



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17714 - Dakota County Veterans Memorial Greenway from TH 3 to CSAH 32 (Cliff Road) in Eagan and Inver Grove Heights

Regional Solicitation - Bicycle and Pedestrian Facilities

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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	Veterans Memorial Greenway Trail and Bridge
Primary County where the Project is Located	Dakota
Cities or Townships where the Project is Located:	Inver Grove Heights, Eagan
Jurisdictional Agency (If Different than the Applicant):	N/A

This application seeks funding for a 1.0 mile multiuse trail extending from Cliff Road west of Alameda Path to TH 3 and including a trail bridge over TH 3 and the Progressive railway. The proposed trail is part of the Veterans Memorial Greenway (formerly Rich Valley Greenway) which stretches east and west for 5 miles connecting single-family residential neighborhoods, parks, and rural and undeveloped open space between Eagan and Inver Grove Heights. This Greenway is unique in that it is designed to pay tribute to veterans' service to and sacrifices for our country. In a larger context, the Veterans Memorial Greenway will eventually link a major system of trails in this area and provide a continuous, off-street link from Lebanon Hills Regional Park to the Mississippi River.

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

The Veterans Memorial Greenway Trail and Bridge project includes a 10-foot wide off-road bituminous trail and bridge to serve pedestrians, bicyclists, and other users of non-motorized transportation. The proposed trail segment is 1.0 mile long. A 0.4 mile trail currently exists between Cliff Road and Southern Lakes Park. This 10-foot wide trail does not currently meet curve radii and slope requirements for an accessible, regional trail and will be reconstructed as part of this project. Between Southern Lakes Park and TH 3 (0.6 mile), a new trail segment will be constructed. This segment will be located between the residential properties to the south and the Xcel Energy property to the north. Both parties have been involved in the determination of the alignment for this portion of the trail. The construction of a boardwalk over the wet areas within Southern Lakes Park between the existing and new segments of the trail is also included in this project.

A trail bridge over TH 3 and the Progressive railway corridor is proposed at the west end of this trail

project. The Progressive railway corridor is a significant barrier to east/west movement between Inver Grove Heights and Eagan in this area. This above-grade crossing will eliminate conflicts between trail users and motorized traffic, improving safety in the area.

In addition to transportation benefits, this trail will provide trail users and populations in adjacent communities access to local and regional destinations including the Rich Valley Sports Complex, Pinewood Community School, Lebanon Hills Regional Park, and the Mississippi River Greenway. This project will be completed in partnership with the cities of Eagan and Inver Grove Heights. Trail construction includes site clearing, trail-bed preparation and surfacing, bridge piers and decking, boardwalk construction, orientation signage, and landscaping. Dakota County has committed to providing the local match and costs associated with project delivery.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

Veterans Memorial Greenway, Inver Grove Heights and Eagan, Trail and trail bridge over CP railroad corridor and TH3
- Construct Bridge and Multi-use Trail

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

Project Length (Miles) 1.0

to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s)

Federal Amount \$2,800,000.00

Match Amount \$700,000.00

Minimum of 20% of project total

Project Total \$3,500,000.00

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: 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 55077

(Approximate) Begin Construction Date 04/01/2026

(Approximate) End Construction Date 10/31/2026

Name of Trail/Ped Facility: Veterans Memorial Greenway

(i.e., CEDAR LAKE TRAIL)

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

From: S Robert Trail (Hwy 3) at north entrance to St Thomas Becket
(Intersection or Address) Catholic Church

To: Cliff Rd W west of Alameda Path
(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): 1.0

**Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):** 1.0

Is this a new trail? Yes

Primary Types of Work GRADE, AGG BASE, BIT BASE, BIT SURF, PED RAMPS,
BRIDGE, BOARDWALK

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.: To be determined

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.

- Dakota County Ped Bike Study (Dec 2018): 41, 43, 51

- Dakota County Comprehensive Plan: 48-49

- City of Eagan Ped Bike Plan (2020): 27

- City of Eagan Comprehensive Plan: 14-16

- Inver Grove Heights Comprehensive Plan: 6-165, 6-166, 6-167

- Veterans Memorial Greenway Master Plan (formerly Rich Valley Greenway Master Plan)

- Veterans Memorial Greenway Preliminary Engineering Study

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	\$1,000,000.00
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	\$2,500,000.00
Totals	\$3,500,000.00

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	\$3,500,000.00
Construction Cost Total	\$3,500,000.00
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

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Yes

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map

1649854553261_RBTN Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

12885

Existing Employment Within One Mile (Integer Only)

875

Upload the "Population Summary" map

1649854619438_Pop-Emp 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:

According to the 2020 Census, in the block group east of TH 3 and north of Cliff Road, there are 1,269 residents, of which approximately 8% are people of color, 10% are over the age of 64, and 5% are under the age of 5.

This trail project has been evaluated in several planning processes which were designed to engage all members of the community. In 2015 and 2016, the Dakota County Visitor Services Master Plan included an in-depth outreach process where 9 Community Dialogues were held with people of color, low-income residents, and community members who speak languages other than English to determine ways to attract more diverse park users to the County's parks, trails, and greenways. Input identified the need to increase outreach and awareness of parks and trails and design accessible facilities.

Response:

Engagement for the Veterans Memorial Greenway Master Plan included multiple public open houses and targeted outreach with major stakeholders including area schools, companies, neighborhood groups, and institutional organizations. Outreach to these stakeholders included distribution of an online questionnaire and meetings with representatives from each organization. Feedback received indicated a desire for off-road pedestrian and bicycle infrastructure, destination connectivity, and an alignment through neighborhoods rather than along busy roads. The resulting proposed trail alignment connects neighborhood destinations and is located within neighborhoods rather than along nearby busy Cliff Road.

Following the adoption of the Master Plan, the design phase for the greenway provided additional opportunities for community engagement. An open

house was held in February 2022 and an interactive online map is available to members of the public where they can provide feedback on the proposed trail elements and alignment to help shape the final product. The resulting alignment will be shared with the public as part of the design and construction phase of the project. Public engagement is proposed to continue construction of this project (2022-2025) with mailings, 3 additional open houses, and project updates posted to the website.

This trail project is focused on veterans and their service and sacrifices. Veteran feedback helped shape the plan themes, interpretive methods and opportunities, and memorials along the trail. A veterans advisory group was formed to provide feedback on the design of the trail and interpretive elements. Focus groups specifically for black and native American veterans were formed where veterans shared their experiences and trail needs in 8 facilitated online meetings. Input from disabled veterans resulted in recommendations for shade and charging station amenities along the trail.

(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.

This trail project will improve safety and mobility for area residents and employees. There are currently no off-street facilities for non-motorized transportation along TH 3 in this area, which creates a barrier between the residential neighborhoods of Inver Grove Heights to the east and Eagan to the west. The bridge over TH 3 and the Progressive railroad will allow movement across these barriers without fear of conflicts with vehicles and will expand opportunities for pedestrians and bicyclists to safely access key community destinations such as the Pinewood Community School and St. Thomas Becket Catholic Church. This safe crossing is particularly important as it is likely that young children in the area may use this route to travel to and from school.

Response:

The proposed trail project is a key segment of the Veterans Memorial Greenway, which will provide easy and safe access to recreational amenities including Lakeside Park, the Rich Valley Athletic Complex and the Pine Bend Bluffs Scientific and Natural Area when completed. In addition, the Veterans Memorial Greenway will provide excellent recreational connections to many regional and local parks and trails including the Mississippi River Regional Trail which provides links to Hastings and Saint Paul. The completion of this key gap in the 5-mile Veterans Memorial Greenway will expand the network of accessible, safe, and convenient trail loops that weave throughout the southern Twin Cities metro area, offering residents of all ages and abilities more opportunities for non-motorized transportation and healthy outdoor recreation.

The project will provide public health benefits by supporting 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 the transportation and recreational benefits, the proposed trail is intended to honor veterans and educate trail users about their experiences. The overarching theme of the Veterans Memorial Greenway will help to create community cohesion and establish this area as a destination for veterans and their families.

There are no known negative impacts associated with the project. The project will not displace businesses or residents, but merely provide positive outcomes by enhancing the local and regional trail network. Construction and other disruptions will be minimized reduce any impact on the day-to-day activities of surrounding residents and individuals.

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

Measure C: Affordable Housing Access

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

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

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

There are 15 publicly subsidized rental units within ½ mile of the project site. Through this trail nearby residents will gain improved access to key community destinations such as schools, places of worship, and local parks. The bridge over TH 3 and the Progressive railway will provide children and adults of all abilities a safe way to cross these barriers without having to travel along or across them at the ground level. Residents within the existing Southern Lakes Park neighborhood between TH 3 and Cliff Road may access the proposed trail segment via two already-constructed spurs.

Response:

This project provides a safe and convenient connection to the broader trail network in Minneapolis and Saint Paul and improves accessibility to recreational destinations both near and far. The trail bridge over TH 3 and the Progressive railway provides direct access between the residential areas to the east and west. As a part of the Veterans Memorial Greenway, the proposed trail improvements link to other local and regional trails in the area including the Mississippi River Regional Trail, which extends between Hastings and Saint Paul.

(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.

1649854783884_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 grade-separated crossing of a significant barrier (the Progressive railroad) along TH 3 in Dakota County. The trail project will improve safety for trail users of all ages and abilities by creating a continuous non-motorized trail and providing a safe connection over the Progressive railroad and TH 3 with a trail bridge. Currently, bicyclists and pedestrians wishing to move east/west through the area must cross TH 3 (55MPH speed limit; 12,900 AADT in 2019) at Cliff Road where there are no existing facilities for bicycle or pedestrian use.

Response:

The proposed trail project is a critical component of the Veterans Memorial Greenway, which will travel 5 miles between Eagan and Inver Grove Heights when complete. The Veterans Memorial Greenway alignment provides a trail corridor that is fully separated from the roadway which will significantly reduce conflict between motorized vehicles and trail users. Furthermore, this separation will allow cyclists to feel comfortable on the trails and improve accessibility and safety for recreational and novice cyclists.

The connectivity created by this trail project is significant. The completion of this trail and bridge links bicyclists and pedestrians from southeastern Eagan and southern Inver Grove Heights to regional destinations such as Lebanon Hills Regional Park, the Pine Bend Bluffs Scientific and Natural Area, and the Rich Valley Athletic Complex. As a component of the Veterans Memorial Greenway, this trail project connects to the wider metro trail network including the Mississippi River Regional Trail which extends between Saint Paul in the north and Hastings in the south.

Locally, this trail connects residential neighborhoods on either side of TH 3. The trail

project would connect residents in the area to local destinations including schools, parks, and places of worship. The trail bridge is necessary to make the connection over TH 3 and the existing Progressive railroad and provide access for residents to local and regional destinations.

(Limit 2,800 characters; approximately 400 words)

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

DEFINITIONS:

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

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

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

Tier 1

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

Tier 2

Yes

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

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

Multiple

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

Measure B: Project Improvements

When complete, the proposed trail will eliminate a significant gap in the regional trail system along the Veterans Memorial Greenway in Dakota County. This trail and bridge would provide the only off-street connection and separated crossing for residents living in east of TH 3 to access the robust trail system and local amenities west of TH 3. These amenities include the St. Thomas Becket Church, Pinewood Community School, Lakeside Park, and Lebanon Hills Regional Park.

The lack of pedestrian and bicycle facilities along TH 3 and Cliff Road in this area creates a major deterrent to pedestrian and bicycle use. Attempting to bike or walk along these higher-speed roadways is a significant risk to cyclist and pedestrian safety. No crashes were reported in the latest collected crash data from MnDOT between TH 3 and Cliff Road at Alameda Path.

Response:

The proposed trail project is a critical component of the Veterans Memorial Greenway, which stretches 5 miles in length between Eagan and Inver Grove Heights. The Veterans Memorial Greenway alignment provides a fully separate east/west path over TH 3 and the Progressive railway which will connect trail users to local and regional destinations while reducing conflicts between motorized vehicles on Cliff Road (55 MPH and 8,800 AADT in 2018) and TH 3 (55 MPH and 12,900 AADT in 2019) and trail users. Removing the opportunities for interaction and conflict between motorists and non-motorists creates a safer environment for all users along the corridor. Furthermore, this separation will allow cyclists to feel comfortable on the trails and improves accessibility and safety for recreational and novice cyclists.

The proposed trail bridge corrects a large

deficiency in the Dakota County Regional Trail system as well as in the overall metropolitan regional trail system. Aligning the trail through the residential neighborhoods and over the Progressive railway and TH 3 eliminates 5 roadway conflict points between Alameda Path and Dodd Rd that would otherwise have occurred if the trail had been located along Cliff Road. This significantly reduces potential for any pedestrian and cyclist conflict with vehicles. The construction of this trail will improve regional connectivity and accessibility. The separation provided by the trail will allow users of all ages and abilities to safely travel without navigating vehicular traffic.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The proposed trail bridge and 10-foot wide regional trail with a boardwalk have been identified in many local and regional plans and will function as an element of the intermodal transportation system in Eagan and Inver Grove Heights. These elements will complete a critical, central gap in the Veterans Memorial Greenway over TH 3 and the Progressive railway and will create a safe and scenic route for pedestrians and cyclists of all skill and ability levels along a Tier 2 RBTN corridor. The proposed width of the trail project will provide space for different types of trail users to safely share the trail. This phase of the trail will overcome several bicycle and pedestrian barriers including the Progressive railway, TH 3, and the wet areas within Southern Lakes Park.

Response:

The continuation of the Veterans Memorial Greenway in this area will provide an off-road east/west connection for residents within the surrounding areas of Eagan and Inver Grove Heights. Non-motorized travel is dangerous along Cliff Road (55 MPH and 8,800 AADT in 2018) and across TH 3 (55 MPH and 12,900 AADT in 2019) as these roadways lack bike and pedestrian facilities. The separation of the trail from TH 3 and Cliff Road will reduce conflicts and improve the safety along this corridor for motorized and non-motorized users alike.

This project and connecting trails link to regional trails and provide access to local destinations including places of worship, employment, and learning while also improving accessibility to recreation destinations like Lebanon Hills Regional Park, the Rich Valley Athletic Complex, and the Pine Bend Bluffs Scientific and Natural Area. The trail project will also link to the existing regional trail network, including the Mississippi River Regional Trail which extends from Saint Paul to Hastings.

The connections to local and regional destinations will improve the viability of active living in the local community and encourage transportation mode choice changes.

There is no transit service in the project area.

(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.

Community input for the Veterans Memorial Greenway Master Plan was gathered in a variety of different ways including two public open houses and targeted outreach to major area stakeholders such as St Thomas Becket Church, Pinewood Community School, and Xcel Energy. Outreach to these stakeholders included distribution of an online questionnaire and meeting with representatives from each organization. In addition to the stakeholders listed, efforts were made to include the Emerald Hill Neighborhood in Inver Grove Heights, ISD #196, and the Major Taylor Bicycle Club. The Technical Advisory Group responsible for leading the planning process provided the draft plan to governmental stakeholders including the City of Eagan, City of Inver Grove Heights, Dakota County, and the Metropolitan Council and presented a plan summary to the cities and County.

Response:

Following the adoption of the Master Plan, the greenway entered into a design phase. The Design Plan for the greenway provided additional opportunities for community engagement. An open house was held in February 2022. Mailings are regularly sent to area residents and updates are posted on the project webpage. In addition to sharing project updates, the project webpage hosts an interactive online map which is available for any interested party to identify areas of concern or interest. The interactive map is available here:

<https://wikimapping.com/Veterans-Memorial-Greenway.html?perm=3&username=critchie%40sehinc.com>.

Public engagement is proposed to continue through the design and construction phases of this project (2022-2025) with mailings, 3 additional open houses, and project updates posted to the website.

This project is focused on celebrating veterans' accomplishments and acknowledging their sacrifices. Therefore, a public call was issued for veterans to share their stories via video, text, or audio recording here: <https://www.veteransmemorialgreenway.com/public-meetings-feedback>. Discussions with veteran stakeholders have been held through a veterans advisory group and focus group conversations to learn more about veteran experiences and how to accommodate veterans' needs within this trail project. All of the information gathered will be used to help design the project in a meaningful way.

(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.

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.

Yes

25%

Layout has not been started

0%

Attach Layout

1649891201794_Layout_Final.pdf

Please upload attachment in PDF form.

Additional Attachments

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)

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$3,500,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$3,500,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

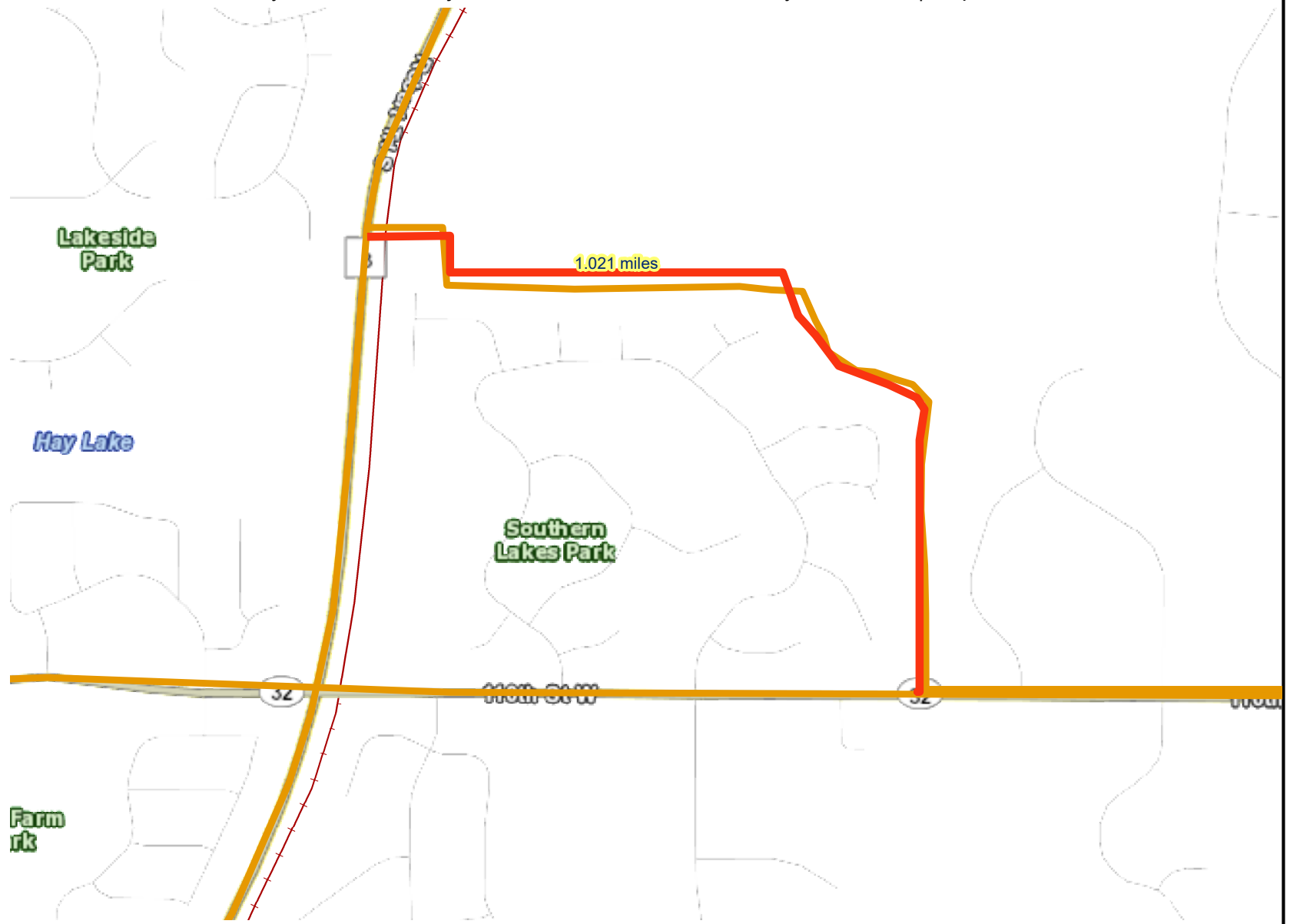
File Name	Description	File Size
1-Page Project Summary_VetsMem Greenway_final.pdf	One Page Project Summary	809 KB
20220408 DC Snow and Ice- Veterans Memorial Greenway.pdf	Dakota County Maintenance Letter	167 KB
20220413 - VMG Support Letter.pdf	Inver Grove Heights Letter of Support	66 KB
County Board Resolution No. 22-144.pdf	County Board Resolution of Support	87 KB
eagan support letter veterans greenway.pdf	Eagan Letter of Support	542 KB
Layout_Final.pdf	Preliminary Layout Plans	78.2 MB
RS MnDOT Letter Dakota County_projects.pdf	MnDOT Authorization Letter	257 KB
Transit map.pdf	Transit Map	1.6 MB
Veterans Memorial Greenway Trail and Bridge_Existing Conditions.pdf	Existing Conditions photos	719 KB
Veterans Memorial Prelim Parcel Map 10 14 20.pdf	Veterans Memorial Preliminary ROW Parcel Map	422 KB
VeteransMemorialGreenwayDestinations .pdf	Affordable Housing and Community Destinations Map	1.8 MB
VeteransMemorialGreenway_ProjectMap .pdf	Project Map	1.8 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Veterans Memorial Greenway connection | Map ID: 1649191322911

Results

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



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

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 4/5/2022
LandscapeRSA6



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

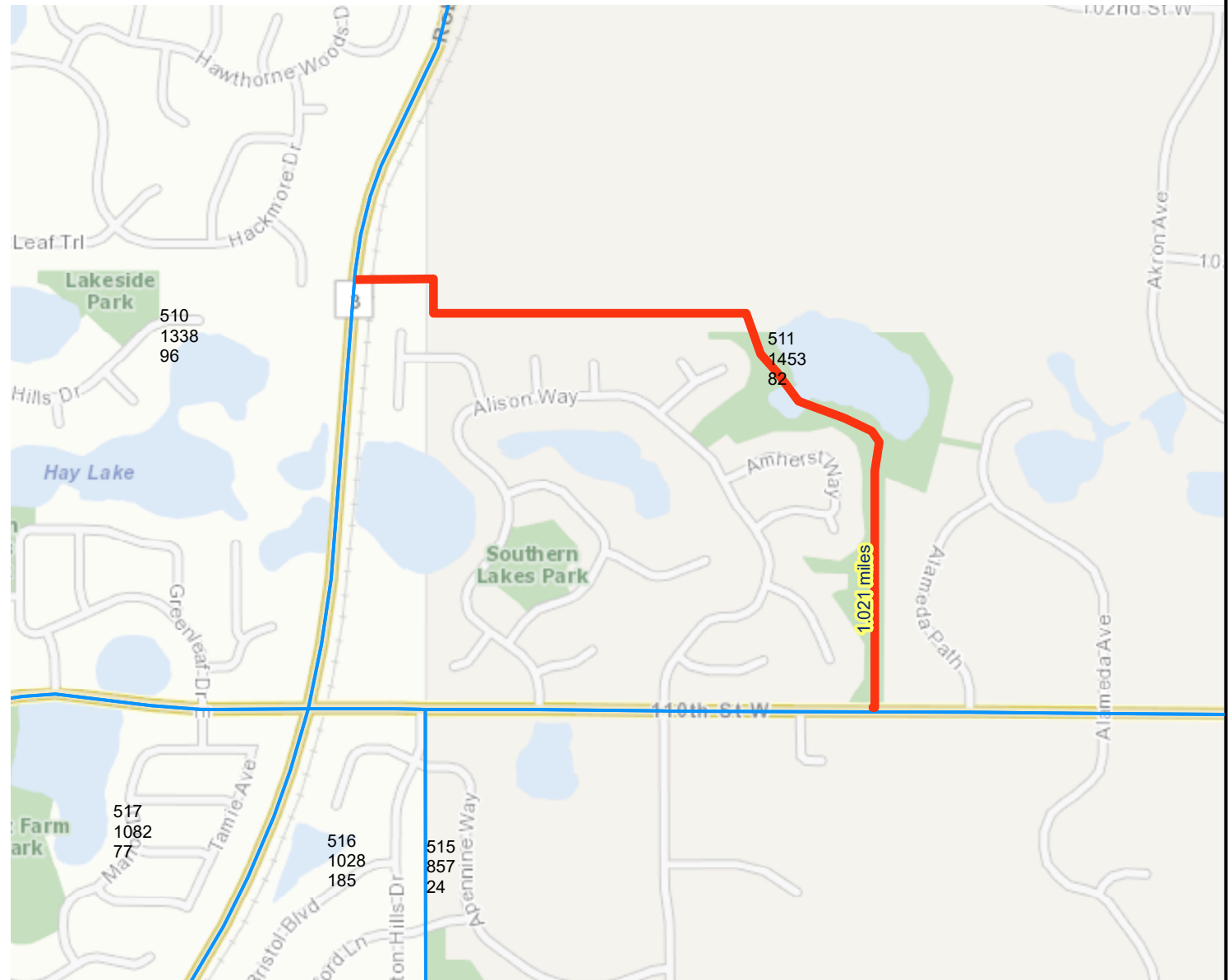


Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 12885
Total Employment: 875

Multiuse Trails and Bicycle Facilities Project: Veterans Memorial Greenway connection | Map ID: 1649191322911



- Project Points
- Project Area
- Project
- 2016 TAZ

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 4/5/2022
LandscapeRSA4



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



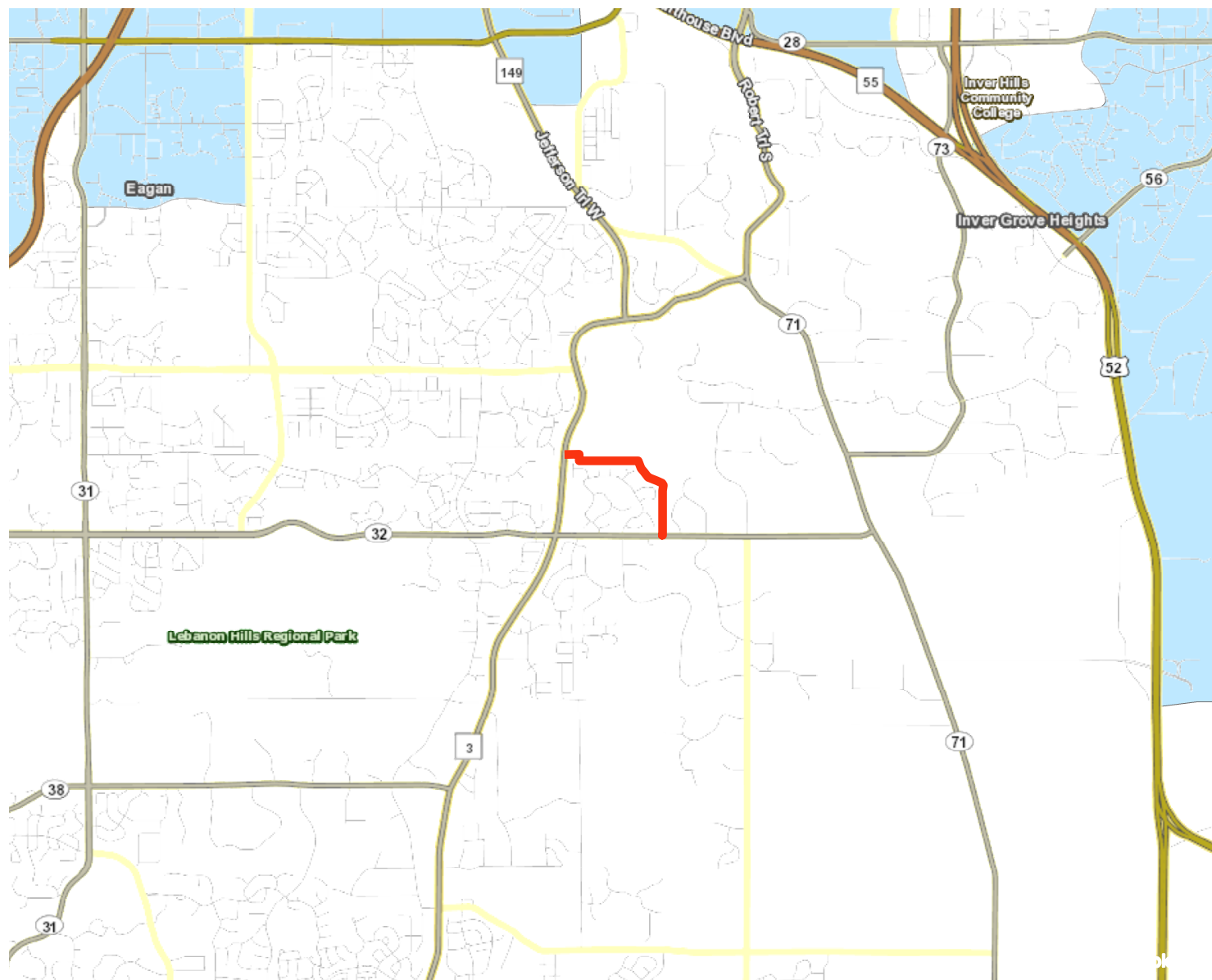
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Veterans Memorial Greenway connection | Map ID: 1649191322911

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 15

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



— Lines



Regional Environmental Justice Area



Area of Concentrated Poverty

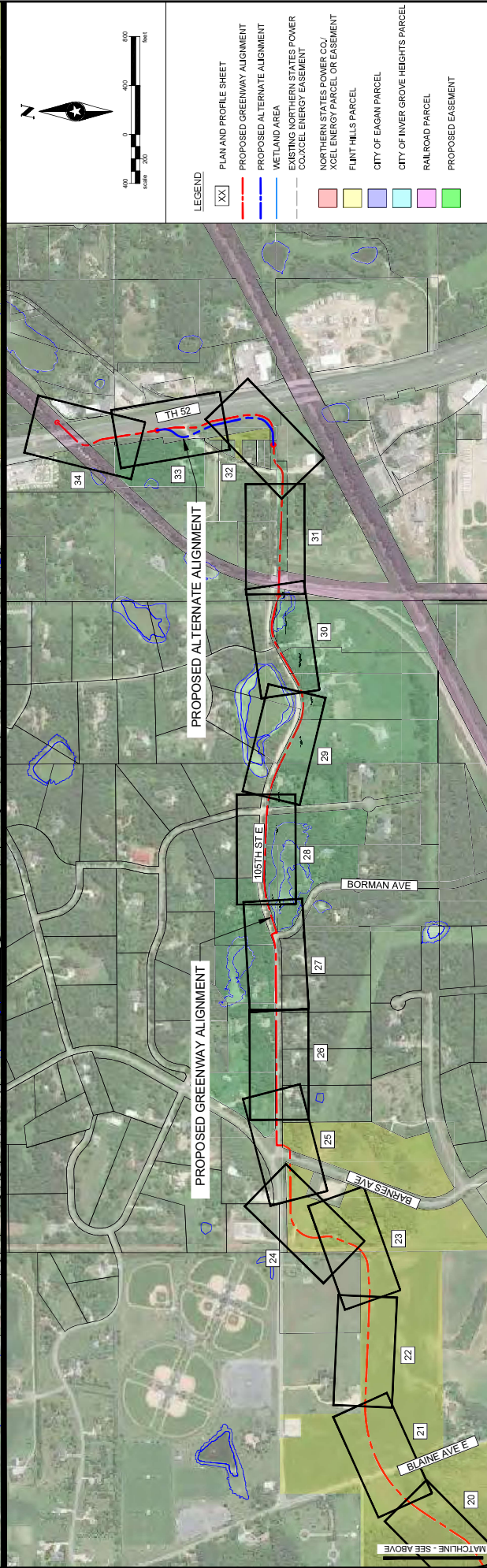
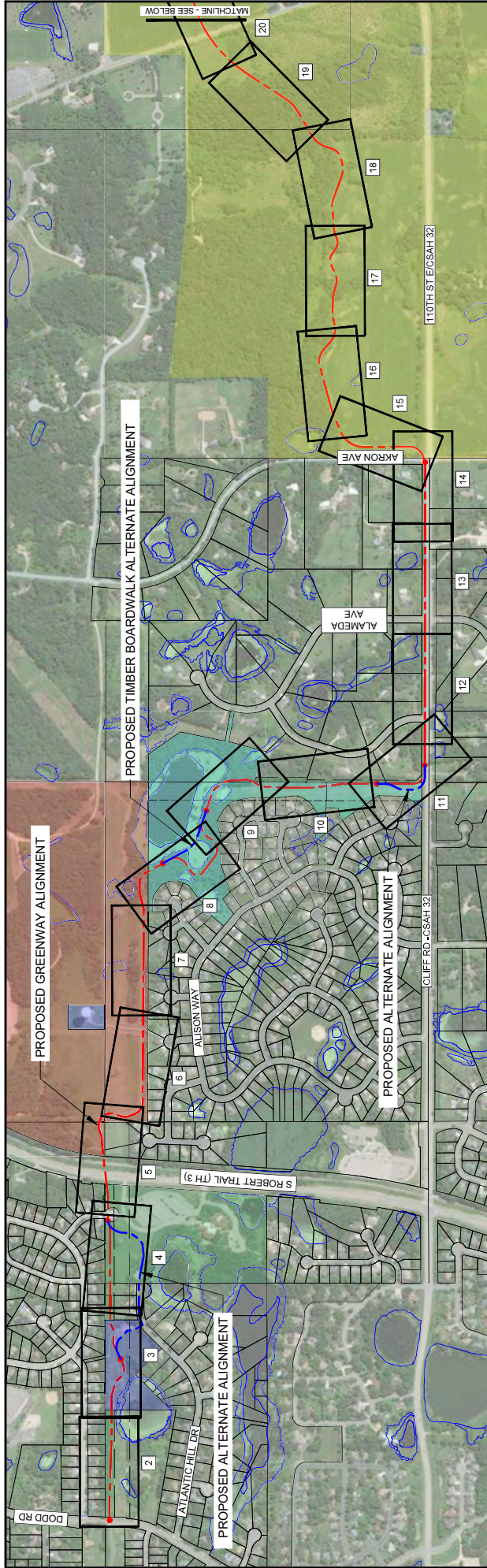
0 0.5 1 2 3 4 Miles

Created: 4/5/2022
LandscapeRSA2



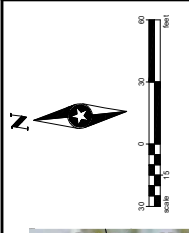
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gis/notice.aspx>





- LEGEND
- PLAN AND PROFILE SHEET
 - PROPOSED GREENWAY ALIGNMENT
 - PROPOSED ALTERNATE ALIGNMENT
 - WETLAND AREA
 - EXISTING NORTHERN STATES POWER CO. ACCEL ENERGY EASEMENT
 - NORTHERN STATES POWER CO. ACCEL ENERGY PARCEL OR EASEMENT
 - FLINT HILLS PARCEL
 - CITY OF EAGAN PARCEL
 - CITY OF INVER GROVE HEIGHTS PARCEL
 - RAILROAD PARCEL
 - PROPOSED EASEMENT

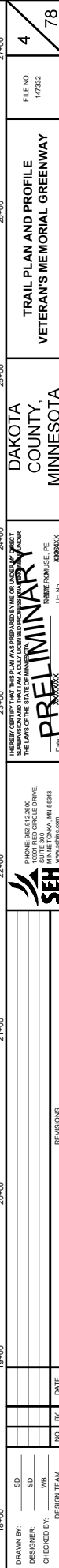
DATE: 08/02/2000	DESIGN TEAM: SD, SD, WB	NO.	BY.	DATE.	REVISIONS.	SEH PHONE: 952.912.2000 10001 RED OCEAN DRIVE MINNETONKA, MN 55343 www.sehinc.com	PRELIMINARY DATE: 08/02/2000 TOBY P. MUSE, PE Lic. No. 45368	DAKOTA COUNTY, MINNESOTA	TITLE SHEET VETERAN'S MEMORIAL GREENWAY	FILE NO. 147332	1 78
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KEYED NOTES

- (A) MODIFY EXISTING FENCE
- (B) POTENTIAL BOARDWALK LOCATION
- (C) B618 CURB AND GUTTER (WITH STORM SEWER SYSTEM)
- (D) INSTALL CHAIN LINK FENCE
- (E) INSTALL GUARD RAIL
- (F) INSTALL RETAINING WALL

Save: 11/21/2019 5:05 PM sdehmer Picot 11/21/2019 6:43 PM P:\AE\DD\Akoti1473325-final-dsgn\51-drawings\10-Civil\cad\dwg\sheet\Vets Memorial Greenway\DC147332PP_Vets Memorial Trail (1).dwg



23700
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ACTUARY UNDER THE LAWS OF THE STATE OF MINNESOTA.
PRELIMINARY
Date: 10/1/00
X XXXXX
NORMAN FOXHULSE, PE
X XXXXX

SEH

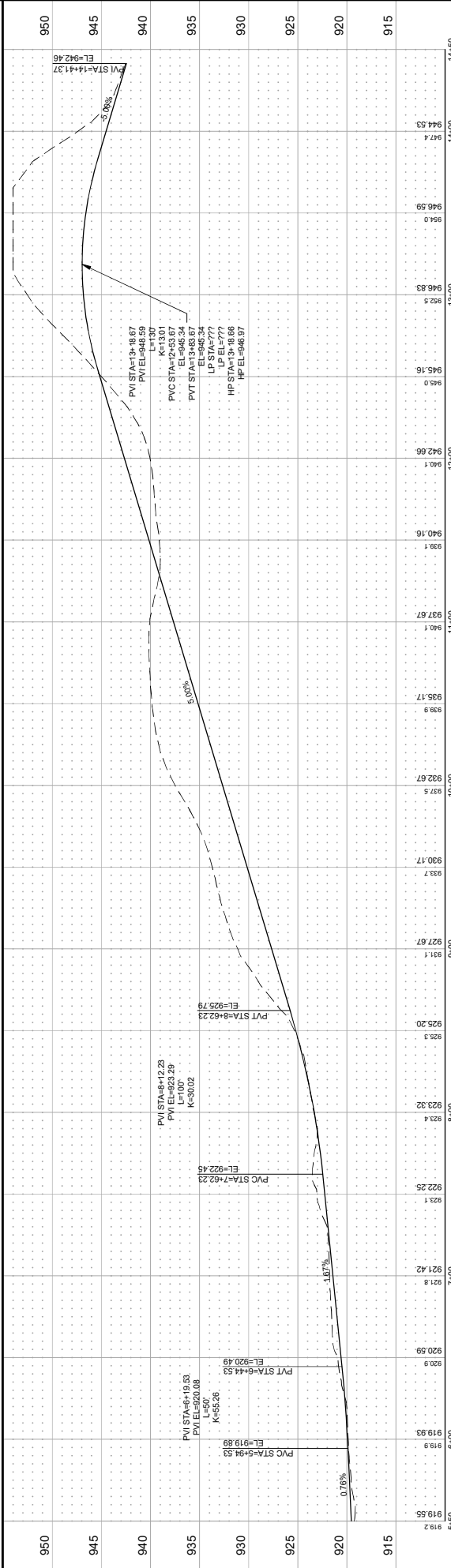
REVISIONS

DRAWN BY: _____ DESIGNER: _____ CHECKED BY: _____	NO	BY	DATE



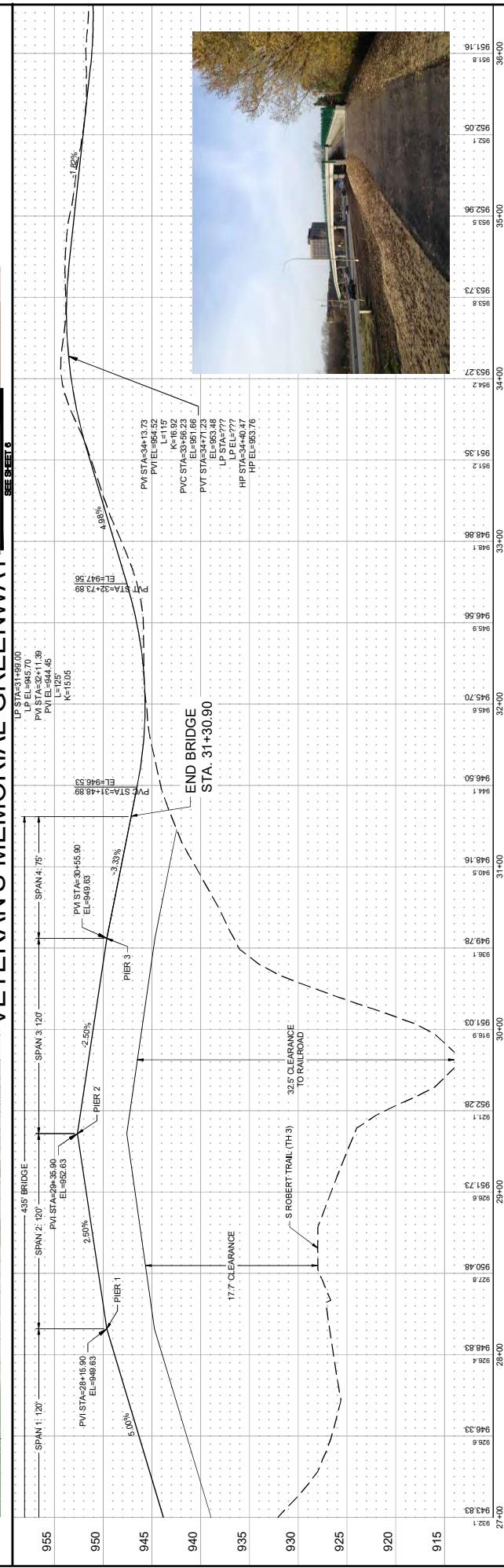
VETERAN'S MEMORIAL TRAIL-ALTERNATE ROUTE

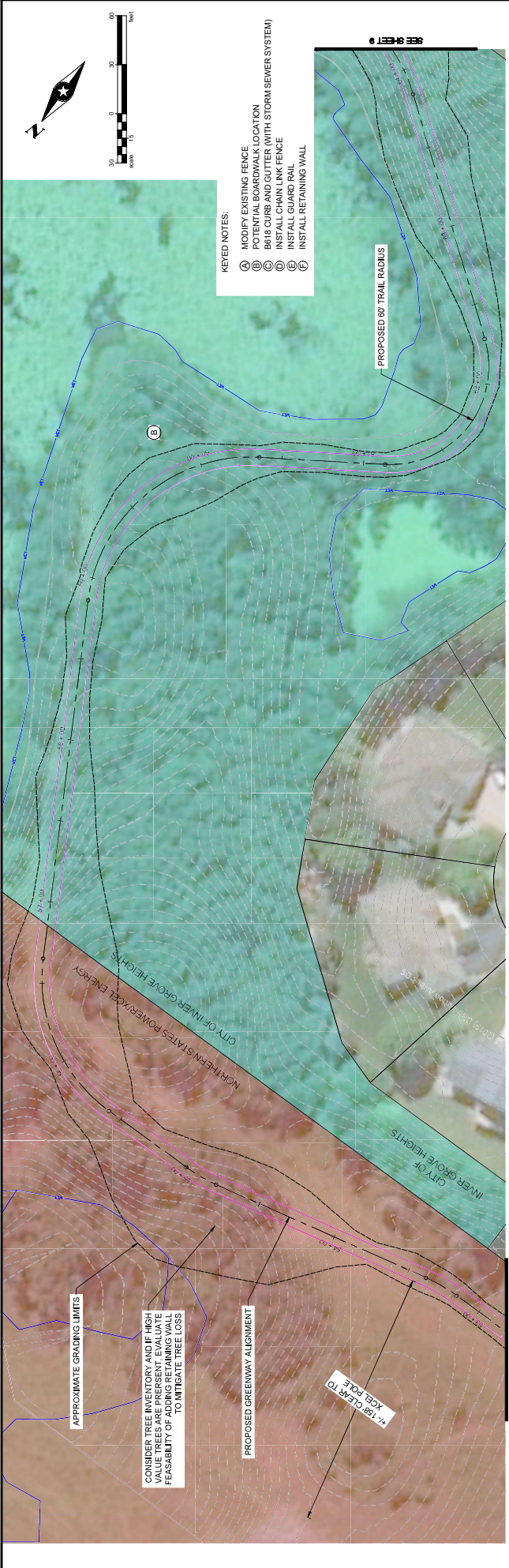
- KEYED NOTES:
- (A) MODIFY EXISTING FENCE
 - (B) POTENTIAL BOARDWALK LOCATION
 - (C) 8x18 CURB AND GUTTER (WITH STORM SEWER SYSTEM)
 - (D) INSTALL CHAIN LINK FENCE
 - (E) INSTALL GUARD RAIL
 - (F) INSTALL RETAINING WALL



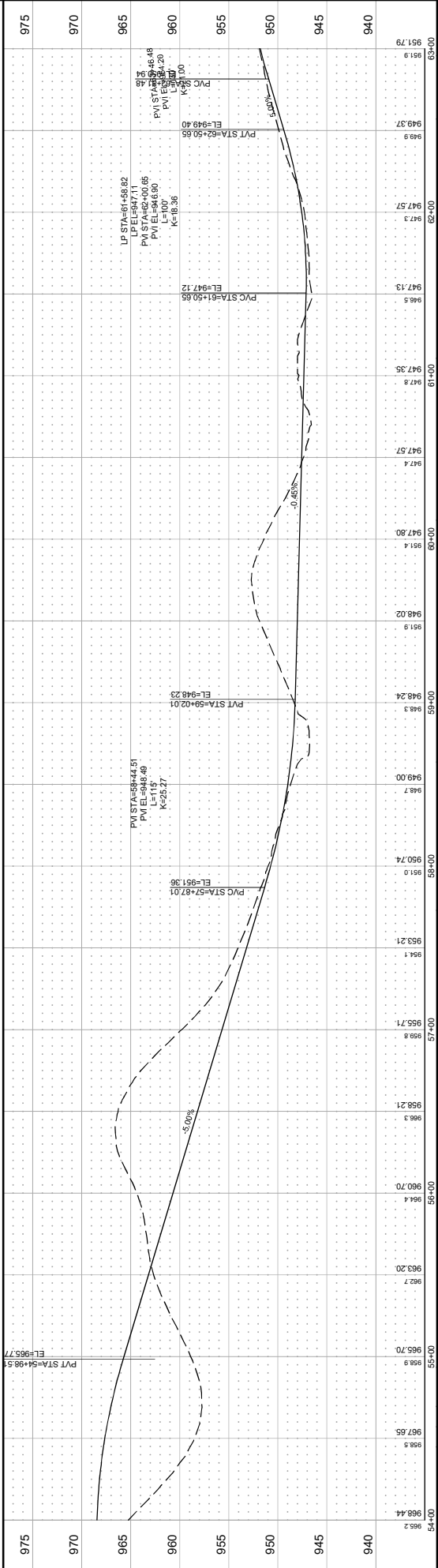
DESIGN TEAM		NO	BY	DATE	REVISIONS	
SD	SD					
WB	WB					
DESIGNED BY:	DESIGNED BY:					
CHECKED BY:	CHECKED BY:					

DATE	2020XX	LIC. NO.	25361
PRELIMINARY			
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF MINNESOTA.			
TODAY, I HAVE SIGNED THIS PLAN IN THE PRESENCE OF TWO WITNESSES.			
DAKOTA COUNTY, MINNESOTA			
ALTERNATE ROUTE VETS MEMORIAL GREENWAY			
FILE NO.	147332	4A	78

[illegible]



VETERAN'S MEMORIAL GREENWAY



8

FILE NO.
147332

TRAIL PLAN AND PROFILE

VETERAN'S MEMORIAL GREENWAY

DAKOTA
COUNTY,
MINNESOTA

PRELIMINARY

DATE: 08/20/2019

DESIGNED BY: SD

CHECKED BY: WB

DESIGN TEAM

NO

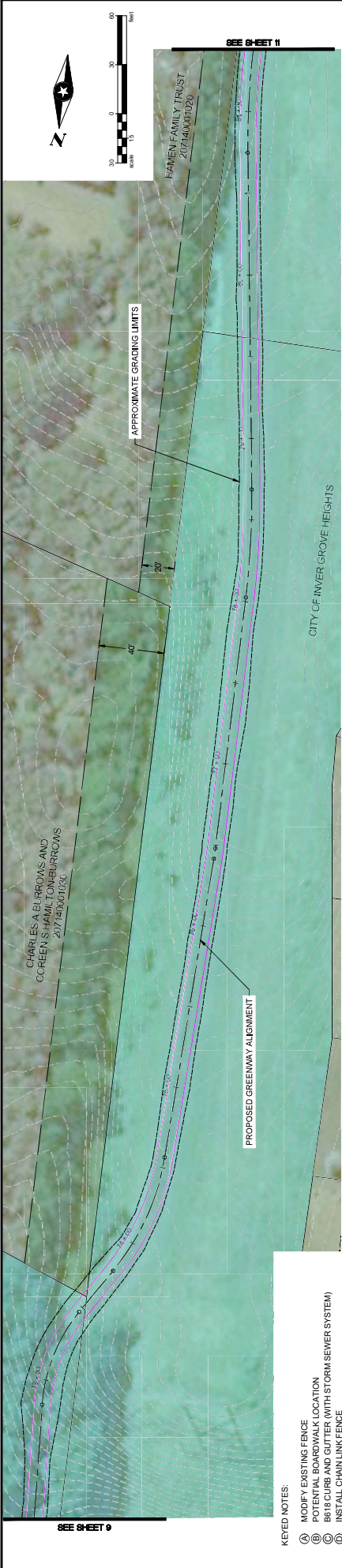
BY

DATE

REVISIONS

8

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VETERAN'S MEMORIAL GREENWAY

COUNTY CONTOURS DO NOT REFLECT EXISTENCE OF IN-PLACE BITUMINOUS TRAIL									
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720									

SD

SD

WB

NO

SP

DATE

DESIGN TEAM

CHECKED BY:

DRAWN BY:

SEI

PHONE: 952.912.2000
10001 RED OAK DRIVE
MINNEAPOLIS, MN 55434
www.seiinc.com

PRELIMINARY
20200301
Date: 2/28/20
TOBYP: MUSE, PE
Lic. No. 25384

DAKOTA COUNTY, MINNESOTA

TRAIL PLAN AND PROFILE
VETERAN'S MEMORIAL GREENWAY

FILE NO.
147332

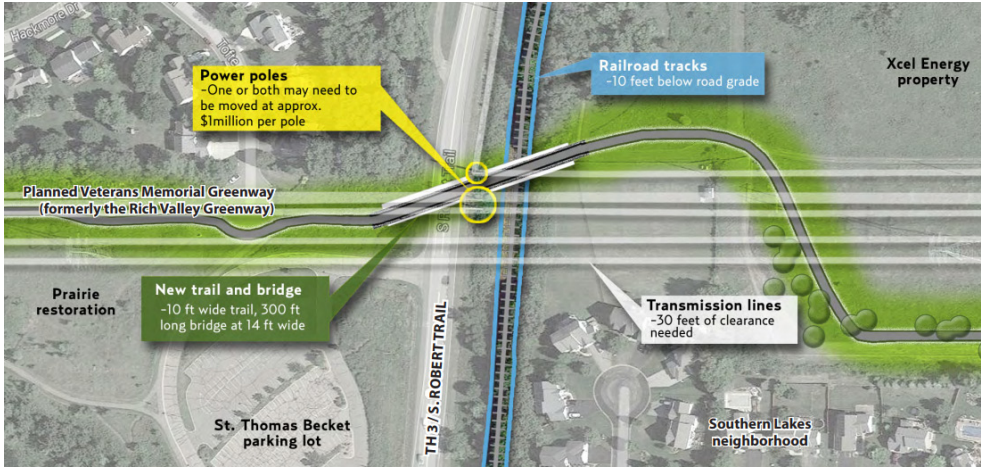
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Veterans Memorial Regional Greenway — Trail & Bridge

DAKOTA COUNTY

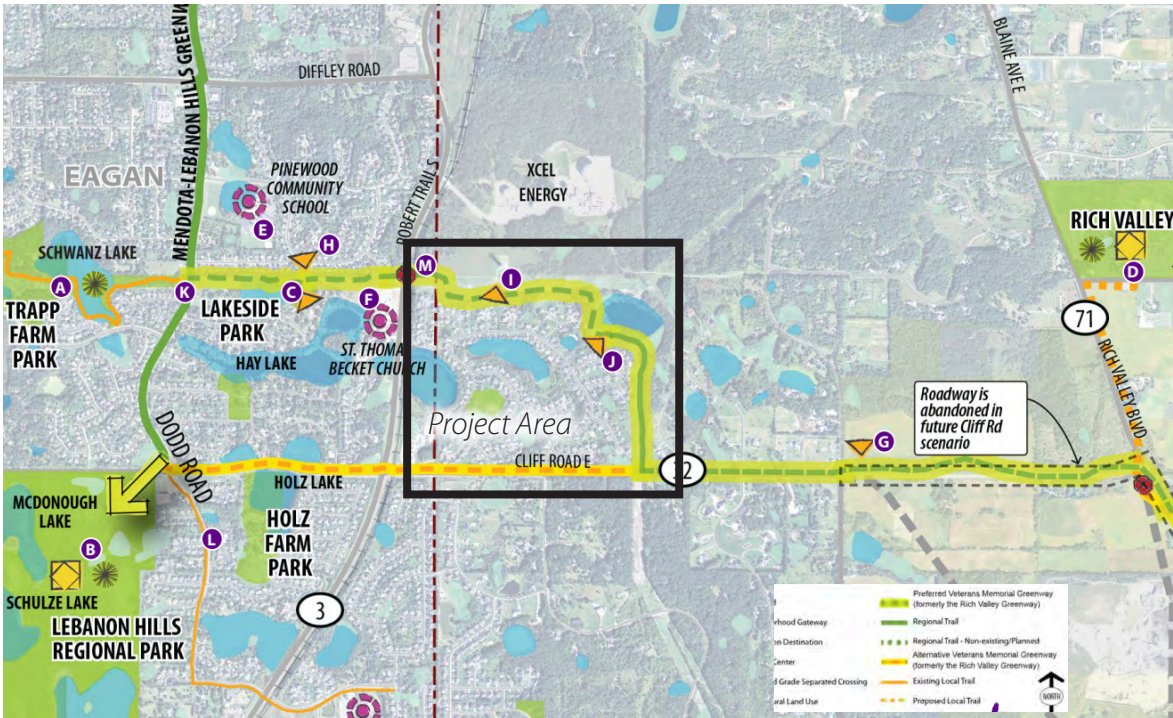
PROJECT DESCRIPTION

The Veterans Memorial rail overpass and trail segment will complete a critical 1.0 mile gap in the 5-mile Veterans Memorial Greenway Regional Trail, an important regional trail that links Lebanon Hills Regional Park and the Mississippi River in central Dakota County. This corridor stretches east and west between Eagan and Inver Grove Heights, connecting single-family residential neighborhoods, parks, and rural and undeveloped open space.



Proposed overpass over TH 3 and Progressive Railway

Project Location:	Eagan & Inver Grove Heights
Requested Award Amount:	\$2,800,000
Total Project Cost:	\$3,500,000



Veterans Memorial Greenway - East Segment

PROJECT BENEFITS

- » Provides a safe, grade-separated crossing of a major bike and pedestrian barrier, the Progressive Railroad
- » Completes an east/west regional trail segment between Eagan and Inver Grove Heights
- » Provides a safe, off-street trail and grade-separated crossing away from busy roadways including TH 3 and Cliff Road
- » Provides new opportunities and local connections for underserved populations in adjacent communities to access the recreational amenities at Lebanon Hills Regional Park
- » Fills a gap between the Mendota-Lebanon Hills Regional Greenway and the popular Mississippi River Regional Trail
- » Links a major system of trails in central Dakota County between Lebanon Hills Regional Park and the Mississippi River
- » Connects residents in surrounding neighborhoods to community amenities including Pinewood Community School, St. Thomas Becket Church, and Rich Valley Sports Complex



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: Veterans Memorial Greenway from TH 3 to CSAH 32

Dear Ms. Koutsoukos:

I am writing to confirm that the Veterans Memorial Greenway from TH 3 to CSAH 32 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



**PUBLIC WORKS
DEPARTMENT**

8150 Barbara Avenue
Inver Grove Heights
Minnesota 55077

Engineering
651-450-2570

Streets and Utilities
651-450-4309

www.ighmn.gov

April 13, 2022

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

**SUBJECT: Veterans Memorial Greenway - Letter of Support
Transportation Advisory Board - 2022 Regional Solicitation**

Dear Ms. Koutsoukos:

The City of Inver Grove Heights is pleased to provide this letter of support for Dakota County's application for Regional Solicitation funding for the Veterans Memorial Greenway. As the lead agency, Dakota County has been collaborating with the City of Eagan and City of Inver Grove Heights on the development of this 5-mile greenway which connects residential neighborhoods, parks, rural areas, and undeveloped open spaces between Lebanon Hills Regional Park and the Mississippi River.

The County has shared with us the layout for the proposed one (1) mile trail project and trail bridge over TH 3 and the Progressive Rail corridor that connects areas within the southeast portion of the City of Eagan, and the southwest portion of the City of Inver Grove Heights. The City of Inver Grove Heights agrees with the concept alignment proposed.

We will be happy to answer any questions you may have regarding our support for this project.

Sincerely,

Brian D. Connolly, PE
Public Works Director

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

April 5, 2022

Resolution No. 22-144

Motion by Commissioner Hamann-Roland

Second by Commissioner Atkins

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

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

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

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

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

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

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

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

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

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

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

STATE OF MINNESOTA

County of Dakota

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

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 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

- 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	<u> </u>
Gaylord	<u>X</u>	Gaylord	<u> </u>
Halverson	<u>X</u>	Halverson	<u> </u>
Atkins	<u>X</u>	Atkins	<u> </u>
Workman	<u>Absent</u>	Workman	<u> </u>
Holberg	<u>X</u>	Holberg	<u> </u>
Hamann-Roland	<u>X</u>	Hamann-Roland	<u> </u>

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Clerk to the Board



April 11, 2022

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

RE: 2022 Letter of Support for Dakota County Veterans Memorial Greenway

This letter is to express the City of Eagan's support for Dakota County's Regional Solicitation application for Veterans Memorial Greenway.

The Veteran's Memorial Greenway supports the City's park and trail system by linking residential neighborhoods, parks, and open spaces between Lebanon Hills Regional Park in Eagan and the Mississippi River in Inver Grove Heights. As part of the county-wide greenway system, users of the Veterans Memorial Greenway will also be able to travel to destinations throughout the metropolitan region. In addition to transportation, this greenway will be unique within the County's greenway system as it will be designed to pay tribute to veterans' services.

Dakota County has shared the proposed layout for this trail project and the City of Eagan is supportive of the layout.

This is a great tribute project, and we look forward to working with Dakota County on the development of the Veterans Memorial Greenway.

Sincerely,

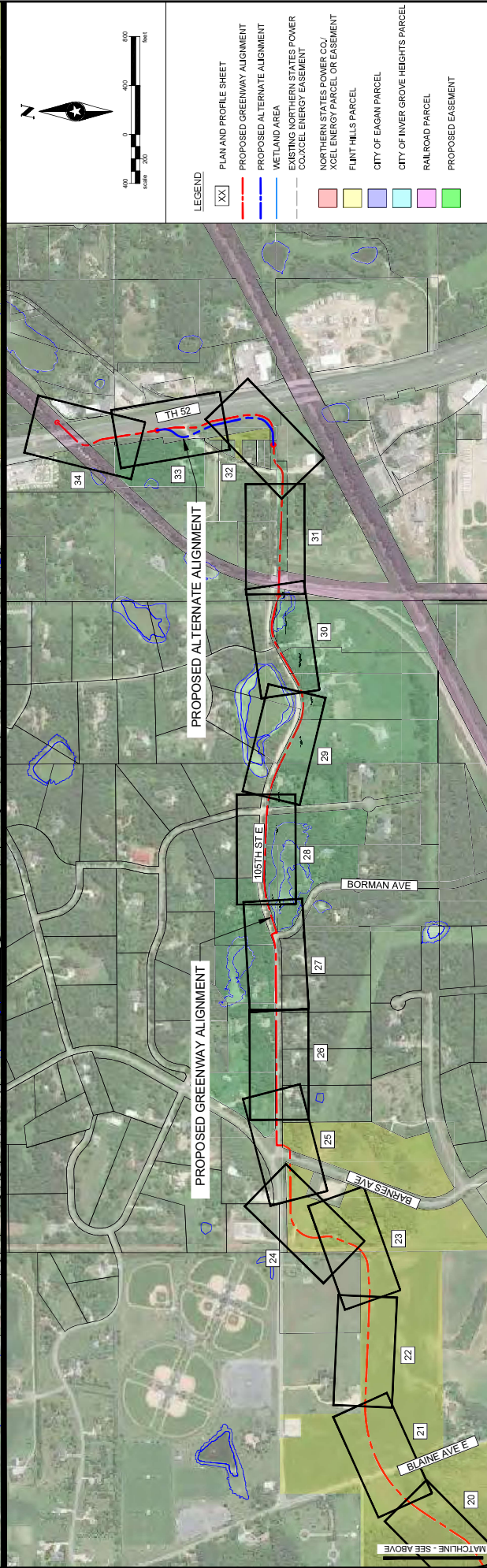
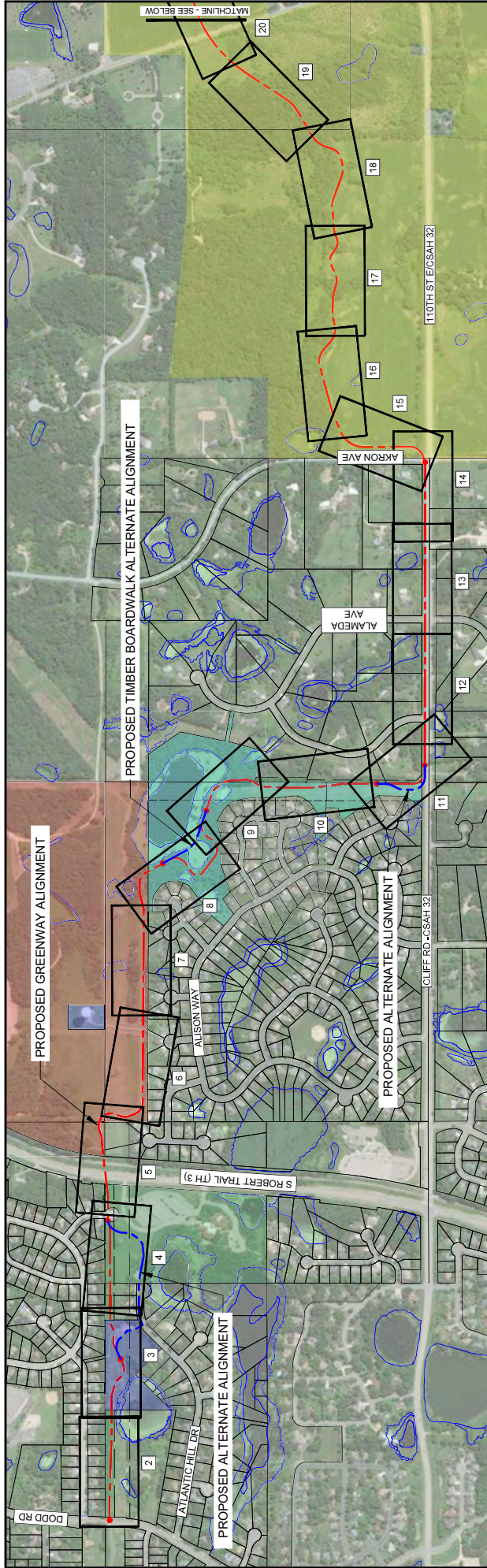
Andrew Pimental
Director of Parks and Recreation
651-675-5506

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

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

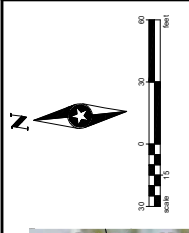
MAIN: (651) 675-5000 MAINTENANCE: (651) 675-5300 UTILITIES: (651) 675-5200

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



- LEGEND
- PLAN AND PROFILE SHEET
 - PROPOSED GREENWAY ALIGNMENT
 - PROPOSED ALTERNATE ALIGNMENT
 - WETLAND AREA
 - EXISTING NORTHERN STATES POWER CO./XCEL ENERGY EASEMENT
 - NORTHERN STATES POWER CO./XCEL ENERGY PARCEL OR EASEMENT
 - FLINT HILLS PARCEL
 - CITY OF EAGAN PARCEL
 - CITY OF INVER GROVE HEIGHTS PARCEL
 - RAILROAD PARCEL
 - PROPOSED EASEMENT

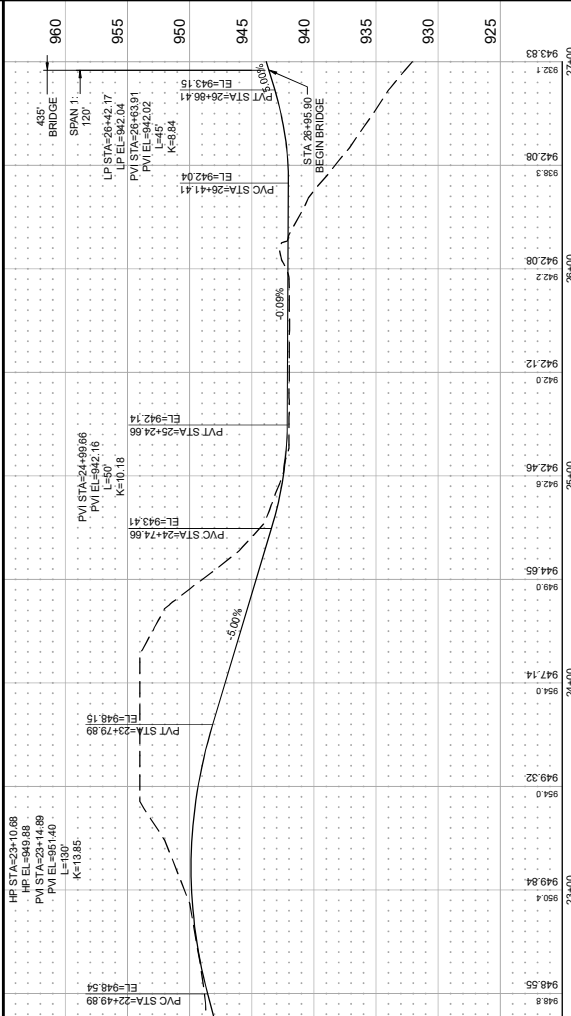
DATE: 08/20/2024	DESIGN TEAM: SD, SD, WB	NO.	BY.	DATE.	REVISIONS.	SEH PHONE: 952.912.2000 10001 RED OCEAN DRIVE MINNETONKA, MN 55343 www.sehinc.com	PRELIMINARY DATE: 08/20/2024 TOBY P. MUSE, PE Lic. No. 453861	DAKOTA COUNTY, MINNESOTA	TITLE SHEET VETERAN'S MEMORIAL GREENWAY	FILE NO. 147332	1 78
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KEYED NOTES

- (A) MODIFY EXISTING FENCE
- (B) POTENTIAL BOARDWALK LOCATION
- (C) B618 CURB AND GUTTER (WITH STORM SEWER SYSTEM)
- (D) INSTALL CHAIN LINK FENCE
- (E) INSTALL GUARD RAIL
- (F) INSTALL RETAINING WALL

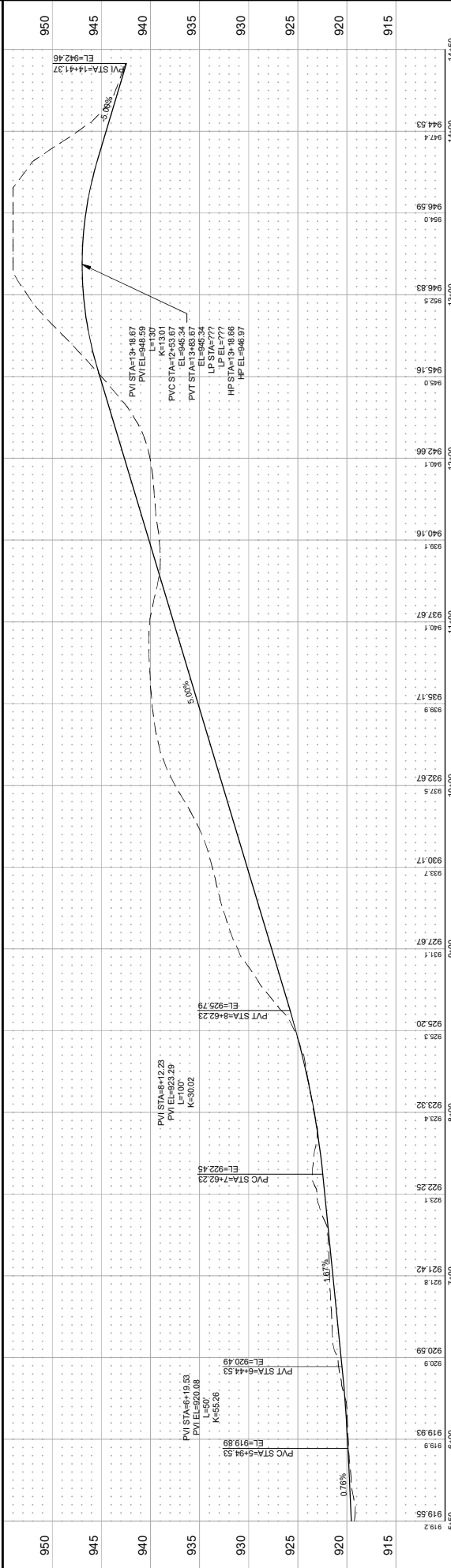
MONITORIAL GREENWAY

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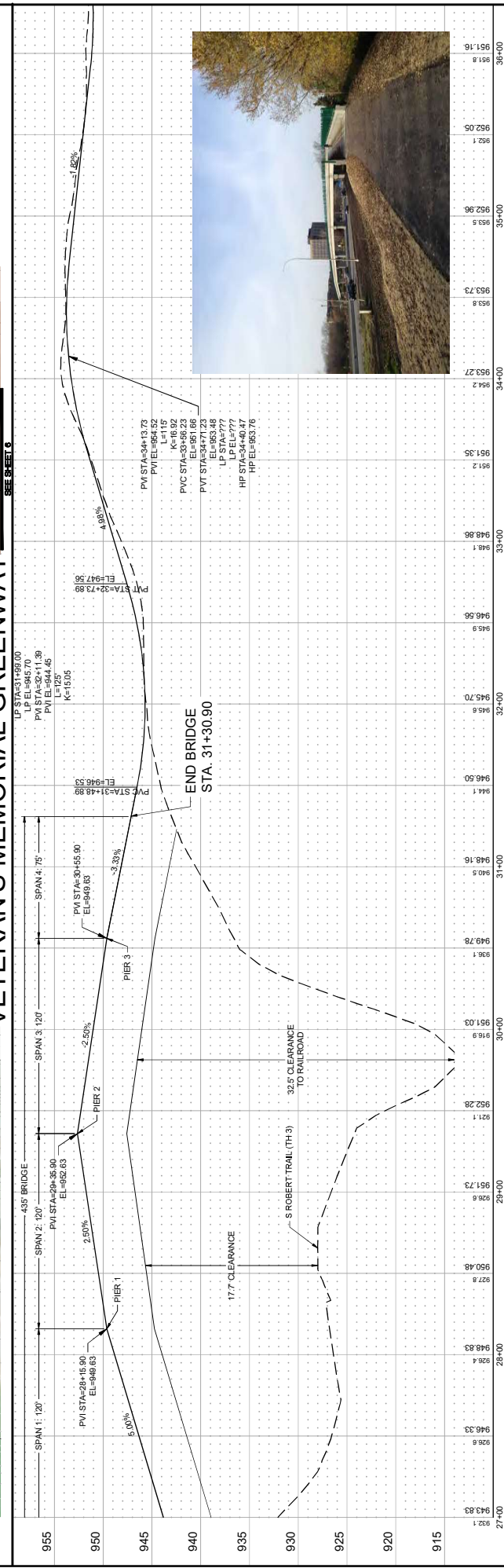


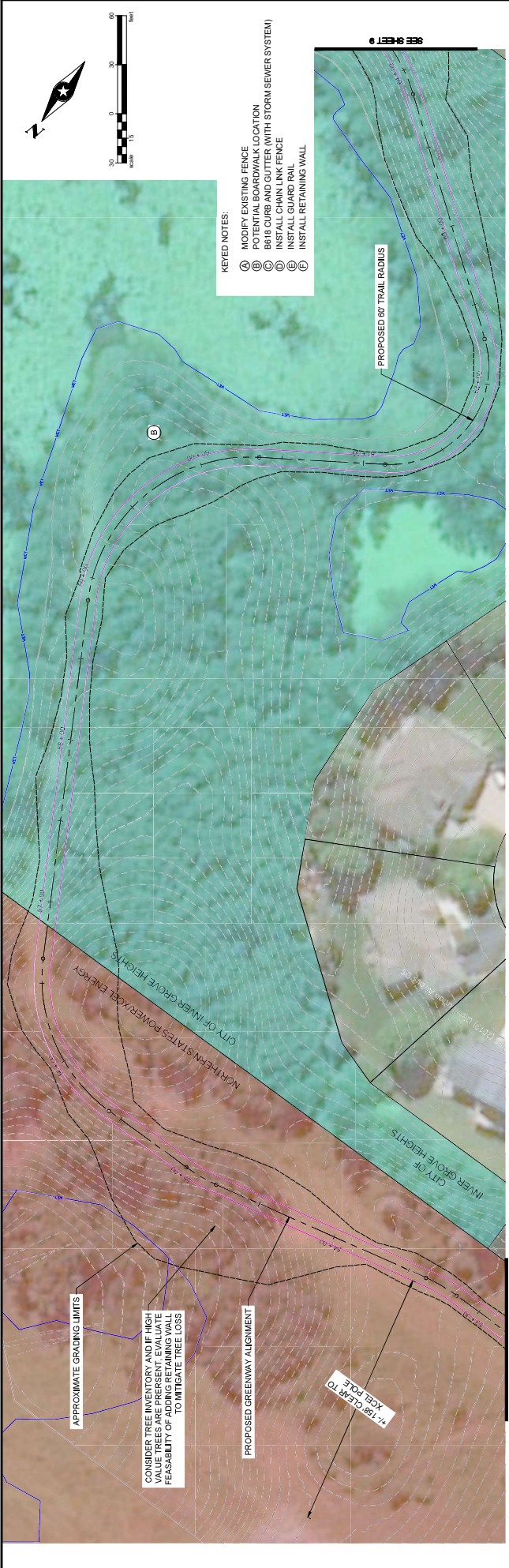
VETERAN'S MEMORIAL TRAIL-ALTERNATE ROUTE

- KEYED NOTES:
- (A) MODIFY EXISTING FENCE
 - (B) POTENTIAL BOARDWALK LOCATION
 - (C) 88" CURB AND GUTTER (WITH STORM SEWER SYSTEM)
 - (D) INSTALL CHAIN LINK FENCE
 - (E) INSTALL GUARD RAIL
 - (F) INSTALL RETAINING WALL

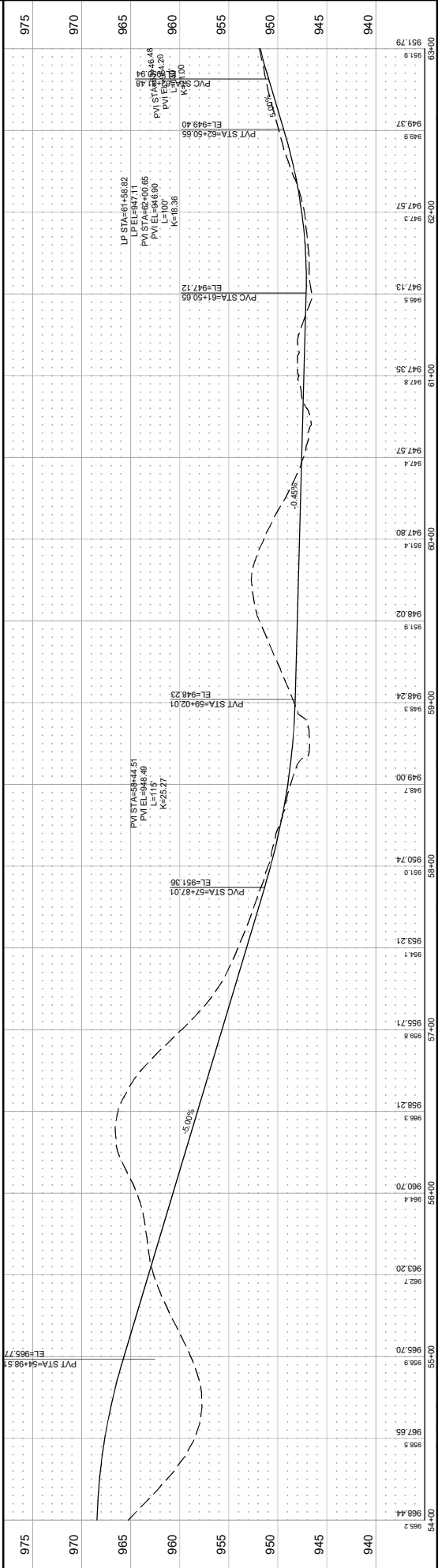


DRAWN BY: SD		3/1/20	4/1/20	5/1/20	6/1/20	7/1/20	8/1/20	9/1/20	10/1/20	11/1/20	12/1/20	1/1/21	2/1/21	3/1/21	4/1/21	5/1/21	6/1/21	7/1/21	8/1/21	9/1/21	10/1/21	11/1/21	12/1/21	1/1/22	2/1/22	3/1/22	4/1/22	5/1/22	6/1/22	7/1/22	8/1/22	9/1/22	10/1/22	11/1/22	12/1/22	1/1/23	2/1/23	3/1/23	4/1/23	5/1/23	6/1/23	7/1/23	8/1/23	9/1/23	10/1/23	11/1/23	12/1/23	1/1/24	2/1/24	3/1/24	4/1/24	5/1/24	6/1/24	7/1/24	8/1/24	9/1/24	10/1/24	11/1/24	12/1/24	1/1/25	2/1/25	3/1/25	4/1/25	5/1/25	6/1/25	7/1/25	8/1/25	9/1/25	10/1/25	11/1/25	12/1/25	1/1/26	2/1/26	3/1/26	4/1/26	5/1/26	6/1/26	7/1/26	8/1/26	9/1/26	10/1/26	11/1/26	12/1/26	1/1/27	2/1/27	3/1/27	4/1/27	5/1/27	6/1/27	7/1/27	8/1/27	9/1/27	10/1/27	11/1/27	12/1/27	1/1/28	2/1/28	3/1/28	4/1/28	5/1/28	6/1/28	7/1/28	8/1/28	9/1/28	10/1/28	11/1/28	12/1/28	1/1/29	2/1/29	3/1/29	4/1/29	5/1/29	6/1/29	7/1/29	8/1/29	9/1/29	10/1/29	11/1/29	12/1/29	1/1/30	2/1/30	3/1/30	4/1/30	5/1/30	6/1/30	7/1/30	8/1/30	9/1/30	10/1/30	11/1/30	12/1/30	1/1/31	2/1/31	3/1/31	4/1/31	5/1/31	6/1/31	7/1/31	8/1/31	9/1/31	10/1/31	11/1/31	12/1/31	1/1/32	2/1/32	3/1/32	4/1/32	5/1/32	6/1/32	7/1/32	8/1/32	9/1/32	10/1/32	11/1/32	12/1/32	1/1/33	2/1/33	3/1/33	4/1/33	5/1/33	6/1/33	7/1/33	8/1/33	9/1/33	10/1/33	11/1/33	12/1/33	1/1/34	2/1/34	3/1/34	4/1/34	5/1/34	6/1/34	7/1/34	8/1/34	9/1/34	10/1/34	11/1/34	12/1/34	1/1/35	2/1/35	3/1/35	4/1/35	5/1/35	6/1/35	7/1/35	8/1/35	9/1/35	10/1/35	11/1/35	12/1/35	1/1/36	2/1/36	3/1/36	4/1/36	5/1/36	6/1/36	7/1/36	8/1/36	9/1/36	10/1/36	11/1/36	12/1/36	1/1/37	2/1/37	3/1/37	4/1/37	5/1/37	6/1/37	7/1/37	8/1/37	9/1/37	10/1/37	11/1/37	12/1/37	1/1/38	2/1/38	3/1/38	4/1/38	5/1/38	6/1/38	7/1/38	8/1/38	9/1/38	10/1/38	11/1/38	12/1/38	1/1/39	2/1/39	3/1/39	4/1/39	5/1/39	6/1/39	7/1/39	8/1/39	9/1/39	10/1/39	11/1/39	12/1/39	1/1/40	2/1/40	3/1/40	4/1/40	5/1/40	6/1/40	7/1/40	8/1/40	9/1/40	10/1/40	11/1/40	12/1/40	1/1/41	2/1/41	3/1/41	4/1/41	5/1/41	6/1/41	7/1/41	8/1/41	9/1/41	10/1/41	11/1/41	12/1/41	1/1/42	2/1/42	3/1/42	4/1/42	5/1/42	6/1/42	7/1/42	8/1/42	9/1/42	10/1/42	11/1/42	12/1/42	1/1/43	2/1/43	3/1/43	4/1/43	5/1/43	6/1/43	7/1/43	8/1/43	9/1/43	10/1/43	11/1/43	12/1/43	1/1/44	2/1/44	3/1/44	4/1/44	5/1/44	6/1/44	7/1/44	8/1/44	9/1/44	10/1/44	11/1/44	12/1/44	1/1/45	2/1/45	3/1/45	4/1/45	5/1/45	6/1/45	7/1/45	8/1/45	9/1/45	10/1/45	11/1/45	12/1/45	1/1/46	2/1/46	3/1/46	4/1/46	5/1/46	6/1/46	7/1/46	8/1/46	9/1/46	10/1/46	11/1/46	12/1/46	1/1/47	2/1/47	3/1/47	4/1/47	5/1/47	6/1/47	7/1/47	8/1/47	9/1/47	10/1/47	11/1/47	12/1/47	1/1/48	2/1/48	3/1/48	4/1/48	5/1/48	6/1/48	7/1/48	8/1/48	9/1/48	10/1/48	11/1/48	12/1/48	1/1/49	2/1/49	3/1/49	4/1/49	5/1/49	6/1/49	7/1/49	8/1/49	9/1/49	10/1/49	11/1/49	12/1/49	1/1/50	2/1/50	3/1/50	4/1/50	5/1/50	6/1/50	7/1/50	8/1/50	9/1/50	10/1/50	11/1/50	12/1/50	1/1/51	2/1/51	3/1/51	4/1/51	5/1/51	6/1/51	7/1/51	8/1/51	9/1/51	10/1/51	11/1/51	12/1/51	1/1/52	2/1/52	3/1/52	4/1/52	5/1/52	6/1/52	7/1/52	8/1/52	9/1/52	10/1/52	11/1/52	12/1/52	1/1/53	2/1/53	3/1/53	4/1/53	5/1/53	6/1/53	7/1/53	8/1/53	9/1/53	10/1/53	11/1/53	12/1/53	1/1/54	2/1/54	3/1/54	4/1/54	5/1/54	6/1/54	7/1/54	8/1/54	9/1/54	10/1/54	11/1/54	12/1/54	1/1/55	2/1/55	3/1/55	4/1/55	5/1/55	6/1/55	7/1/55	8/1/55	9/1/55	10/1/55	11/1/55	12/1/55	1/1/56	2/1/56	3/1/56	4/1/56	5/1/56	6/1/56	7/1/56	8/1/56	9/1/56	10/1/56	11/1/56	12/1/56	1/1/57	2/1/57	3/1/57	4/1/57	5/1/57	6/1/57	7/1/57	8/1/57	9/1/57	10/1/57	11/1/57	12/1/57	1/1/58	2/1/58	3/1/58	4/1/58	5/1/58	6/1/58	7/1/58	8/1/58	9/1/58	10/1/58	11/1/58	12/1/58	1/1/59	2/1/59	3/1/59	4/1/59	5/1/59	6/1/59	7/1/59	8/1/59	9/1/59	10/1/59	11/1/59	12/1/59	1/1/60	2/1/60	3/1/60	4/1/60	5/1/60	6/1/60	7/1/60	8/1/60	9/1/60	10/1/60	11/1/60	12/1/60	1/1/61	2/1/61	3/1/61	4/1/61	5/1/61	6/1/61	7/1/61	8/1/61	9/1/61	10/1/61	11/1/61	12/1/61	1/1/62	2/1/62	3/1/62	4/1/62	5/1/62	6/1/62	7/1/62	8/1/62	9/1/62	10/1/62	11/1/62	12/1/62	1/1/63	2/1/63	3/1/63	4/1/63	5/1/63	6/1/63	7/1/63	8/1/63	9/1/63	10/1/63	11/1/63	12/1/63	1/1/64	2/1/64	3/1/64	4/1/64	5/1/64	6/1/64	7/1/64	8/1/64	9/1/64	10/1/64	11/1/64	12/1/64	1/1/65	2/1/65	3/1/65	4/1/65	5/1/65	6/1/65	7/1/65	8/1/65	9/1/65	10/1/65	11/1/65	12/1/65	1/1/66	2/1/66	3/1/66	4/1/66	5/1/66	6/1/66	7/1/66	8/1/66	9/1/66	10/1/66	11/1/66	12/1/66	1/1/67	2/1/67	3/1/67	4/1/67	5/1/67	6/1/67	7/1/67	8/1/67	9/1/67	10/1/67	11/1/67	12/1/67	1/1/68	2/1/68	3/1/68	4/1/68	5/1/68	6/1/68	7/1/68	8/1/68	9/1/68	10/1/68	11/1/68	12/1/68	1/1/69	2/1/69	3/1/69	4/1/69	5/1/69	6/1/69	7/1/69	8/1/69	9/1/69	10/1/69	11/1/69	12/1/69	1/1/70	2/1/70	3/1/70	4/1/70	5/1/70	6/1/70	7/1/70	8/1/70	9/1/70	10/1/70	11/1/70	12/1/70	1/1/71	2/1/71	3/1/71	4/1/71	5/1/71	6/1/71	7/1/71	8/1/71	9/1/71	10/1/71	11/1/71	12/1/71	1/1/72	2/1/72	3/1/72	4/1/72	5/1/72	6/1/72	7/1/72	8/1/72	9/1/72	10/1/72	11/1/72	12/1/72	1/1/73	2/1/73	3/1/73	4/1/73	5/1/73	6/1/73	7/1/73	8/1/73	9/1/73	10/1/73	11/1/73	12/1/73	1/1/74	2/1/74	3/1/74	4/1/74	5/1/74	6/1/74	7/1/74	8/1/74	9/1/74	10/1/74	11/1/74	12/1/74	1/1/75	2/1/75	3/1/75	4/1/75	5/1/75	6/1/75	7/1/75	8/1/75	9/1/75	10/1/75	11/1/75	12/1/75	1/1/76	2/1/76	3/1/76	4/1/76	5/1/76	6/1/76	7/1/76	8/1/76	9/1/76	10/1/76	11/1/76	12/1/76	1/1/77	2/1/77	3/1/77	4/1/77	5/1/77	6/1/77	7/1/77	8/1/77	9/1/77	10/1/77	11/1/77	12/1/77	1/1/78	2/1/78	3/1/78	4/1/78	5/1/78	6/1/78	7/1/78	8/1/78	9/1/78	10/1/78	11/1/78	12/1/78	1/1/79	2/1/79	3/1/79	4/1/79	5/1/79	6/1/79	7/1/79	8/1/79	9/1/79	10/1/79	11/1/79	12/1/79	1/1/80	2/1/80	3/1/80	4/1/80	5/1/80	6/1/80	7/1/80	8/1/80	9/1/80	10/1/80	11/1/80	12/1/80	1/1/81	2/1/81	3/1/81	4/1/81	5/1/81	6/1/81	7/1/81	8/1/81	9/1/81	10/1/81	11/1/81	12/1/81	1/1/82	2/1/82	3/1/82	4/1/82	5/1/82	6/1/82	7/1/82	8/1/82	9/1/82	10/1/82	11/1/82	12/1/82	1/1/83	2/1/83	3/1/83	4/1/83	5/1/83	6/1/83	7/1/83	8/1/83	9/1/83	10/1/83	11/1/83	12/1/83	1/1/84	2/1/84	3/1/84	4/1/84	5/1/84	6/1/84	7/1/84	8/1/84	9/1/84	10/1/84	11/1/84	12/1/84	1/1/85	2/1/85	3/1/85	4/1/85	5/1/85	6/1/85	7/1/85	8/1/85	9/1/85	10/1/85	11/1/85	12/1/85	1/1/86	2/1/86	3/1/86	4/1/86	5/1/86	6/1/86	7/1/86	8/1/86	9/1/86	10/1/86	11/1/86	12/1/86	1/1/87	2/1/87	3/1/87	4/1/87	5/1/87	6/1/87	7/1/87	8/1/87	9/1/87	10/1/87	11/1/87	12/1/87	1/1/88	2/1/88	3/1/88	4/1/88	5/1/88	6/1/88	7/1/88	8/1/88	9/1/88	10/1/88	11/1/88	12/1/88	1/1/89	2/1/89	3/1/89	4/1/89	5/1/89	6/1/89	7/1/89	8/1/89	9/1/89	10/1/89	11/1/89	12/1/89	1/1/90	2/1/90	3/1/90	4/1/90	5/1/90	6/1/90	7/1/90	8/1/90	9/1/90	10/1/90	11/1/90	12/1/90	1/1/91	2/1/91	3/1/91	4/1/91	5/1/91	6/1/91	7/1/91	8/1/91	9/1/91	10/1/91	11/1/91	12/1/91	1/1/92	2/1/92	3/1/92	4/1/92	5/1/92	6/1/92	7/1/92	8/1/92	9/1/92	10/1/92	11/1/92	12/1/92	1/1/93	2/1/93	3/1/93	4/1/93	5/1/93	6/1/93	7/1/93	8/1/93	9/1/93	10/1/93	11/1/93	12/1/93	1/1/94	2/1/94	3/1/94	4/1/94	5/1/94	6/1/94	7/1/94	8/1/94	9/1/94	10/1/94	11/1/94	12/1/94	1/1/95	2/1/95	3/1/95	4/1/95	5/1/95	6/1/95	7/1/95	8/1/95	9/1/95	10/1/95	11/1/95	12/1/95	1/1/96	2/1/96	3/1/96	4/1/96	5/1/96	6/1/96	7/1/96	8/1/96	9/1/96	10/1/96	11/1/96	12/1/96	1/1/97	2/1/97	3/1/97	4/1/97	5/1/97	6/1/97	7/1/97	8/1/97	9/1/97	10/1/97	11/1/97	12/1/97	1/1/98	2/1/98	3/1/98	4/1/98	5/1/98	6/1/98	7/1/98	8/1/98	9/1/98	10/1/98	11/1/98	12/1/98	1/1/99	2/1/99	3/1/99	4/1/99	5/1/99	6/1/99	7/1/99	8/1/99	9/1/99	10/1/99	11/1/99	12/1/99	1/1/100	2/1/100	3/1/100	4/1/100	5/1/100	6/1/100	7/1/100	8/1/100	9/1/100	10/1/100	11/1/100	12/1/100	1/1/101	2/1/101	3/1/101	4/1/101	5/1/101	6/1/101	7/1/101	8/1/101	9/1/101	10/1/101	11/1/101	12/1/101	1/1/102	2/1/102	3/1/102	4/1/102	5/1/102	6/1/102	7/1/102	8/1/102	9/1/102	10/1/102	11/1/102	12/1/102	1/1/103	2/1/103	3/1/103	4/1/103	5/1/103	6/1/103	7/1/103	8/1/103	9/1/103	10/1/103	11/1/103	12/1/103	1/1/104	2/1/104	3/1/104	4/1/104	5/1/104	6/1/104	7/1/104	8/1/104	9/1/104	10/1/104	11/1/104	12/1/104	1/1/105	2/1/105	3/1/105	4/1/105	5/1/105	6/1/105	7/1/105	8/1/105	9/1/105	10/1/105	11/1/105	12/1/105	1/1/106	2/1/106	3/1/106	4/1/106	5/1/106	6/1/106	7/1/106	8/1/106	9/1/106	10/1/106	11/1/106	12/1/106	1/1/107	2/1/107	3/1/107	4/1/107	5/1/107	6/1/107	7/1/107	8/1/107	9/1/107	10/1/107	11/1/107	12/1/107	1/1/108	2/1/108	3/1/108	4/1/108	5/1/108	6/1/108	7/1/108	8/1/108	9/1/108	10/1/108	11/1/108	12/1/108	1/1/109	2/1/109	3/1/109	4/1/109	5/1/109	6/1/109	7/1/109	8/1/109	9/1/109	10/1/109	11/1/109	12/1/109	1/1/110	2/1/110	3/1/110	4/1/110	5/1/110	6/1/110	7/1/110	8/1/110	9/1/110	10/1/110</
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[illegible]



VETERAN'S MEMORIAL GREENWAY



8

FILE NO.
147332

TRAIL PLAN AND PROFILE

VETERAN'S MEMORIAL GREENWAY

DAKOTA
COUNTY,
MINNESOTA

PRELIMINARY

DATE: 08/20/2019

SEH

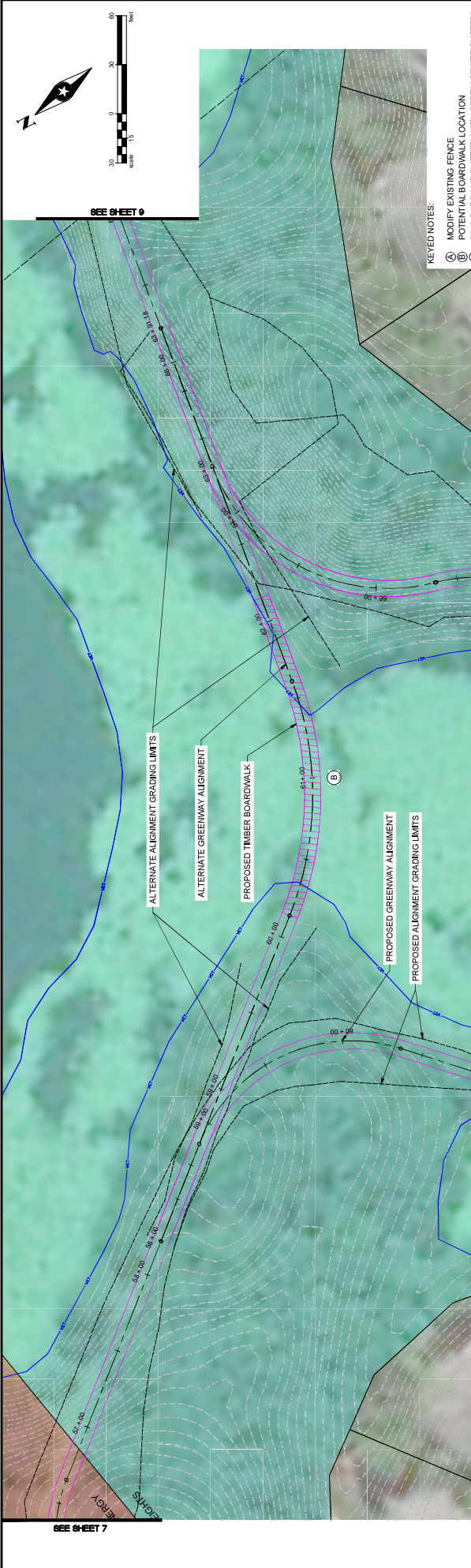
PHONE: 952.912.2000
10001 RED OAK DRIVE
MINNEAPOLIS, MN 55438
www.sehinc.com

DESIGN TEAM

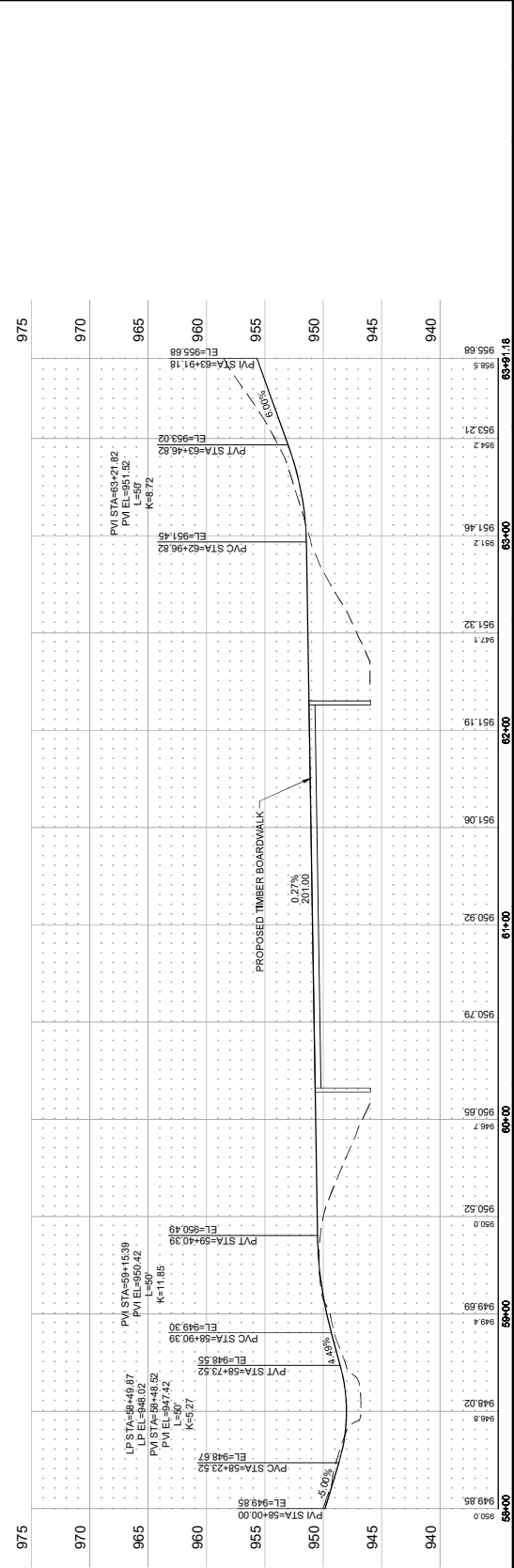
NO. BY DATE

REVISIONS

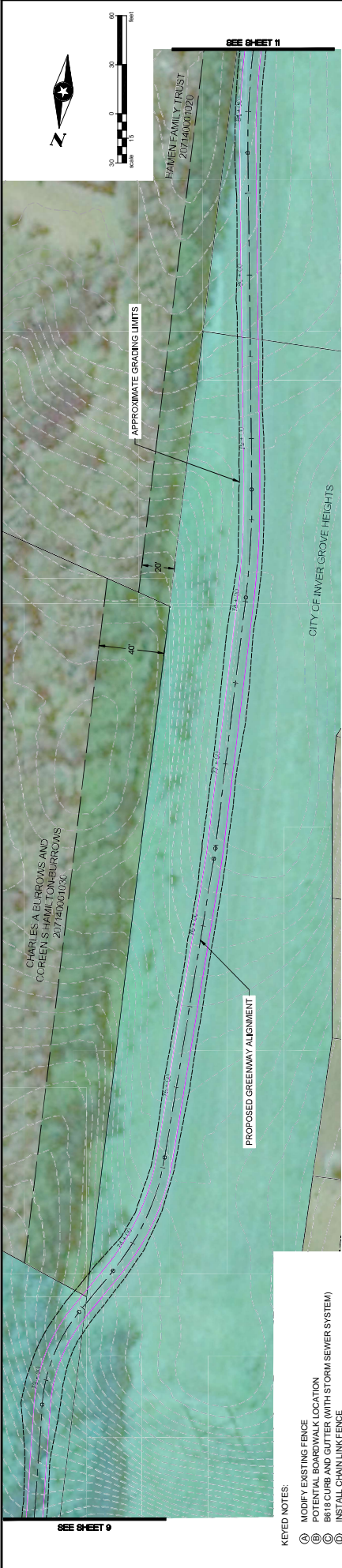
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DRAWN BY: SD
DESIGNER: SD
CHECKED BY: WB
DATE: 08/20/2019



VETERAN'S MEMORIAL GREENWAY-ALTERNATE ROUTE



DRAWN BY: SD		DESIGNER: SD		CHECKED BY: WB		DESIGN TEAM		NO		BY		DATE		REVISIONS		DATE		FILE NO. 147332		8A		78							
VETERAN'S MEMORIAL GREENWAY-ALTERNATE ROUTE														DAKOTA COUNTY, MINNESOTA								ALTERNATE ROUTE VETS MEMORIAL GREENWAY							
PRELIMINARY														62+00								63+18							
HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF MINNESOTA. TOBYP: MUSE, PE														62+00								63+18							
Date: 08/02/2019														08/02/2019								08/02/2019							
SEH														SEH								SEH							
PHONE: 952.912.2000														PHONE: 952.912.2000								PHONE: 952.912.2000							
10001 RED OGDON DRIVE														10001 RED OGDON DRIVE								10001 RED OGDON DRIVE							
MINNEAPOLIS, MN 55412														MINNEAPOLIS, MN 55412								MINNEAPOLIS, MN 55412							
www.seh.com														www.seh.com								www.seh.com							



VETERAN'S MEMORIAL GREENWAY

KEYED NOTES:		COUNTY CONTOURS DO NOT REFLECT EXISTENCE OF IN-PLACE BITUMINOUS TRAIL	
(A)	MODIFY EXISTING FENCE		
(B)	POTENTIAL BOARDWALK LOCATION		
(C)	POTENTIAL BOARDWALK LOCATION		
(D)	INSTALL CHAIN LINK FENCE		
(E)	INSTALL GUARD RAIL		
(F)	INSTALL RETAINING WALL		

1010	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	PVC STA=79+14.92 EL=998.82	PVT STA=79+64.96 EL=996.53	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	1005
1005	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	PVC STA=79+14.92 EL=998.82	PVT STA=79+64.96 EL=996.53	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	1000
1000	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	PVC STA=79+14.92 EL=998.82	PVT STA=79+64.96 EL=996.53	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	995
995	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	PVC STA=79+14.92 EL=998.82	PVT STA=79+64.96 EL=996.53	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	990
990	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	PVC STA=79+14.92 EL=998.82	PVT STA=79+64.96 EL=996.53	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	985
985	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	PVC STA=79+14.92 EL=998.82	PVT STA=79+64.96 EL=996.53	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	980
980	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	PVC STA=79+14.92 EL=998.82	PVT STA=79+64.96 EL=996.53	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	975
975	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	PVC STA=79+14.92 EL=998.82	PVT STA=79+64.96 EL=996.53	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	970
970	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	PVC STA=79+14.92 EL=998.82	PVT STA=79+64.96 EL=996.53	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	965
965	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	PVC STA=79+14.92 EL=998.82	PVT STA=79+64.96 EL=996.53	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	960
960	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	PVC STA=79+14.92 EL=998.82	PVT STA=79+64.96 EL=996.53	PVI STA=79+49.92 PVI EL=1000.41 L=107 K=3024	1004.40

10

FILE NO.
147332

TRAIL PLAN AND PROFILE
VETERAN'S MEMORIAL GREENWAY

DAKOTA
COUNTY,
MINNESOTA

PRELIMINARY

DATE: 08/20/2024

DESIGNER: SD

CHECKED BY: SD

DATE: 08/20/2024

DESIGNER: SD

CHECKED BY: SD

REVISIONS

NO

BY

DATE



**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

Digitally signed by
Michael Barnes
Date: 2022.04.12
09:49:18 -05'00'

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: Veterans Memorial Greenway connection | Map ID: 164919132291

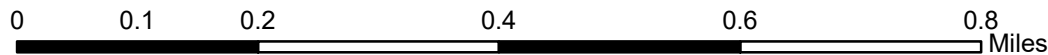
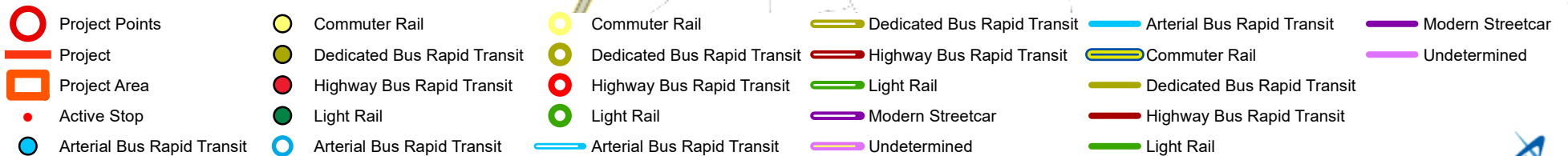


Results

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

**indicates Planned Alignments*

Transit Market areas: 4, 5



Created: 4/5/2022
LandscapeRSA3



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



Veterans Memorial Greenway Trail and Bridge

Existing Conditions



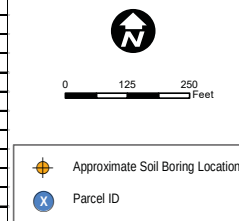
Intersection of TH 3 and Cliff Road looking northeast



Facing north on TH 3. The northern entrance of Thomas Becket Church is on the left. The overpass would cross TH 3 at this location.



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2	037-104430000010		CITY OF EAGAN	22	037-207140102060	10974 ALAMEDA AVE	HELLMAN THAD E & JENNIFER S	42	037-206670002010	2714 105TH ST	BILIAN TIMOTHY J & BARBARA
3	037-104430001160	553 ATLANTIC HILLS DR	HALDORSON DANIEL W	23	037-205875001010	10959 AKRON AVE	SHERIDAN JOSEPH J SR	43	037-200280005140	2785 104TH CT	JANSSEN MICHAEL & J
4	037-104430001170	547 ATLANTIC HILLS DR	SNYDER ROBERT	24	037-205875001020	10995 AKRON AVE	PRICHARD TONY LEE & JEAN MARI	44	037-200280076013	2780 105TH ST	HAWKINS JEFFREY A & DIANE M
5	037-104430001180	541 ATLANTIC HILLS DR	MEDIN NICOLE	25	037-200290056011		FLINT HILLS RESOURCES PINE BEND LLC	45	037-200280005150	2846 104TH CT	WEIS JOSEPH D & MARILYN O
6	037-106640001010	4455 ROBERT TRL	CH OF ST THOMAS BECKET	26	037-200290075021		FLINT HILLS RESOURCES PINE BEND LLC	46	037-200280076016	2850 105TH ST	MOLITOR JOEL M & SARAH A
7	037-100250006022		NORTHERN STATES POWER CO	27	037-206403300010		FLINT HILLS RESOURCES PINE BEND LLC	47	037-200280005160	2890 104TH CT	OBERG ERIC & ERICA MAURELL
8	037-107130001040	4502 ALICIA DR	DUNGY LINDEN K & DONNA M	28	037-207330000050		FLINT HILLS RESOURCES PINE BEND LLC	48	037-208146501010	2922 105TH ST	BONILLA MARIA GUADALUPE DE
9	037-107130001030	4501 ALICIA DR	ZORN STACEY E & RENEE M	29	037-208477503090	10399 BARNES WAY	NELSON JOHN R	49	037-208146501020	2990 105TH ST	RODARTE GUMARO BONILLA
10	037-200300025021		NORTHERN STATES POWER CO	30	037-207330003040	2280 105TH ST	GRIMES MARTIN P & DAWN C	50	037-200280005010	10450 BRENT AVE	BROWN USA M
11	037-107130001020	4505 ALICIA DR	GARZA KIMBERLY JANINE	31	037-207330003050	2350 105TH ST	CAMMISUL CARLA A	51	037-200270031010	3111 105TH ST	BATTISTA SALLY J
12	037-200300050012		NORTHERN STATES POWER CO	32	037-208477503080	2353 105TH ST	JOHNSTON WM & BARBARA A	52	037-200270050012	3250 105TH ST	JEFFRIES JOHN HENRY
13	037-207139900010	10645 ALISON WAY	CITY OF INVER GROVE HEIGHTS	33	037-207330003060	2370 105TH ST	RASSMUSEN PAUL & BRENDA	53	037-200270032050	3125 105TH ST	MICHELLE DARCI A
14	037-207140000010		CITY OF INVER GROVE HEIGHTS	34	037-207330003070	2420 105TH ST	VIVANT GENE L & ROBERTA B	54	037-200270032031	3175 105TH ST	FONSECA RICARDO BERRY
15	037-207140001030	10805 ALAMEDA PATH	BURROWS CHARLES A	35	037-208477503070	2421 105TH ST	SANTEMA MICHAEL S & TERI DAW	55	037-200270033060		STEISKAL RENEE
16	037-207140001020	10873 ALAMEDA PATH	HAMEN FAMILY TRUST	36	037-207330003080	2440 105TH ST	BURMA MATHEW E & AMY S	56	037-200270033051	10452 INVER GROVE TRL	SCOTT SORAYA H
17	037-207139800010		CITY OF INVER GROVE HEIGHTS	37	037-208477503060	2543 105TH ST	BJORSTRAND JESSE R & ERIN E	57	037-207695101012		COUNTY OF DAKOTA
18	037-207140001010	10949 ALAMEDA PATH	BATTAGLIA ANTHONY S	38	037-208477500010		KOLUR RA PHENG	58	037-207695101011	10195 INVER GROVE TRL	KRECH WILLIAM W
19	037-207140002010	10956 ALAMEDA PATH	WILHELMY MARK & MARY	39	037-208477503050	10489 BARNES WAY	CHATELAINE EUGENE & NORMA				
20	037-207140101050	10972 ALAMEDA PATH	SELESKI ANTHONY A & KATHRYN	40	037-206670001010	10555 BARNES WAY	VILENDRE THOMAS J & DEANNA M				

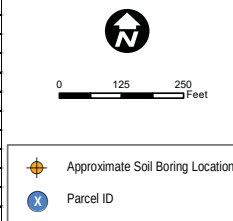


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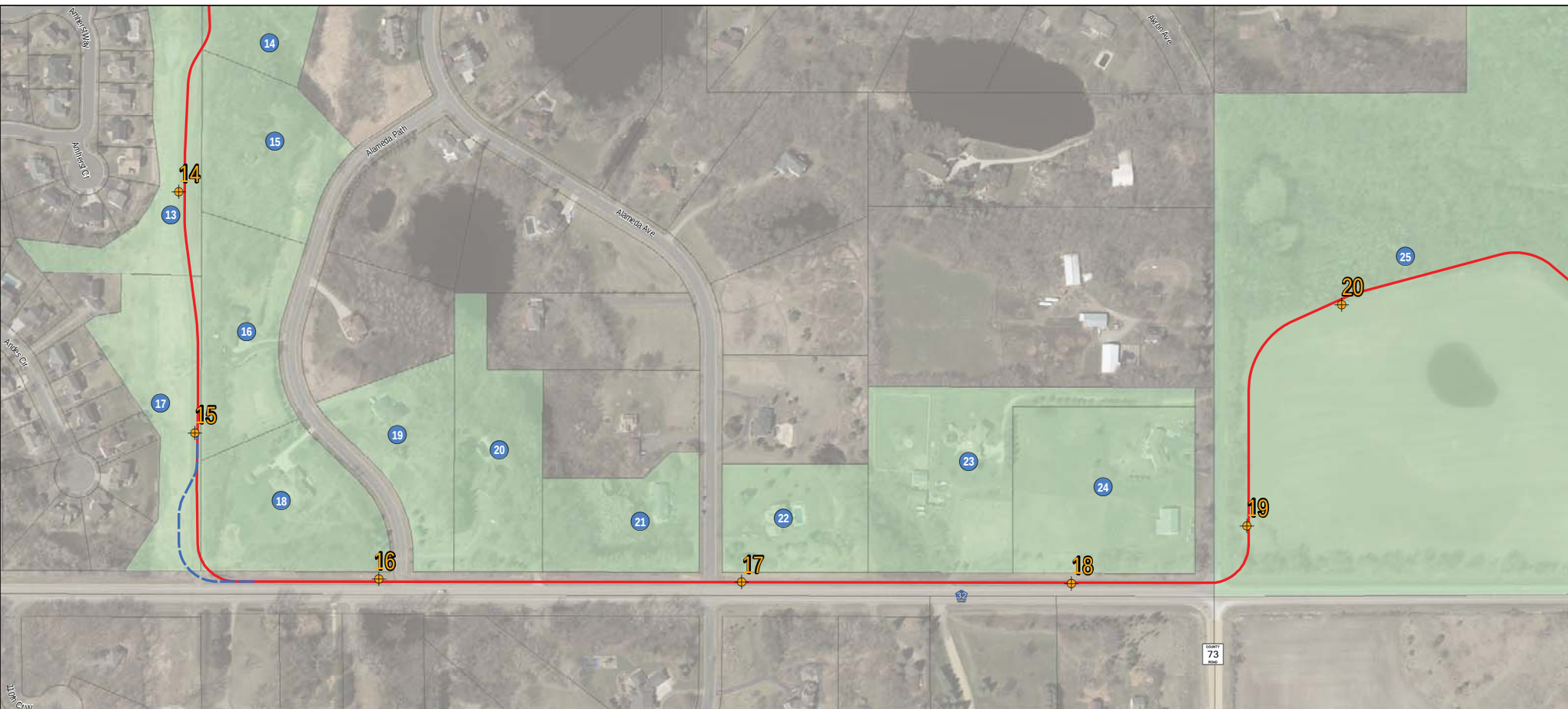


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13	037-207139900010	10645 ALISON WAY	CITY OF INVER GROVE HEIGHTS	33	037-207330003060	2370 105TH ST	RASMUSEN PAUL & BRENDA	53	037-200270032050	3125 105TH ST	MICHIE DARCI A
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18	037-207140001010	10949 ALAMEDA PATH	BATTAGLIA ANTHONY S	38	037-208477500010		KOUR RA PHENG	58	037-207695101011	10195 INVER GROVE TRL	KRECH WILLIAM W
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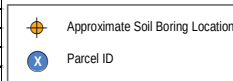


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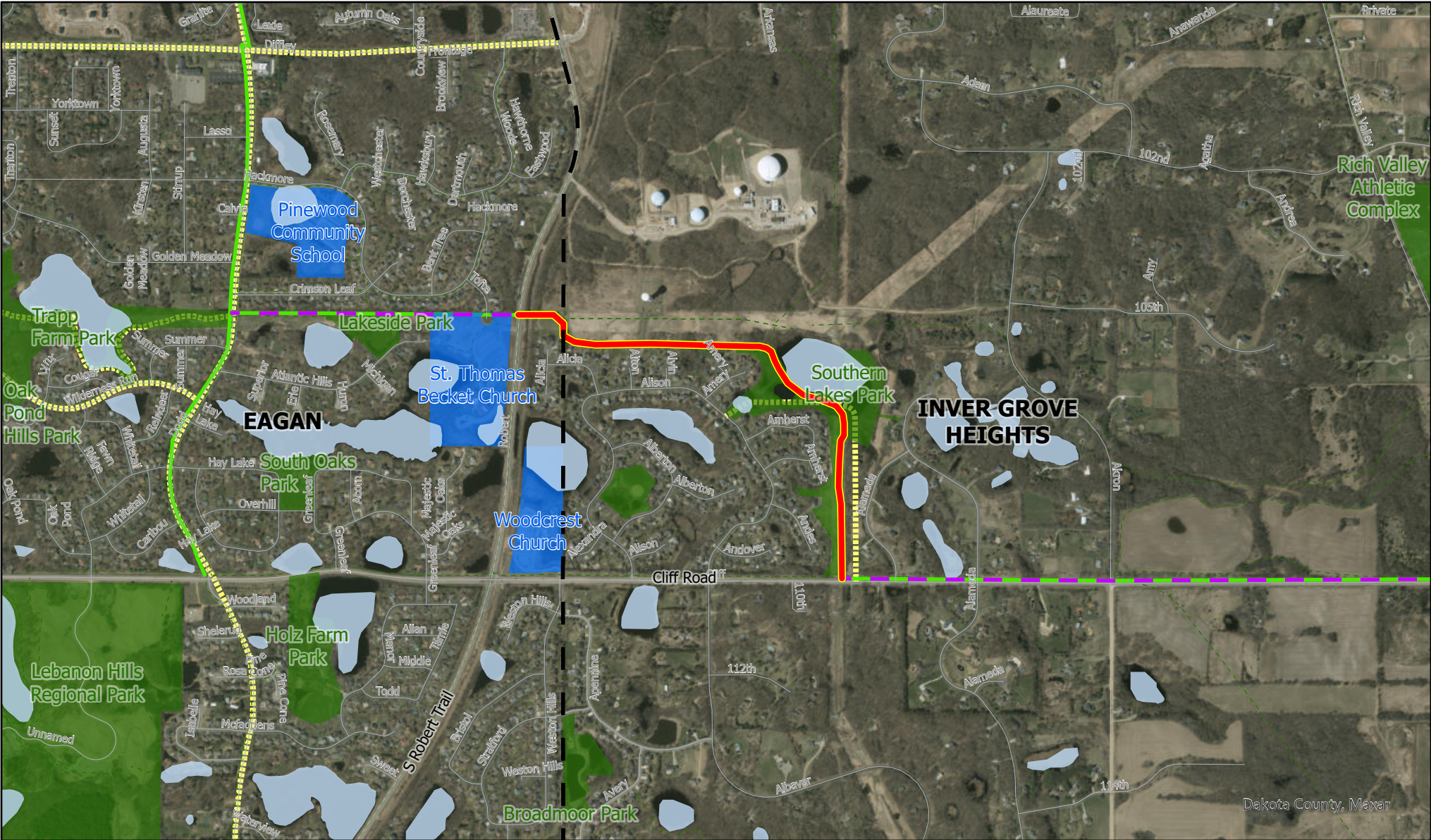


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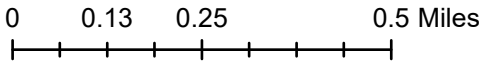
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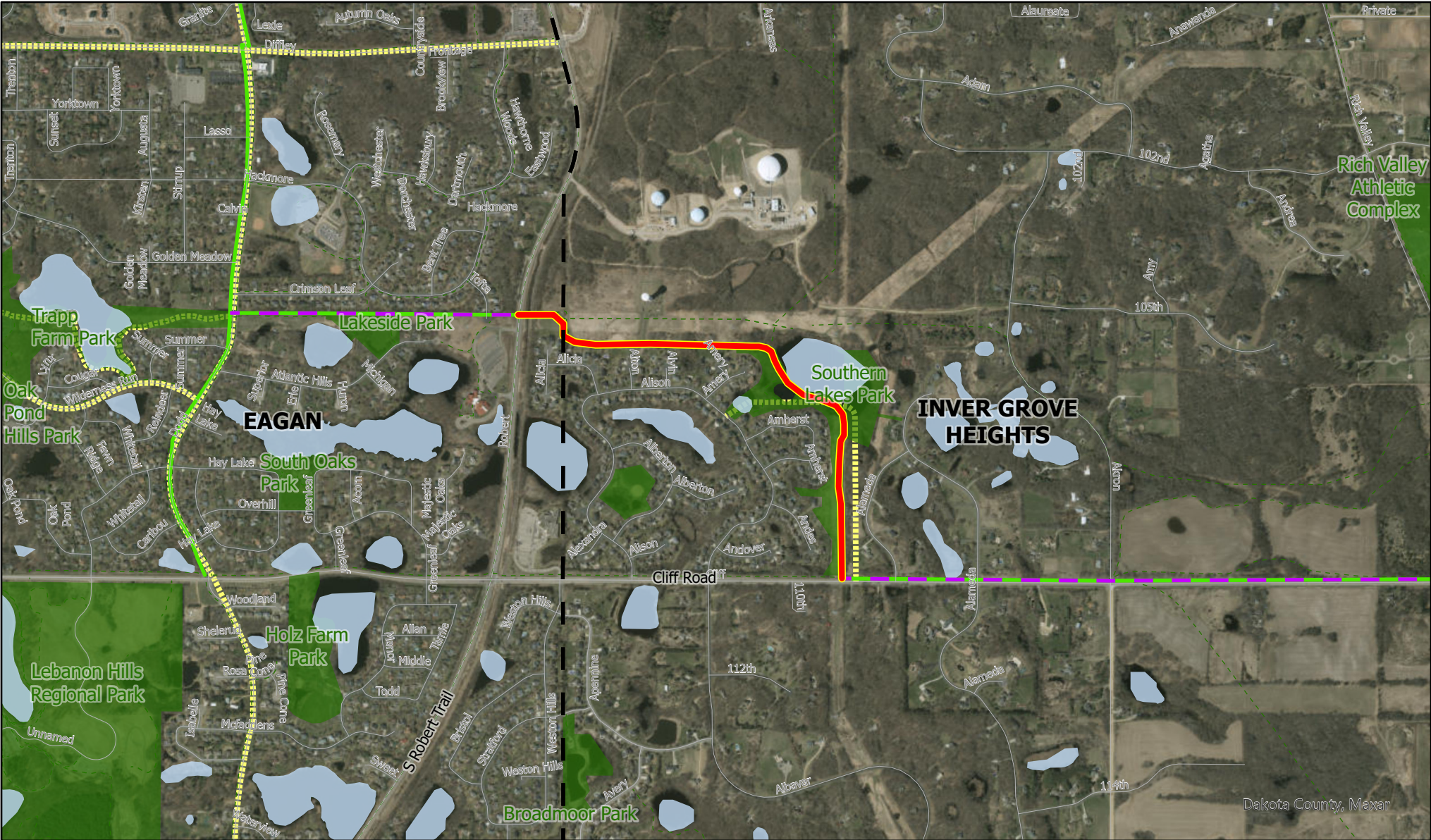




Veterans Memorial Greenway Trail and Bridge Project Map

- | | | | |
|-------------------------|--------------------------|----------------|--------------------|
| City Boundaries | Road Centerlines | Parks | Institutional Uses |
| Project Location | Road Centerlines | Sidewalks | |
| Planned Regional Trails | Existing Regional Trails | Water Features | |





Veterans Memorial Greenway Trail and Bridge Project Map

- City Boundaries
- Project Location
- Planned Regional Trails
- Road Labels
- Road Centerlines
- Existing Regional Trails
- Parks
- Sidewalks
- Water Features

