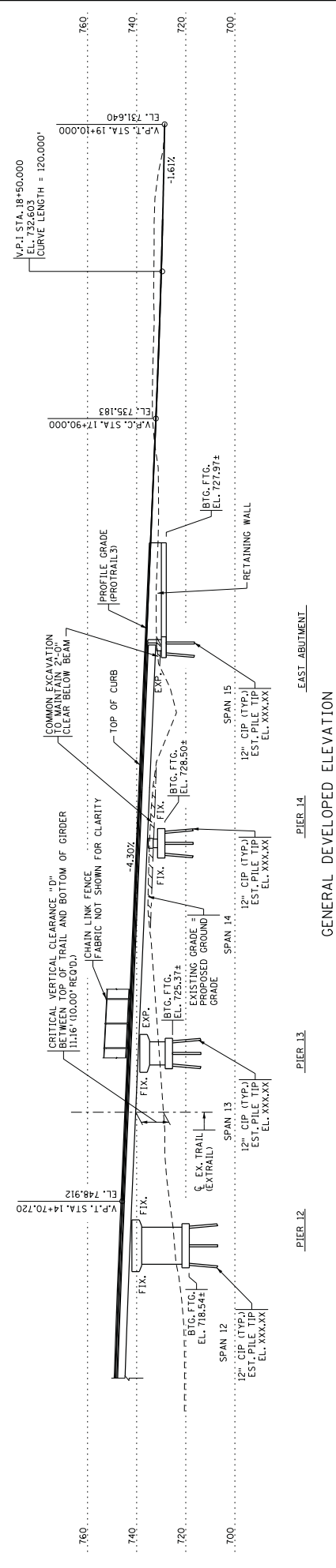
|           |                            |
|-----------|----------------------------|
| TITLE     | GENERAL PLAN AND ELEVATION |
| SHEET NO. | 3 OF 4                     |

7533 SIXTH AVENUE, SUITE 1100  
 RAMSEY, MINNESOTA 55039  
 Phone: (763) 432-2851  
 Email: info@boltonmenk.com  
 www.boltonmenk.com



GENERAL PLAN



GENERAL DEVELOPED ELEVATION

| REVISION | DATE | DESCRIPTION | BY | CHK. | APPV. |
|----------|------|-------------|----|------|-------|
|          |      |             |    |      |       |
|          |      |             |    |      |       |
|          |      |             |    |      |       |

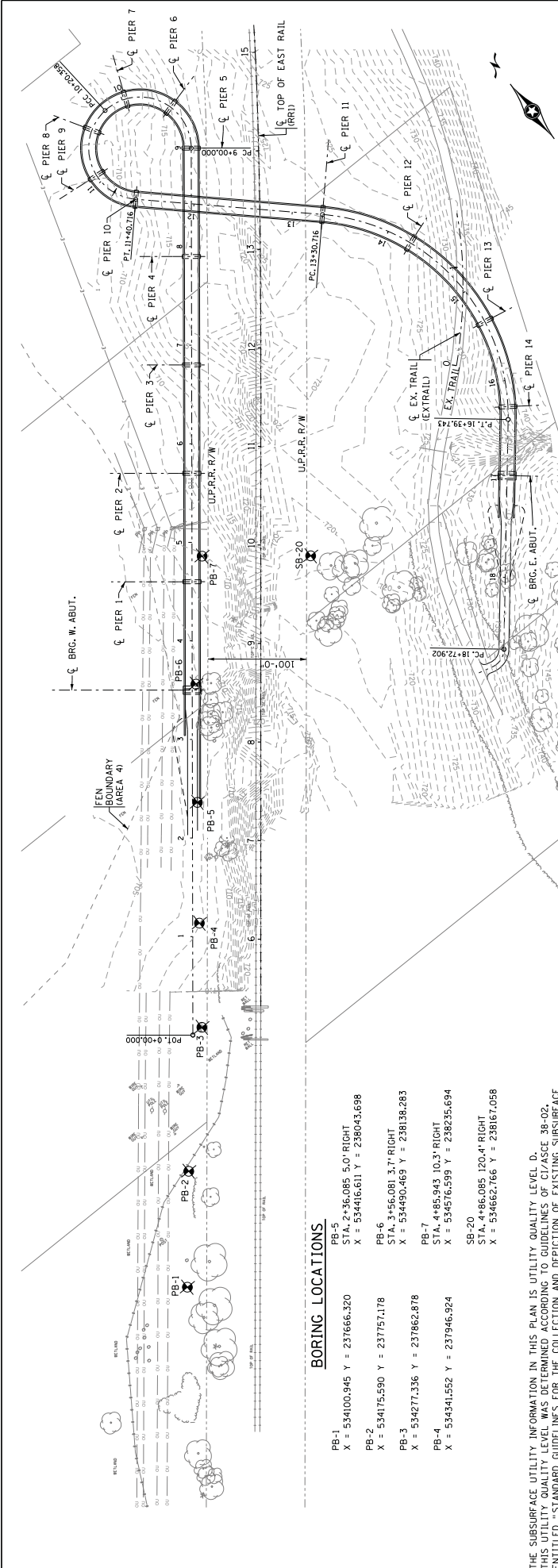
7533 SIXTH AVENUE, N.W.  
 RAMSEY, MINNESOTA 55039  
 Phone: (763) 432-2851  
 Email: [www@boltonmenk.com](mailto:www@boltonmenk.com)  
[www.boltonmenk.com](http://www.boltonmenk.com)



DESIGNED: A.T.P.  
 CHECKED: R.B.E.  
 DRAWN: J.M.R.  
 CHECKED: R.B.E.  
 APPROVED: R.B.E.

BRIDGE NO. XXXXX  
 STATE PROJECT NO. 019-090-024  
 SHEET NO. 5 OF 24 SHEETS

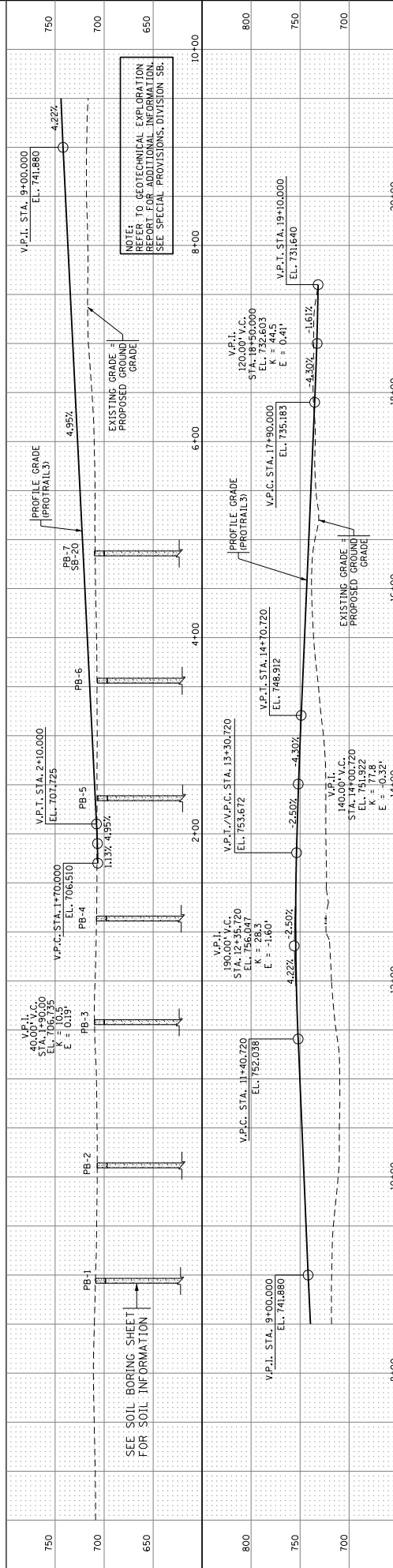




**BORING LOCATIONS**

- PB-1 X = 534100.945 Y = 237666.320
- PB-2 X = 534115.590 Y = 237757.178
- PB-3 X = 534277.336 Y = 237862.878
- PB-4 X = 534341.552 Y = 237946.924
- PB-5 STA. 2+36.085 5.0' RIGHT  
X = 534416.611 Y = 238043.699
- PB-6 STA. 3+56.081 3.7' RIGHT  
X = 534490.469 Y = 238138.283
- PB-7 STA. 4+85.943 10.3' RIGHT  
X = 534576.599 Y = 238235.694
- PB-20 STA. 86+086 120.4' RIGHT  
X = 534662.766 Y = 238167.058

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. GET UTILITY LEVELS DETERMINED ACCORDING TO GUIDELINES OF ASSC 38-02. ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".



NOTE: REFER TO GEOTECHNICAL EXPLORATION REPORT FOR ADDITIONAL INFORMATION. SEE SPECIAL PROVISIONS, DIVISION SB.

| REVISION | DATE | DESCRIPTION | DRW. | CHK. | APPV. |
|----------|------|-------------|------|------|-------|
|          |      |             |      |      |       |
|          |      |             |      |      |       |

|          |      |          |
|----------|------|----------|
| DESIGNED | DATE | 20-10-00 |
| CHECKED  | DATE |          |
| DRAWN    | DATE |          |
| APPV.    | DATE |          |



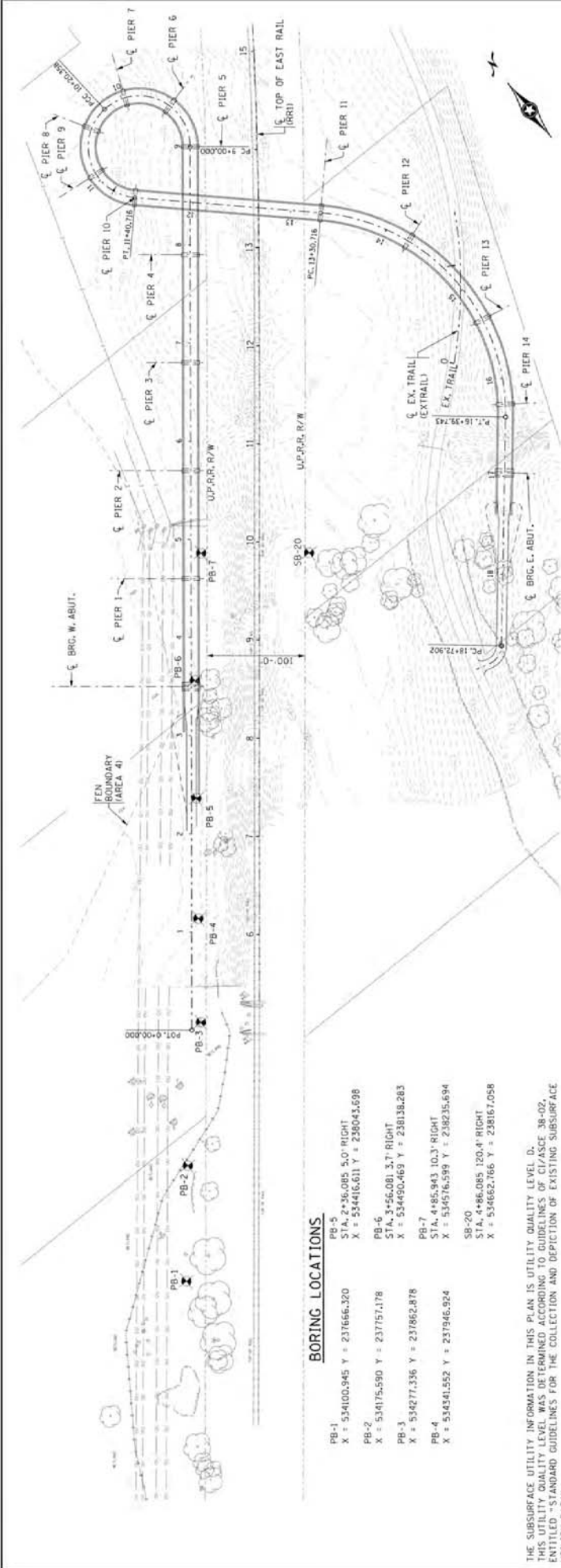
7633 SIXTH AVENUE DRIVE NW  
RAMSEY, MINNESOTA 55303  
Phone: (763) 433-2851  
Email: info@boltonmenk.com  
www.boltonmenk.com

BRIDGE SURVEY PLAN AND PROFILE

STATE PROJECT NO. 019-090-024

BRIDGE NO. XXXXX

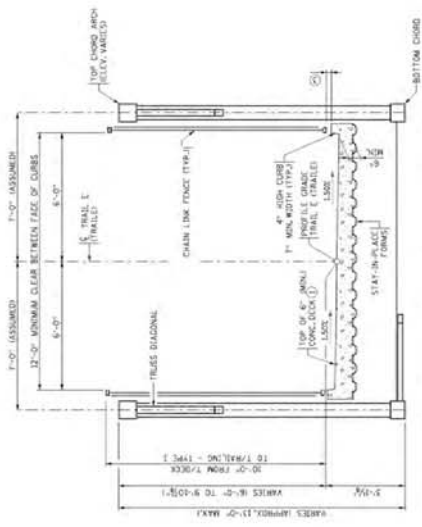
SHEET NO. 10 OF 24 SHEETS



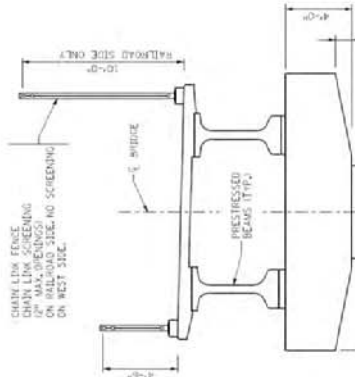
**BORING LOCATIONS**

- PB-1 X = 534100.945 Y = 237666.320
- PB-2 X = 534175.590 Y = 237571.178
- PB-3 X = 534277.336 Y = 237662.878
- PB-4 X = 534341.552 Y = 237946.924
- PB-5 STA. 2+36.085 5.0' RIGHT  
X = 534416.611 Y = 238043.698
- PB-6 STA. 5+56.081 3.7' RIGHT  
X = 534490.463 Y = 238138.283
- PB-7 STA. 4+85.843 10.3' RIGHT  
X = 534576.589 Y = 238235.694
- SB-20 STA. 4+86.085 120.4' RIGHT  
X = 534662.166 Y = 238167.058

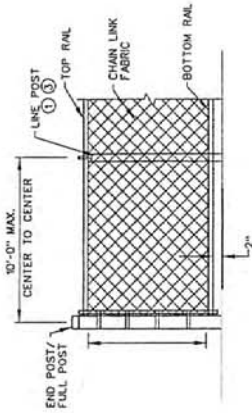
THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D.  
 THIS INFORMATION WAS OBTAINED FROM THE FIELD RECORDS OF PROJECT SB-20.  
 ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".



Chain Link Fence along Truss Section over ROW



Chain Link Fence along Ramp Section next to ROW



2\"/>



**BOLTON & MENK**  
 2555 SW UNIVERSITY AVENUE  
 GAINESVILLE, FLORIDA 32608  
 Phone: (781) 472-7851  
 Email: info@boltonmenk.com  
 www.boltonmenk.com

|          |      |    |      |      |             |
|----------|------|----|------|------|-------------|
| REVISION | DATE | BY | CHKD | APPD | DESCRIPTION |
|          |      |    |      |      |             |

STATE PROJECT NO. 019-090-024  
 SHEET NO.

BRIDGE NO. XXXXX

**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 (160<sup>th</sup> Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township and Rosemount
- 2) CSAH 46 (160<sup>th</sup> Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings
- 3) CSAH 42 (150<sup>th</sup> Street) from Redwood Drive to 147<sup>th</sup> Street in Apple Valley
- 4) CSAH 26 (Lone Oak Road) from TH 13 to Interstate 35E in Eagan
- 5) CSAH 46 (160<sup>th</sup> Street) at CSAH 85 (Goodwin Avenue) in Nininger and Vermillion Townships
- 6) CSAH 60 (185<sup>th</sup> 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        | <u>          </u> |
| Gaylord       | <u>  X  </u>    | Gaylord       | <u>          </u> |
| Halverson     | <u>  X  </u>    | Halverson     | <u>          </u> |
| Atkins        | <u>  X  </u>    | Atkins        | <u>          </u> |
| Workman       | <u> Absent </u> | Workman       | <u>          </u> |
| Holberg       | <u>  X  </u>    | Holberg       | <u>          </u> |
| Hamann-Roland | <u>  X  </u>    | Hamann-Roland | <u>          </u> |

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 5<sup>th</sup> 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 5<sup>th</sup> 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 140<sup>th</sup> Street in Apple Valley
- 14) CSAH 42 Trail and Underpass from 145<sup>th</sup> 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 147<sup>th</sup> Street in Apple Valley – Transit Modernization
- 3) CSAH 9 (Dodd Boulevard) Trail from 210<sup>th</sup> Street to CSAH 50 (Kenwood Trail) in Lakeville
- 4) CSAH 73 (Babcock Trail) Trail from Upper 55<sup>th</sup> 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 199<sup>th</sup> 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 (160<sup>th</sup> 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 5<sup>th</sup> 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 5<sup>th</sup> day of April 2022.



Clerk to the Board



April 8, 2022

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: Minnesota River Greenway UP Rail Overpass

Dear Ms. Koutsoukos:

I am writing to confirm that the Minnesota River Greenway UP Rail Overpass will be part of the Dakota County Regional Greenway Trail system. As the owner of these facilities, Dakota County is committed to operating and maintaining the improvements listed in this proposal for the useful life of the facilities, to provide year-round use for pedestrians 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 accommodate 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 that reads "Niki Geisler". The signature is written in a cursive, flowing style.

Niki Geisler  
Dakota County Parks Director

## AMENDMENT NO.1 TO CONTRACT NO. 120619

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

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

### Recitals

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

### Contract Amendment

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

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

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

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

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

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

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

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

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

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

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

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

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

AMENDMENT NO.2 TO CONTRACT NO. 120619

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

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

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

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

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

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

[The Balance of this page Left Intentionally Blank]

AMENDMENT NO.1 TO CONTRACT NO. 120619

1. STATE ENCUMBRANCE VERIFICATION

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

Signed: *Vincent Potvin*  
Date: *2/18/2020*

CFMS Contract No. 120619 *110 PO*

2. CONTRACTOR

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

By: *Mike Smith*  
Title: *Chair Dakota County Board*  
Date: *3/17/2020*

APPROVED AS TO FORM  
DAKOTA COUNTY

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

3. STATE AGENCY

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

By: *(with delegated authority)*  
Title: *Linda Erickson*  
Date: *2020.04.13 10:09:56 -05'00'*  
*Digitally signed by Linda Erickson-Eastwood*

4. COMMISSIONER OF ADMINISTRATION

DocuSigned by: *PaBong Thao*  
Title: *Management Division*  
Date: *APR 11 15, 2020*  
*5A76479B1B5340E...*

Distribution:  
Agency

DS  
*km*



March 14, 2022

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

RE: 2022 Regional Solicitation Letter of Support for Dakota County – Minnesota River Greenway – Fort Snelling  
UP Rail Pedestrian Bridge

Dear Mr. Mertens:

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

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

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

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

Sincerely,

*Jessica Althoff*

Jessica Althoff  
Fort Snelling State Park Manager  
Minnesota Department of Natural Resources  
Division of Parks and Trails  
101 Snelling Lake Road  
St. Paul, MN 55111  
612-279-3552  
[jess.athoff@state.mn.us](mailto:jess.athoff@state.mn.us)

Cc Krista Jensen, Assistant Park Manager  
Laurel Quill, Assistant Park Manager  
Martha Reger, District Supervisor  
Anton Benson, Regional Resource Specialist

*Equal Opportunity Employer*



March 14, 2022

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

RE: 2022 Letter of Support for Dakota County Minnesota River Greenway – Fort Snelling  
UP rail Pedestrian Bridge

Dear Mr. Mertens:

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

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

Dakota County shared the proposed layout for this work, and the City of Eagan is supportive of that layout.

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

Sincerely,

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

**MAYOR | MIKE MAGUIRE**    **COUNCIL MEMBERS | PAUL BAKKEN, CYNDEE FIELDS, GARY HANSEN, MIKE SUPINA**    **CITYOFEAGAN.COM**

**CITY ADMINISTRATOR | DIANNE MILLER**    **MUNICIPAL CENTER | 3830 PILOT KNOB ROAD, EAGAN, MN 55122-1810**

**MAIN: (651) 675-5000**    **MAINTENANCE: (651) 675-5300**    **UTILITIES: (651) 675-5200**

IF YOU HAVE A HEARING OR SPEECH DISABILITY, CONTACT US AT (651) 675-5000 THROUGH YOUR PREFERRED TELECOMMUNICATIONS RELAY SERVICE.



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

Existing Conditions Site Photo  
Source: Google Earth, June 2019

# **Minnesota River Regional Greenway - UP Rail Overpass**

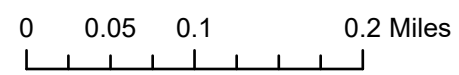
DAKOTA COUNTY





## MN River Greenway - Fort Snelling State Park UP Rail Overpass

- Dakota County Parks
- Project Location
- Sidewalks
- Planned Regional Trails
- Existing Regional Trails
- 10-Minute Walk to Transit



# Transit Connections

Multiuse Trails and Bicycle Facilities Project: Minnesota River UP Rail Overpass | Map ID: 1647795300027

## Results

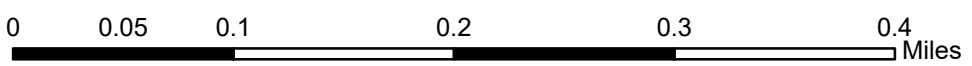
Transit with a Direct Connection to project:  
-- NONE --

*\*indicates Planned Alignments*

Transit Market areas: 3



- |  |                            |  |                             |  |                             |  |                             |  |                             |  |                           |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
|  | Project Points             |  | Commuter Rail               |  | Commuter Rail               |  | Dedicated Bus Rapid Transit |  | Arterial Bus Rapid Transit  |  | Modern Streetcar          |
|  | Project                    |  | Dedicated Bus Rapid Transit |  | Dedicated Bus Rapid Transit |  | Highway Bus Rapid Transit   |  | Commuter Rail               |  | Undetermined              |
|  | Project Area               |  | Highway Bus Rapid Transit   |  | Highway Bus Rapid Transit   |  | Light Rail                  |  | Dedicated Bus Rapid Transit |  | Highway Bus Rapid Transit |
|  | Active Stop                |  | Light Rail                  |  | Light Rail                  |  | Modern Streetcar            |  | Highway Bus Rapid Transit   |  | Light Rail                |
|  | Arterial Bus Rapid Transit |  | Arterial Bus Rapid Transit  |  | Arterial Bus Rapid Transit  |  | Undetermined                |  | Light Rail                  |  |                           |



Created: 3/20/2022  
LandscapeRSA3



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





**BUILDING AMERICA®**

April 12, 2022

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

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

Dear Ms. Koutsoukos:

On behalf of Union Pacific Railroad, I am writing in support of Dakota County's grant application seeking a 2022 Metropolitan Council Transportation Advisory Board grant for the Minnesota River Greenway - Union Pacific Rail Overpass Project. The project includes construction of a pedestrian bridge over an existing Union Pacific Railroad track at MP 9.03 on the Mankato Subdivision located in the City of Eagan, MN.

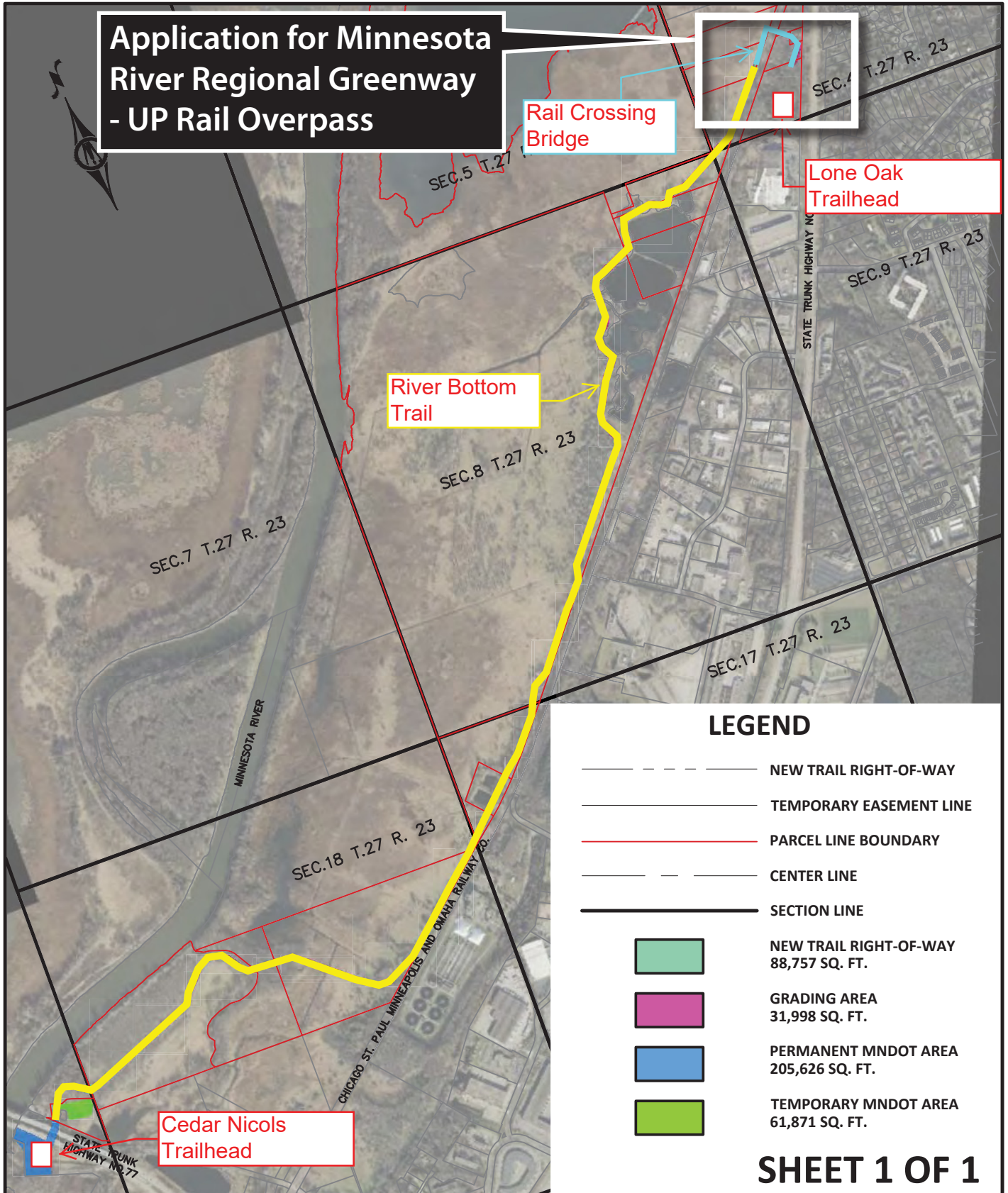
Union Pacific appreciates our positive partnership with Dakota County, and looks forward to working with the agency to advance the pedestrian bridge project, in alignment with our engineering and design standards and safety requirements.

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

Sincerely,

Liisa Stark

**Application for Minnesota River Regional Greenway - UP Rail Overpass**



**LEGEND**

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

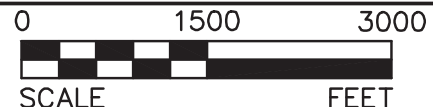
**SHEET 1 OF 1**

EXHIBIT B—PARCEL SKETCH OVERVIEW  
DAKOTA COUNTY

MINNESOTA RIVER GREENWAY TRAIL

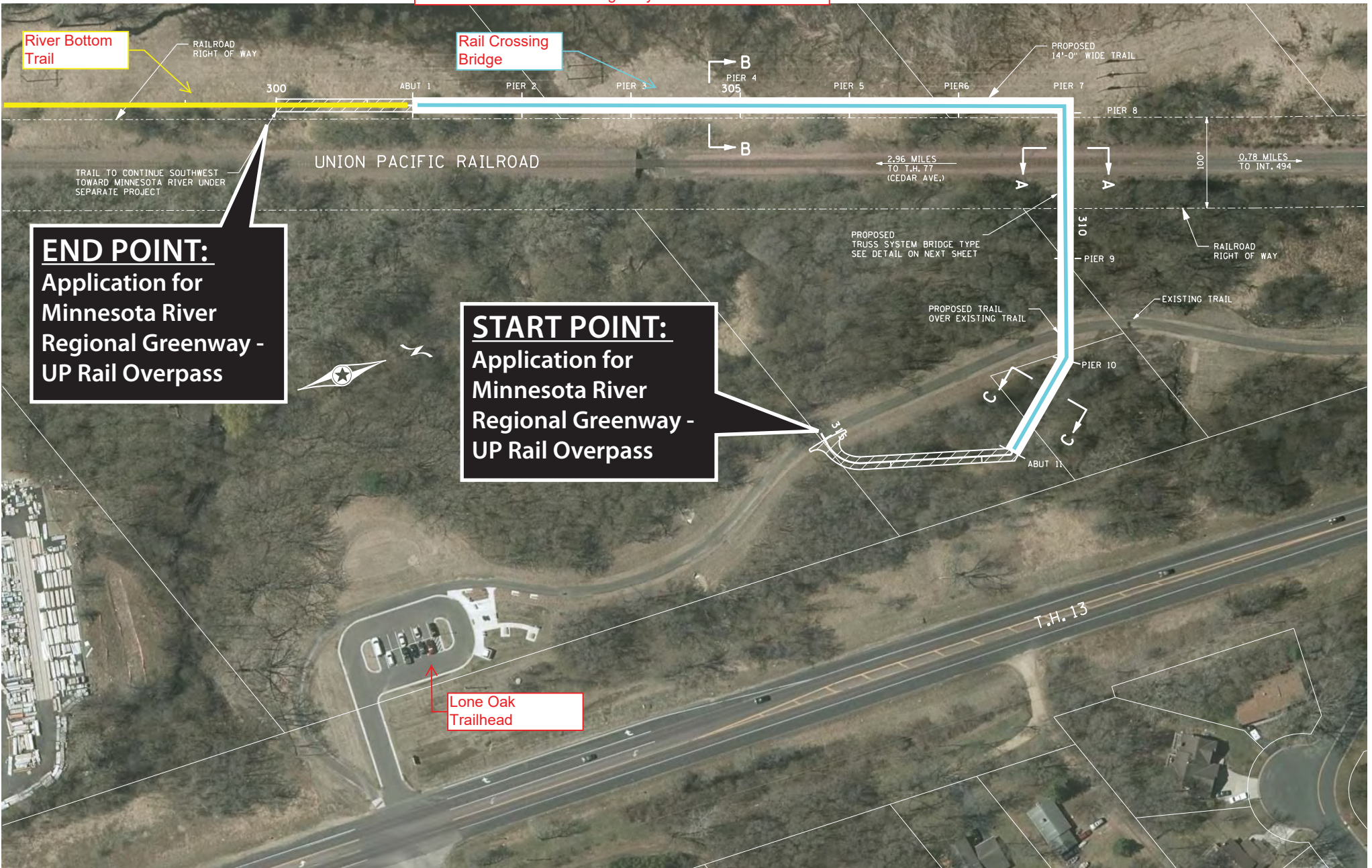


12224 NICOLLET AVENUE  
BURNSVILLE, MINNESOTA 55337  
(952) 890-0509



H:\DACO\T44117934\CAD\C3D\figures\Daco\_Greenway\_Trail\_Exhibit\_B.dwg 12/13/2019 1:31 PM

Attthment C - Schematic Bridge Layout near Lone Oak Road



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

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

| DATE | REVISION DESCRIPTION | DR. | CHK. | APP'D. |
|------|----------------------|-----|------|--------|
|      |                      |     |      |        |
|      |                      |     |      |        |



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

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

ENGINEER  
LIC. NO. \_\_\_\_\_ LICENSE \_\_\_\_\_ DATE \_\_\_\_\_ DATE \_\_\_\_\_

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

| DESIGNED                 | DES. | DRAWN | DRN. | APPROVED |
|--------------------------|------|-------|------|----------|
| CHECKED                  | CDES | CHECK | CDRN |          |
| <b>TRAIL BRIDGE</b>      |      |       |      |          |
| SHEET NO. X OF XX SHEETS |      |       |      |          |

BR  
XXXXX