



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17712 - Dakota County River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 04/14/2022 3:28 PM

Primary Contact

Name:* John Mertens
Pronouns First Name Middle Name Last Name

Title: Senior Planner

Department:

Email: john.mertens@co.dakota.mn.us

Address: 14955 Galaxie Ave

*** City State/Province Postal Code/Zip**
Apple Valley Minnesota 55124

Phone:* 952-891-7036
Phone Ext.

Fax:

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

Organization Information

Name: DAKOTA COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government
Organization Website:
Address: TRANSPORTATION DEPT
14955 GALAXIE AVE

* APPLE VALLEY Minnesota 55124
City State/Province Postal Code/Zip
County: Dakota
Phone:* 952-891-7100
Ext.
Fax:
PeopleSoft Vendor Number 0000002621A15

Project Information

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

This application seeks funding for a 2-mile segment of the River to River Greenway regional trail through Valley Park, connecting from Hwy 13 to TH 149 (Dodd Road), as well as an a grade separated crossing at TH 149 that will provide significant connectivity to adjacent trail segments and overcome a barrier within a Tier 1 RBTN corridor.

The Valley Park trail improvements will increase usability for all ages and abilities. The newly constructed trail will include safety and accessibility upgrades, which will include widening of the trail width to 10 feet, improved curve radii throughout, improved drainage to reduce ice buildup in the winter and spring, and re-alignment to address steep slope issues.

The TH 149 underpass will be located approximately 100 feet north of the intersection of Dodd Road and Highway 110/62. This underpass will improve local and regional connectivity and safety as it will provide a completely protected pedestrian and bicycle crossing at the major intersection of Dodd Road (TH 149) and Highway 110/62. The underpass will be constructed as a 10-ft by 14-ft concrete box culvert.

The grade separated crossing plays an important role in the RBTN network and Dakota County's River to River Greenway, an 8-mile east-west route connecting the Mississippi River at Lilydale to the Mississippi River in South Saint Paul. The regional trail navigates through residential areas in Mendota Heights, West St. Paul and South St. Paul, providing linkages to north-south RBTN routes and other Dakota County greenways, linking to employment and commercial areas. The underpass will also leverage a recently completed grade separated crossing of Highway 110/62 to the east of this project area, to facilitate north-south non-motorized transportation, along with a future trail

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

connection along Dodd Road to the north of the project area.

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

(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.](#)

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

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) 2.1

to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s)

Federal Amount \$1,372,800.00

Match Amount \$343,200.00

Minimum of 20% of project total

Project Total \$1,716,000.00

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.

Project Information

County, City, or Lead Agency Dakota County

Zip Code where Majority of Work is Being Performed	55118
(Approximate) Begin Construction Date	04/01/2026
(Approximate) End Construction Date	10/01/2026
Name of Trail/Ped Facility:	River to River Greenway - Valley Park Trail & TH 149 Underpass
<i>(i.e., CEDAR LAKE TRAIL)</i>	
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From:	Highway 13 at I-35E
(Intersection or Address)	
To:	Hwy 110/62 and Dodd Road (TH 149)
(Intersection or Address)	
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
Or At:	
Miles of trail (nearest 0.1 miles):	2.1
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	2.1
Is this a new trail?	Yes
Primary Types of Work	Grade Aggregate Base, Bit Base, Bit Surf, Boardwalk, Tunnel, Lighting
<i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i>	
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	N/A
New Bridge/Culvert No.:	Not yet assigned
Structure is Over/Under (Bridge or culvert name):	100' culvert/tunnel under Dodd Road/TH 149

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

The proposed project is consistent with the 2040 TPP goals, objectives and strategies. More specifically, the proposed project aligns with the following TPP pedestrian and bicycle goals, objectives and strategies. Examples include:

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

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

(Limit 2,800 characters; approximately 400 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

1. Dakota County's 2040 Comprehensive Plan - Page 83, Page 167
2. Dakota County's 2040 Transportation plan Page 6-41, 6-45 to 6-48
3. Dakota County's River to River Greenway Master Plan - page 36-38, Grade-separated crossing at Dodd Road
4. City of Mendota Heights 2040 Comprehensive Plan, Chapter 4: Parks and Trails
 - a. Page 4-5, Recreation Programming Goal: To support the Dakota County 2030 Greenway Corridors Plan/Vision
 - b. Page 4-13 River to River Greenway
5. City of South St. Paul 2040 Comprehensive Plan - Transportation Chapter - pages 7-178, 7-181, 7-194, 7-195, 7-198 Parks and Trails Chapter - pages 9-235, 9-247
6. TH 110 Grade Separated Crossing Study (all pages)

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

(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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

[Upload PDF of Agreement in Other Attachments.](#)

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00

Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$356,400.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00

Other Bicycle and Pedestrian Elements	\$1,359,600.00
Totals	\$1,716,000.00

Specific Transit and TDM Elements

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

Transit Operating Costs

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

Totals

Total Cost	\$1,716,000.00
Construction Cost Total	\$1,716,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map

1649865456356_Bike Corridors Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 21582

Existing Employment Within One Mile (Integer Only) 8648

Upload the "Population Summary" map 1649804611144_Population and Employment Map.pdf

Please upload attachment in PDF form.

Measure A: Engagement

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

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

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

Dakota County has worked hard to gather broad perspectives from the community for bicycle and pedestrian planning projects. Engagement for this project was completed primarily as part of the River to River Greenway Plan process (2014 - 2015). Targeted outreach was gathered input from SHIP priority populations, which includes people over 55 years old, children, people with lower median income, and people with mobility issues. Within a half mile of the proposed project, there is a significant population of seniors, with 32% of residents over the age of 64. A survey was distributed, with emphasis on seniors and children. Multiple on-site and pop-up events focused on potential trail accessibility, connections, and amenity enhancements. These events were coordinated with senior advocacy groups, at multi-family housing locations, and presented at Garlough Elementary School. An open house event gathered feedback on draft recommendations and public review of the plan was made available through Dakota County's website. Of the feedback gathered through this process, the following influenced the project outcomes directly:

Response:

- Desire to mitigate trail conflicts at busy traffic areas and intersections
- Desire for grade separated crossings
- Desire for multi-use trail with ADA accessibility and width or separation of modes to accommodate bicyclists and pedestrians
- The Valley Park alignment and the Dodd Road (TH 149) grade separated crossing were identified as preferred

Subsequent planning processes initiated by the City of Mendota Heights and Dakota County have

reinforced the priority projects identified in the River to River Greenway Plan.

The Mendota Heights Comprehensive Plan process, (2017 - 2021), included three public information meetings held at local schools and provided a hands-on display at the City's annual Fire Station Open House. One of the key issues identified in this process included a desire to continue to provide access to and maintain the character, natural feel, and green space throughout the community as a priority for maintaining quality of life. The final plan promotes the River to River Greenway as part of the Park and Trail System map.

In 2017, in cooperation with the City of Mendota Heights and MnDOT, Dakota County completed the design and construction of a grade separated crossing (underpass) at Highway 62, just east of Dodd Road, to provide a safe connection for pedestrians and bicyclists connecting to the Mendota to Lebanon Greenway. For this planning process, two open houses and a stakeholder meeting were held. The long-term plans presented at this time included a future grade-separated crossing at Dodd Road. Participants in this planning process were enthusiastic and supportive of the grade separated crossings as presented.

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

Measure B: Equity Population Benefits and Impacts

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

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

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

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

The proposed regional trail improvements through Valley Park and grade separated crossing of Dodd Road will have a significant impact for people living, working, shopping, and studying throughout the area. The project area serves as the primary commercial and multi-family housing area for the community. As such, it is a primary destination for people of all ages, including children, the disabled, and the elderly.

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

Response:

In addition to improving access to Mendota Heights' primary mixed-use node, this connection will drastically improve regional connectivity and safety for both the RBTN and Dakota County's Regional Greenway system. The River to River Greenway connects Mendota Heights, South St. Paul, and West St. Paul. The trail construction and underpass will encourage use of the entire greenway corridor, connecting to the newly constructed Hwy 62 underpass. The continuous greenway trails are much more attractive to trail users and encourage longer rides and walks, which in turn improves and expands local options for outdoor exercise and, thus, public health.

This regional trail through Valley Park and underpass will improve the viability of access within

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

There are no known negative externalities associated with the project. The project will not displace businesses or residents during the construction process. A potential temporary easement on private property on the west side of Dodd Road may be necessary; the project will be at least 100 feet away from any existing structure. The anticipated construction impacts of noise and dust will be minimal, if any, with potential need to remove some existing trees. Construction may require temporary closure of Dodd Road north of Hwy 62. The appropriate construction mitigation measures will be put in place to address any potential issues that could disrupt local businesses and residents during construction.

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

Measure C: Affordable Housing Access

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

Describe the 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.

This project will significantly improve the viability and increase options for non-motorized transportation for residents living within a half-mile of the project area. There are 767 publicly subsidized rental housing units in census tracts within 1/2 mile of the project. In addition, there are two Dakota County CDA Senior Housing developments within walking distance of the proposed TH 149 grade separated crossing and connection to the River to River Greenway. Parkview Plaza, located southeast of Highway 62 and TH 149, has 65 units of housing for seniors and people with disabilities. Village Commons is located northeast of Highway 62 and TH 149, and has 60 units of housing geared towards seniors and people with disabilities. Both Parkview Plaza and Village Commons provide housing in exchange for rental rates based on a percentage of resident's income. Residents who live on fixed income and who are older tend to be more reliant on alternative means of transportation, as well as tend to have less access to a personal vehicle. In the block groups adjacent to the project area, between 5 - 13% of residents do not own a personal vehicle.

Response:

For residents that live west of Dodd Road/TH 149, the proposed grade separated crossing will link to vital community destinations, such as a bank, veterinarian office, healthcare locations, restaurants, retail, and employment locations. In combination with the recently constructed grade separated crossing of Hwy 62, residents on the west side of TH 149 will also be able to reach additional community destinations south of Highway 62, such as restaurants, medical offices, a pharmacy, and a fitness center. For residents living on the east side of Dodd Road/TH 149, the proposed grade separated crossing will provide a direct link to the regional trail through Valley Park, providing direct access to recreational and active living opportunities.

The grade separated crossing will also provide a safety enhancement for students to reach Two Rivers High School from the west side of Dodd Road/TH 149. Between 12 and 20% of residents living west of the proposed grade separated crossing are under the age of 18, and will potentially use the new facility to walk or bike to school.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

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

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

Yes

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

1649804802776_Socioeconomic Map.pdf

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

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

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

Bike system gap improvements include the following:

- Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*

- Improving bikeability to better serve all ability and experience levels by:*

- Providing a safer, more protected on-street facility or off-road trail;*

- Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*

- Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

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

Response:

Currently, there are existing off-road trails on the east and west side of Dodd Road (TH 149), at Highway 110/62, an RBTN Tier 1 Corridor. These trails lead to the only available crossing facility on Dodd Road. This crossing requires users to navigate across four lanes of traffic where the posted speed is 40 MPH, including two turn lanes with a stop on the concrete refuge island. This configuration places cyclists and pedestrians right in the middle of vehicular traffic creating an unsafe and stressful environment for cyclists and pedestrians as well as drivers.

Locally, the project improves access to Mendota Heights' primary commercial area, a mixed-use node with commercial, medium and high-density housing. Regionally, the project will improve connectivity and safety for the RBTN network and the River to River Greenway, a regional trail that

connects Lilydale, Mendota Heights, West. St. Paul, and South St. Paul. Users will be able to use this greenway to connect to one of Dakota County's other eight regional greenways and reach destinations like Downtown Saint Paul.

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

(Limit 2,800 characters; approximately 400 words)

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

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Yes

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

Yes

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

Measure B: Project Improvements

The construction of the Dakota County River to River Greenway trail segment through Valley Park and the TH 149 Underpass will correct a large safety deficiency in the existing Dakota County trail network as well as for the Regional Bicycle Transportation Network. Highway 149 is a two-lane State highway that serves as a main north-south corridor. The posted speed limit is 40 MPH. The River to River Greenway Plan indicates increasing use of the trail corridor, with forecasts of 139,000 trail users by the year 2030. A safe underpass crossing facility will remove cyclist and pedestrian traffic from the busy, skewed intersection of Dodd Road (AADT of 9,900 in 2015) and Highway 62/110 (AADT of 34,000 in 2019). Recent crash data provided through MnCMAT shows 5 pedestrian and/or bicycle crashes in this area, one which was due to a distracted driver at the proposed location of the underpass at Dodd Road resulting in possible injury for a bicyclist and a pedestrian.

Response:

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

The two-mile trail segment through Valley Park will correct steep sections, sharp curves, and limited

sight lines, in addition to addressing drainage and safety concerns in an existing tunnel under Marie Avenue, in order to reduce trail user conflicts on this portion of trail. This new trail and grade separated crossing will together create a more usable trail connection between the Minnesota River Greenway in Lilydale and the Mendota to Lebanon Hills Greenway, which connects to Lebanon Hills Regional Park.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The proposed River to River Greenway trail improvements through Valley Park and the TH 149 Underpass will provide a safe and comfortable route for pedestrian movement under Dodd Road (TH 149) at Highway 62. The tunnel will be a significant improvement at this skewed intersection, as currently pedestrians must travel across four lanes of traffic, including two turn lanes. The underpass will connect directly with the existing regional trails on both the west and east side of Dodd Road, eliminating the need for trail users to stop at the intersection to wait for a signal to cross and providing a protected crossing of a major roadway.

Response:

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

The two-mile regional trail segment through Valley Park will be improved for pedestrian safety and experience with grading to correct steep sections, eliminating sharp curves, and opening up sight lines to reduce trail user conflicts throughout the park. The additional widening of the bituminous trail from 8-ft to 10-ft will ensure that pedestrians and bicyclists travelling throughout the trail will be able to comfortably pass at varying speeds. This newly constructed trail and grade separated crossing will together create an enjoyable and usable trail connection between the Minnesota River Greenway in Lilydale and the Mendota to Lebanon Hills

Greenway, which connects to Lebanon Hills Regional Park.

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

(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.

Engagement was primarily completed as part of the River to River Greenway Plan process in 2014 and 2015. Targeted outreach was gathered input from SHIP priority populations (people over 55, children, people with lower income, and people with mobility issues). Engagement included:

- Survey distributed to targeted stakeholders, such as senior housing residents and parents of Garlough Elementary School students.
- Meeting with Living Longer Strong (senior advocacy group) on September 18, 2014.

- Open house event at Covington Court Apartments (on Marie Avenue), in coordination with the West St. Paul Marie-Oakdale Feasibility Study on November 5, 2015.

- Presentation and discussion at Thompson Park Advisory Council for Seniors, January 22, 2015.

- Open house (February 4, 2015) with emphasis on gathering feedback on draft recommendations for trail alignment alternatives, greenway enhancements, interpretation, and natural resources/water quality improvements. Over 35 people attended the open house, and support was documented for the greenway alignment, as well as a desire for grade separated crossings.
- The draft plan was posted publicly on Dakota County's website for one month. Comments gathered showed strong support for the regional trail connection, as well as a desire for safe trail connections at busy roadways.

Subsequent engagement for related plans supported the ideas and projects identified in the 2015 River to River Greenway Plan.

The Mendota Heights Comprehensive Plan was

Response:

adopted in 2021, and the majority of engagement took place from 2017 - 2019. During this time, the City hosted three public information meetings at local schools and provided a hands-on display at the City's annual Fire Station Open House. Four open house events were held in the fall of 2017 to review the draft Comprehensive Plan, in addition to an online survey and social media outreach. Feedback gathered supported the River to River Greenway and the final plan included the trail alignment and improvements on the Park and Trail System map.

The Dakota County Bike/Ped Study was completed in December of 2018. The project team was especially mindful of reaching stakeholder groups who are most likely to experience health disparities (people over 60, children, people with low incomes, and minorities). Methods for outreach included attending places of worship (churches/mosques), and attending social groups for active living, seniors, latino community, and students. The project team also collected feedback at county fairs and art festivals. Based on the feedback gathered, a specific area of concern for the safety of the trail crossings at Dodd Road at Highway 62, as well as strong support for the implementation and continued improvement of greenways in Dakota County.

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

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

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

100%

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

100%

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

75%

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

50%

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

25%

Layout has not been started

0%

Attach Layout

1649967641071_River to River Full Layout - Trail and Underpass.pdf

Please upload attachment in PDF form.

Additional Attachments

1649946728879_RS MnDOT Letter Dakota County_projects.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 Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

25%

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

0%

5.Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,716,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,716,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

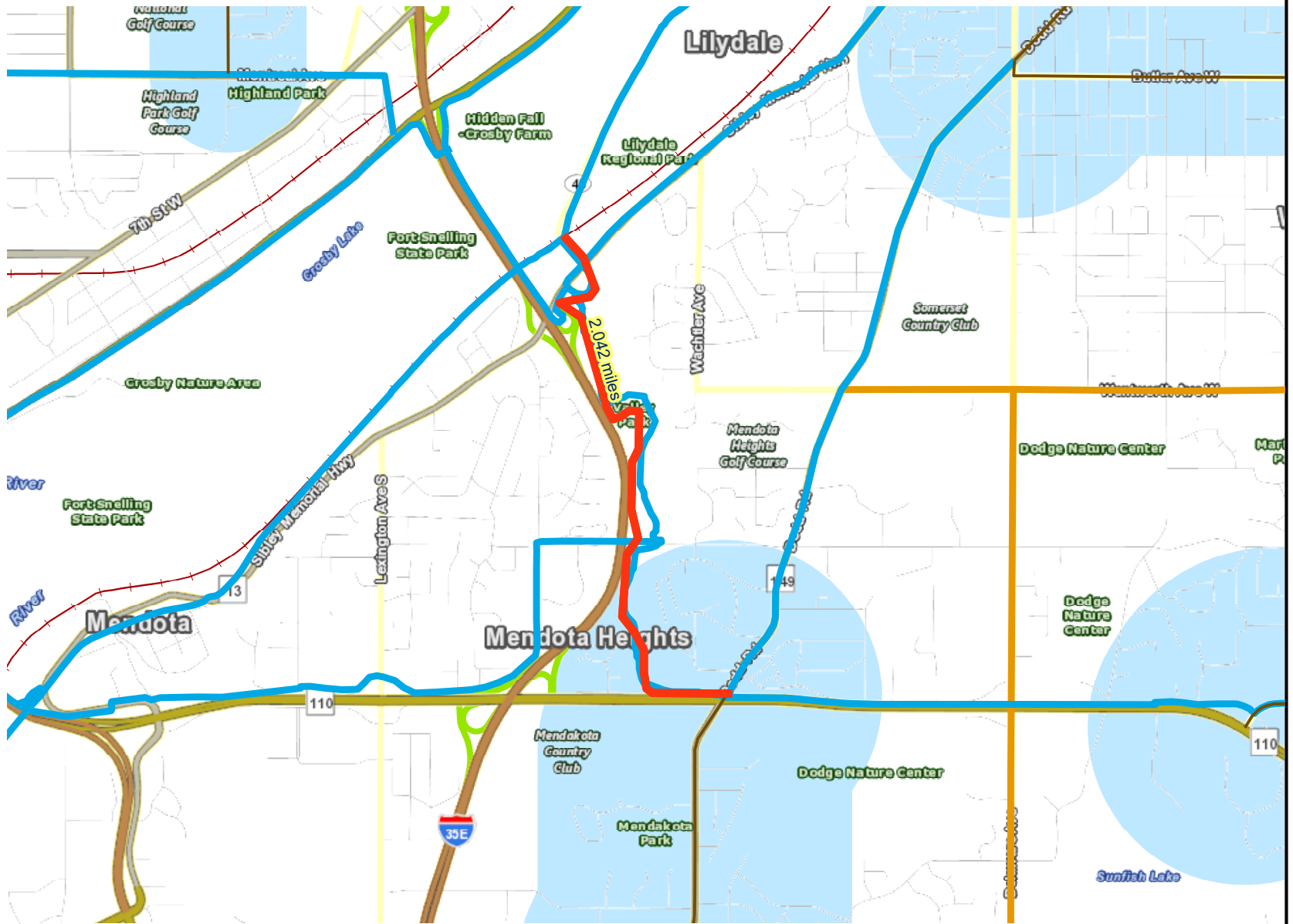
File Name	Description	File Size
2022408 DC Snow and Ice- River to River Greenway (002).pdf	Snow and Ice Letter for River to River Greenway	167 KB
9264_Concept Plans_Dodd_Underpass.pdf	Concept plans for the underpass that is a part of this project.	774 KB
County Board Resolution No. 22-144.pdf	County Board Resolution for the River to River Greenway.	87 KB
Existing Conditions Photo.pdf	Existing conditions of the area where this project would be placed.	767 KB
R2R_Valley Park_TH 149_Summary.pdf	One Page Project Summary	1.6 MB
River to River Greenway Master Plan_concept.pdf	Master Plan concept for River to River Greenway.	1.5 MB
River to River Greenway Master Plan_detail pages.pdf	Master Plan details document for the River to River Greenway.	787 KB
River to River Valley Park Trail_project map.pdf	The project map of the River to River Greenway.	1.5 MB
RS MnDOT Letter Dakota County_projects.pdf	MnDOT Metro District Acknowledgment Letter for the River to River Greenway.	257 KB
Transit Connections Map.pdf	Transit Connections Map for River to River Greenway - Valley Park Trail.	4.5 MB

Project to RBTN Orientation

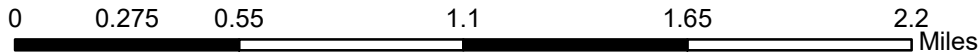
Multiuse Trails and Bicycle Facilities Project: River to River Greenway | Map ID: 1647795750177

Results

Project IN TIER 1
Bicycle Transport Corridor.



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



Created: 3/20/2022
LandscapeRSA6



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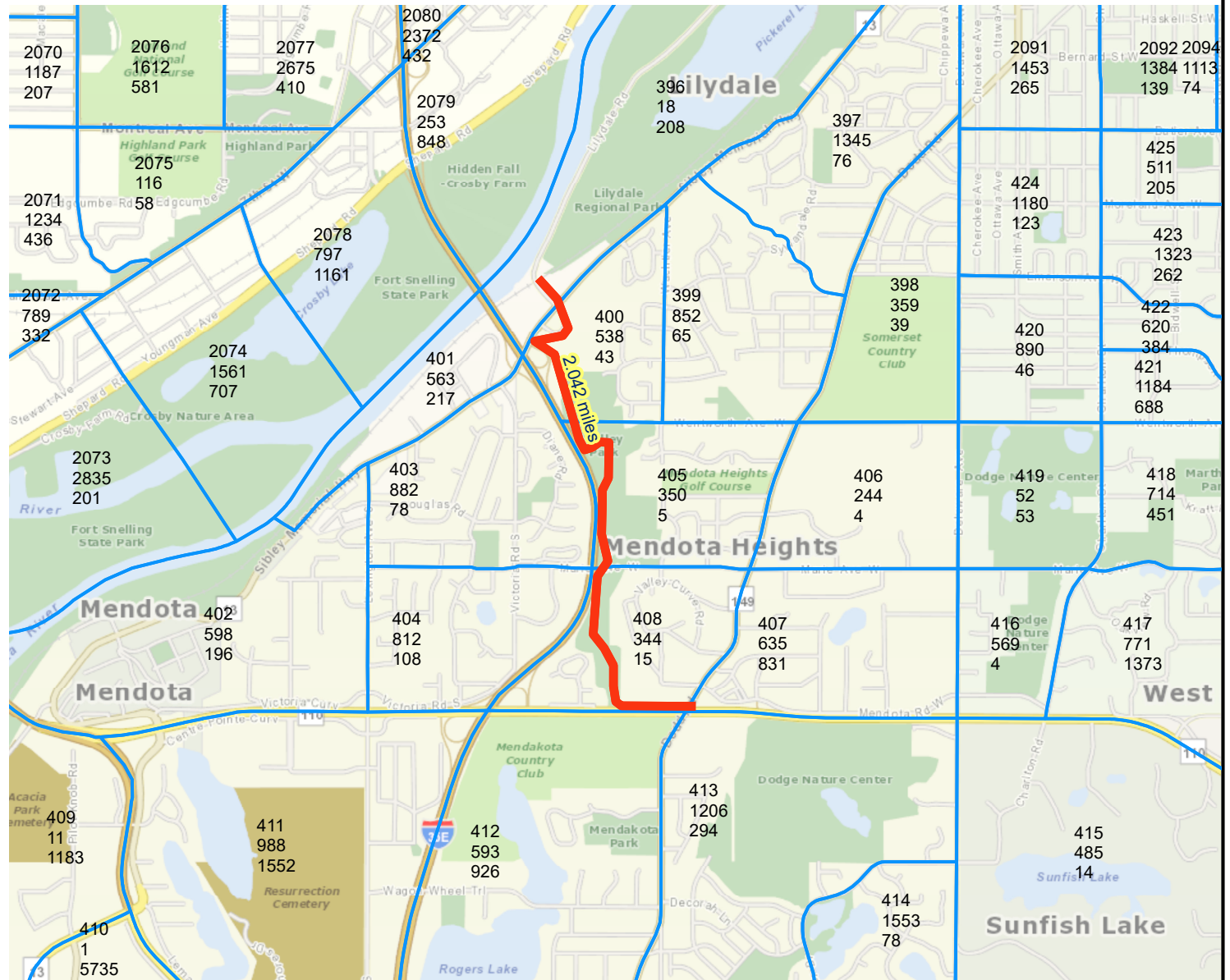


Population/Employment Summary

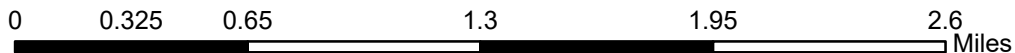
Multiuse Trails and Bicycle Facilities Project: River to River Greenway | Map ID: 1647795750177

Results

Within ONE Mile of project:
 Total Population: 21582
 Total Employment: 8648



-  Project Points
-  Project Area
-  Project
-  2016 TAZ

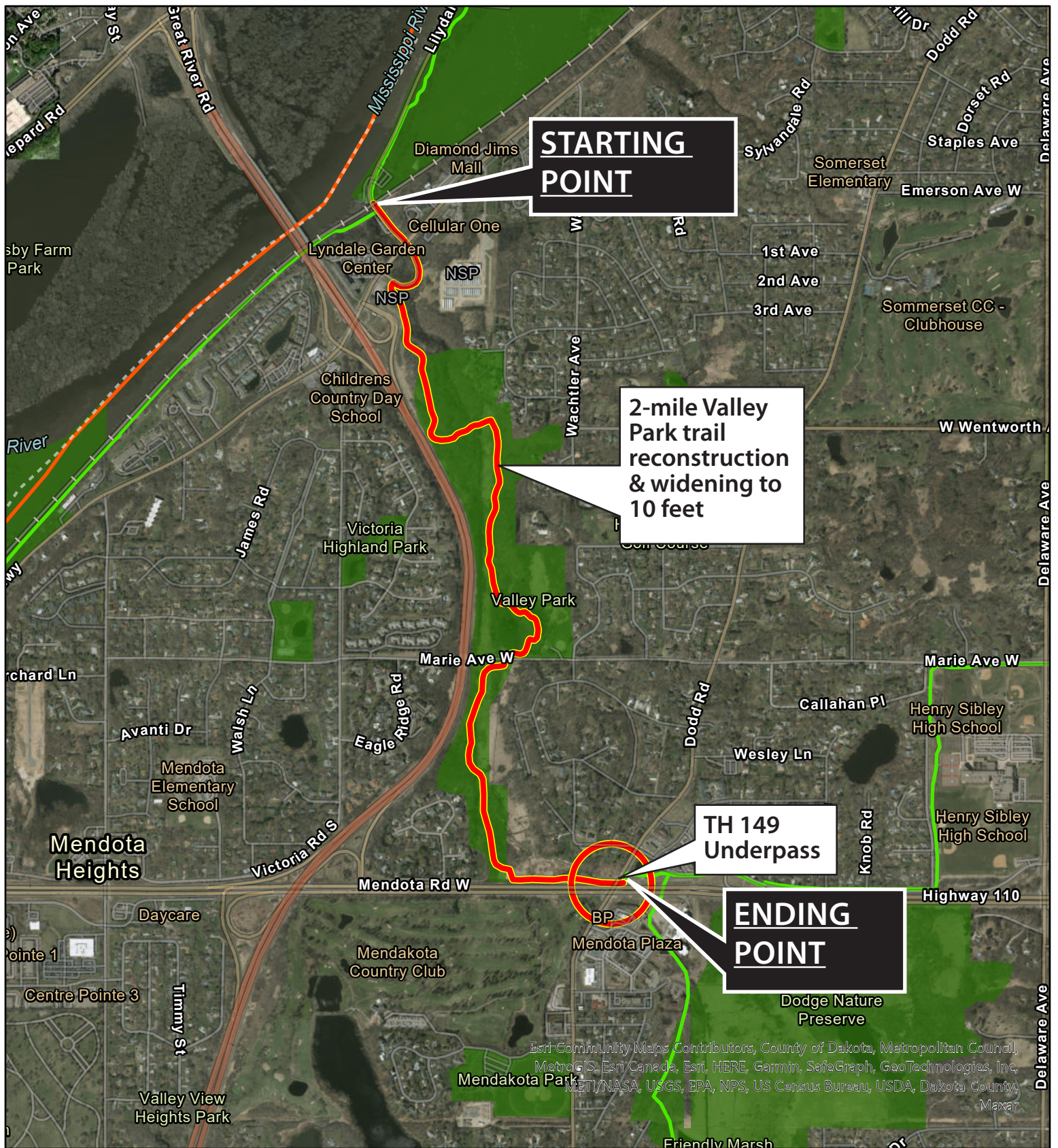


Created: 3/20/2022
 LandscapeRSA4



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





River to River Valley Park Trail and TH 149 Underpass

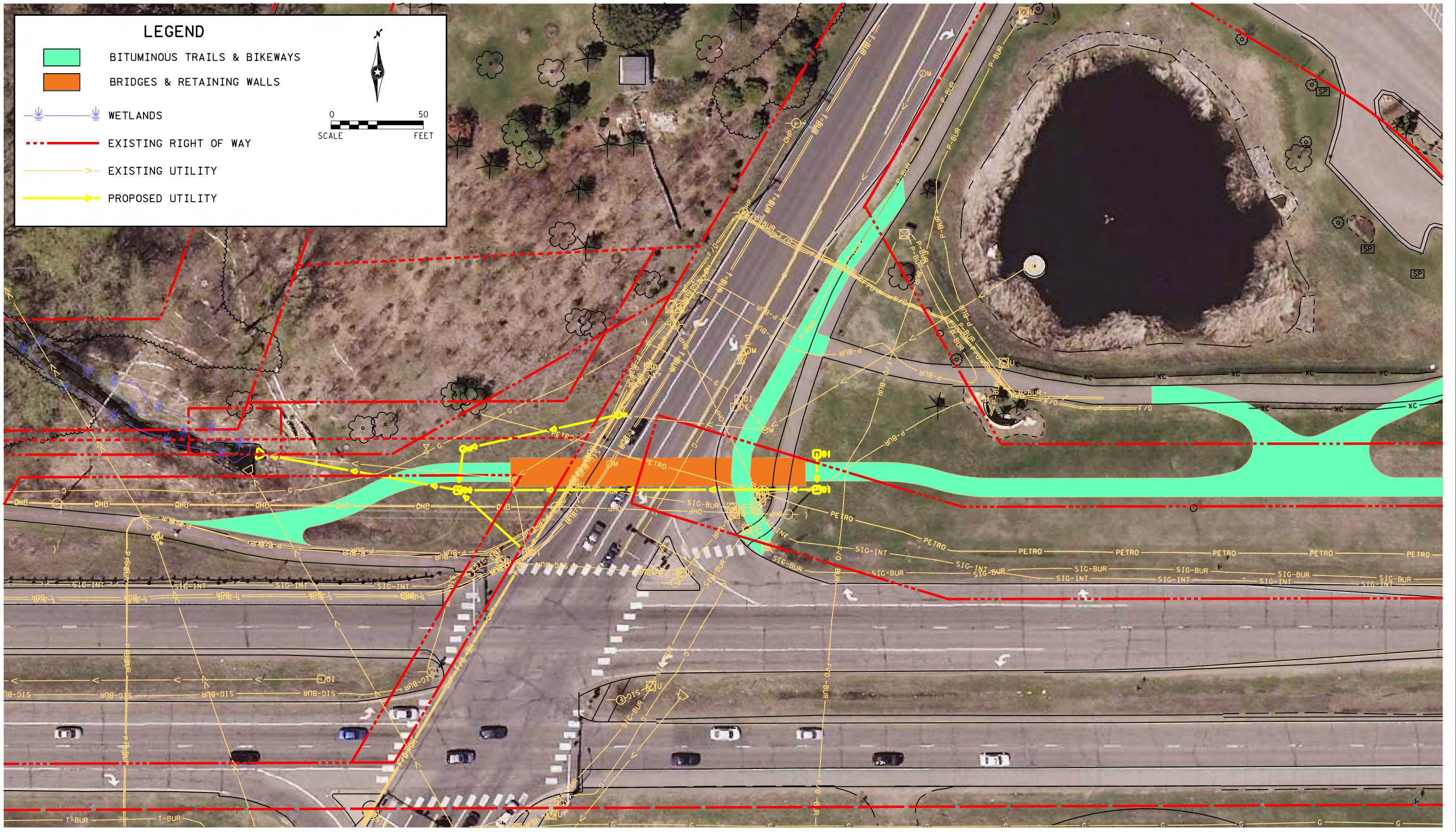
- Dakota County Boundary
- Dakota County Parks
- Proposed Project
- Existing Regional Trails

0 0.13 0.25 0.5 Miles



Esri Community Maps Contributors, County of Dakota, Metropolitan Council, MetroGIS, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, Dakota County, Maxar

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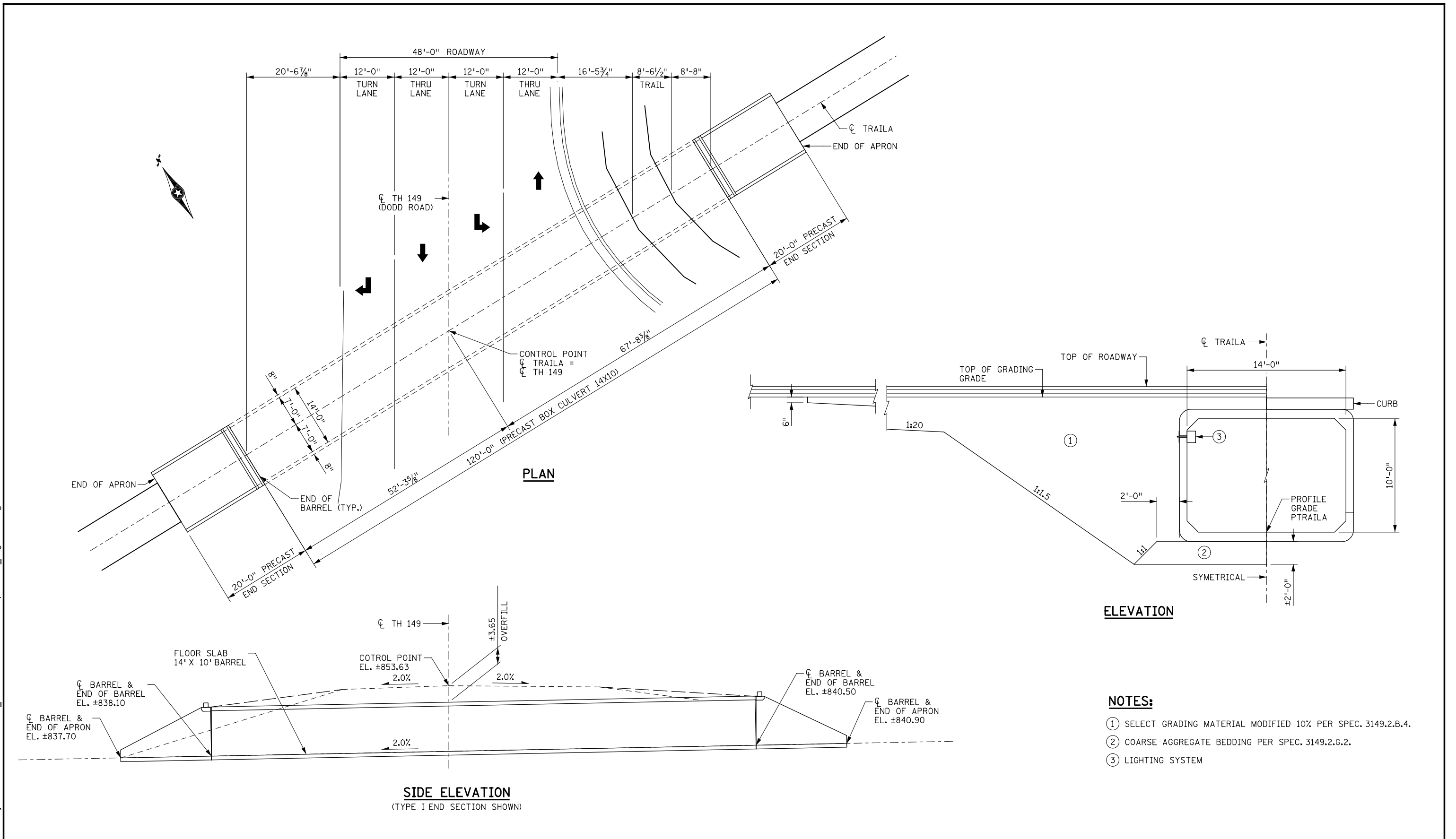
CONCEPT 1 SITE PLAN - PRECAST BOX CULVERT 14X10 UNDERPASS

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

Job #9264
11/23/2016

Figure C1-1

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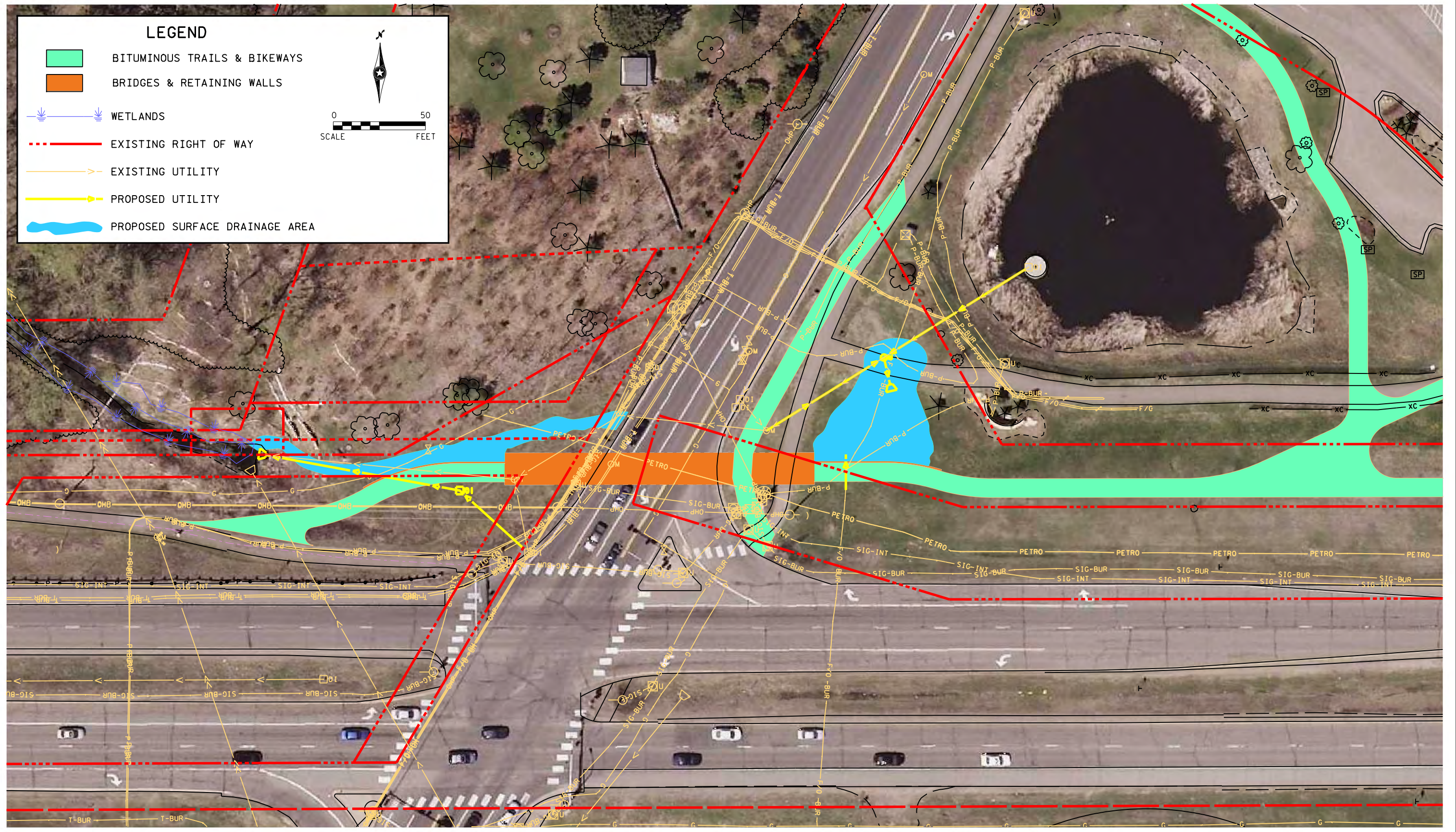


SR CONSULTING GROUP, INC. **CONCEPT 1 GENERAL PLAN & ELEVATION - PRECAST BOX CULVERT 14X10 UNDERPASS**
 TH 149 OVER RIVER-TO-RIVER REGIONAL GREENWAY
 FOR DAKOTA COUNTY, IN THE CITY OF MENDOTA HEIGHTS, MN

Figure C1-2

Job #9264
11/21/2016

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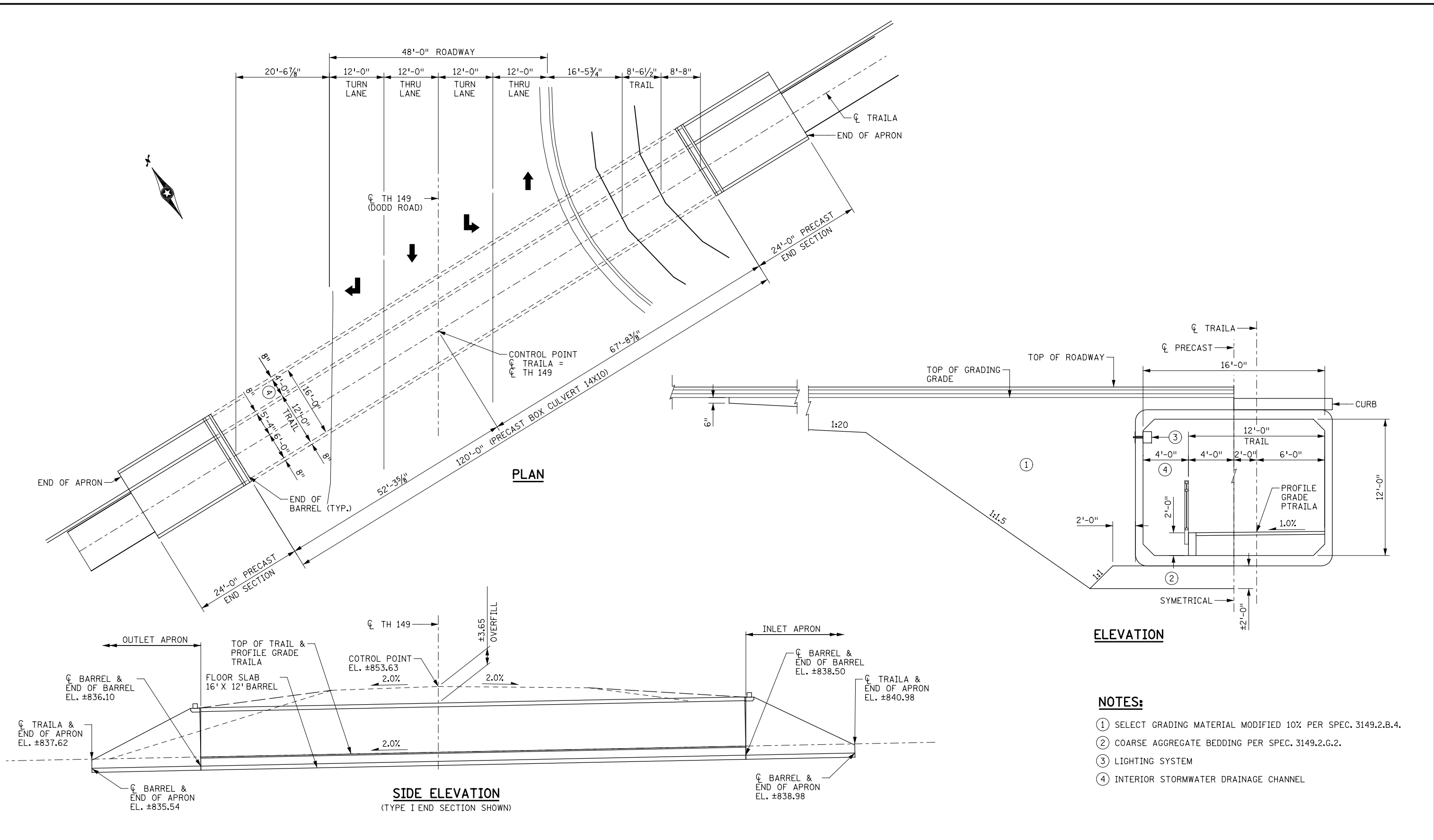
CONCEPT 2 SITE PLAN - PRECAST BOX CULVERT 16X12 UNDERPASS

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

Job #9264
11/23/2016

Figure C2-1

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

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

Job #9264
11/21/2016

Figure C2-2



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

April 11, 2022

Gina Mitteco, Regional and Multimodal Transportation Manager
Dakota County

Re: MnDOT Letter for Dakota County's Metropolitan Council/Transportation Advisory Board 2022 Regional Solicitation funding request for projects

Gina,

This letter documents MnDOT Metro District's recognition for Dakota County to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2022 Regional Solicitation for the following projects.

As proposed, the projects have impacts to MnDOT right-of-way and MnDOT will allow Dakota County to seek improvements proposed in the applications. Details of any future maintenance agreement with the County will need to be determined during project development to define how the improvements will be maintained for the project's useful life if the project receives funding.

County State Aid Highway (CSAH) 46 from TH 3 to TH 52 in Coates, Empire Township and Rosemount. Project includes the reconstruction of CSAH 46 from an undivided 2-lane roadway to a divided 4-lane roadway, a trail along the north side from Trunk Highway (TH) 3, a grade separated crossing for the Vermillion Highlands Greenway, modifying the CSAH 46/TH 52 interchange bridge into 4-lane roadway, constructing roundabouts at both TH 52 ramps, pavement preservation work, and implementing access management strategies along the corridor.

CSAH 46 (160th Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings. The project includes the reconstruction of CSAH 46 from Pleasant Drive east to TH 61 from an undivided 2-lane roadway to a divided 2-lane roadway with turn lanes, constructing multi-use trail along the north side of CSAH 46 from General Sieben Drive to TH 61, constructing multi-use trail along the south side of CSAH 46 from Pleasant Drive to the Vermillion River Bridge (east of 31st Street), constructing single lane roundabouts at both Pleasant Drive and Pine Street, implementing access management strategies, and replacing the existing bridge over the Vermillion River (east of 31st Street).

CSAH 26 (Lone Oak Road) from TH 13 to Interstate 35E in Eagan The project will reconstruct CSAH 26 between TH 13 and Pilot Knob Road and include bicycle and pedestrian facilities and drainage improvements. The project will tie into the planned signal improvements at TH 13 and CSAH 26. The section between Pilot Knob Road and I-35E will include a mill and overlay and a 4 to 3 lane conversion.

CSAH 63 (Delaware Avenue) Trail from Marie Avenue to TH 149 (Dodd Road) in Mendota Heights and West St. Paul This project will construct a multiuse trail and sidewalk along CSAH 63 between TH 149 and Marie Avenue.

The trail and sidewalk will be included in a larger roadway reconstruction project. The project's new pedestrian and bicycle facilities will tie into the ADA facilities on TH 149.

River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights—This project will construct an underpass of TH 149 north of TH 62.

Mendota to Lebanon Hills Greenway - TH 149 South in Mendota Heights—Project will construct a multiuse trail along TH 149 ROW connecting an existing trail along Mendota Heights Road to the existing Mendota to Lebanon Hills Greenway trail south of TH 62.

Veterans Memorial Greenway from TH 3 to CSAH 32 (Cliff Road) in Eagan and Inver Grove Heights – The project will create a grade separated pedestrian/bicycle bridge over TH 3 north of CSAH 32.

CSAH 63 (Delaware Avenue) Trail from TH 62 to Marie Avenue in Mendota Heights and West St. Paul – This project will construct a multi-use trail on the east side of Delaware between TH 62 and Marie Avenue to provide a safe pedestrian route and enhanced crossing of Delaware for students accessing Two Rivers High School. The trail will tie-in to MnDOT's ADA facilities at the intersection of TH 62 and Delaware.

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

If you have questions or require additional information at this time, please reach out to South Area Manager Ryan Wilson at ryan.wilson@state.mn.us or 651-234-4216.

Sincerely,

Michael Barnes, PE
Metro District Engineer

CC: Ryan Wilson, Metro District Area Manager; Dan Erickson, Metro State Aid Engineer; Molly McCartney, Metro Program Director



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

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

Office of Planning

Parks, Facilities and Fleet
Parks
Facilities Management
Fleet Management

Transportation
Highway
Surveyor's Office
Transit Office

RE: Regional Solicitation: Multiuse Trails and Bicycle Facilities
Application: River to River Greenway TH 149 trail and TH 149 underpass

Dear Ms. Koutsoukos:

I am writing to confirm that the River to River Greenway TH 149 trail and TH 149 underpass will be part of the Dakota County Regional Greenway Trail system. As the owner of these facilities, Dakota County is committed to operating and maintaining the improvements listed in this proposal for the useful life of the facilities, to provide year-round use for pedestrians and bicyclists.

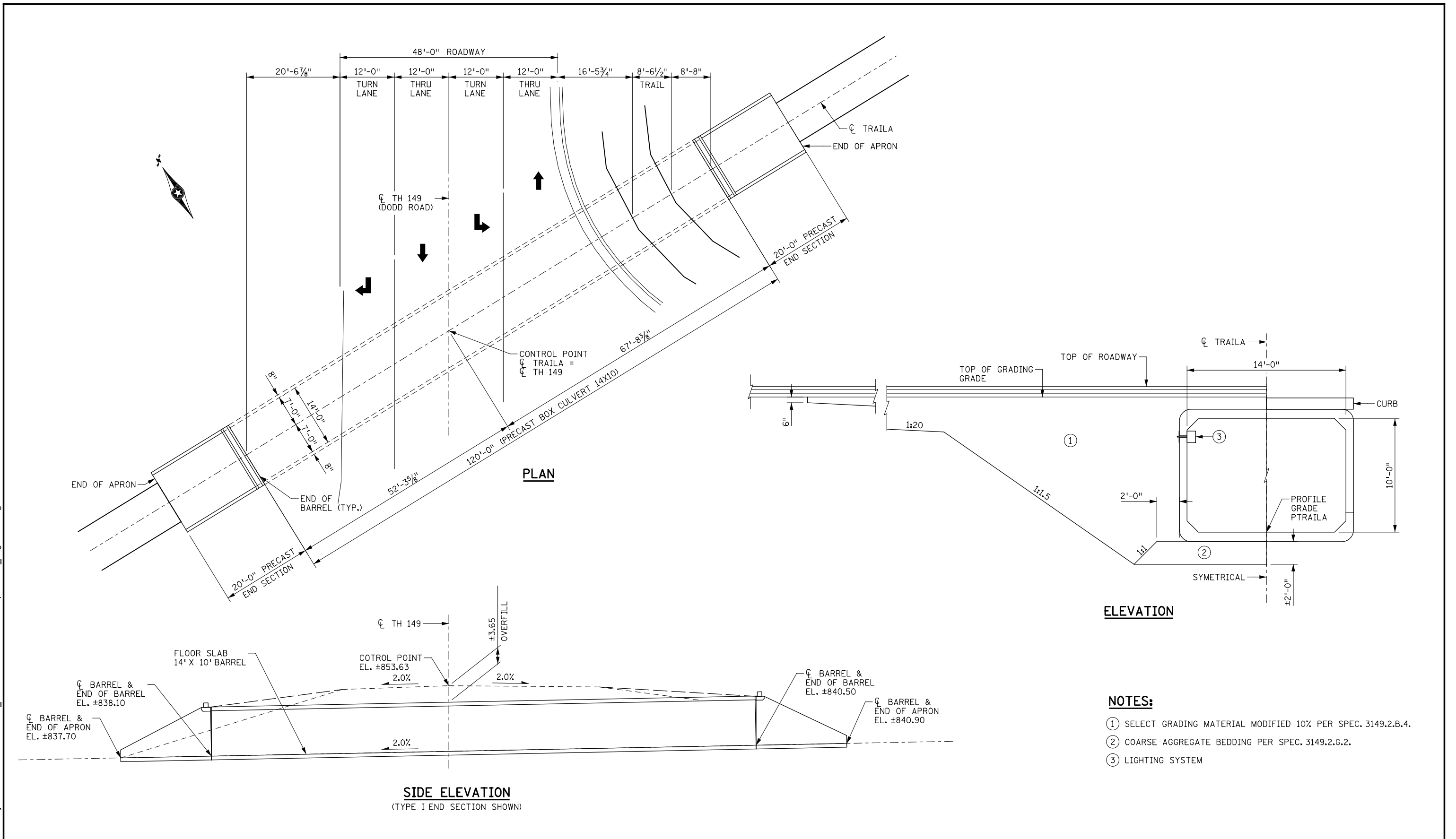
In keeping with Dakota County Regional Trails Maintenance Standards, the Dakota County Parks Department will be responsible for snow and ice removal to accommodate year-round bicycle and pedestrian use. Dakota County budgets funding to remove snow and ice annually and has sufficient resources to provide 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, appearing to read "Niki Geisler".

Niki Geisler
Dakota County Parks Director

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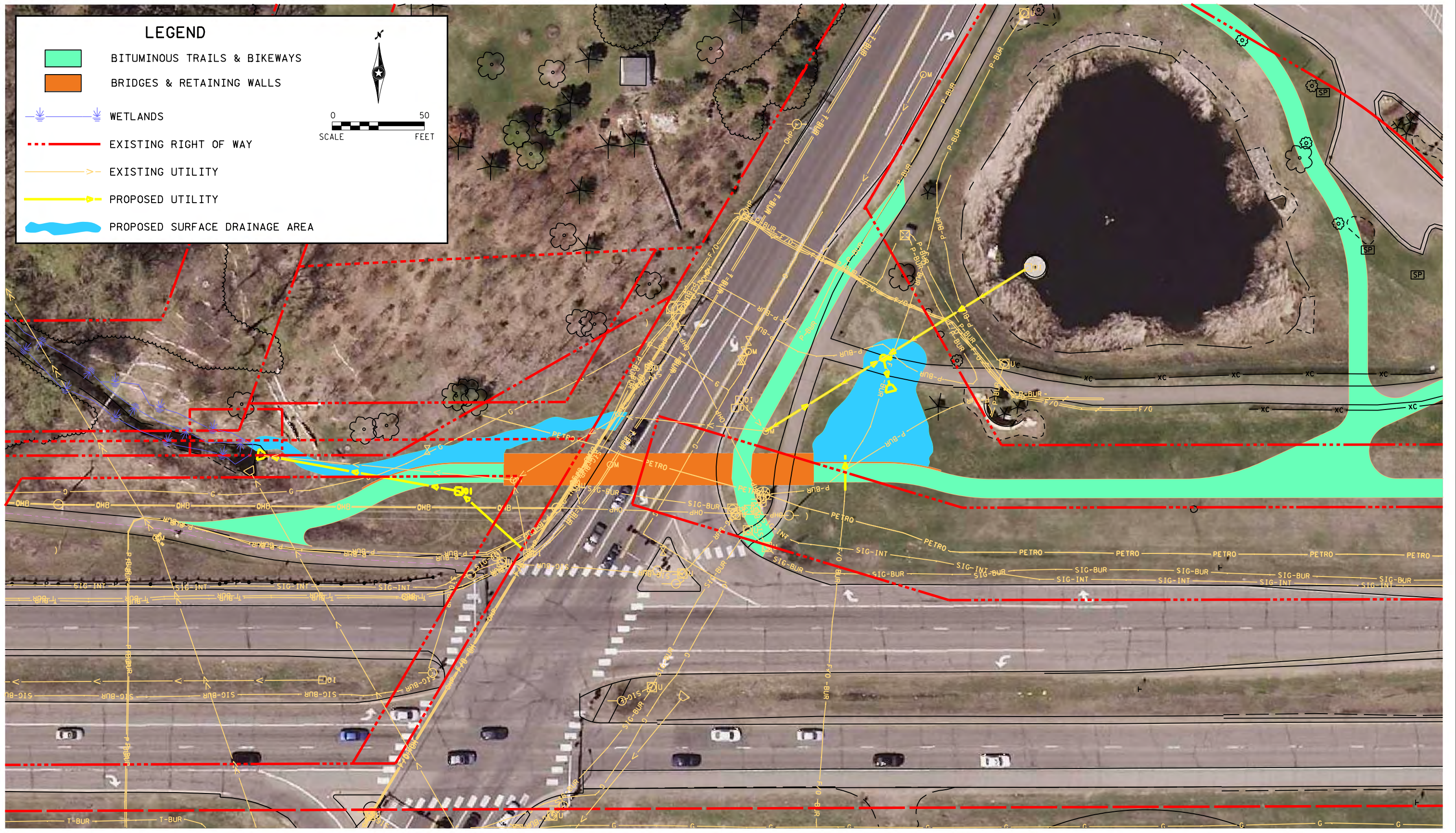


SR CONSULTING GROUP, INC. **CONCEPT 1 GENERAL PLAN & ELEVATION - PRECAST BOX CULVERT 14X10 UNDERPASS**
 TH 149 OVER RIVER-TO-RIVER REGIONAL GREENWAY
 FOR DAKOTA COUNTY, IN THE CITY OF MENDOTA HEIGHTS, MN

Figure C1-2

Job #9264
11/21/2016

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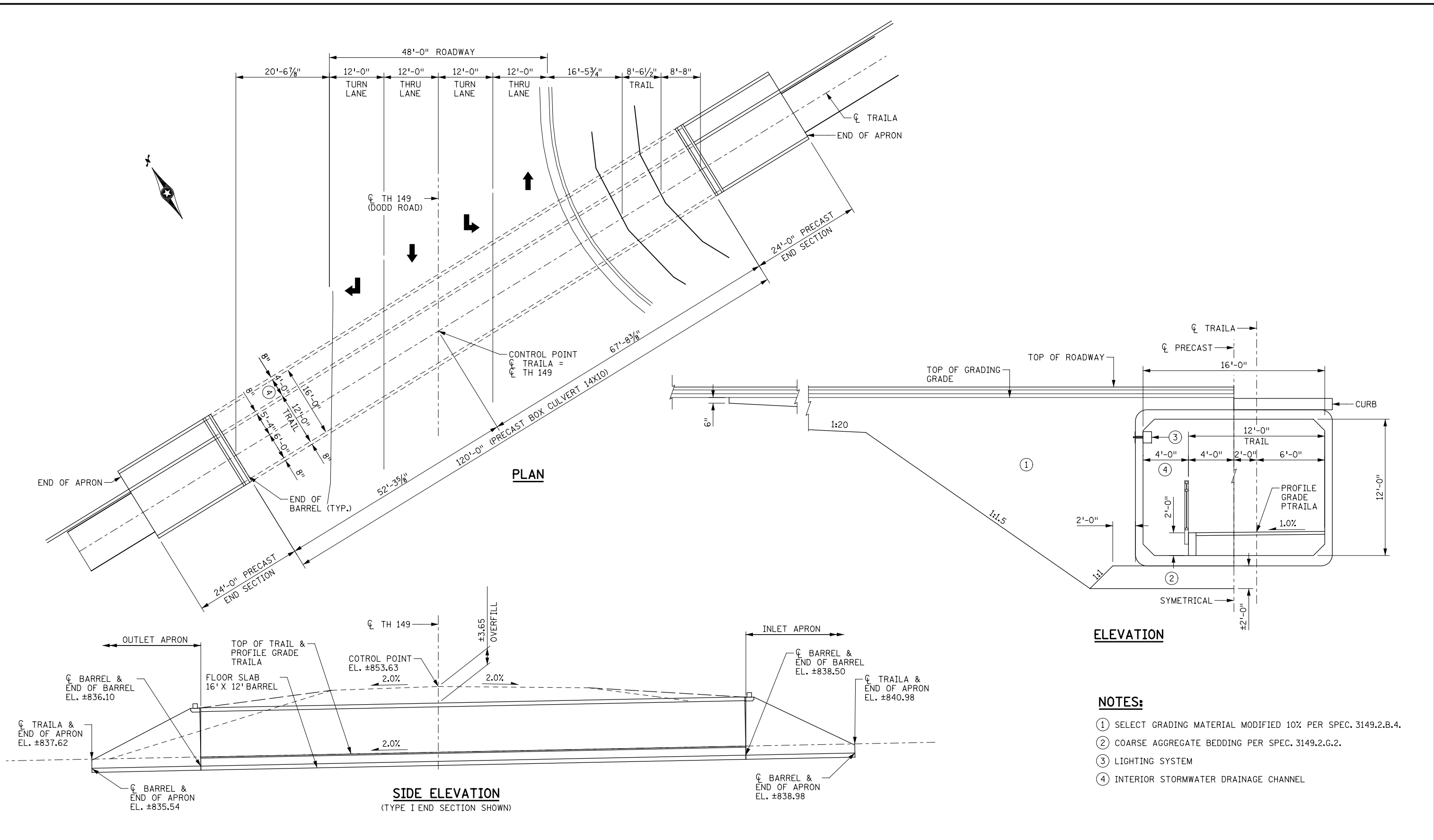
CONCEPT 2 SITE PLAN - PRECAST BOX CULVERT 16X12 UNDERPASS

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

Job #9264
11/23/2016

Figure C2-1

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

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

Job #9264
11/21/2016

Figure C2-2

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

April 5, 2022

Resolution No. 22-144

Motion by Commissioner Hamann-Roland

Second by Commissioner Atkins

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

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

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

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

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

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

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

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

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

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

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

STATE OF MINNESOTA
County of Dakota

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

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

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

Jeni Reynolds

Clerk to the Board

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

; and

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

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

; and

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

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

; and

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

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

; and

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

STATE OF MINNESOTA
County of Dakota

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

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

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



Clerk to the Board

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

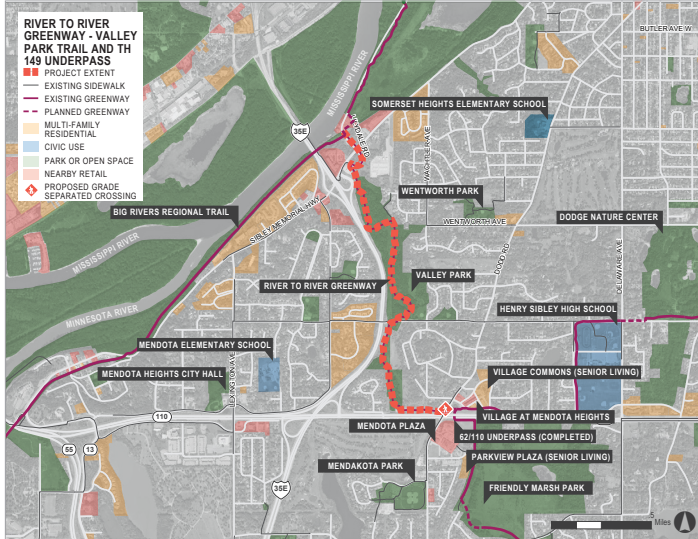
DAKOTA COUNTY



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

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

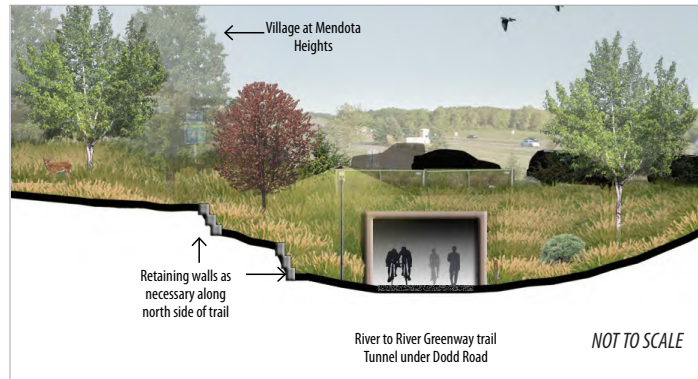
DAKOTA COUNTY



Proposed project area



Google Streetview: Dodd Road looking south to Hwy 62



Dodd Road Underpass Concept - looking east



Dodd Road Underpass Concept - looking north

Project Location:	Mendota Heights
Requested Award Amount:	\$1,372,800
Total Project Cost:	\$1,716,000

PROJECT DESCRIPTION

The River to River Greenway - Valley Park Trail and TH 149 Underpass, will improve trail conditions through Valley Park and create a new grade separated crossing of Dodd Road. The proposed underpass is located approximately 100 feet north of the intersection of Dodd Road and Highway 62/110. This underpass and trail will improve local and regional connectivity and safety as it will provide a contiguous two-mile trail connection between Saint Paul and Dakota County communities along I-35E and across the Mississippi River, two significant barriers to pedestrian and bicycle connectivity.

PROJECT BENEFITS

- » Improves pedestrian and bicyclist safety along the River to River Greenway and for local residents crossing Dodd Road
- » Provides a continuous trail connection from Mississippi River in Lilydale to Mississippi River in South St. Paul and to Lebanon Hills Park in Eagan
- » Reduces trail user and vehicle conflicts at the intersection of Dodd Road and Hwy 110/62

Figure 36. Dodd Road/Hwy 110 Area Detail Diagram

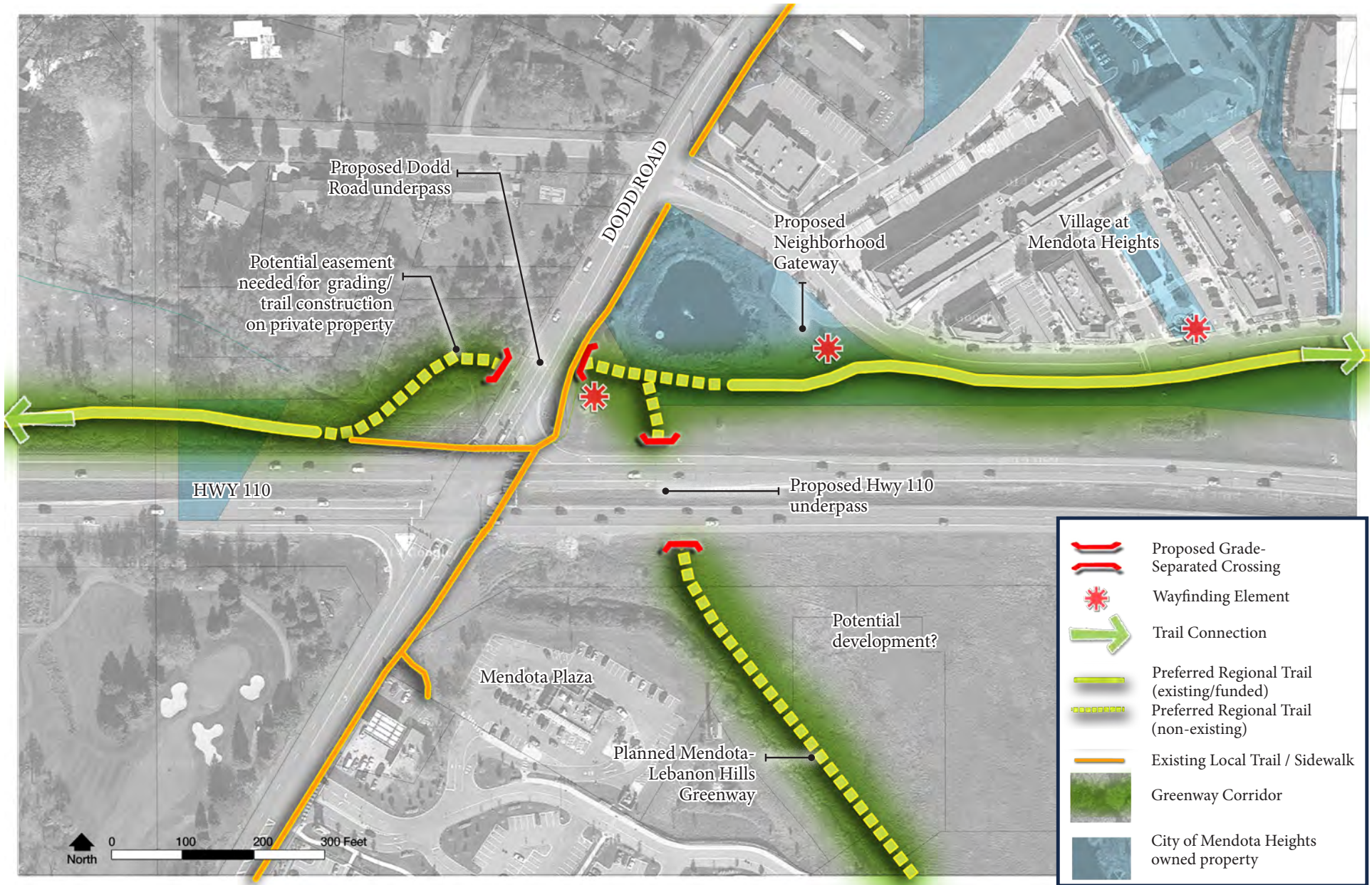
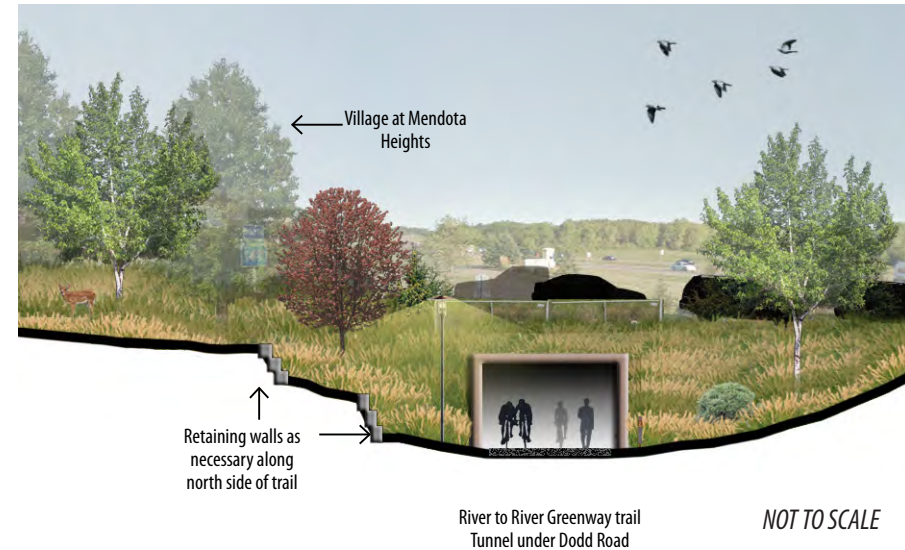


Figure 37. Dodd Road Underpass Conceptual Section Looking North



Figure 37a. Dodd Road Underpass Conceptual Section Looking East



Grade-separated crossing at Dodd Road

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





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



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

The Village at Mendota Heights

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

Market Street and Hwy 110 Frontage Road

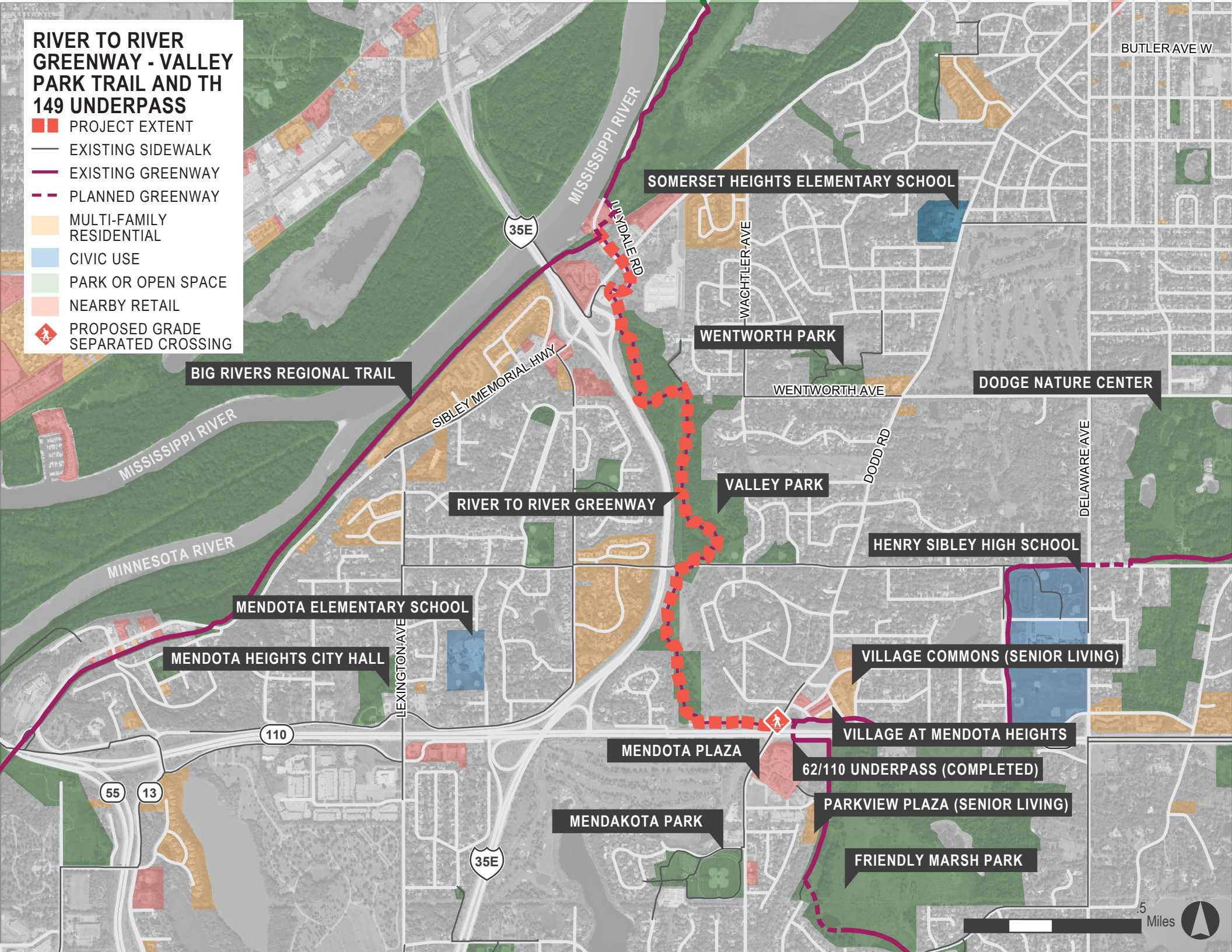
The existing trail is 8-10' wide along the segment on Market Street and Hwy 110 Frontage Road. The trail is in good condition. However, there is no shade along this segment, and the trail is very close to the adjacent roadway and not far from the noise of Hwy 110. The trail is on the north side of the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

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



RIVER TO RIVER GREENWAY - VALLEY PARK TRAIL AND TH 149 UNDERPASS

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



BIG RIVERS REGIONAL TRAIL

SOMERSET HEIGHTS ELEMENTARY SCHOOL

WENTWORTH PARK

DODGE NATURE CENTER

RIVER TO RIVER GREENWAY

VALLEY PARK

HENRY SIBLEY HIGH SCHOOL

MENDOTA ELEMENTARY SCHOOL

MENDOTA HEIGHTS CITY HALL

VILLAGE COMMONS (SENIOR LIVING)

MENDOTA PLAZA

VILLAGE AT MENDOTA HEIGHTS

62/110 UNDERPASS (COMPLETED)

PARKVIEW PLAZA (SENIOR LIVING)

MENDAKOTA PARK

FRIENDLY MARSH PARK

0.5 Miles





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

April 11, 2022

Gina Mitteco, Regional and Multimodal Transportation Manager
Dakota County

Re: MnDOT Letter for Dakota County's Metropolitan Council/Transportation Advisory Board 2022 Regional Solicitation funding request for projects

Gina,

This letter documents MnDOT Metro District's recognition for Dakota County to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2022 Regional Solicitation for the following projects.

As proposed, the projects have impacts to MnDOT right-of-way and MnDOT will allow Dakota County to seek improvements proposed in the applications. Details of any future maintenance agreement with the County will need to be determined during project development to define how the improvements will be maintained for the project's useful life if the project receives funding.

County State Aid Highway (CSAH) 46 from TH 3 to TH 52 in Coates, Empire Township and Rosemount. Project includes the reconstruction of CSAH 46 from an undivided 2-lane roadway to a divided 4-lane roadway, a trail along the north side from Trunk Highway (TH) 3, a grade separated crossing for the Vermillion Highlands Greenway, modifying the CSAH 46/TH 52 interchange bridge into 4-lane roadway, constructing roundabouts at both TH 52 ramps, pavement preservation work, and implementing access management strategies along the corridor.

CSAH 46 (160th Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings. The project includes the reconstruction of CSAH 46 from Pleasant Drive east to TH 61 from an undivided 2-lane roadway to a divided 2-lane roadway with turn lanes, constructing multi-use trail along the north side of CSAH 46 from General Sieben Drive to TH 61, constructing multi-use trail along the south side of CSAH 46 from Pleasant Drive to the Vermillion River Bridge (east of 31st Street), constructing single lane roundabouts at both Pleasant Drive and Pine Street, implementing access management strategies, and replacing the existing bridge over the Vermillion River (east of 31st Street).

CSAH 26 (Lone Oak Road) from TH 13 to Interstate 35E in Eagan The project will reconstruct CSAH 26 between TH 13 and Pilot Knob Road and include bicycle and pedestrian facilities and drainage improvements. The project will tie into the planned signal improvements at TH 13 and CSAH 26. The section between Pilot Knob Road and I-35E will include a mill and overlay and a 4 to 3 lane conversion.

CSAH 63 (Delaware Avenue) Trail from Marie Avenue to TH 149 (Dodd Road) in Mendota Heights and West St. Paul This project will construct a multiuse trail and sidewalk along CSAH 63 between TH 149 and Marie Avenue.

The trail and sidewalk will be included in a larger roadway reconstruction project. The project's new pedestrian and bicycle facilities will tie into the ADA facilities on TH 149.

River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights—This project will construct an underpass of TH 149 north of TH 62.

Mendota to Lebanon Hills Greenway - TH 149 South in Mendota Heights—Project will construct a multiuse trail along TH 149 ROW connecting an existing trail along Mendota Heights Road to the existing Mendota to Lebanon Hills Greenway trail south of TH 62.

Veterans Memorial Greenway from TH 3 to CSAH 32 (Cliff Road) in Eagan and Inver Grove Heights – The project will create a grade separated pedestrian/bicycle bridge over TH 3 north of CSAH 32.

CSAH 63 (Delaware Avenue) Trail from TH 62 to Marie Avenue in Mendota Heights and West St. Paul – This project will construct a multi-use trail on the east side of Delaware between TH 62 and Marie Avenue to provide a safe pedestrian route and enhanced crossing of Delaware for students accessing Two Rivers High School. The trail will tie-in to MnDOT's ADA facilities at the intersection of TH 62 and Delaware.

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

If you have questions or require additional information at this time, please reach out to South Area Manager Ryan Wilson at ryan.wilson@state.mn.us or 651-234-4216.

Sincerely,

Michael Barnes, PE
Metro District Engineer

CC: Ryan Wilson, Metro District Area Manager; Dan Erickson, Metro State Aid Engineer; Molly McCartney, Metro Program Director

Transit Connections

Multiuse Trails and Bicycle Facilities Project: River to River Greenway | Map ID: 1647795750177




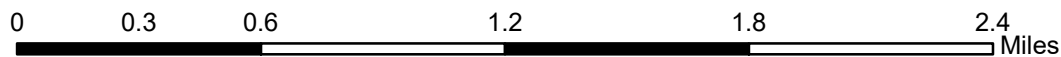
Results

Transit with a Direct Connection to project:
446 480 489 75

**indicates Planned Alignments*

Transit Market areas: 3, 4

- | | | | |
|---|---|---|--|
|  Project Points |  Commuter Rail |  Arterial Bus Rapid Transit |  Light Rail |
|  Project |  Dedicated Bus Rapid Transit |  Commuter Rail |  Transit Routes |
|  Project Area |  Highway Bus Rapid Transit |  Dedicated Bus Rapid Transit | |
|  Arterial Bus Rapid Transit |  Light Rail |  Highway Bus Rapid Transit | |



Created: 3/20/2022
LandscapeRSA3



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

