



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17713 - Dakota County Mendota to Lebanon Hills Greenway, TH 149 South in Mendota Heights

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 04/14/2022 2:38 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

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

**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** Lebanon Greenway TH 149 Trail

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

**Cities or Townships where the Project is Located:** Mendota Heights

**Jurisdictional Agency (If Different than the Applicant):**

This application seeks funding for a 1.4-mile multiuse trail along the TH 149/Dodd Road corridor between I-494 and Hwy 62. The trail addresses regional transportation needs as it is within an identified RBTN 1 corridor and eliminates a gap on the extensive Dakota County greenway network. This trail will specifically eliminate a gap in the Mendota-Lebanon Hills Greenway. This 8.5 mile greenway extends throughout Mendota Heights, Inver Grove Heights and Eagan, connecting Lebanon Hills Regional Park to the River to River Greenway.

This trail is a priority as currently pedestrians and bicyclists must use the shoulder, bypass lanes, and turn lanes when they want to travel along TH 149/Dodd Road. With more than 10,000 AADT and speeds of 40 MPH non-motorized travel on TH 149/Dodd Road is uncomfortable and unsafe. As requested in community input, the alignment of the trail will be located just east of the road corridor. This alignment reduces street/intersection crossings, as well as provides a more scenic and enjoyable route.

Completion of this trail will enable neighboring residents to safely and easily reach the commercial nodes located on each side of the intersection of TH 149/Dodd Road and Highway 62. These areas include a variety of restaurants, retail, services, and health care. The trail will also serve students and their families who attend schools that are within 0.5 miles of the trail corridor, as well as students of Two Rivers High School which is located just a mile to the east on the River to River Greenway, which is located just north of Highway 62.

Construct off-road multi-use trail connection along Dodd Road (TH 149) from South Plaza Drive to Mendota Heights Road

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

*(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.**

*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)** 1.4

*to the nearest one-tenth of a mile*

---

## Project Funding

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

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

**Federal Amount** \$817,380.00

**Match Amount** \$204,345.00

*Minimum of 20% of project total*

**Project Total** \$1,021,725.00

*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:** 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** 55120

**(Approximate) Begin Construction Date** 03/01/2026

**(Approximate) End Construction Date** 10/01/2026

**Name of Trail/Ped Facility:** Mendota - Lebanon Greenway Regional Trail

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

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

**From:** South Plaza Drive  
**(Intersection or Address)**

**To:** Mendota Heights Road  
**(Intersection or Address)**

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

Or At:

Miles of trail (nearest 0.1 miles): 1.4

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 1.4

Is this a new trail? Yes

Primary Types of Work Grade, Aggregate Base, Bit Surf, Guardrail, Trail, Pedestrian Ramps

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

### BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

---

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

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

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

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

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

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

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

*4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. 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
<b>Totals</b>	<b>\$0.00</b>

---

## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$1,021,725.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$1,021,725.00</b>

---

## 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	\$1,021,725.00
Construction Cost Total	\$1,021,725.00
Transit Operating Cost Total	\$0.00

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

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1649799725934\_Bike Corridors Map.pdf

*Please upload attachment in PDF form.*

### Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 9269

Existing Employment Within One Mile (Integer Only)

20284

Upload the "Population Summary" map

1649799789214\_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:*

This segment has been identified as a priority gap within the Dakota County greenway system for more than a decade. Both Dakota County and the City of Mendota Heights have included the proposed trail project in multiple public engagement efforts. The need for and benefits of the proposed trail project has been routinely confirmed in each new plan.

Dakota County continues to use a range of engagement techniques in its outreach. The County has refined its methods in an effort to reach traditionally underrepresented and underserved groups. The most recent efforts were associated with the Dakota County Parks Visitor Services Master Plan, Parks Awareness and Promotion Plan, and the Pedestrian and Bicycle Master Plan. In addition to online and pop-up surveys at community events, stakeholder and focus group meetings were held with people of color, low-income people, and residents who speak languages other than English. Staff went to where people already gather such as places of worship and social groups. Among the planning efforts, more than 40 meetings, including three in Spanish, were held. In addition to general support for the development of trails that are away from streets, the Dodd Road trail was specifically identified as a need.

**Response:**

As part of the Dodd Rodd Feasibility Study in 2017 the City held open houses, pop ups at community events, and surveys. The City also specifically met with residents of two senior residences along the corridor who indicated that they wouldn't use a trail if it was along the roadway, but would use a separated trail facility as is proposed in this project. Also notable, was the engagement the City did with surveys sent to students at five local schools. In the more than 115 surveys returned, students

expressed support for the trail, including some noting that the cross-country team runners frequently use this corridor for their runs and a separated trail would improve their safety.

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

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

---

## **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 trail project will provide safe pedestrian and bicycle connections for all of those who live and work near the corridor. The Dodd Road trail segment is located adjacent to and provides safe walking and biking connections to the Village at Mendota Heights and the Mendota Plaza shopping center, which are major commercial nodes in the City. Through the trail, users will be able to access restaurants, retail, services, and health care.

Students and their families along the corridor will also have improved and safer access to three schools that are within half a mile of the proposed trail segment: Friendly Hills Middle School, Visitation School, and Saint Thomas Academy. In addition, students will be able to use this trail to connect to the River to River Greenway just north of Highway 62 and travel east just a half mile to Henry Sibley High School. Currently students and their families must use the shoulder, turn lanes and bypass lanes along Dodd Road/TH 149 (40 MPH speed limit, 10,100 AADT in 2019) to reach their destinations.

**Response:**

The proposed trail project will also directly serve seniors in two nearby housing developments. Both developments are owned by the Dakota County CDA and provide housing for low-income seniors. As requested by seniors through the community engagement processes that included this project, this trail will be located away from Dodd Road, providing a safe and more enjoyable trail experience.

The project will provide public health benefits. The segment will support physical activity; inactivity is one of the most important chronic disease risk factors for Americans. In Dakota County, 83% of students do not engage in the recommended 60

minutes of daily physical activity (2019) and 12.2% of adults reported no leisure-time activity during the previous month in 2019. Nationally, older adults, women, African-American adults, and Hispanic adults are at risk for not getting enough physical activity.

In addition to providing safer commuting options, the trail project will provide recreation opportunities to low-income populations, people of color, children, people with disabilities, and the elderly. The trail project will eliminate a significant gap in Mendota Heights trail system and connect residents to the Dakota County Greenway system. This includes the River to River Greenway located just north of Highway 62 which extends through Mendota Heights, West St. Paul and South St. Paul to the Mississippi River.

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. The construction and all disruptions will be minimized to the best of the ability by Staff and contractors.

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

---

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

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

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

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



Addressing this trail gap will improve pedestrian, bicycle, and transit access for residents of affordable housing located nearby. There are 145 publicly subsidized rental housing units in census tracts within a 1/2 mile of the project. One development, Parkview Plaza is located directly on the proposed trail. Parkview Plaza is a Dakota County CDA senior housing development with 65 units, including two accessible units. Village Commons, the other CDA senior housing development in Mendota Heights, is located one-sixth of a mile north of the proposed trail project within the Village at Mendota Heights development. A tunnel under Highway 62 provides direct access from this senior multi-family project to the trail. This existing development includes 60 units, including 2 accessible units.

**Response:**

While not within 1/2 mile, there is also a CDA workforce housing development within 0.8 miles of the project. Hillside Gables Townhomes contains 24 units, including two accessible units. In addition, according to the 2016 Owner-Occupied Housing Estimated Market Value Maps provided by the Metropolitan Council as part of the 2040 Comprehensive Planning update process, the proposed project is located immediately adjacent one of the most affordable neighborhoods within the City of Mendota Heights.

Given this project's location along a corridor with housing, retail, and employment, the proposed project will increase multi-modal access to key community and regional destinations. On the north end of the corridor, residents will be able to access the commercial nodes located both north and south of Highway 62, which include retail, services, restaurants, convenience stores, banks, pharmacy, and medical services. In the TH 149/Dodd Boulevard and Highway 62 intersection trail users are also able to access transit and the River to

River Greenway which links residents to the broader trail network in Dakota County and the region. The River to River Greenway in particular connects to Two Rivers High School (0.5 miles east), Dodge Nature Center (1 mile east) and the Robert Street Commercial Corridor in West St. Paul (2 mile east).

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

---

## Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

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

Yes

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

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

1649799973310\_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.*

The proposed trail, will eliminate a critical gap in the regional trail system by creating a safe alternative to the on-road facilities of TH 149/Dodd Road. Currently along Dodd Road (40 MPH speed limit, 10,100 AADT in 2019), a wide shoulder serves as the only biking facility, where several driveways and heavy traffic are barriers to safe trail. Cyclists and pedestrians must ride on the shoulder, bypass lanes, and turn lanes in order to access local destinations and the regional trail system.

Eliminating this trail gap will support completion of Mendota-Lebanon Hills Regional Greenway. When complete, the Dodd Road trail segment will eliminate conflicts between highway traffic on TH149/Dodd Road and pedestrians and cyclists. In the most recent crash data received from MnDOT, there was one confirmed vehicle-bicycle crash near where this proposed trial would be. In addition to reducing the potential for conflicts, this separation will allow cyclists to feel comfortable on the trails and improve accessibility and safety in particular for recreational and novice cyclists.

The connectivity created by this trail is significant. The trail segment is located along a RBTN Tier 1 Corridor. The completion of this trail makes an immediate regional trail connection to the River to River Greenway which extends through Mendota Heights to Lilydale, West St. Paul, and South St. Paul.

**Response:**

*(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**

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

**Measure B: Project Improvements**

**Response:**

When complete, the proposed trail will eliminate a significant gap in the regional trail system along Dodd Road in Mendota Heights. Currently Dodd Road (40 MPH speed limit, 10,100 AADT in 2019) has disjointed bike/pedestrian facilities, so cyclists must ride on the shoulder, bypass lanes, and turn lanes in order to reach the commercial and employment node at the intersection of TH149/Dodd Road and Hwy 62 and to connect to other regional trail corridors. The development of an off-road trail to the east generally outside of TH 149/Dodd Road corridor will reduce the number of street crossings from 6 to 3 along the length of the corridor. The elimination of one crossing in particular will be a safety improvement as the skewed intersection with TH 149/Dodd Road affects visibility for motorized and non-motorized users. This alignment will direct trail users to the Highway 62 underpass and more directly connect people to the commercial areas north and south of the highway. The crash data MnDOT provided indicated that there was one bicycle/vehicle crash within the project vicinity.

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

---

## **Measure A: Multimodal Elements**

The proposed trail will address a gap in a designated RBTN Tier 1 corridor by completing a section of the Mendota-Lebanon Hills Greenway. This greenway is part of an extensive greenway system throughout Dakota County and serves in an important role in the intermodal transportation system. Just north of Highway 62 trail users will be able to directly connect to the River to River Greenway, a 7.7 mile trail extending from Lilydale to South St. Paul through Mendota Heights and West St. Paul.

When complete, the proposed trail will eliminate a significant gap in the regional trail system in northern Dakota County. The current route consists of a wide shoulder along TH 149/Dodd Rd (40 MPH speed limit, 10,200 AADT in 2019). Currently pedestrians and cyclists must use the shoulder, where bypass lanes and turn lanes make the existing condition unsafe. Local students from three schools within a half mile of the trail use the road for cross country practice, access to school, and other recreational training.

**Response:**

The planned trail will provide the space for varying skill levels to safely share the trail. In addition to its primary benefit to non-motorized users, the trail benefits motorists by removing conflicts with cyclists on TH149/Dodd Road. The trail will provide access to transit hubs at the Village of Mendota Heights and the Mendota Plaza. The improved trail safety and accessibility will directly impact local senior residents at the adjacent developments of the Village of Mendota Heights and The Reserve at Mendota Village and will help to improve the viability of active living in the local community and encourage transportation mode choice changes.

The trail's connections to existing transit routes

along Dodd Rd and regional trails provides access to major mixed-use pedestrian destinations and employment centers like the Village at Mendota Heights and Mendota Plaza. In addition, the major Robert Street commercial corridor in West St. Paul is located only a few miles to the east. The extension will also improve accessibility to recreation destinations like Lilydale Regional Park, Dodge Nature Center, and several local parks and trails. To support transit use, the project will include the installation of concrete pads (5 ft by 8 ft in dimension) to connect the new trail to the edge of the roadway at bus stop locations when the trail is along TH 149/Dodd Road.

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

---

## Transit Projects Not Requiring Construction

*If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

*Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.*

**Check Here if Your Transit Project Does Not Require Construction**

---

## Measure A: Risk Assessment - Construction Projects

### 1. Public Involvement (20 Percent of Points)

*Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.*

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

Yes

100%

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

50%

**At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.**

50%



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

25%

**No outreach has led to the selection of this project.**

0%

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

The initial engagement that was completed to identify the alignment for the greenway was conducted in 2013. Targeted outreach gathered input from people likely to be experiencing health disparities (people over 55, children, people with lower income, and people with mobility issues). Engagement included:

1. Open house with more than 50 attendees to gather input on the draft trail alignment, interpretative themes and approaches to natural resources and water quality improvement. Input influenced the decision for this trail to be off the TH 149/Dodd Road corridor.

2. Open house with more than 60 attendees who live within 500 feet of the greenway in conjunction with Lebanon Hills Regional Park Master Plan.

3. Open houses (2) to review the draft master plan

4. Presentations of the draft master plan to the cities of Eagan, Inver Grove Heights, and Mendota Heights.

5. The draft plan was posted publicly on Dakota County's website for one month. Comments gathered showed support for the regional trail connection

The Dodd Road Trail Feasibility Study in 2017 considered the feasibility of a trail along the corridor. Engagement includes public meetings throughout the summer of 2016 to consider trail alignment, attendance at 5k/park event in 2016, the visiting of two senior housing developments, and surveying of students at five local schools.

The Mendota Heights' Comprehensive Plan was adopted in 2021, and the majority of engagement

**Response:**

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 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.

*(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](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**

1649961614999\_Rvr2Rvr\_startendpoints.pdf

*Please upload attachment in PDF form.*

**Additional Attachments**

1649961614985\_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

50%

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

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):	\$1,021,725.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,021,725.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

### Other Attachments

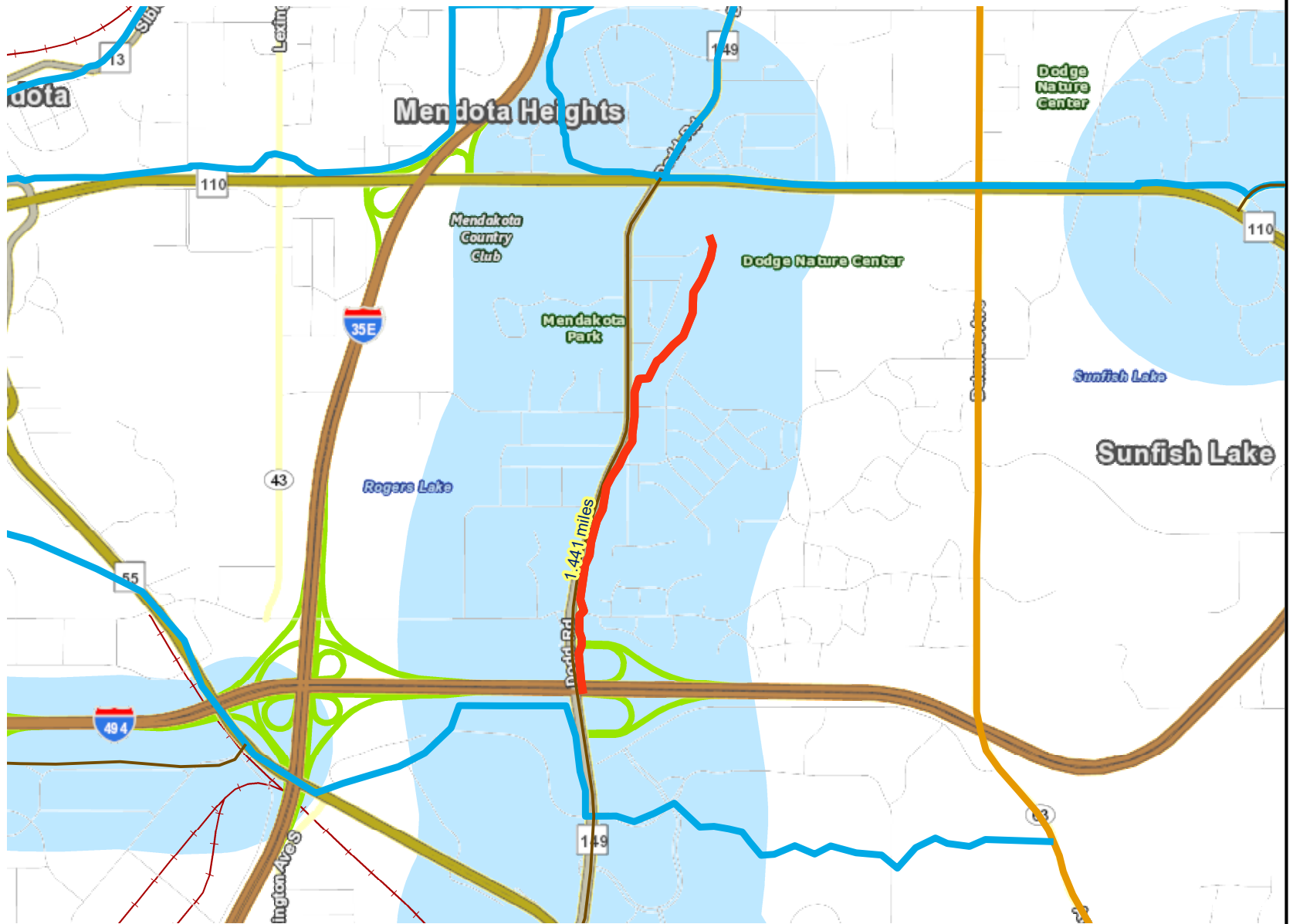
<b>File Name</b>	<b>Description</b>	<b>File Size</b>
20220408 DC Snow and Ice- Mendota and Lebanon Hills.pdf	Snow and Ice Letter	167 KB
County Board Resolution No. 22-144.pdf	Dakota County Resolution	87 KB
Lebanon Greenway TH 149 Dodd Road Trail Project Map.pdf	Project Map	2.9 MB
Rvr2Rvr_Affordable Housing.pdf	Affordable Housing Map	331 KB
Site Photo.pdf	Existing Condition Photos	1.6 MB
TH 149 Dodd Road Project Summary.pdf	Project Summary	1.4 MB
Transit Connections Map.pdf	Transit Connections Map for Lebanon Greenway Regional Trail.	3.4 MB

# Project to RBTN Orientation

Multituse Trails and Bicycle Facilities Project: Lebanon Greenway TH 149 Dodd South | Map ID: 1647796197455

## 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

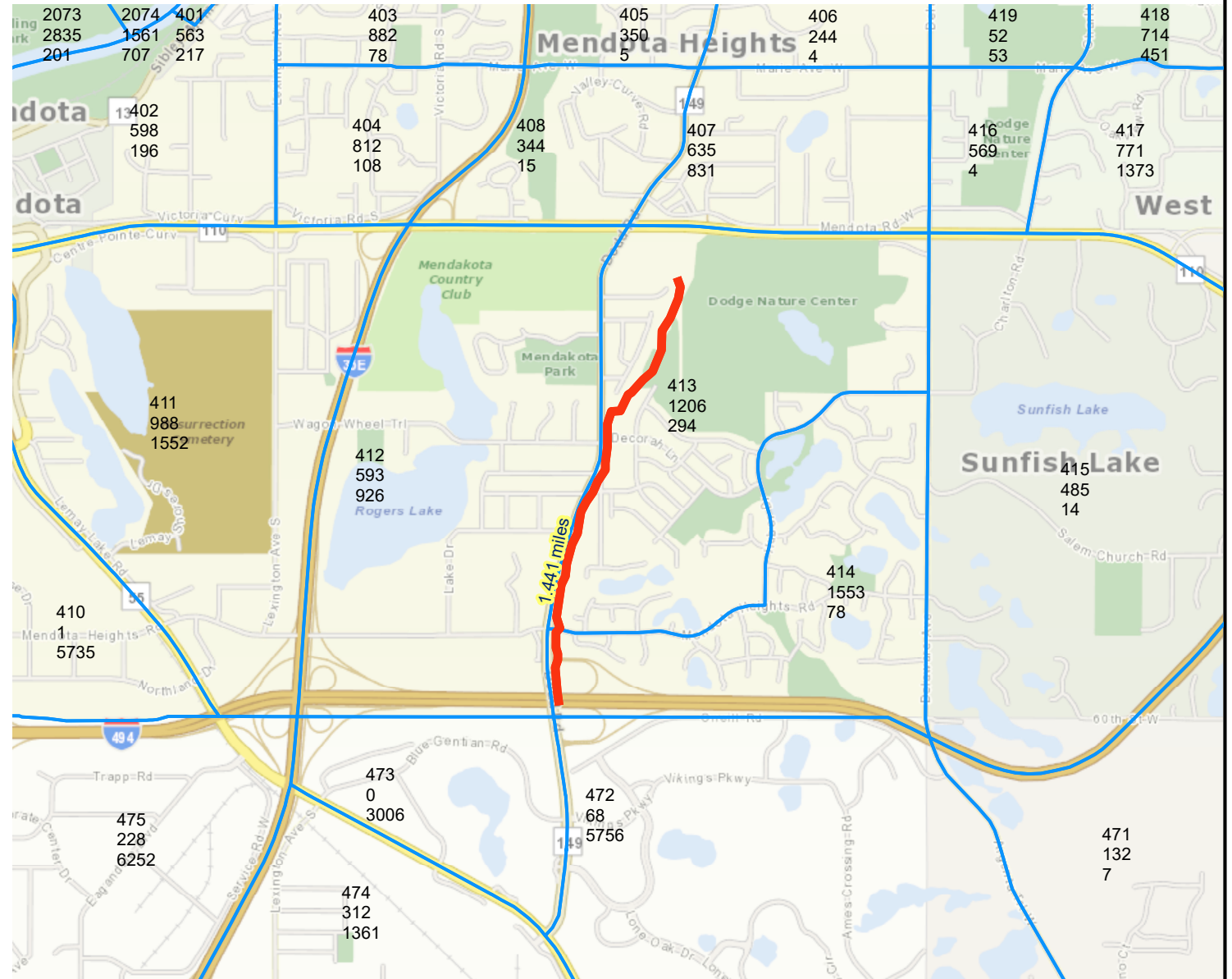


For complete disclaimer of accuracy, please visit  
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



# Population/Employment Summary

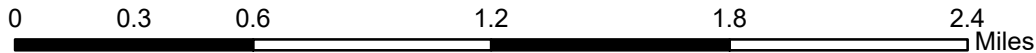
Multiuse Trails and Bicycle Facilities Project: Lebanon Greenway TH 149 Dodd South | Map ID: 1647796197455



## Results

Within ONE Mile of project:  
 Total Population: 9269  
 Total Employment: 20284

-  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/gisite/notice.aspx>



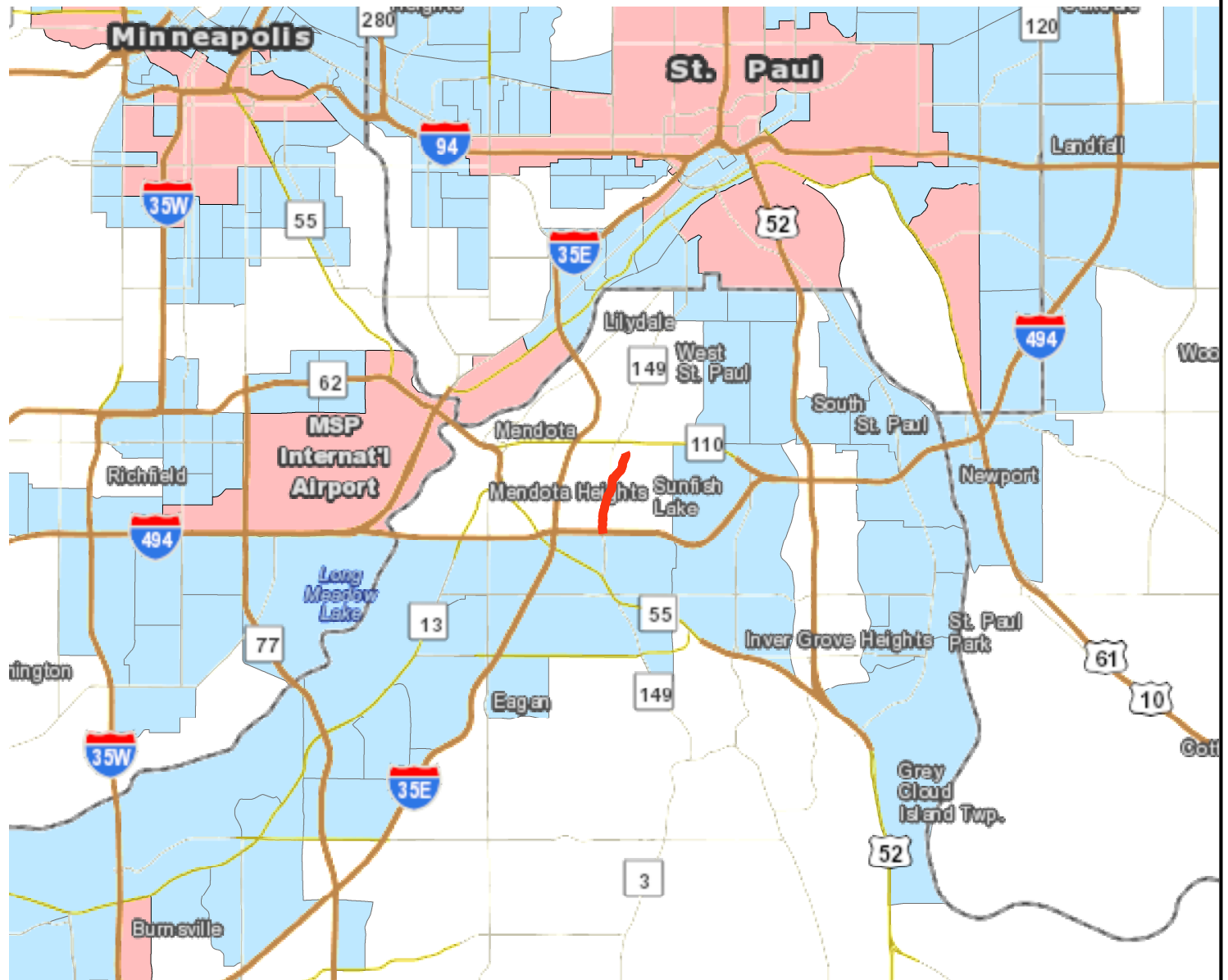


# Socio-Economic Conditions

## Results

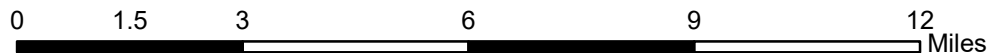
Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 145

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

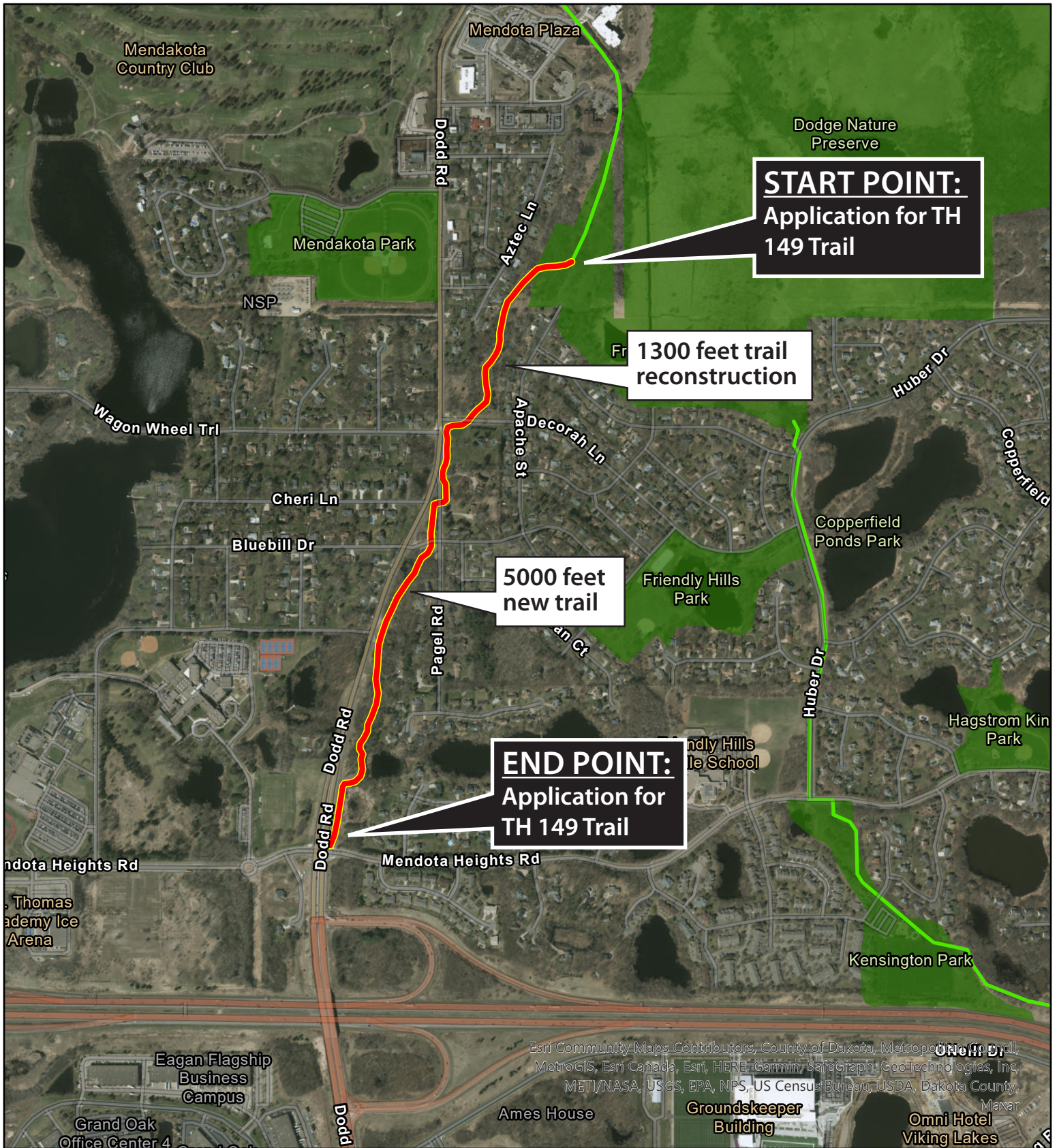


Created: 3/20/2022  
LandscapeRSA2



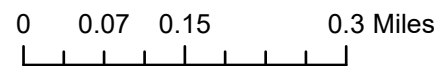
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>





# Lebanon Greenway TH 149 Layout

- Dakota County Boundary
- Dakota County Parks
- 2022 Proposed Projects
- Existing Regional Trails





**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 31<sup>st</sup> 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 31<sup>st</sup> 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](mailto: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](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: Mendota to Lebanon Hills Greenway - TH 149 South

Dear Ms. Koutsoukos:

I am writing to confirm that the Mendota to Lebanon Hills Greenway TH 149 South 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

**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	_____
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.

*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

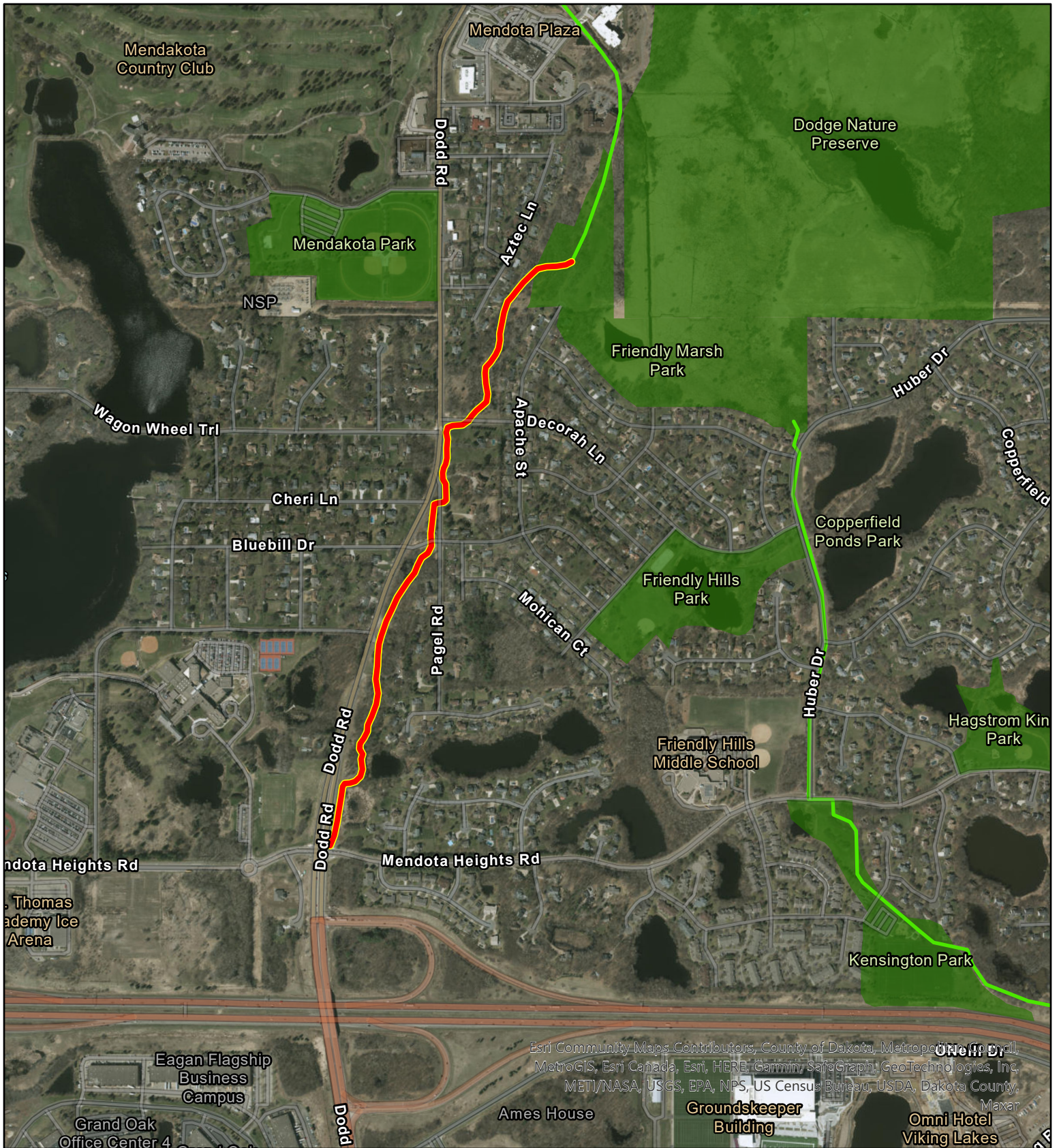
	YES		NO
Slavik	<u>  X  </u>	Slavik	_____
Gaylord	<u>  X  </u>	Gaylord	_____
Halverson	<u>  X  </u>	Halverson	_____
Atkins	<u>  X  </u>	Atkins	_____
Workman	<u> Absent </u>	Workman	_____
Holberg	<u>  X  </u>	Holberg	_____
Hamann-Roland	<u>  X  </u>	Hamann-Roland	_____

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



## Mendota Lebanon Greenway - TH 149/Dodd Road Trail

-  Dakota County Boundary
-  Dakota County Parks
-  2022 Proposed Projects
-  Existing Regional Trails

0 0.07 0.15 0.3 Miles

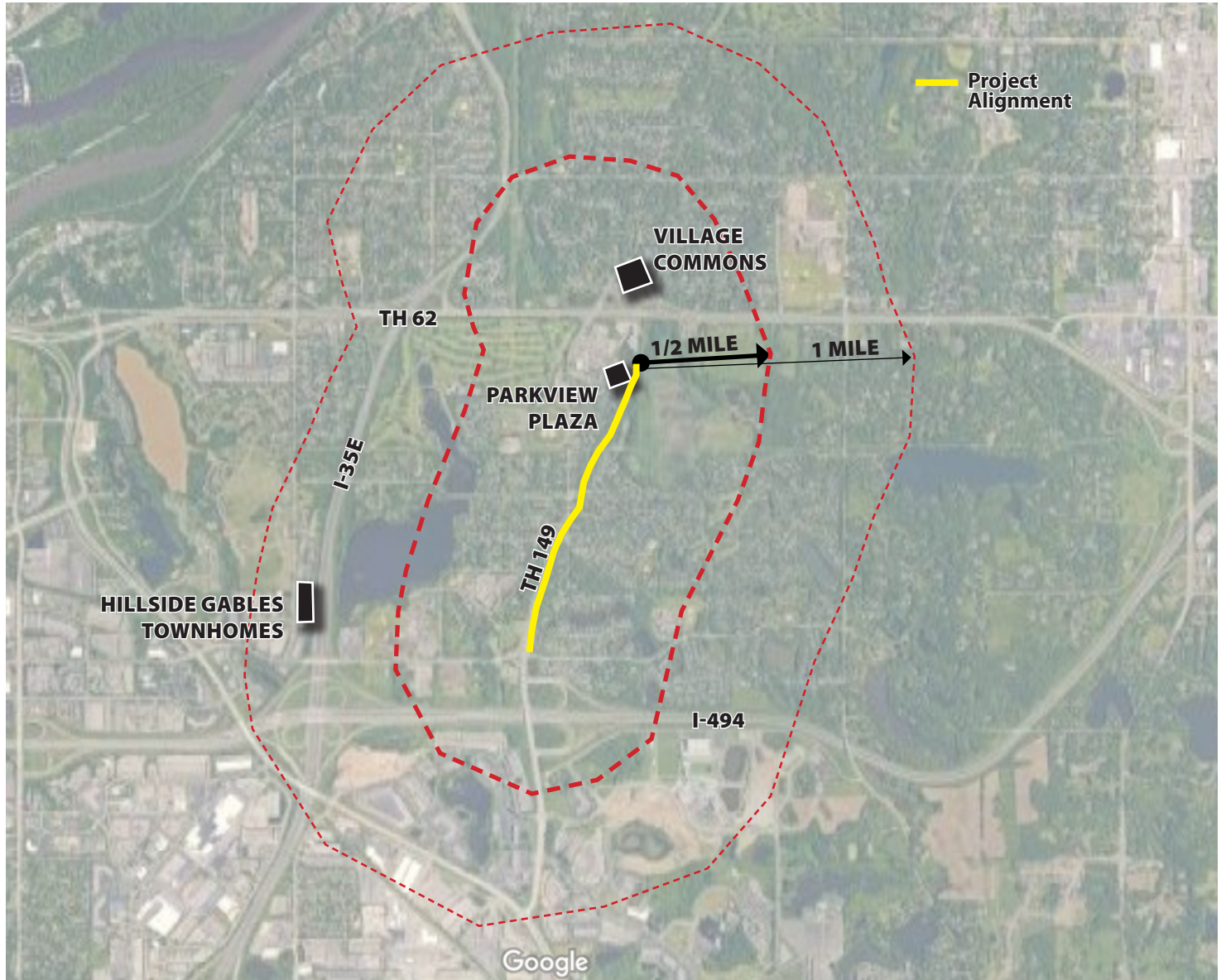




# TH 149 Trail

DAKOTA COUNTY

## Affordable Housing Map





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

## **TH 149 Trail**

DAKOTA COUNTY



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

## **TH 149 Trail**

DAKOTA COUNTY



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

Source: Google Earth

## **TH 149 Trail**

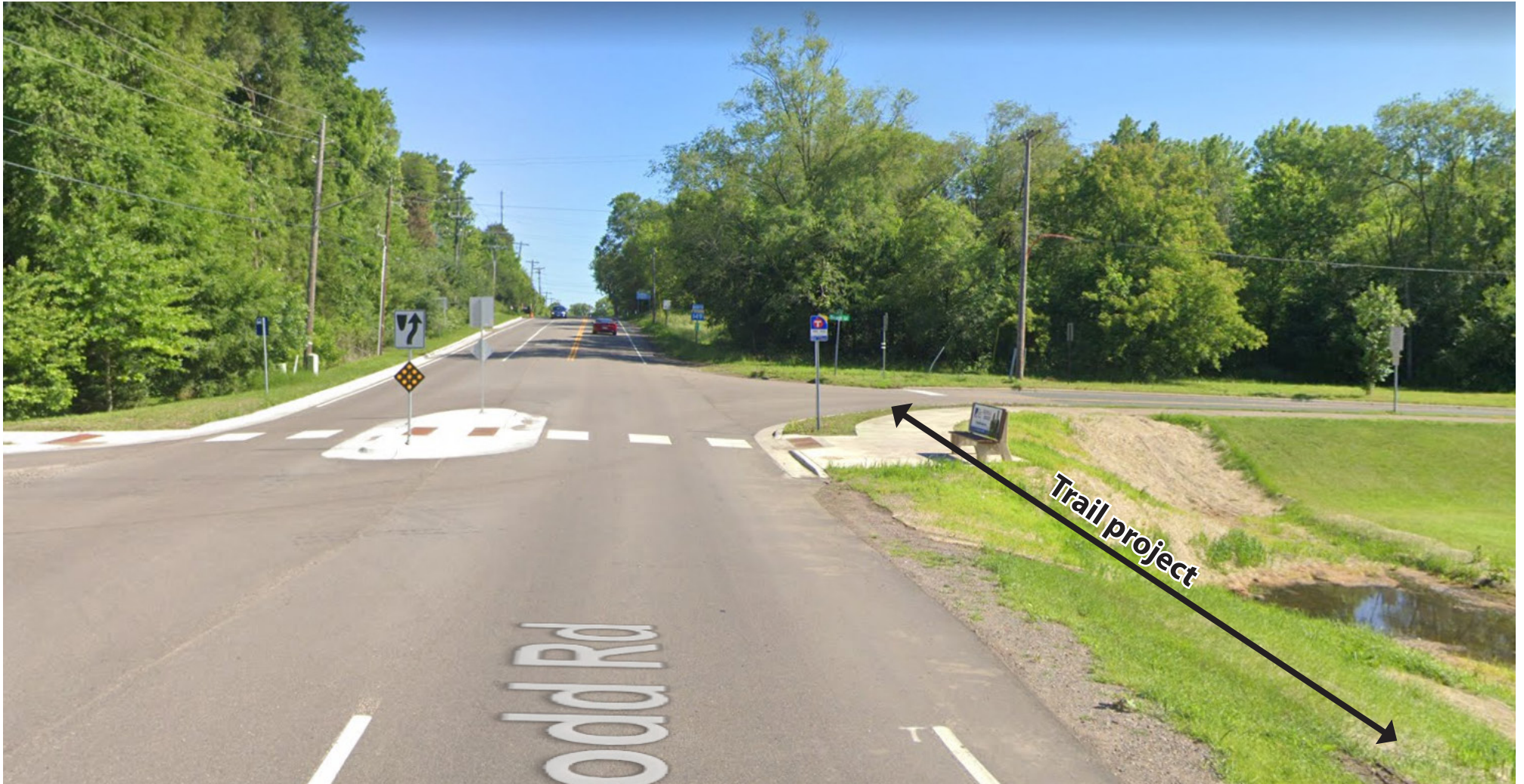
DAKOTA COUNTY



Existing Conditions Site Photo (looking north on Dodd Rd at Cheri Ln)  
Source: Google Earth

## **TH 149 Trail**

DAKOTA COUNTY



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

# TH 149 Trail

DAKOTA COUNTY

# Lebanon Greenway TH 149 Trail

## DAKOTA COUNTY

Project Location:	Mendota Heights
Requested Award Amount:	\$ 817,380
Total Project Cost:	\$1,021,725

### PROJECT BENEFITS

- » Fills a 1.4 mile trail gap in the Mendota - Lebanon Greenway Regional Trail
- » Provides a necessary connection in a Tier 1, Priority RBTN Corridor that connects several communities within the area
- » Provides a safe, off-road recreational trail along Dodd Road for local students, residents, and employees in the immediate area
- » Eases access to the adjacent commercial and employment nodes
- » Serves two nearby senior housing developments and three local schools
- » Connects trails in Mendota Heights, West St. Paul, South St. Paul, Inver Grove Heights, and Eagan to Minneapolis, Saint Paul and beyond

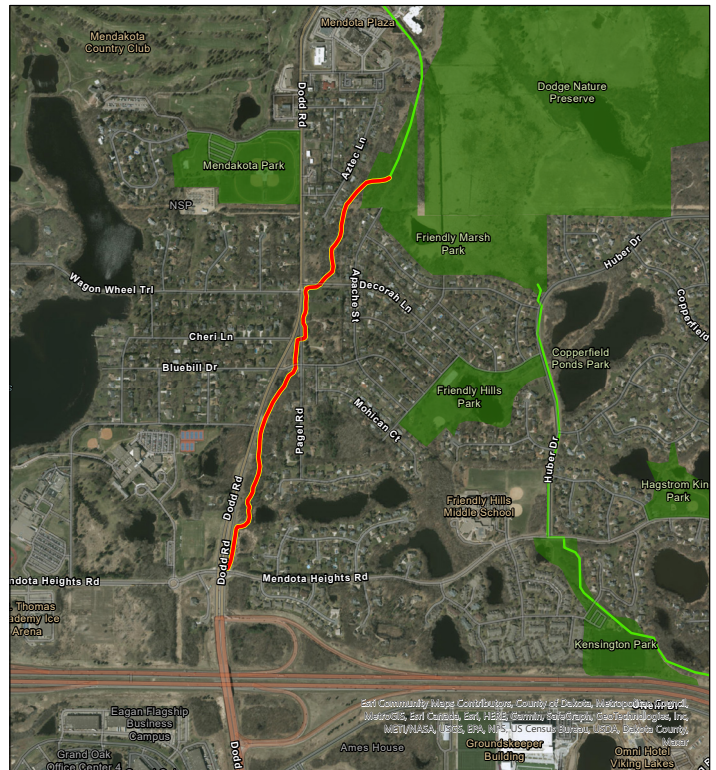


This Trail will create a safer alternative route for non-motorized vehicles when traveling north and south through the community along Dodd Road as currently pedestrians and bicyclists must use the shoulder, turn lanes, and bypass lanes to reach their destination

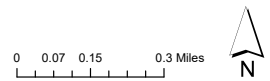
### PROJECT DESCRIPTION

The TH 149/Dodd Road trail will complete a critical 1.4 mile trail gap in the Mendota-Lebanon Greenway Regional Trail, which extends 8.5 miles through the communities of Mendota Heights, Eagan, and Inver Grove Heights. Addressing this trail gap will be immediately beneficial for commuters, fulfilling daily needs at the commercial and employment nodes at Highway 62, and to support recreation, particularly as this greenway connects trail users to Lebanon Hills Regional Park. In addition, this project will facilitate connection to the River to River Greenway just a quarter of a mile north of the trail project. The River to River Greenway extends from the Mississippi River in Lilydate through West St. Paul and to the Mississippi River in South St. Paul.

Lebanon Greenway TH 149 Project Map

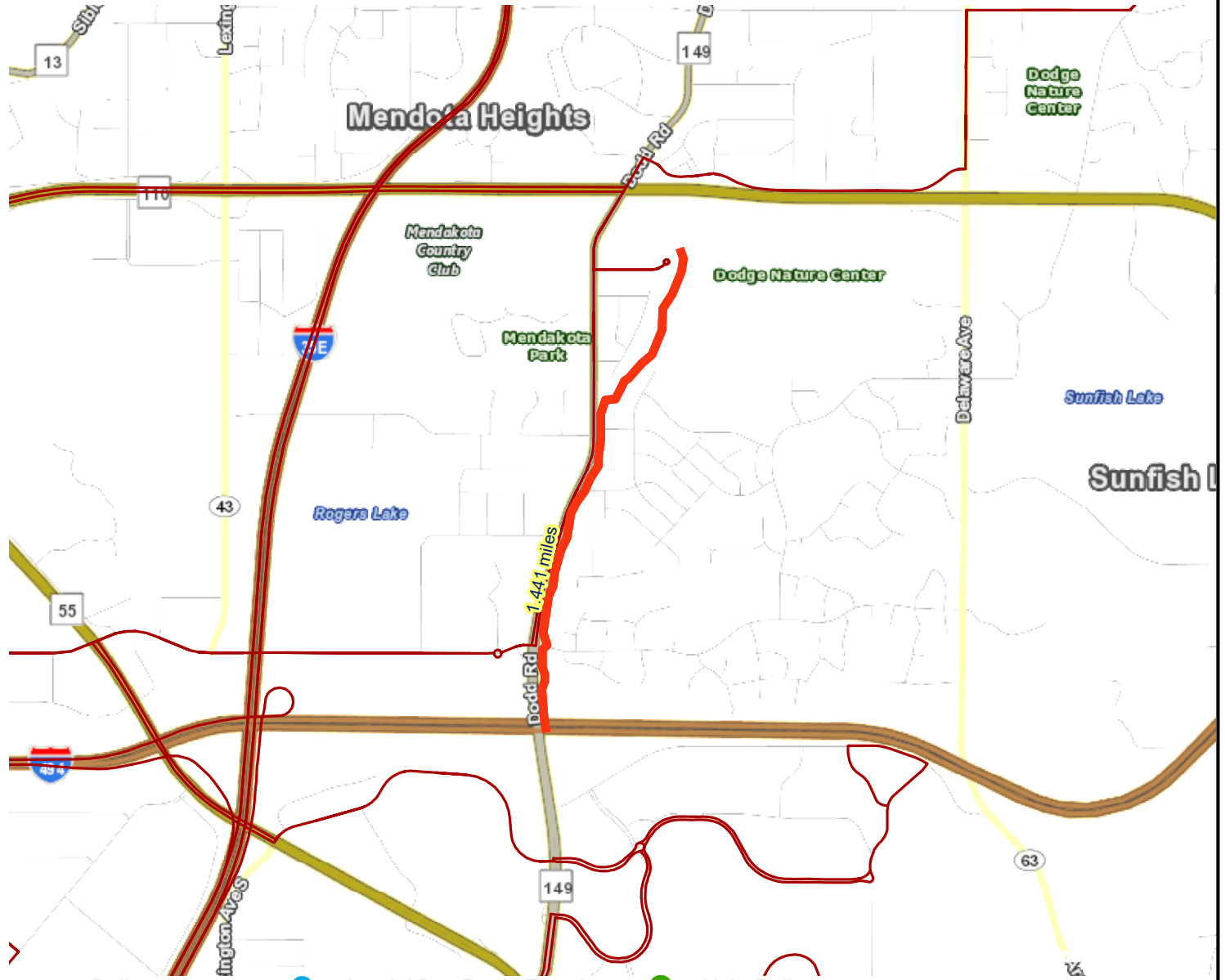


- Dakota County Boundary
- Dakota County Parks
- 2022 Proposed Projects
- Existing Regional Trails



# Transit Connections

Multiuse Trails and Bicycle Facilities Project: Lebanon Greenway TH 149 Dodd South | Map ID: 1647796197455



## Results

Transit with a Direct Connection to project:  
446 75

*\*indicates Planned Alignments*

Transit Market areas: 4

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



Created: 3/20/2022  
LandscapeRSA3



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

