



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20226 - River to River Greenway - Valley Park_TH149 Underpass
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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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 River to River Greenway Valley Park Trail & TH 149 Underpass

Primary County where the Project is Located Dakota

Cities or Townships where the Project is Located: Mendota Heights

Jurisdictional Agency (If Different than the Applicant):

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

The River to River Greenway Valley Park Trail and TH 149 Underpass is a 0.8-mile segment that will provide a grade separated crossing of TH 149/Dodd Road and upgrade the non-motorized experience through Valley Park. The proposed project will increase usability for all ages and abilities within a Tier 1 RBTN corridor. The trail is less than a half-mile away from Two Rivers High School and is in dire needs of safety and accessibility upgrades. This will include widening the trail width to 10 feet, improving curve radii throughout, improving drainage to reduce ice buildup in the winter and spring, and re-aligning the trail to address steep slope issues.

The TH 149/Dodd Road underpass will be located approximately 100 feet north of the intersection of Highway 62. The proposed grade separated crossing will improve safety for all transportation modes, protecting pedestrian and bicycle crossing at the major intersection of TH 149/Dodd Road and Highway 62. Motorists will also have improved conditions due to the reduction of direct interaction with pedestrians and bicyclists on the roadway and unanticipated crossings. The underpass will be constructed as a 10-ft by 14-ft concrete box culvert providing complete protection and access for non-motorists.

The project plays an important role in the RBTN network and Dakota County's River to River Greenway, an 8-mile east-west route connecting the Mississippi River at Lilydale to the Mississippi River in South Saint Paul. The regional trail navigates through residential areas in Mendota Heights, West St. Paul, and South St. Paul, providing linkages to north-south RBTN routes and employment and commercial areas. Trail users will also be better able to reach other Dakota County Greenways, particularly the Minnesota River Greenway and the Lebanon Hills Greenway.

(Limit 2,800 characters; approximately 400 words)

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

River to River Greenway Valley Park Trail & TH 149 Underpass, Mendota Heights, from Marie Avenue W to east side of Dodd Road, Construct Multi-use Trail and Trail Underpass at TH 149/Dodd Road

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

Project Length (Miles)

0.8

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

\$2,080,000.00

Match Amount

\$520,000.00

Minimum of 20% of project total

Project Total

\$2,600,000.00

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:

2028

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years:

2025

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

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)

Please indicate here SAP/SP#.

Location

County, City, or Lead Agency

Dakota County

Name of Trail/Ped Facility:

River to River Greenway Valley Park Trail & TH 149 underpass

(example: CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

(Example: 1st ST., Main Ave.)

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

From:

Road System

City Street

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

Marie Ave W

(Example: 1st ST., Main Ave.)

To:

Road System

TH

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

Road/Route No.

149

(Example: 53 for CSAH 53)

Name of Road

Dodd Rd

(Example: 1st ST., Main Ave.)

In the City/Cities of:

Mendota Heights

(List all cities within project limits)

IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:

Termini: Termini listed must be within 0.3 miles of any work

From:

To:

Or

At:

In the City/Cities of:

(List all cities within project limits)

Primary Types of Work (Check all that apply)

Multi-Use Trail

Yes

Reconstruct Trail

Yes

Resurface Trail

Yes

Bituminous Pavement

Yes

Concrete Walk

Pedestrian Bridge

Signal Revision

Landscaping

Other (do not include incidental items)

Grade Separated Crossing

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

Not yet assigned

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

TH 149 Dodd Road

Zip Code where Majority of Work is Being Performed

55118

Approximate Begin Construction Date (MO/YR)

04/03/2028

Approximate End Construction Date (MO/YR)

10/31/2028

Miles of Pedestrian Facility/Trail (nearest 0.1 miles):

0.8

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

0.8

Is this a new trail?

No

Requirements - All Projects

All Projects

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

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

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

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

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

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

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

- Goal E: Healthy Environment (page 2.30) - Objective A, Objective C, Objective D, Strategy E3

- Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.35) - Objective A, Objective C, Strategy F6, Strategy F7

(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.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature. -Dakota County's River to River Greenway Master Plan 2016 (page 36-38), Grade-separated crossing at Dodd Road.

-City of Mendota Heights 2040 Comprehensive Plan, Chapter 4: Parks and Open Space Plan Pages 10-13 and 19.

-City of South St. Paul 2030 Comprehensive Plan: Transportation Chapter - (pages 7-178 7-181), and Parks and Trails Chapter (pages 9-235).

-TH 110 Grade Separated Crossing Study (all pages).

(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 2024 funding cycle).

Multise 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 future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. 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	\$600,000.00
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	\$2,000,000.00
Totals	\$2,600,000.00

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

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\) Formula Program Implementation Guidance \(dot.gov\)](#).

Response:

The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program under the Infrastructure Investment and Jobs Act is intended to provide funds for resilience improvements within communities. The part of this project that would be eligible for PROTECT funds are the retaining walls (\$40,000).

Totals

Total Cost	\$2,600,000.00
Construction Cost Total	\$2,600,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1702506016973_Project to RBTN Orientation.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 12324

Existing Employment Within One Mile (Integer Only) 6370

Upload the "Population Summary" map 1702505962066_Population_Employment Summary.pdf

Please upload attachment in PDF form

Measure A: Engagement

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

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

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

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

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

Of the feedback gathered, the following influenced the project outcomes directly:

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

Subsequent planning processes initiated by the Mendota Heights and Dakota County have reinforced the priority projects. The Mendota Heights Comprehensive Plan process included three public information meetings held at local schools and provided a hands-on display at the City's annual Fire Station Open House. One of the key issues identified was a desire to continue to provide access to and maintain the character, natural feel, and green space throughout the community as a priority for maintaining quality of life.

In 2017, in cooperation with Mendota Heights and MnDOT, Dakota County completed the construction of an underpass at Highway 62, just east of Dodd Road, to provide a safe connection to the Mendota to Lebanon Greenway. In that planning process, two open houses and a stakeholder meeting were held. The long-term plans presented included this proposed underpass at Dodd Road and participants were highly supportive of it.

Mendota Heights adopted a Ped Bike Plan in November 2022. Engagement included outreach via the city website and social media. An initial online survey and interactive map generated 297 responses. The process also included a stakeholder meeting with students at Visitation High School and seniors at the Thompson Park Activity Center. Input confirmed the plans for this trail to be a priority and include an underpass of TH 149/Dodd Road.

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

Measure B: Disadvantaged Communities Benefits and Impacts

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

- ? pedestrian and bicycle safety improvements;
- ? public health benefits;
- ? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- ? travel time improvements;
- ? gap closures;
- ? new transportation services or modal options;
- ? leveraging of other beneficial projects and investments;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities 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.

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ? Increased speed and/or cut-through traffic.
- ? Removed or diminished safe bicycle access.
- ? Inclusion of some other barrier to access to jobs and other destinations.

Response:

The proposed regional trail improvements through Valley Park and grade separated crossing of TH 149/Dodd Road will have a significant impact for people living, working, and shopping throughout the area. The project area serves as the primary commercial and multi-family housing area for the community. As such, it is a primary destination for people of all ages, including children, the disabled, and the elderly.

The skew of the intersection and high roadway volumes make this intersection challenging to navigate. Currently, trail users who wish to cross TH 149/Dodd Road are forced to cross four lanes of traffic. While there is a refuge for those traveling east, pedestrians and bicyclists traveling west must travel across the remaining three lanes at one time. This crossing is a huge barrier for the elderly, disabled, and children to reach shopping and services safely. It can be an intimidating environment that would be greatly improved by the installation of a grade separated crossing.

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

This regional trail through Valley Park and underpass will improve the viability of access within Mendota Heights and Dakota County using non-motorized transportation which can improve access to jobs. The construction of this project will allow the vulnerable populations of Dakota County to make active living choices without incurring safety risks.

No ongoing negative impacts are anticipated from this project. The typical, temporary, negative impacts of construction anticipated include noise, dust, runoff, etc. The project partners will work to minimize all temporary negative impacts. Minimal disruption to daily routines for nearby residents is expected, however at the site of the underpass there may be some minor disruptions to traffic during the construction process.

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

Describe any affordable housing developments?existing, under construction, or planned?within 1/2 mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project?s benefits to current and future affordable housing residents within 1/2 mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- ? specific direct access improvements for residents
- ? improved access to destinations such as jobs, school, health care or other;
- ? new transportation services or modal options;
- ? and/or community connection and cohesion improvements.

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.

Response:

The project is located in a census tract that is below the regional average for poverty and includes 137 units of subsidized rental housing within 1/2 mile of the proposed project. In Mendota Heights, this intersection is the primary commercial and high-density housing area for the community. This project will significantly improve the viability and increase options for non-motorized transportation for residents living within a half-mile of the project area. Currently, there are two Dakota County CDA Senior Housing developments within walking distance of the proposed TH 149/Dodd Road grade separated crossing and connection to the River to River Greenway. Parkview Plaza, located southeast of Highway 62 and TH 149/Dodd Road, has 65 units of housing for seniors and people with disabilities. Village Commons is located northeast of Highway 62 and TH 149/Dodd Road and has 60 units of housing geared towards seniors and people with disabilities. Both Parkview Plaza and Village Commons provide housing in exchange for rental rates based on a percentage of resident's income. Residents who live on fixed income and who are older tend to be more reliant on alternative means of transportation, as well as tend to have less access to a personal vehicle. In the block groups adjacent to the project area, nearly 13% of residents do not own a personal vehicle.

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

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

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Project?s 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.

1702506281099_Socio-Economic Conditions.pdf

Measure A: Bikeway Network Gaps, Physical Barriers, and Continuity of Bicycle Facilities

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 jurisdiction's bicycle facility.

Response:

This project will improve road crossing safety for the 0.8-mile segment of the River to River Greenway, which provides a regional pedestrian and bicycle alternative within the I-35E corridor connecting northern Dakota County suburbs to Saint Paul and Minneapolis across the Mississippi River through Valley Park connecting to TH 149/Dodd Road and Highway 62. The project will create a grade-separated crossing in the form of an underpass underneath TH 149/Dodd Road. This project would take place just north of the intersection, removing trail users from the intersection area completely. The project also includes improvements to the 0.8-mile segment of the River to River Greenway trail through Valley Park with trail reconstruction that will correct steep sections, sharp curves, and limited sight lines in order to reduce trail user conflicts on this portion of trail.

Currently, there are existing off-road trails on the east and west side of TH 149/Dodd Road, at Highway 62, an RBTN Tier 1 corridor. These trails lead to the only available crossing facility on TH 149/Dodd Road. Currently this crossing requires users to navigate across five lanes of traffic where the posted speed is 50 mph, including two turn lanes with a stop on the concrete refuge island. This portion of TH 149/Dodd Road experiences an annual average daily traffic of about 30,000 cars. This configuration places cyclists and pedestrians right in the middle of vehicular traffic creating an unsafe and stressful environment for cyclists and pedestrians as well as drivers.

Locally, the project improves access to Mendota Heights in a primary commercial area, a mixed-use node with commercial, medium and high-density housing. Regionally, the project will improve connectivity and safety for the RBTN network and the River to River Greenway, a regional trail that connects Lilydale, Mendota Heights, West. St. Paul, and South St. Paul. Users will be able to use this greenway to connect to one of Dakota County's other eight regional greenways and reach destinations like Downtown Saint Paul.

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

(Limit 2,800 characters; approximately 400 words)

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

DEFINITIONS:

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

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

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

Tier 1

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

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Yes

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

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

Multiple

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

Measure B: Deficiencies corrected or safety problems addressed

Response:

The construction of the Dakota County River to River Greenway trail segment from Valley Park and the TH 149/Dodd Road Underpass will correct a large safety deficiency in the existing Dakota County trail network, as well as the RBTN. TH 149/Dodd Road is a two-lane state highway that serves as a main north-south corridor through northern Dakota County. The posted speed limit is 40 MPH. The River to River Greenway Plan indicates increasing use of the trail corridor, with forecasts of 139,000 trail users by the year 2030.

A safe underpass crossing facility will remove cyclist and pedestrian traffic from the busy, skewed intersection of TH 149/Dodd Road (AADT of 7,061 in 2022) and Highway 62 (AADT of 34,000 in 2019). Recent crash data shows 2 bicycle crashes in this area within the last decade. One was due to a distracted driver at the proposed location of the underpass at Dodd Road resulting in possible injury for a bicyclist and a pedestrian. The other had property damage but no injury.

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

The 0.8-mile trail segment through Valley Park will correct steep sections, sharp curves, and limited sight lines. This new trail and grade separated crossing will together create a more usable trail connection between the Minnesota River Greenway in Lilydale and the Mendota to Lebanon Hills Greenway, which connects to Lebanon Hills Regional Park.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The proposed River to River Greenway trail segment from Valley Park and through a new TH 149/Dodd Road underpass provides a safe and comfortable route for pedestrian and bicycle movements along the greenway. The tunnel will be a significant improvement at this skewed intersection as currently pedestrians must travel across five lanes of traffic, including two turn lanes. The underpass will connect directly with existing regional trails on the west and east side of TH 149/Dodd Road, eliminating the need for trail users to stop at the intersection to wait for a signal to cross, providing a protected and uninterrupted crossing of a major roadway.

The 0.8-mile trail segment from Valley Park will improve safety for pedestrians along the trail by correcting steep sections, sharp curves, and limited sight lines in order to reduce trail user conflicts on this portion of trail. This new trail and grade separated crossing will together create a more safe and usable trail connection between the Minnesota River Greenway in Lilydale and the Mendota to Lebanon Hills Greenway, which connects to Lebanon Hills Regional Park.

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

(Limit 2,800 characters; approximately 400 words)

Upload Transit map

1702506729378_Transit Connections.pdf

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.

Response:

There has been a wide variety of community engagement to support this trail project. Engagement was primarily completed as part of the River to River Greenway Plan process in 2015. Targeted outreach was gathered from underrepresented priority populations (people over 55, children, people with lower income, and people with mobility issues). Engagement for this plan included:

- Survey distributed to targeted stakeholders, such as senior housing residents and parents of Garlough Elementary School students for input on trail accessibility, connections, and amenity enhancements.
- Meeting with Living Longer Strong (senior advocacy group) on September 18, 2014.
- Open house event at Covington Court Apartments (on Marie Avenue), in coordination with the West St. Paul Marie-Oakdale Feasibility Study on November 5, 2015.
- Presentation and discussion at Thompson Park Advisory Council for Seniors, January 22, 2015.
- Open house on February 4, 2015, with emphasis on gathering feedback on recommendations for trail alignment, greenway enhancements, and natural resources quality improvements. Over 35 people attended the open house.
- The draft plan was posted publicly on Dakota County's website for one month. Comments gathered showed strong support for the regional trail connection, as well as a desire for safe trail connections at busy roadways.

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

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

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

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

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

100%

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

100%

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

75%

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

50%

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

25%

Layout has not been started

0%

Attach Layout

1702573746808_Layout Plans.pdf

Please upload attachment in PDF form

Additional Attachments

1702611769409_MNDOT 2024 Regional Solicitation_DC_Various.pdf

Please upload attachment in PDF form

3. Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of ?adverse effect? anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

Yes

50%

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

25%

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

0%

5. Railroad Involvement (15 Percent of Points)

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

Yes

100%

Signature Page

Please upload attachment in PDF form

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

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$2,600,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$2,600,000.00

Points Awarded in Previous Criteria

Other Attachments

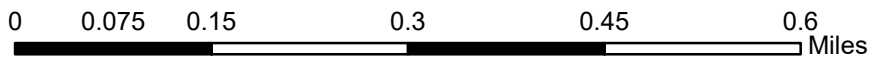
File Name	Description	File Size
2024 Regional Solicitation_DC_Various.pdf	MnDOT Letter to Dakota County	224 KB
9264_Concept Plans_Dodd_Underpass.pdf	Underpass Layout	774 KB
DakotaCounty_R2R_Project Summary.pdf	Project Summary	427 KB
Existing Conditions.pdf	Existing Condition Images	461 KB
Letter of Support.pdf	Mendota Heights Letter of Support	485 KB
Resolution 23-93.pdf	Mendota Heights Resolution for Support	669 KB
Resolution No. 23-424.pdf	Resolution to submit projects for grant funding	78 KB
River to River Multi Use Trail.pdf	Project Location Map	2.7 MB
Snow and Ice Letter.pdf	Snow and Ice Letter (incorporated with Layout approval)	146 KB
Underpass Concept.pdf	Underpass Concepts	549 KB

Project to RBTN Orientation

Multise Trail and Bicycle Facilities Project: Dakota County River to River Greenway CR 149 Multiuse Trail | Map ID: 16986813



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



Created: 10/30/2023
LandscapeRSA6



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

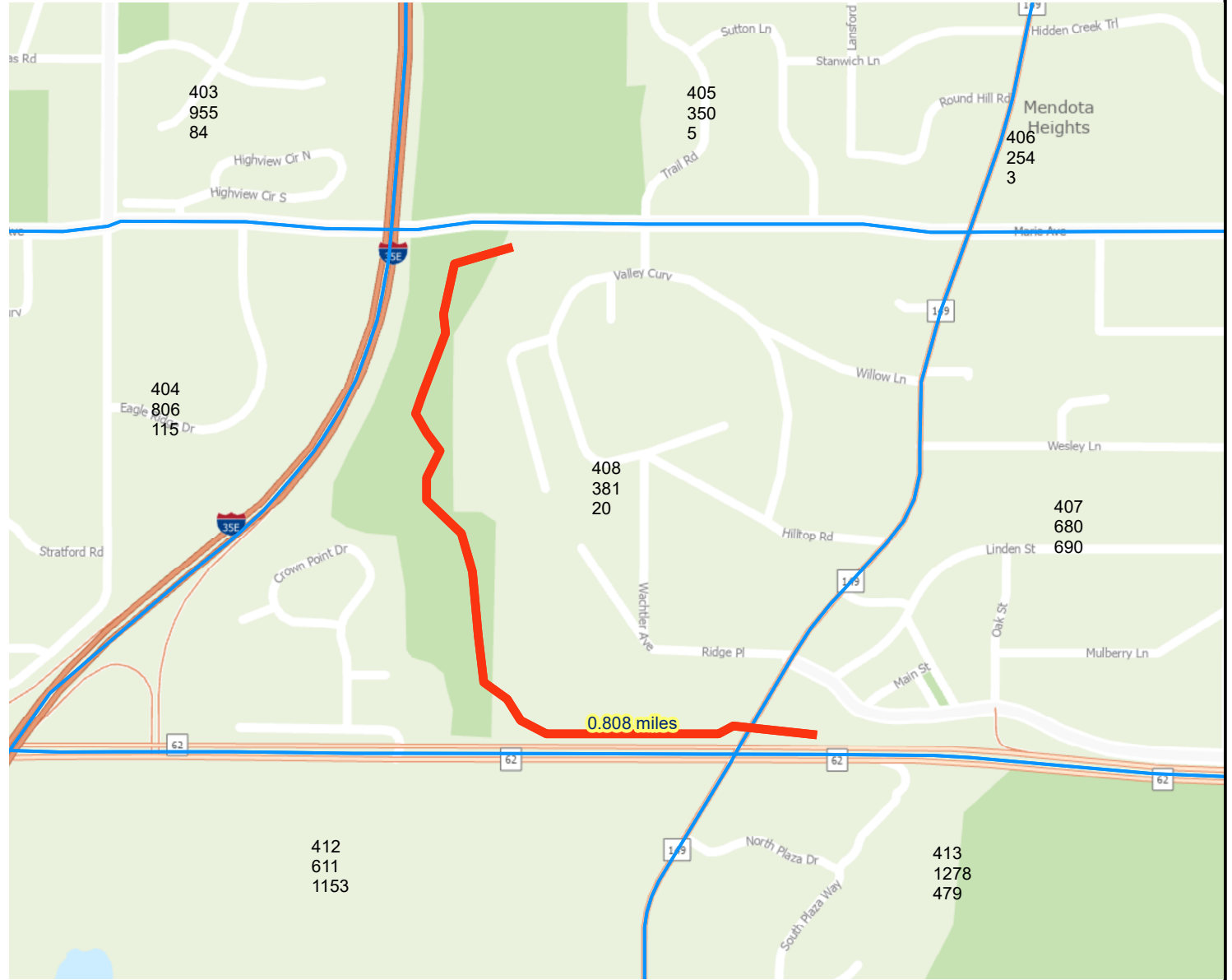


Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Dakota County River to River Greenway CR 149 Multiuse Trail | Map ID:

Results

Within ONE Mile of project:
 Total Population: 12324
 Total Employment: 6370



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 10/30/2023
 LandscapeRSA4



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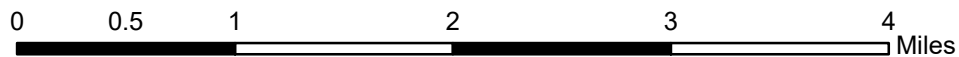
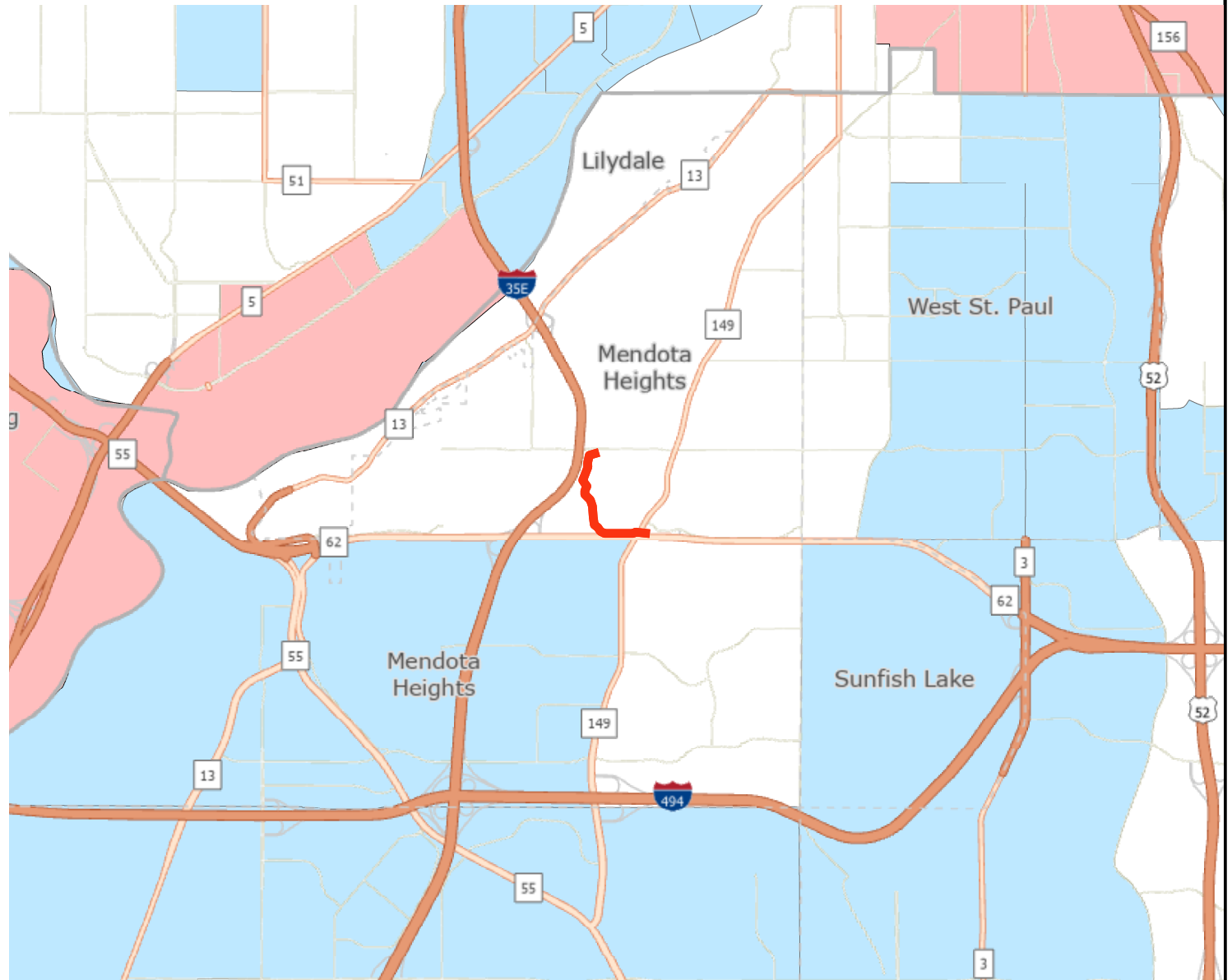


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 137

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



Created: 10/30/2023
LandscapeRSA2



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Transit Connections

Multiuse Trails and Bicycle Facilities Project: Dakota County River to River Greenway CR 149 Multiuse Trail | Map ID



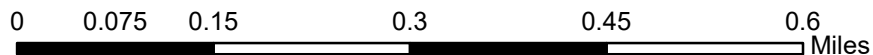
Results

Transit with a Direct Connection to project:
480 489

**indicates Planned Alignments*

Transit Market areas: 3, 4

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



Created: 10/30/2023
LandscapeRSA3



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BENCHMARK EL. XXX.XXLT
BENCHMARK DESCRIPTION (LT)

RIVER TO RIVER GREENWAY

BENCHMARK EL. XXX.XXRT
BENCHMARK DESCRIPTION (RT)

SEH Project	DAKOT 167782	Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date
Drawn By	BKH	.			.		
Designed By	BKH	.			.		
Checked By	WB	.			.		



I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
WILLIAM R. PE
DATE XX-XX-XX LICENSE NO. LICENSE NO.

PRELIMINARY

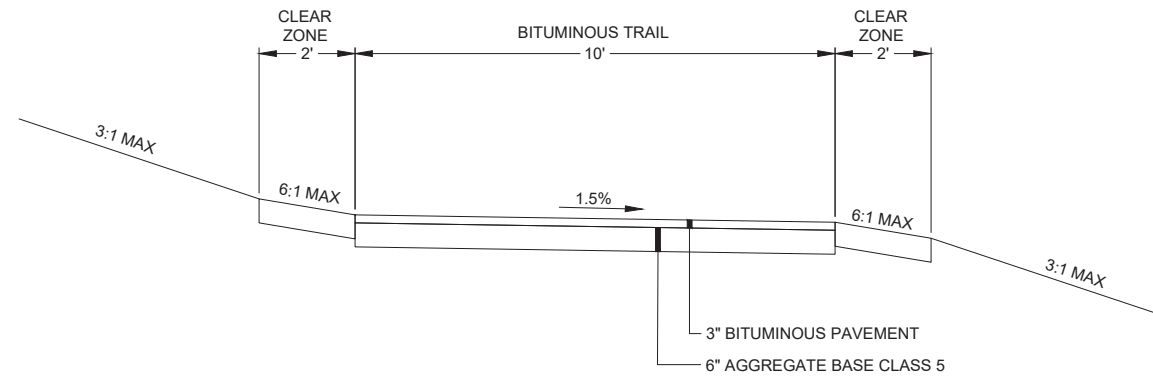
RIVER TO RIVER GREENWAY
MENDOTA HEIGHTS, MN

LOCATION MAP
RIVER TO RIVER GREENWAY

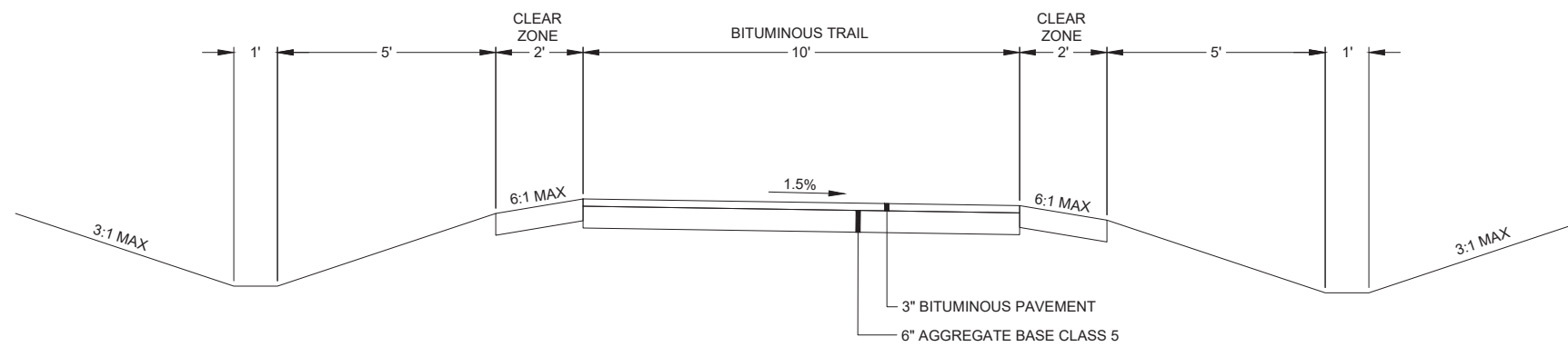
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TYPICAL SECTION



TYPICAL SECTION - DITCH



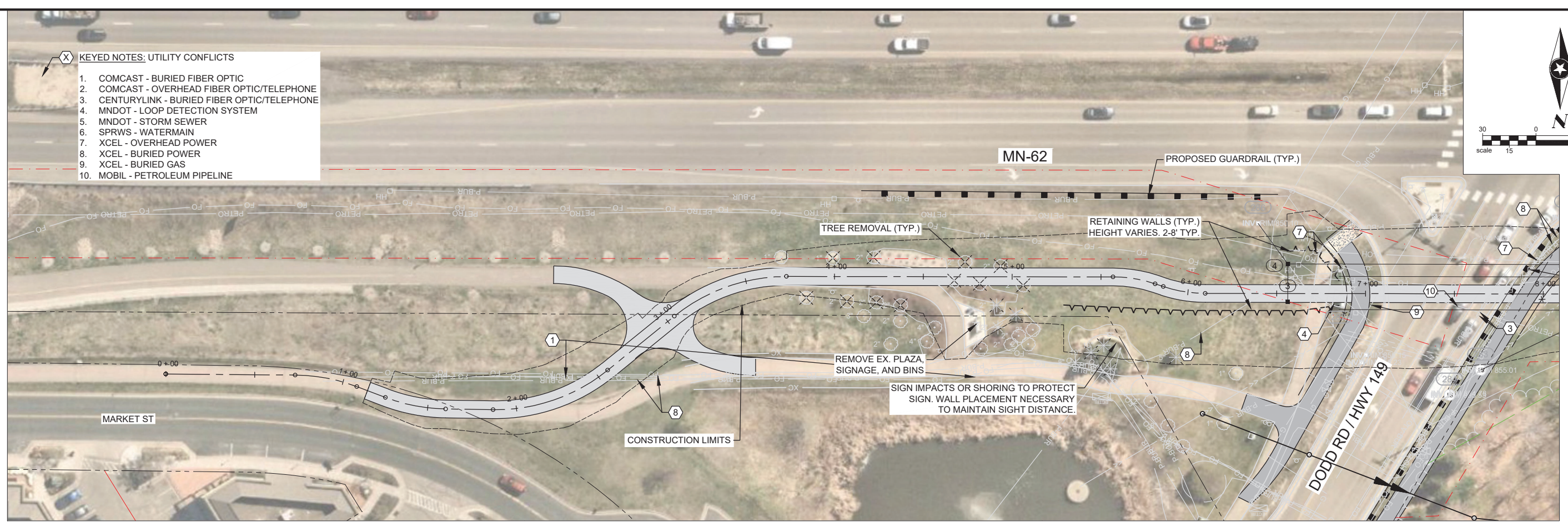
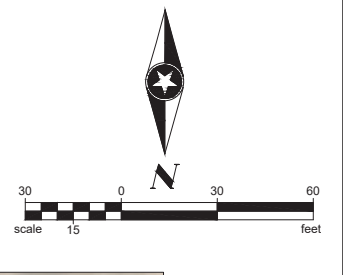
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 WILLIAM B. BAKER, PE
 DATE 10.11.22 LICENSE NO. 1000000000

GREENWAY ACCELERATIONS
MENDOTA HEIGHTS, MINNESOTA

**TYPICAL SECTIONS
RIVER TO RIVER GREENWAY**

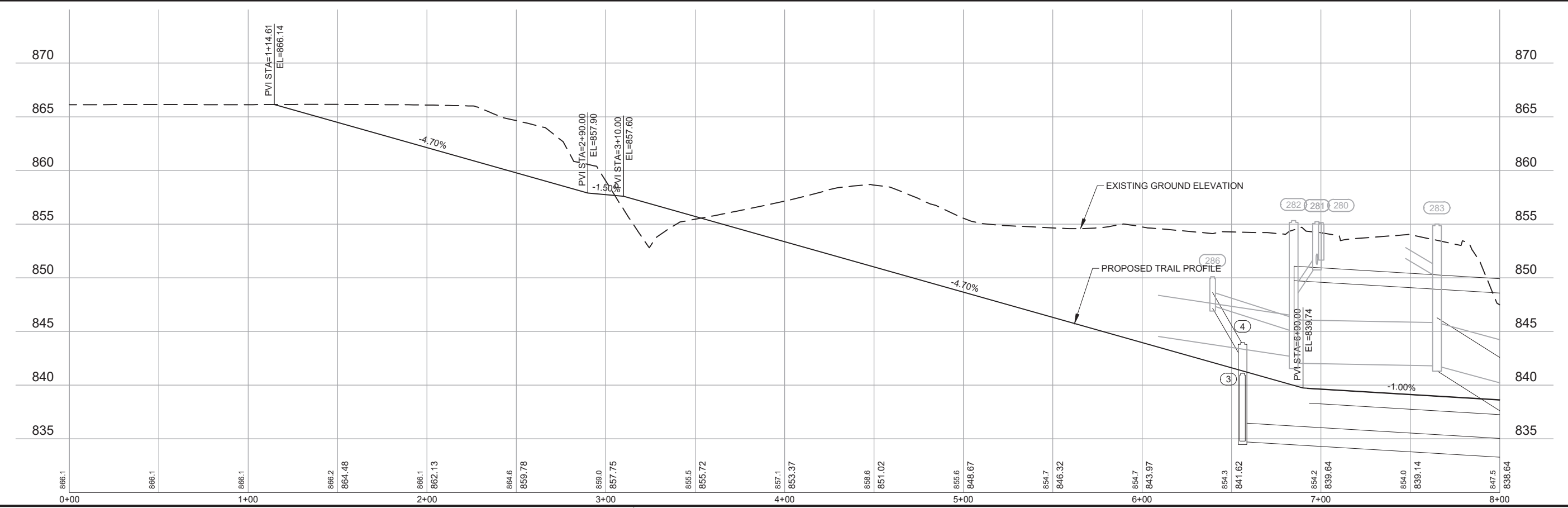
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 2. COMCAST - OVERHEAD FIBER OPTIC/TELEPHONE
 3. CENTURYLINK - BURIED FIBER OPTIC/TELEPHONE
 4. MNDOT - LOOP DETECTION SYSTEM
 5. MNDOT - STORM SEWER
 6. SPRWS - WATERMAIN
 7. XCEL - OVERHEAD POWER
 8. XCEL - BURIED POWER
 9. XCEL - BURIED GAS
 10. MOBIL - PETROLEUM PIPELINE



BENCHMARK EL. XXX.XXLT
BENCHMARK DESCRIPTION (LT)

RIVER TO RIVER GREENWAY

BENCHMARK EL. XXX.XXRT
BENCHMARK DESCRIPTION (RT)



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SEH Project	DAKOT 167782	Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date
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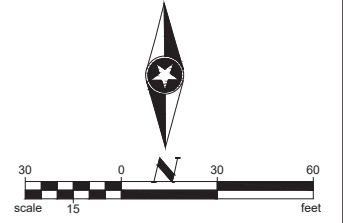
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PRELIMINARY

WILLIAM J. SEH, PE
DATE: XX-XX-XX LICENSE NO. LICENSE NO.

DODD RD / HWY 149

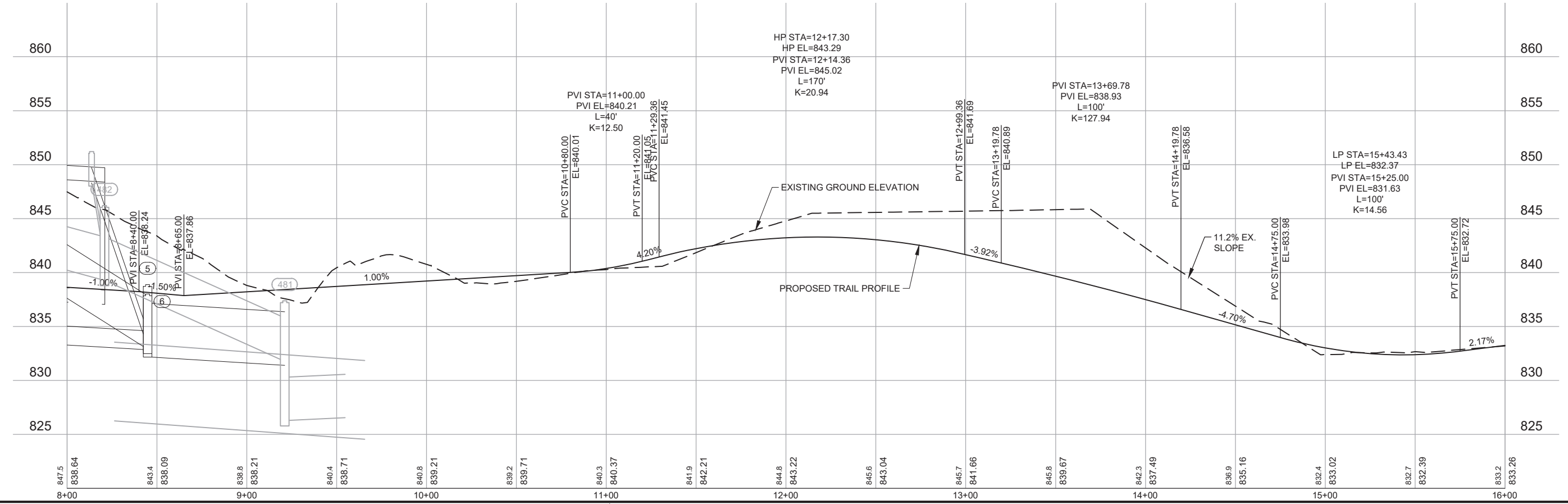
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 10. MOBIL - PETROLEUM PIPELINE



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BENCHMARK DESCRIPTION (LT)

RIVER TO RIVER GREENWAY

BENCHMARK EL. XXX.XXRT
BENCHMARK DESCRIPTION (RT)



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Designed By	BKH
Checked By	WB

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 WILLIAM R. PE

 DATE: XX-XX-XX LICENSE NO. LICENSE NO.

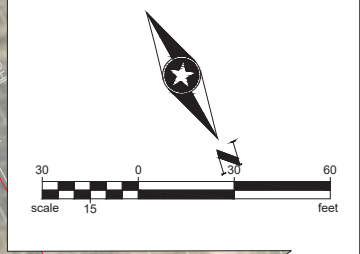
RIVER TO RIVER GREENWAY

MENDOTA HEIGHTS, MN

PLAN & PROFILE

RIVER TO RIVER GREENWAY

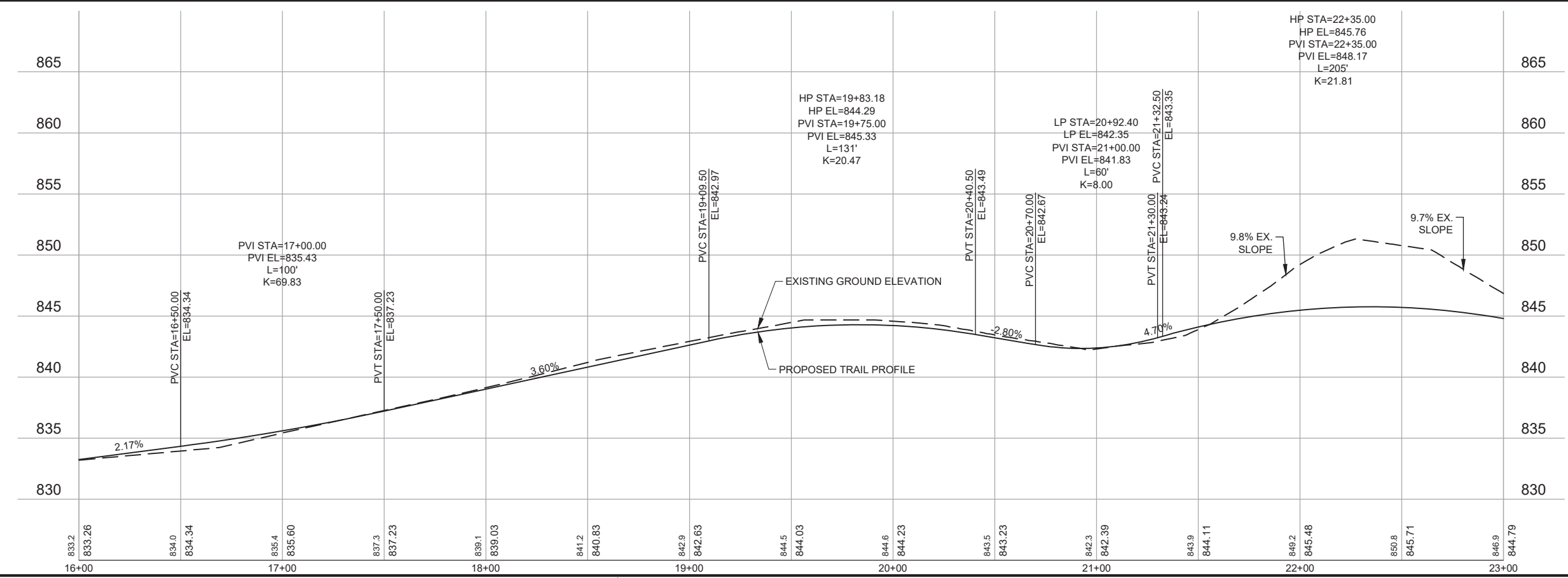
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 9. XCEL - BURIED GAS
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BENCHMARK EL. XXX.XXLT
BENCHMARK DESCRIPTION (LT)

RIVER TO RIVER GREENWAY

BENCHMARK EL. XXX.XXRT
BENCHMARK DESCRIPTION (RT)



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Designed By	BKH	.			.		
Checked By	WB	.			.		

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

WILLIAM J. SEH, PE
DATE: XX-XX-XX LICENSE NO. LICENSE NO.



PRELIMINARY

RIVER TO RIVER GREENWAY
MENDOTA HEIGHTS, MN

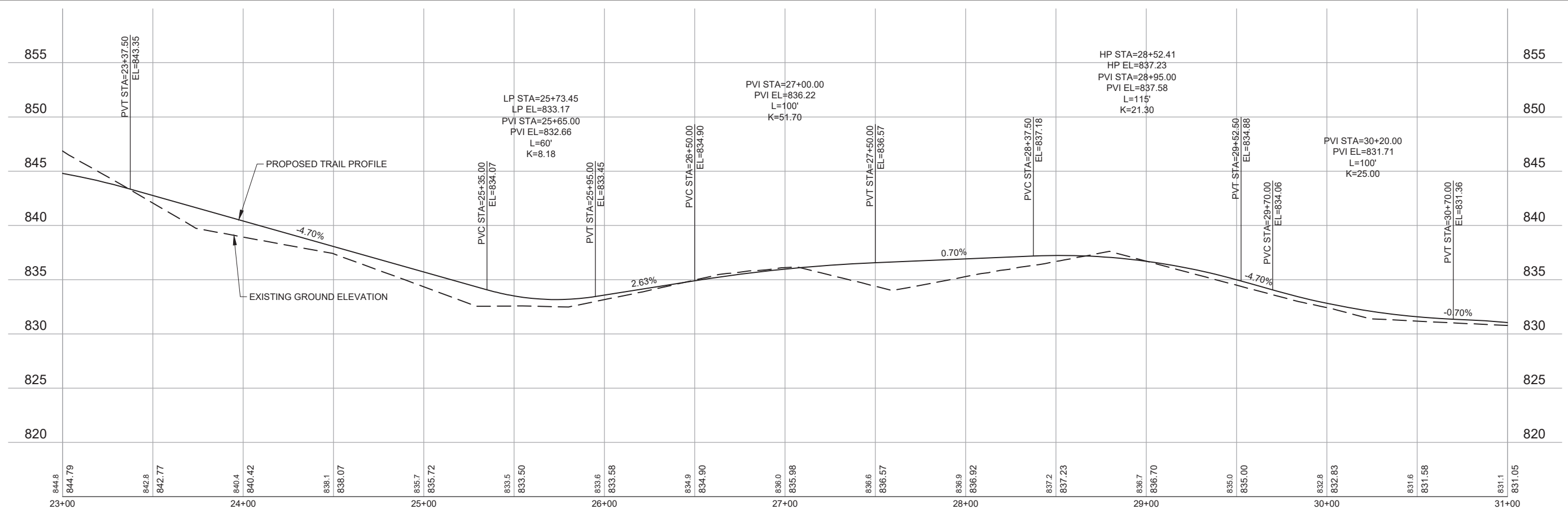
PLAN & PROFILE
RIVER TO RIVER GREENWAY



BENCHMARK EL. XXX.XXLT
BENCHMARK DESCRIPTION (LT)

RIVER TO RIVER GREENWAY

BENCHMARK EL. XXX.XXRT
BENCHMARK DESCRIPTION (RT)



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SEH Project	DAKOT 167782	Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date
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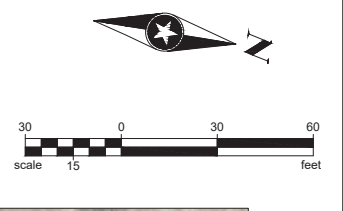
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

WILLIAM J. PERE, PE
DATE: XX-XX-XX LICENSE NO. LICENSE NO.

RIVER TO RIVER GREENWAY
MENDOTA HEIGHTS, MN

PLAN & PROFILE
RIVER TO RIVER GREENWAY

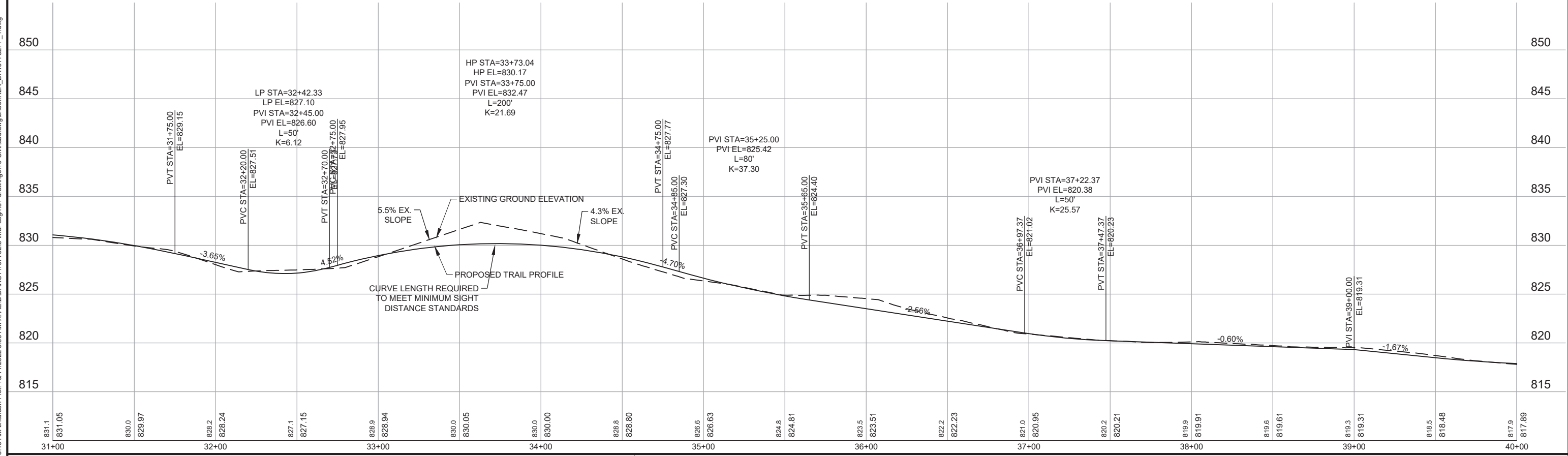
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of 36



BENCHMARK EL. XXX.XXLT
BENCHMARK DESCRIPTION (LT)


RIVER TO RIVER GREENWAY

BENCHMARK EL. XXX.XXRT
BENCHMARK DESCRIPTION (RT)



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SEH Project	DAKOT 167782	Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date
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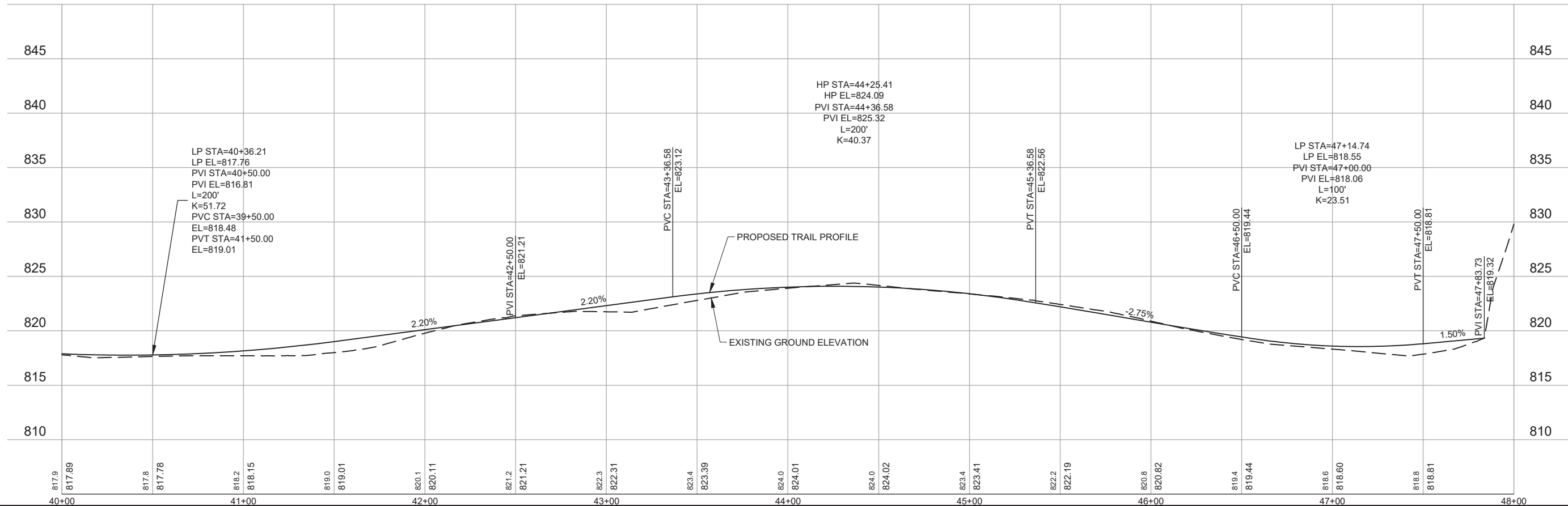

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BENCHMARK EL. XXX.XXLT
BENCHMARK DESCRIPTION (LT)

RIVER TO RIVER GREENWAY

BENCHMARK EL. XXX.XXRT
BENCHMARK DESCRIPTION (RT)



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SEH Project	DAKOT 167782	Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date
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 WILLIAM PER PE
 DATE XX-XX-XX LICENSE NO. LICENSE NO.

RIVER TO RIVER GREENWAY MENDOTA HEIGHTS, MN

PLAN & PROFILE RIVER TO RIVER GREENWAY

11/29/2023

Erin Laberee
Transportation Director
14955 Galaxie Ave.
Apple Valley, MN 55124-8579

**Re: MnDOT Letter for Dakota County
Metropolitan Council/Transportation Advisory Board 2024 Regional Solicitation Funding
Request for Various Projects**

Dear Erin Laberee,

This letter documents MnDOT Metro District's recognition for Dakota County to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2024 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 as proposed in the applications. Details of any future maintenance agreement with the County will need to be determined during the project development to define how the improvements will be maintained for its useful life if the project receives funding.

County State Aid Highway (CSAH) 4 from TH 3 (Robert Street) to TH 52 in West St. Paul. Project will construct a multi-use trail along the south side of CSAH 4 (Butler Avenue) from TH 3 (Robert Street) in West St. Paul to Sperl Street/Stassen Lane and along the north side of CR 4 from Sperl Street/Stassen Lane to TH 52. The trail will tie into MnDOT's ADA facilities at both CSAH 4 intersections with TH 3 and with TH 52.

117th Street from CSAH 71 (Rich Valley Boulevard) to TH 52 in Inver Grove Heights. This project includes the reconstruction of 117th Street from an undivided 2-lane road to a divided 2-lane roadway with turn lanes and shoulders, the upgrade of two existing railroad crossings to current design standards, and the construction of a multiuse trail on the north side.

CSAH 46 (160th Street) from 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 2-lane divided roadway with turn lanes, construction of a multi-use trails on north side for the entire length and the south side from Pleasant Dr to Pine St, constructing single-lane roundabouts at the Pleasant Drive and Pine Street intersections, implementing access management strategies, and replacing the existing bridge over the Vermillion River (east of 31st Street).

CSAH 42 trail (North Side) from CSAH 5 and Nicollet Avenue in Burnsville. This project will upgrade the existing sidewalk to a ten-foot multi-use trail, provide accessible minor-approach crossings, and include any necessary utility relocations.

CSAH 46 from TH 3 to TH 52 in Coates, Empire, and Rosemount. The project includes the reconstruction of CSAH 46 from an undivided 2-lane roadway to a divided 4-lane roadway with turn

lanes, construction of a new multi-use trail along the north side, modifying the CSAH 46 bridge over TH 52 to accommodate 4-lanes, a grade-separated crossing for the Vermillion Highlands Greenway, constructing multilane roundabouts for the CSAH 46/TH 52 interchange intersections, and implementing access management strategies along the corridor.

CSAH 32 (Cliff Road) at the intersection of the I-35W east frontage road in Burnsville. This project includes the construction of a roundabout, reconstruction of the east frontage road, and construction of a multi-use trail around the intersection and along the east side of the east frontage road.

River to River Greenway from Marie Avenue to TH 149 (Dodd Road) underpass in Mendota Heights. This project will construct a 1-mile segment of the River to River Greenway regional trail through Valley Park as well as a grade-separated crossing of TH 149 just north of the TH 62 intersection.

MnDOT does not anticipate partnering on local projects beyond current agreements. If your project receives funding, continue to work with MnDOT Area staff to coordinate and review needs and opportunities for cooperation.

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

If you have questions or require additional information at this time, please reach out to South Area Manager Bryant Ficek at bryant.ficek@state.mn.us or 651-443-2564.

Sincerely,

Sheila Kauppi, PE
Metro District Engineer

CC: Bryant Ficek, Metro District Area Manager; Aaron Tag, Metro Program Director; Dan Erickson, Metro State Aid Engineer

11/29/2023

Erin Laberee
Transportation Director
14955 Galaxie Ave.
Apple Valley, MN 55124-8579

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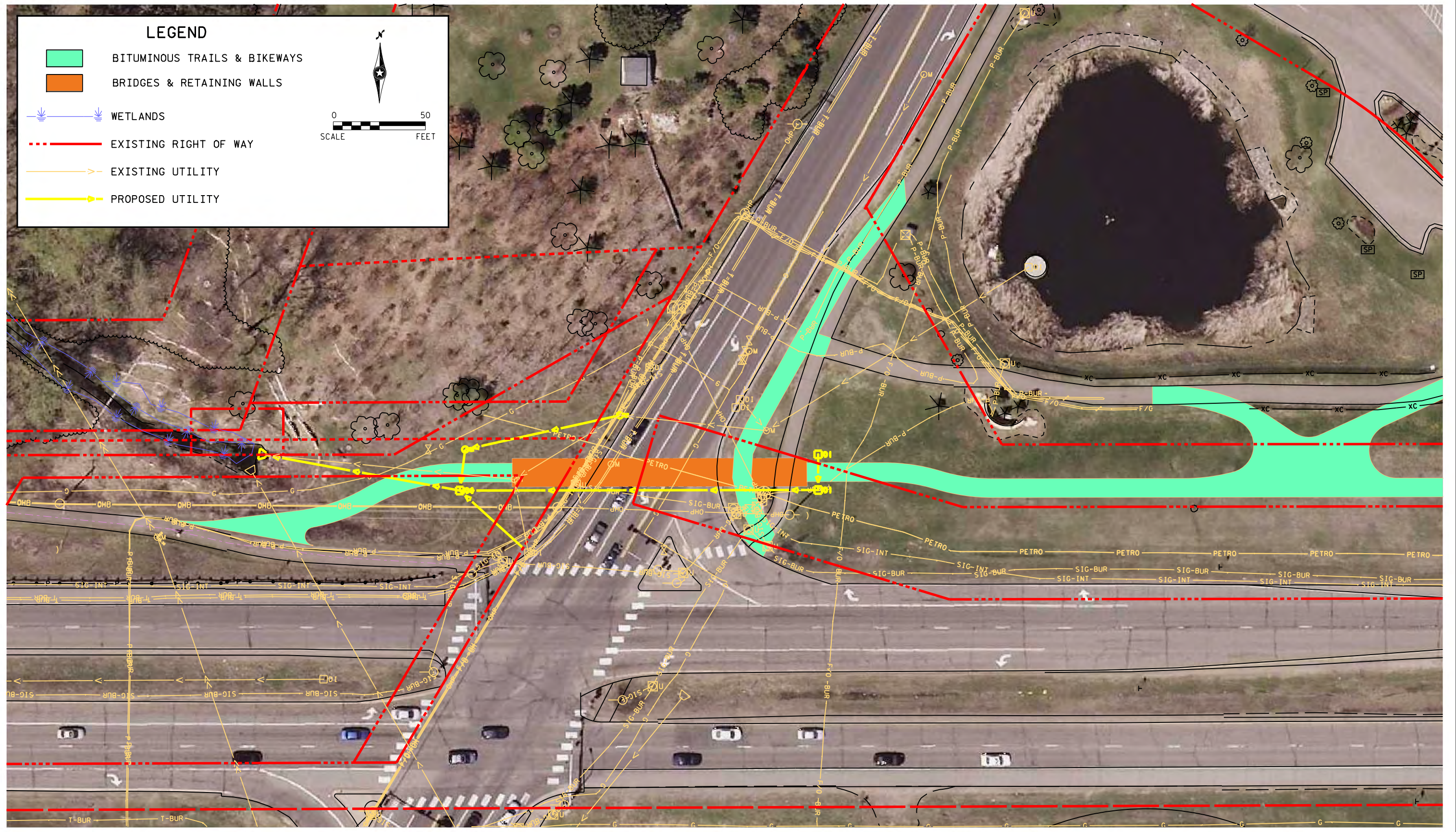
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Sincerely,

Sheila Kauppi, PE
Metro District Engineer

CC: Bryant Ficek, Metro District Area Manager; Aaron Tag, Metro Program Director; Dan Erickson, Metro State Aid Engineer

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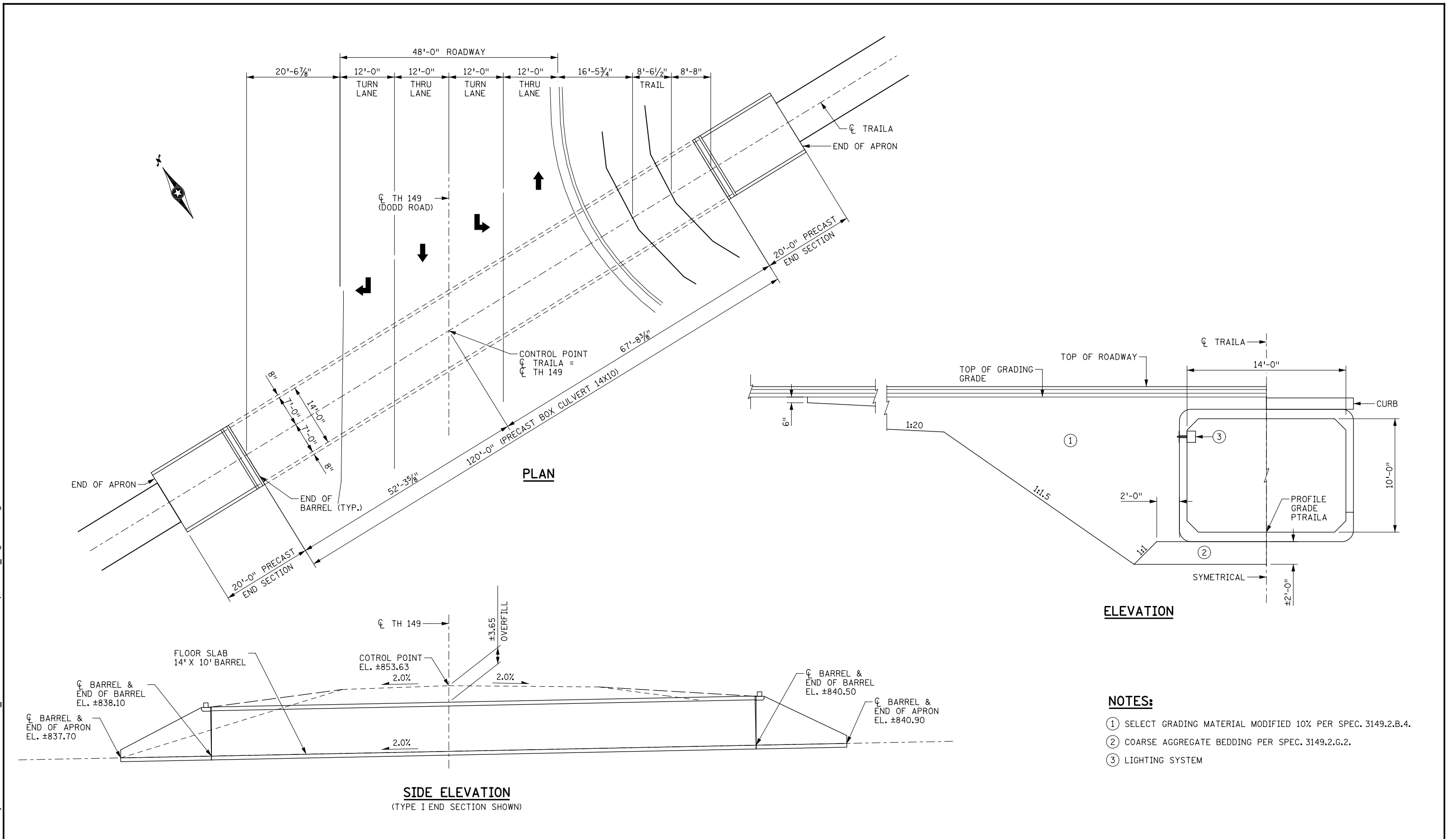
CONCEPT 1 SITE PLAN - PRECAST BOX CULVERT 14X10 UNDERPASS

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

Job #9264
11/23/2016

Figure C1-1

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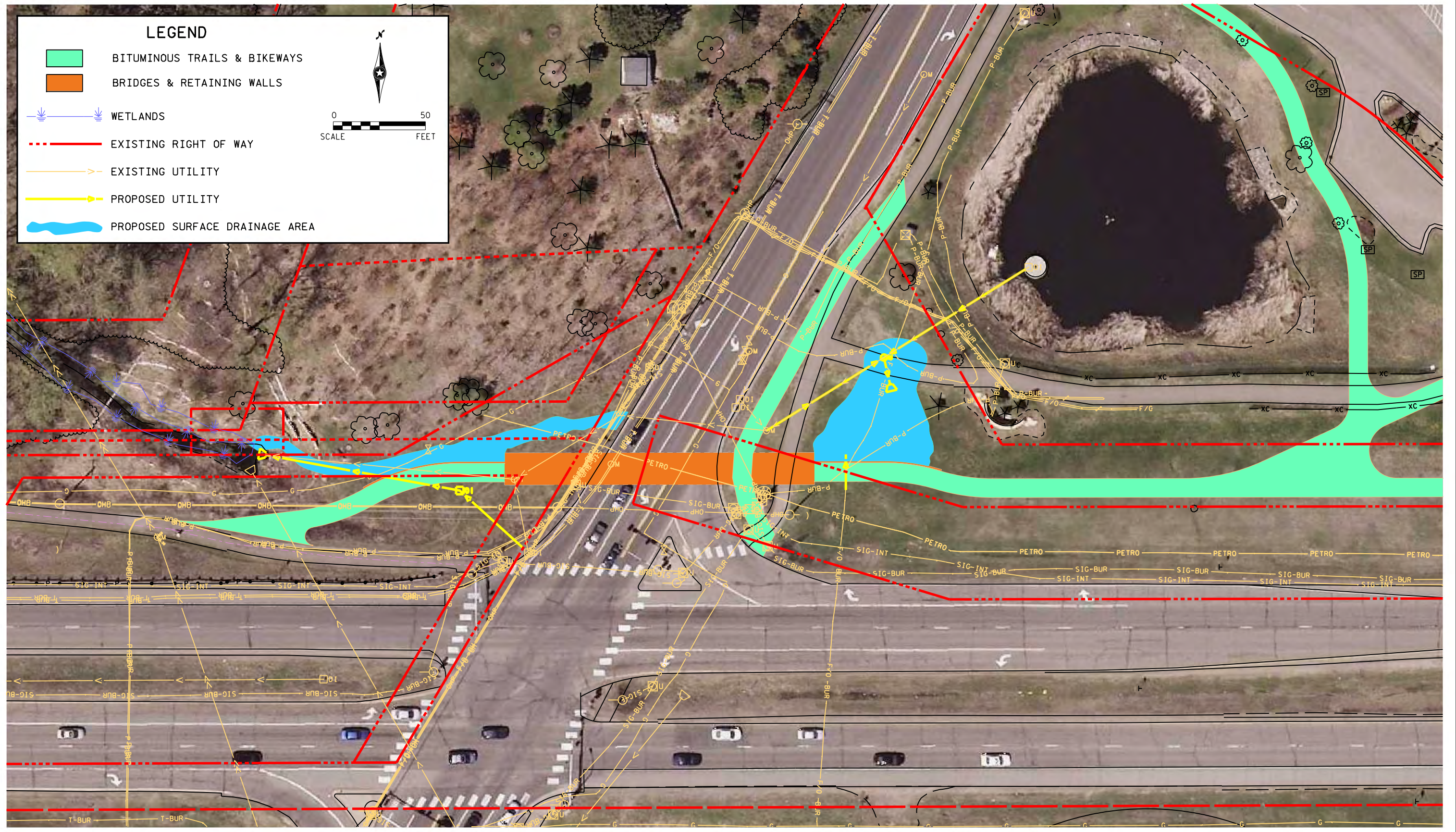


SR CONSULTING GROUP, INC. **CONCEPT 1 GENERAL PLAN & ELEVATION - PRECAST BOX CULVERT 14X10 UNDERPASS**
 TH 149 OVER RIVER-TO-RIVER REGIONAL GREENWAY
 FOR DAKOTA COUNTY, IN THE CITY OF MENDOTA HEIGHTS, MN

Figure C1-2

Job #9264
11/21/2016

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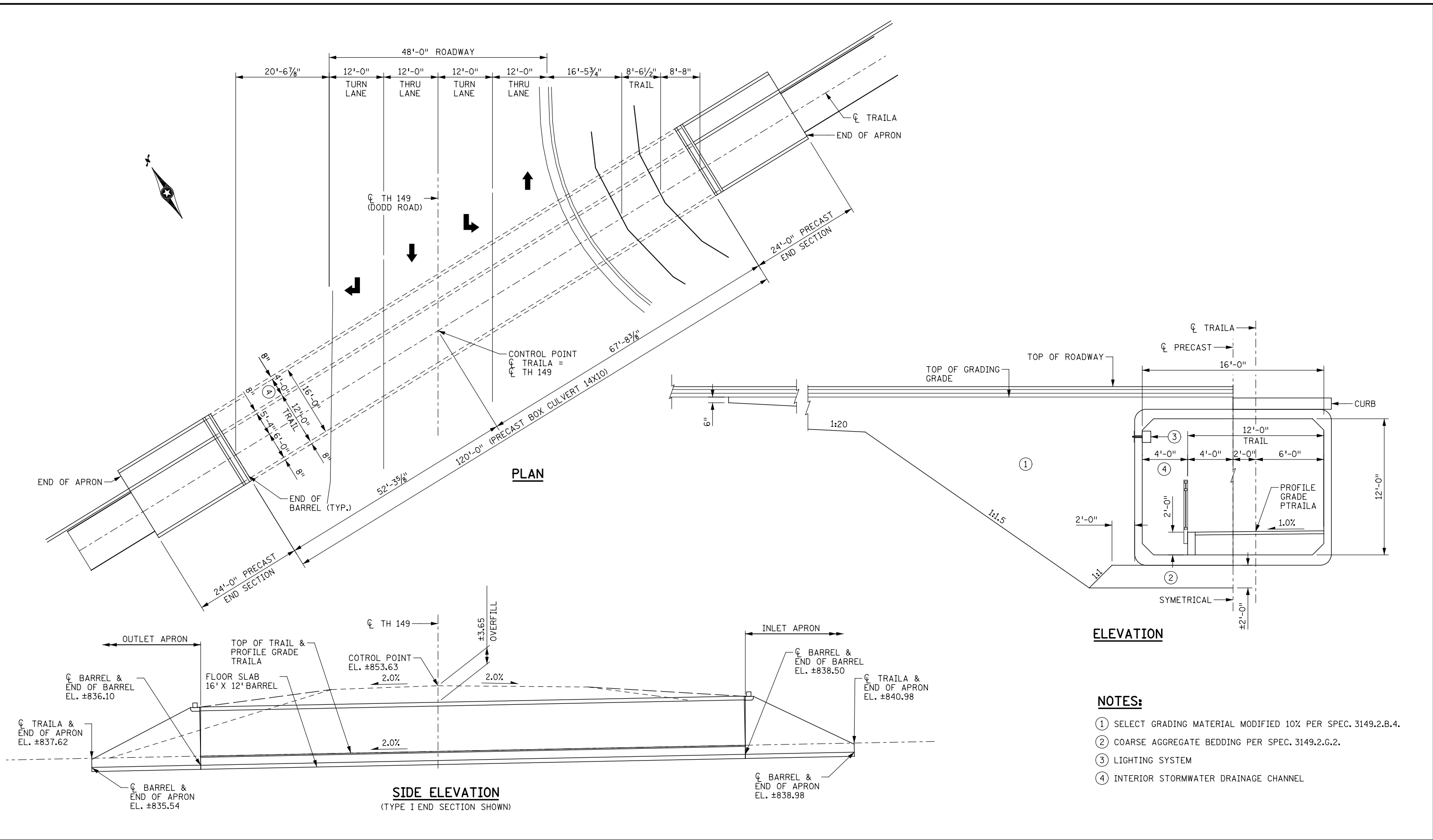
CONCEPT 2 SITE PLAN - PRECAST BOX CULVERT 16X12 UNDERPASS

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

Job #9264
11/23/2016

Figure C2-1

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

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

Job #9264
11/21/2016

Figure C2-2



Dakota County

River to River Greenway Valley Park Trail & TH 149 Underpass

PROJECT DESCRIPTION

The River to River Greenway Valley Park Trail & TH 149 Underpass is a 0.8-mile segment that will upgrade the non-motorized experience from Valley Park at Marie Avenue W to just east of TH 149/Dodd Road. The project will also include a grade separated crossing (underpass) at TH 149/Dodd Road. These improvements will increase connectivity on the RBTN and through the communities of Mendota Heights, West St. Paul, and South St. Paul.

PROJECT BENEFITS

- » Improves safety by introducing a grade-separated crossing below TH 149/Dodd Road and Highway 62
- » Eliminates gaps and improves quality in the existing trail system
- » Encourages non-motorized transportation and recreation by improving the quality of the trail and eliminating the need to stop at an intersection to cross TH 149/Dodd Road
- » Improves the RBTN and the River to River Greenway
- » Increases non-motorized access to the major mixed use node in Mendota Heights, which includes housing, offices, restaurants, and retail
- » Supports safer access to Two Rivers High School, located less than one mile east of the TH 149/Dodd Road

Project Location: Mendota Heights

Requested Award Amount:	\$2,080,000
Total Project Cost:	\$2,600,000

Dakota County River to River Greenway CR 149 Multiuse Trail





Dakota County

River to River Greenway Valley Park Trail & TH 149 Underpass



PROJECT IMAGES



Looking south at TH 149/Dodd Road and Highway 62 - site of underpass



Proposed location of grade separated crossing



December 6, 2023

Gina Mitteco
Regional and Multi-Modal Transportation Manager
Dakota County Western Service Center
14955 Galaxie Avenue
Apple Valley, MN 55124

Dear Gina,

On behalf of the City Council of the City of Mendota Heights, this letter is offered in support of the concept of implementing a portion of the River to River Greenway from Marie Avenue to TH 149 (Dodd Road), including a grade separated crossing of TH 149 (Dodd Road). Dakota County has shared the proposed layout for this trail project and the City of Mendota Heights is supportive of the layout.

The City of Mendota Heights appreciates the opportunity to work with Dakota County in exploring additional recreational trail facilities to serve the residents of our area. We look forward to continuing our cooperative efforts in this regard and providing input as Dakota County seeks to construct its Greenway trails.

Sincerely,


Stephanie Levine
Mendota Heights Mayor

**CITY OF MENDOTA HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION 2023-93

**A RESOLUTION EXPRESSING SUPPORT FOR DAKOTA COUNTY'S APPLICATION
FOR A REGIONAL SOLICITATION GRANT TO FUND CONSTRUCTION OF A
PORTION OF THE RIVER TO RIVER GREENWAY**

WHEREAS, the Metropolitan Council, through its Transportation Advisory Board, is accepting applications for its 2024 Regional Solicitation program for motorized and non-motorized transportation projects through December 15, 2023; and

WHEREAS, the program uses federal funding to support investments in multi-use trails throughout the Twin Cities; and

WHEREAS, Dakota County is preparing a grant application for the portion of the River to River Greenway that extends from Marie Avenue to TH 149 (Dodd Road) and includes a grade separated crossing of TH 149 (Dodd Road); and

WHEREAS, the proposed trail project was identified in the River to River Greenway Master Plan and the City of Mendota Heights Bike and Trail Master Plan.


NOW, THEREFORE, IT IS HEREBY RESOLVED, by the City Council of the City of Mendota Heights, Minnesota that:

1. The City of Mendota Heights is supportive of Dakota County's application for a Regional Solicitation Grant for this project and City Staff is authorized to prepare a letter which expresses support for the application and acknowledges the proposed layout of the project.

Adopted by the City Council of the City of Mendota Heights this sixth day of December, 2023.

**CITY COUNCIL
CITY OF MENDOTA HEIGHTS**

ATTEST



Nancy Bauer, City Clerk



Stephanie B. Levine, Mayor

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

September 26, 2023

Resolution No. 23-424

Motion by Commissioner Hamann-Roland

Second by Commissioner Atkins

Authorization To Submit And Accept Grant Funds For 2023-2024 Regional Federal Funding Solicitation Grant Opportunity

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Infrastructure Investment and Jobs Act (IIJA) through the Regional Solicitation process; and

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

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

WHEREAS, project submittals are due on December 15, 2023; and

WHEREAS, all projects proposed are consistent with the adopted Dakota County 2040 Comprehensive Plan; and

WHEREAS, subject to federal funding award for the projects identified hereto, 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 authorizes the submittal of the following County-led projects to the Regional Solicitation application process for federal funding:

Highway Projects

- 1.1 County State Aid Highway (CSAH) 50 (Kenwood Trail) from 172nd to 175th and Interstate-35 interchange in Lakeville (Strategic Capacity Category)
- 1.2 CSAH 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township and Rosemount (Strategic Capacity Category)
- 1.3 CSAH 32 (117th Street) from US 52 to CSAH 71 in Inver Grove Heights (Reconstruction Category)
- 1.4 CSAH 46 (160th Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings CSAH 32 (117th Street) from US 52 to CSAH 71 in Inver Grove Heights (Reconstruction Category)
- 1.5 CSAH 32 (122nd St) at frontage road on east side of interstate 35 in Burnsville (Spot Mobility Category)
- 1.6 CSAH 4 (Butler Ave) trail from Roberts Street to US Highway 52 in West St. Paul (Multi-Use Trails Category)
- 1.7 CSAH 42 (Egan Drive) trail from CSAH 5 to CSAH 11 in Burnsville (Multi-Use Trails Category)

Safe Routes to School Projects

- 2.1 CSAH 4 (Butler Ave) from CSAH 63 to Smith Ave. in West St. Paul
- 2.2 CSAH 60 (185th St) from CSAH 50 to CSAH 9 in Lakeville

STATE OF MINNESOTA
County of Dakota

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

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 26th day of September 2023, now on file in the Office of the County Manager Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 26th day of September 2023.

Jeni Reynolds

Clerk to the Board

Greenway Multiuse Trails and Bicycle Facilities Projects

- 3.1 North Creek Greenway – CSAH 42 Grade Separation and Trail to Flagstaff Road in Apple Valley
- 3.2 Lake Marion Greenway through the Industrial Park in Lakeville
- 3.3 North Creek Greenway from 199th Street to downtown Farmington
- 3.4 River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to accept grant funds, if awarded, and execute grant agreements subject to approval as to form by the Dakota County Attorney’s Office.

STATE OF MINNESOTA
County of Dakota

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

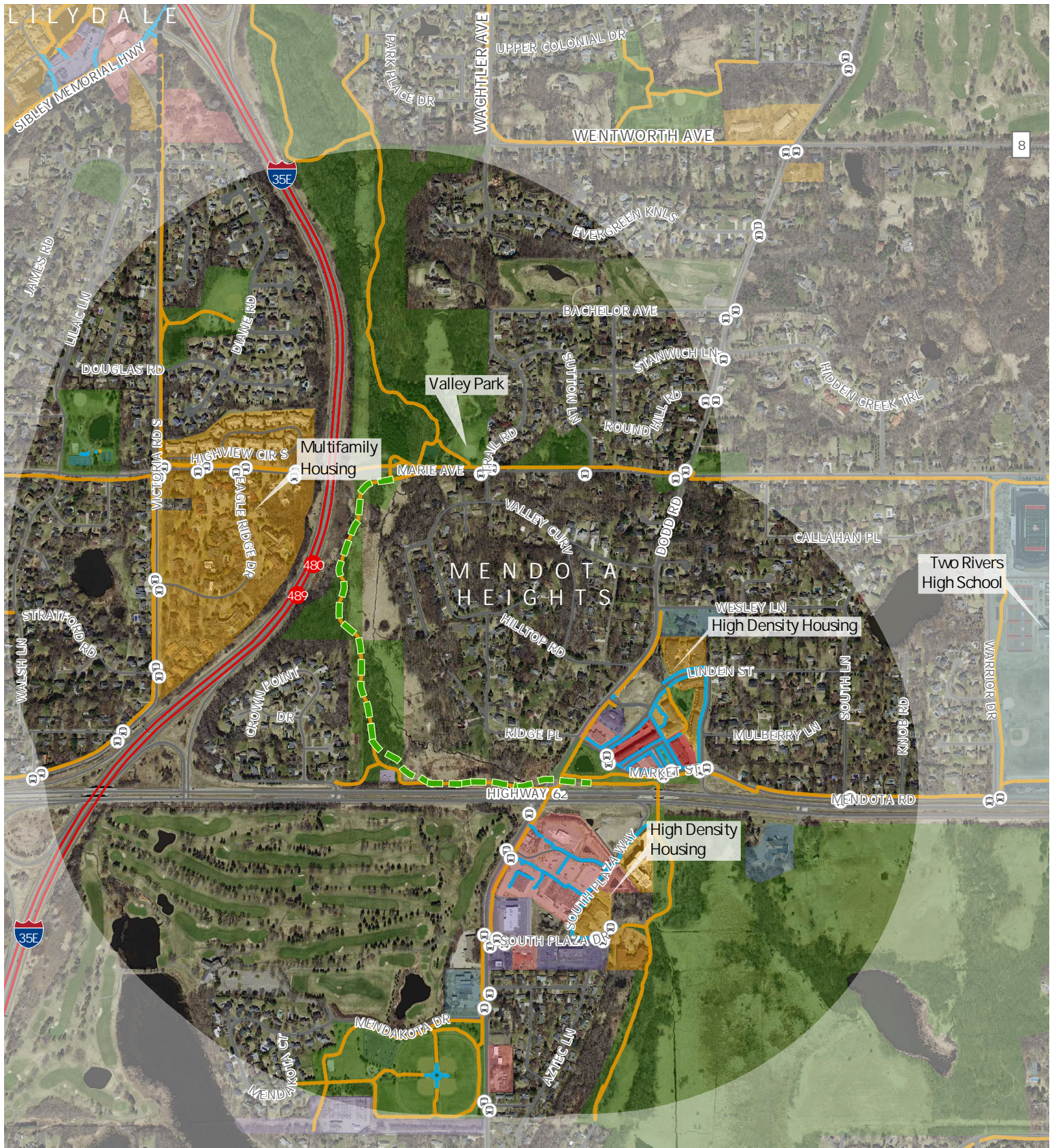
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Witness my hand and official seal of Dakota County this 26th day of September 2023.



Clerk to the Board

Dakota County River to River Greenway CR 149 Mult use Trail



- | | | | | |
|----------------------|-------------------------|----------------|--|-----------------------|
| Municipal Boundaries | River to River Greenway | Mult Use Trail | Generalized Land Use 2020: Multifamily Housing | Industrial/Employment |
| Transit Routes | Sidewalk | Sidewalk | Commercial | Institutional |
| Transit Stops | | | Mixed Use | Parks and Open Space |





Parks Department
14955 Galaxie Ave.
Apple Valley, MN 55124-8579

December 12, 2023

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

RE: 2023 Regional Solicitation Application for River to River Greenway project in Mendota Heights

Dear Ms. Koutsoukos:

Dakota County is working in partnership with the City of Mendota Heights to construct a new portion of the River to River Greenway. Please see the attached Dakota County Board resolution indicating Dakota County's support for the Regional Solicitation application for this project.

Dakota County has reviewed and approved the general layout of the River to River Greenway project. The project layout has been attached to this letter.

Upon completion, the River to River Greenway project in Mendota Heights will become part of the Dakota County regional greenway trail network. In keeping with Dakota County Regional Trails Maintenance Standards, the Dakota Grounds Maintenance 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.

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

Sincerely,

A handwritten signature in black ink that reads "Niki Geisler".

Niki Geisler
Dakota County Parks Director
CC:



Dakota County

River to River Greenway Valley Park Trail & TH 149 Underpass

UNDERPASS CONCEPT

